

Alex. David
H. Harcourt Belp
Temple

1884

APPLETON'S
GENERAL GUIDE
TO
THE UNITED STATES
AND
CANADA

WITH RAILWAY MAPS, PLANS OF CITIES,
AND ILLUSTRATIONS

New and Revised Edition

NEW YORK: D. APPLETON AND CO.
EDINBURGH: A. AND C. BLACK

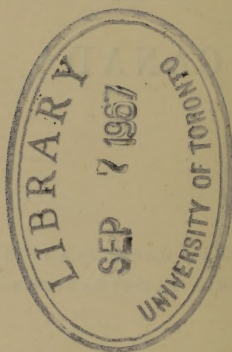
1884

E

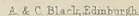
158

A63

1884



SHEWING THE COMMUNICATION
BETWEEN



THE VOYAGE.

THE first consideration that occurs to travellers meditating a visit to America is the passage across the Atlantic. It is a necessity that must be faced, and there is no reason to think too much of it. Now that steam navigation has been brought to such perfection in the matter of speed, safety, and comfort, it is best to regard the voyage as a pleasure—at any rate compared with what it formerly was—and to abandon oneself to the inevitable. The weather of the North Atlantic is at all times more or less capricious, and no meteorological forecasts can be entirely relied upon for ensuring a quiet voyage. If, however, the passenger provides himself with one or two little necessities, and attends to certain well-known experiences, he may depend upon passing the ten days on board ship in reasonable comfort. The first thing to do is to secure a berth or state-room, and this should be attended to as soon as possible. Persons subject to sea-sickness should avoid the cabins at the extremities of the ship, preferring those in the centre, and even those on the lower deck. In fine weather the deck cabins are both convenient and agreeable. As a rule under berths are to be preferred to upper.

The place at table is another matter of some importance, and should be selected early, by application to the head steward. Luggage, when bulky, is placed in the hold, but a reasonable amount is allowed in the state-rooms, and should be labelled with the number of the room. It is a common practice to provide oneself with a deck-chair, for sitting and reclining on deck, and this can be purchased at the port of embarkation or elsewhere. It also should be labelled.

The weather in the Atlantic being often cold even in summer, warm clothing is a necessity; and in winter, india-rubber hot-water bottles are found of great use by the more delicate.

As regards sea-sickness, although it may be vain to attempt its prevention altogether, the malady can be alleviated and kept under control by attending to one or two expedients. Too much exercise on the first day or so should be avoided, and a recumbent position maintained as much as possible. The stomach should at no time be overloaded, and not allowed for any length of time to crave food without being satisfied. After meals it will be found beneficial to lie down for a little. The use of gentle aperients, such as pyretic saline or fruit salt, will be found beneficial when taken before breakfast, and sal volatile in the case of nausea will frequently give relief. The most easily digested food is arrowroot cooked plain, and the stomach will accept this sooner than almost anything else. Every steamer has a doctor on board, who is always ready to attend to any serious cases of sickness.

The stewards who have charge of the berths, and those who serve at table, are generally very obliging, and willing to assist the passengers they wait upon at all times. They expect, however, a *douceur* at the end of the voyage of from 5s. to 10s., and the boots 2s. 6d.

Most of the steamers carry a barber, whose offices in rough weather are much appreciated.

For information connected with the luggage, customs' declarations, change of money, letters, etc., the purser should be applied to.

On arriving at port it is necessary for each passenger to make a declaration to the custom-house officer, who comes on board for that purpose, of the amount of his luggage, and what it contains. And, as the American tariff is high, it is inadvisable to carry more than what is necessary.

The luggage is opened in a shed on the wharf, and when passed can be handed over to an "express" man, who will deliver it at the hotel or other destination. If, however, ease and quickness are desired, regardless of a little expense, a hack (cab) is to be preferred.

P R E F A C E .

THE leading idea which has governed the preparation of the following work has been to combine fullness and precision of information with the utmost attainable economy of space; to present the information in such a manner as to be most easy of use; to furnish such a Hand-book for the traveler as will supply the place of a guide in a land where *couriers* or professional guides are unknown. All the important cities and great routes of travel in the United States and Canada are carefully and minutely described in it, and also every locality which is sufficiently visited for its own sake to entitle it to a place in such a work. At the same time it is believed that the book will be not less useful for what it excludes than for what it includes. Most previous guides have been either too sketchy and incomplete to be of any practical use, or have usurped the functions of a gazetteer—obtruding upon the traveler's attention multitudes of places and facts which can not possibly be either useful or interesting to him, and furnishing him with no test by which to discriminate between the noteworthy and the unimportant. In the present work the gazetteer plan has been deliberately discarded, and mention is made only of those places, facts, and items which are considered in some way interesting and worthy of attention.

The Editor desires particularly that his method in this respect shall be clearly understood. Small stations *en route* are often mentioned in order to indicate distances and rate of progress—in itself, frequently, a highly interesting item of information; but, as a general rule, not only are merely local lines of travel and off-route places (unless attractive for special reasons) omitted entirely, but the tourist's attention is invited only to such things as are really worth attention, and the Editor has been much more anxious in describing a route to indicate the characteristic features of the

country traversed, and where fine views may be obtained, than to enumerate and describe all the little stations at which the train may happen to pause. Nor has he scrupled to devote more space to a famous mountain-view, to a bit of grand or exquisite scenery, to a great achievement of nature or art, than to many cities which are important as regards population, commerce, and industry, but which possess no special interest for the traveler. In short, the standpoint is not that of a gazetteer, but of the tourist, who cares little for statistical or geographical data, but wishes to see and learn about whatever is novel, picturesque, beautiful, memorable, striking, or curious.

The plan of the book, its arrangement and classification of matter, and the system of treatment, are based on the famous Baedeker Hand-books, which are conceded to possess in a pre-eminent degree the grand desiderata of compactness, portability, and facility of consultation. As much aid as possible is afforded to the eye by printing the names of places and objects either in italics, or, where they are of sufficient importance, in bold-faced **black type**. Objects worthy of special attention are further distinguished by asterisks (*).

The Plans of Cities also follow the excellent Baedeker system of numbered and lettered squares, with figures corresponding to similar figures prefixed to lists of the principal public buildings, hotels, churches, and objects of interest. This system will be found to add very materially to the usefulness of the maps. The Illustrations afford a trustworthy idea of American architecture, and in a less degree of American scenery.

Great care has been taken to make the GUIDE accurate and fully up to date in its information; in most cases the descriptions of important places have been submitted to the revision of a resident. Nevertheless, in dealing with so many and diverse facts it is probable that some errors have crept in and that there are some omissions. The book will be subjected to a thorough annual revision, and the Editor will be grateful for any corrections and suggestions.

C O N T E N T S .

	PAGE
I. PASSPORTS, CUSTOMS DUTIES, ETC.	xi
II. CURRENCY	xi
III. HOTELS	xi
IV. CONVEYANCES	xii
V. BAGGAGE—THE CHECK SYSTEM	xiii
VI. ROUND-TRIP EXCURSIONS	xiv
VII. CLIMATE AND DRESS	xiv

NEW ENGLAND AND MIDDLE STATES AND CANADA.

ROUTE

1. NEW YORK CITY	1
Staten Island	19
Coney Island	20
Long Branch	21
2. BROOKLYN	23
3. NEW YORK TO PHILADELPHIA :	
<i>a. Via Pennsylvania R. R.</i>	26
<i>b. Via "Bound Brook Route"</i>	27
<i>c. Via Camden and Amboy</i>	27
4. PHILADELPHIA	28
Cape May	39
Atlantic City	40
5. PHILADELPHIA TO BALTIMORE	41
6. BALTIMORE	41
7. BALTIMORE TO WASHINGTON	48
New York to Washington (Through Line)	48
8. WASHINGTON CITY	48
Georgetown	58
Arlington. Alexandria. Mount Vernon	59
9. THE HUDSON RIVER	60
Albany	64
Troy	66
10. THE CATSKILL MOUNTAINS	66
11. NEW YORK TO BOSTON <i>via</i> NEW HAVEN, HARTFORD, AND SPRINGFIELD	69
12. NEW YORK TO BOSTON <i>via</i> PROVIDENCE	76
13. NEW YORK TO BOSTON <i>via</i> "AIR-LINE RAILWAY"	80
14. NEW YORK TO BOSTON <i>via</i> NEW YORK & NEW ENGLAND R. R.	81
15. STEAMBOAT ROUTES TO BOSTON :	
<i>a. Via Newport and Fall River</i>	82
<i>b. Via Stonington Line</i>	85
<i>c. Via Norwich Line</i>	85
<i>d. Via Providence Line</i>	86
16. BOSTON	86
Bunker Hill Monument	95
Cambridge. Harvard University	96

ROUTE	PAGE
17. BOSTON TO PORTLAND <i>via</i> "EASTERN SHORE"	97
The Isles of Shoals	101
18. BOSTON TO PORTLAND <i>via</i> BOSTON & MAINE R. R.	103
19. PORTLAND TO THE WHITE MOUNTAINS :	
<i>a. Via</i> Portland & Ogdensburg R. R.	104
<i>b. Via</i> Grand Trunk R. R.	106
20. BOSTON TO THE WHITE MOUNTAINS :	
<i>a. Via</i> Eastern Railroad	106
<i>b. Via</i> Boston, Concord & Montreal R. R.	107
<i>c. Via</i> Boston & Maine R. R.	107
21. THE WHITE MOUNTAINS	107
Mount Washington	117
Franconia Mountains	118
22. LAKE WINNEPESAUKEE	121
23. PORTLAND TO MOUNT DESERT	123
24. PORTLAND TO MOOSEHEAD LAKE	126
25. PORTLAND TO THE RANGELEY LAKES	128
26. PORTLAND TO MONTREAL AND QUEBEC	129
27. BOSTON TO MONTREAL <i>via</i> LOWELL AND CONCORD	130
28. BOSTON TO MONTREAL <i>via</i> RUTLAND AND BURLINGTON	134
29. NEW YORK TO MONTREAL AND QUEBEC BY THE CONNECTICUT VALLEY	137
30. NEW LONDON TO BRATTLEBORO	143
31. BOSTON TO PLYMOUTH	144
32. BOSTON TO CAPE COD	145
33. BOSTON TO MARTHA'S VINEYARD AND NANTUCKET	146
34. BOSTON TO HOOSAC TUNNEL AND TROY	148
35. BOSTON TO ALBANY AND THE WEST	149
36. ALBANY TO RUTLAND, VERMONT	150
37. THE HOUSATONIC VALLEY AND THE BERKSHIRE HILLS	151
38. NEW YORK TO VERMONT <i>via</i> HARLEM RAILWAY	157
39. NEW YORK TO BUFFALO AND NIAGARA FALLS	159
Buffalo	165
Niagara Falls	168
40. ERIE RAILWAY TO BUFFALO AND NIAGARA FALLS	174
41. NEW YORK, WEST SHORE & BUFFALO R. R. TO BUFFALO AND NIAGARA FALLS	179
42. NEW YORK TO MONTREAL <i>via</i> SARATOGA SPRINGS AND LAKE CHAMPLAIN	181
43. LAKE GEORGE AND LAKE CHAMPLAIN	186
44. THE ADIRONDACKS	192
Grand Through Route	195
Ausable Chasm and the Saranac Lakes	200
Elizabethtown and Keene Valley	201
Mount Marcy	202
Schroon, Long, and Raquette Lakes	204
Indian Pass. Avalanche Lake	204
Skeleton Tours or Round Trips	205

ROUTE	PAGE
45. LONG ISLAND	205
46. NEW YORK TO DELAWARE WATER-GAP	210
47. NEW YORK TO CENTRAL PENNSYLVANIA	212
48. PHILADELPHIA TO HARRISBURG AND PITTSBURG	214
49. PHILADELPHIA TO CENTRAL NEW YORK	220
Mauch Chunk	221
Wyoming Valley	224
50. PHILADELPHIA TO ALBANY	225
Cooperstown	226
Cherry Valley. Howe's Cave	228
51. PHILADELPHIA TO ERIE	229
52. PHILADELPHIA TO BUFFALO	232
53. PHILADELPHIA TO LAKE ONTARIO	232
Delaware Water-Gap	233
54. PHILADELPHIA TO READING, POTTSVILLE, AND WILLIAMSPORT. THE COAL REGIONS.	236
55. PITTSBURG TO TITUSVILLE AND BUFFALO. THE OIL REGIONS	238
56. HARRISBURG TO THE CUMBERLAND VALLEY	240
57. BALTIMORE TO NIAGARA FALLS	241
Gettysburg	242
Watkins Glen	245
58. THE ST. LAWRENCE RIVER	247
The Thousand Islands	247
Montreal. Lachine Rapids	249
Quebec	253
59. THE SAGUENAY RIVER	260
60. OTTAWA, CANADA	262
61. TORONTO, CANADA	265
62. THE MARITIME PROVINCES OF CANADA	267
New Brunswick	267
Nova Scotia	269
Cape Breton	271
Prince Edward Island	272

WESTERN AND SOUTHERN STATES.

63. NEW YORK TO CHICAGO <i>via</i> SUSPENSION BRIDGE AND DETROIT	273
Canada Div. of Michigan Central R. R.	280
64. NEW YORK TO CHICAGO <i>via</i> BUFFALO AND CLEVELAND	281
65. NEW YORK TO CHICAGO <i>via</i> ERIE RAILWAY AND CONNECTING LINES	286
66. NEW YORK TO CHICAGO <i>via</i> PHILADELPHIA AND PITTSBURG	290
67. NEW YORK TO CHICAGO AND CINCINNATI <i>via</i> BALTIMORE AND WASHINGTON	294
68. CHICAGO	301
69. NEW YORK TO CINCINNATI <i>via</i> BUFFALO AND CLEVELAND	309
70. NEW YORK TO CINCINNATI <i>via</i> PHILADELPHIA, PITTSBURG, AND CO- LUMBUS.	311

ROUTE	PAGE
71. NEW YORK TO CINCINNATI <i>via</i> ERIE RAILWAY AND CONNECTING LINES	315
72. CINCINNATI	315
73. CINCINNATI TO LOUISVILLE :	
<i>a. Via</i> Louisville, Cincinnati & Lexington R. R.	323
<i>b. Via</i> Ohio & Mississippi R. R.	324
74. LOUISVILLE	324
75. CINCINNATI TO ST. LOUIS	328
76. NEW YORK TO ST. LOUIS <i>via</i> CLEVELAND AND INDIANAPOLIS	329
Indianapolis	330
Wabash Line	333
77. NEW YORK TO ST. LOUIS <i>via</i> PHILADELPHIA, PITTSBURG, AND INDIANAPOLIS	333
78. ST. LOUIS	334
79. CHICAGO TO CINCINNATI :	
<i>a. Via</i> Cincinnati, Richmond & Chicago R. R.	342
<i>b. Via</i> Chicago & Cincinnati Through Line	343
80. CHICAGO TO LOUISVILLE	344
81. CHICAGO TO CAIRO	345
82. CHICAGO TO ST. LOUIS	347
83. CHICAGO TO MILWAUKEE	349
<i>a. Via</i> Milwaukee Div. of Chicago & Northwestern R. R.	349
<i>b. Via</i> Chicago Div. of Milwaukee & St. Paul R. R.	350
84. MILWAUKEE TO ST. PAUL :	
<i>a. Via</i> La Crosse	352
<i>b. Via</i> Madison and Prairie du Chien	353
85. CHICAGO TO ST. PAUL	357
86. CHICAGO TO OMAHA :	
<i>a. Via</i> Chicago & Northwestern R. R.	358
<i>b. Via</i> Chicago, Rock Island & Pacific R. R.	360
<i>c. Via</i> Chicago, Burlington & Quincy R. R.	362
<i>d. Via</i> Chicago, Milwaukee & St. Paul R. R.	364
<i>e. Via</i> Wabash, St. Louis & Pacific R. R.	364
87. OMAHA TO SAN FRANCISCO	366
Salt Lake City	370
88. SAN FRANCISCO	377
89. THE YOSEMITE VALLEY	383
90. CALIFORNIA RESORTS	389
91. SAN FRANCISCO TO PORTLAND, OREGON	394
Mount Shasta	395
92. ST. LOUIS TO DENVER	397
St. Louis to Kansas City <i>via</i> Missouri Pacific, or Wabash, St. Louis & Pacific, or Chicago & Alton R. Rs.	398
Kansas City or Atchison to Denver <i>via</i> Kansas Div. of Union Pacific R. R., or <i>via</i> the Atchison, Topeka & Santa Fé and the Denver & Rio Grande R. Rs.	400
93. COLORADO SPRINGS AND VICINITY	401

ROUTE	PAGE
94. SOUTHERN COLORADO AND NEW MEXICO	403
95. THE COLORADO CENTRAL RAILWAY	405
Clear Creek Cañon	405
Boulder Cañon. Estes Park	406
96. THE GREAT NATURAL PARKS	407
97. KANSAS CITY TO SAN FRANCISCO <i>via</i> ATCHISON, TOPEKA & SANTA FÉ R. R. :	
<i>a. Via</i> Pueblo, Col., and Ogden, Utah	409
<i>b. Via</i> Albuquerque and the Needles	410
<i>c. Via</i> the Southern Route	414
98. KANSAS CITY TO CITY OF MEXICO <i>via</i> ATCHISON, TOPEKA & SANTA FÉ R. R. AND THE MEXICAN CENTRAL R. R.	417
99. ST. LOUIS TO TEXAS :	
<i>a. Via</i> Missouri, Kansas & Texas R. R.	419
<i>b. Via</i> St. Louis, Iron Mountain & Southern R. R.	423
100. ST. LOUIS TO SAN FRANCISCO	424
101. THE GREAT LAKES	425
102. DULUTH OR ST. PAUL TO PORTLAND, ORE., AND THE PACIFIC COAST <i>via</i> NORTHERN PACIFIC R. R.	435
The Yellowstone Park	439
103. MANITOBA	449
104. BALTIMORE TO RICHMOND AND THE SOUTH	451
105. WASHINGTON TO RICHMOND :	
<i>a. Via</i> Baltimore & Potomac R. R.	453
<i>b. Via</i> Steamer to Quantico	454
106. RICHMOND TO CHARLESTON :	
<i>a. Via</i> Wilmington and Florence	457
<i>b. Via</i> Charlotte and Columbia	458
107. RICHMOND TO SAVANNAH :	
<i>a. Via</i> Charleston	465
<i>b. Via</i> Columbia and Augusta	465
108. CHARLESTON OR SAVANNAH TO JACKSONVILLE, FLORIDA	470
109. JACKSONVILLE TO ST. AUGUSTINE	472
110. THE ST. JOHN'S RIVER	475
111. THE OCKLAWAHA RIVER	479
112. THE INDIAN RIVER COUNTRY	481
113. FERNANDINA TO CEDAR KEYS	482
114. MIDDLE FLORIDA. TALLAHASSEE	484
115. THE GULF COAST AND KEY WEST	485
116. RICHMOND TO MOBILE :	
<i>a. Via</i> Atlanta and Montgomery	487
<i>b. Via</i> Augusta, Macon, and Columbus	489
117. RICHMOND TO NEW ORLEANS <i>via</i> MOBILE	492
118. WASHINGTON TO MOBILE AND NEW ORLEANS :	
<i>a. Via</i> "Great Southern Mail and Kennesaw Routes"	493
<i>b. Via</i> Shenandoah Valley R. R. Luray Cavern and Natural Bridge.	496
<i>c. Via</i> Chattanooga and Meridian	498

ROUTE	PAGE
119. CHARLESTON TO MOBILE AND NEW ORLEANS <i>via</i> SAVANNAH, FLOR- IDA & WESTERN R. R.	499
120. LOUISVILLE TO MOBILE AND NEW ORLEANS.	499
Mammoth Cave	500
121. CHICAGO AND ST. LOUIS TO NEW ORLEANS	502
122. NEW ORLEANS	504
123. NEW ORLEANS TO SAN FRANCISCO :	
<i>a. Via</i> Galveston, Harrisburg & San Antonio R. R.	509
<i>b. Via</i> Texas & Pacific R. R.	510
124. THE VIRGINIA MINERAL-SPRING REGION	511
125. MOUNTAIN REGION OF NORTH CAROLINA, SOUTH CAROLINA, AND GEORGIA	517
126. THE OHIO RIVER	524
127. THE MISSISSIPPI RIVER	527
TABLE OF RAILWAY AND STEAMBOAT FARES	535
INDEX	541

MAPS.

1. GENERAL RAILROAD MAP OF THE UNITED STATES AND CANADA : in Pocket.
2. MAP OF THE VICINITY OF NEW YORK : page 5.
3. MAP OF THE VICINITY OF PHILADELPHIA : page 30.
4. MAP OF THE VICINITY OF BALTIMORE : page 43.
5. MAP OF THE VICINITY OF BOSTON : page 88.
6. MAP OF THE WHITE MOUNTAINS : between pages 108 and 109.
7. MAP OF NIAGARA RIVER : page 169.
8. MAP OF THE ADIRONDACKS : between pages 192 and 193.
9. MAP OF LONG ISLAND : page 206.
10. MAP OF THE PACIFIC RAILWAYS : between pages 272 and 273.
11. MAP OF THE VICINITY OF CHICAGO : page 303.
12. MAP OF THE VICINITY OF CINCINNATI : page 317.
13. MAP OF THE VICINITY OF ST. LOUIS : page 336.
14. MAP OF THE YOSEMITE VALLEY : page 384.
15. MAP OF THE YELLOWSTONE PARK : between pages 440 and 441.

PLANS OF CITIES.

1. BALTIMORE : between pages 40 and 41.
2. BOSTON : between pages 86 and 87.
3. CHARLESTON : between pages 460 and 461.
4. CHICAGO : between pages 300 and 301.
5. CINCINNATI : between pages 314 and 315.
6. MONTREAL : between pages 248 and 249.
7. NEW ORLEANS : between pages 504 and 505.
8. NEW YORK : facing page 1.
9. PHILADELPHIA : between pages 28 and 29.
10. QUEBEC : between pages 252 and 253.
11. ST. LOUIS : between pages 334 and 335.
12. SAN FRANCISCO : between pages 376 and 377.
13. SAVANNAH : between pages 466 and 467.
14. WASHINGTON CITY : between pages 48 and 49.

DECKER BROTHERS' PIANOS

Have shown themselves so far superior to all others in excellence of workmanship, elasticity of touch, beauty of tone, and great durability, that they are now earnestly sought for by all persons desiring the

VERY BEST PIANOS.

LOW PRICES.

EASY TERMS.

Caution.—No DECKER PIANO genuine unless marked

Decker Brothers.
New York.

WAREROOMS:

33 UNION SQUARE, NEW YORK.

APPLETONS' GUIDE-BOOKS,

REVISED AND CORRECTED EACH SEASON.

APPLETONS' GENERAL GUIDE TO THE UNITED STATES AND CANADA.

ONE VOLUME COMPLETE, pocket-book form, roan, \$2.50.

NEW ENGLAND AND MIDDLE STATES AND CANADA, one volume, cloth, \$1.25.

SOUTHERN AND WESTERN STATES, one volume, cloth, \$1.25.

With numerous Maps and Illustrations.

APPLETONS' HAND-BOOK OF SUMMER RESORTS.

Revised each Season to date. With Maps and numerous Illustrations. Large 12mo, paper cover, 50 cents.

APPLETONS' EUROPEAN GUIDE-BOOK.

A Complete Guide to the Continent of Europe, Egypt, Algeria, and the Holy Land. Revised and corrected each Season. In two volumes, morocco, gilt edges, \$5.00.

APPLETONS' DICTIONARY OF NEW YORK AND VICINITY.

An alphabetically arranged Index to all Places, Societies, Institutions, and other features upon which Information is needed by the Stranger or the Citizen. Revised and corrected each Season. With Maps of New York and Vicinity. Paper, 30 cents.

NEW YORK ILLUSTRATED.

A Pictorial Delineation of Street Scenes, Buildings, River Views, and other Picturesque Features of the Great Metropolis. With 143 Illustrations from drawings made specially for it, engraved in a superior manner. With large Maps of New York and Vicinity. Large 8vo, illustrated cover, 75 cents.

D. APPLETON & CO., Publishers, 1, 3, & 5 Bond Street, New York,

KOUNTZE BROTHERS, BANKERS,

120 Broadway, New York,

(Equitable Building),

ISSUE

Circular Notes and Letters of Credit,

Payable in American Funds, and available in all parts
of the United States and Canada.

ALSO ISSUE

Circular Notes and Letters of Credit on the Union Bank of London,

Payable in Sterling, and available in all parts of the World.

MAKE CABLE TRANSFERS.

Execute Orders for the Purchase and Sale of Bonds,
and all Investment Securities.

*MAKE LOANS TO CLIENTS ON APPROVED COLLATERAL,
AND UNDERTAKE THE BUSINESS OF COLLECTING
COUPONS, DIVIDENDS, AND OTHER PAPER.*

INTRODUCTION.

I. Passports, Customs Duties, etc.

PASSPORTS are not required in the United States. The examinations of baggage at the ocean ports and the Canadian frontier are usually conducted in a courteous manner, but are at times very rigid; and the visitor from abroad will do well to include in his luggage only such articles as can be strictly regarded as of necessary personal use. The articles most watched for and guarded against by the customs authorities are clothing (new and in undue quantity), silks, linens, laces, cigars, watches, jewelry, and precious stones. In case of any portion of the luggage being found "dutiable," it is best to pay the charges promptly (under protest), and forward complaint to the Treasury Department at Washington.

II. Currency.

The present currency of the United States consists of gold and silver coin, and of United States Treasury notes (called "greenbacks") and national-bank bills redeemable in coin at par. In California gold alone is the standard of value, and silver is taken only at a discount. The fractional currency (which includes all sums below a dollar) is of silver, with nickel five-cent pieces, and copper pieces of the value of one and two cents. In Canada the currency is coin, or the notes of the local banks, which are at par. Foreign money is not current in the United States, but may be exchanged for the usual currency at the brokers' offices at fixed rates. For practical purposes, a pound sterling may be rated as equivalent to five dollars of American money, and a shilling as equivalent to twenty-five cents, or a "quarter." A franc is equivalent to about twenty cents of American money; five francs to a dollar.

III. Hotels.

The hotels of the United States have the reputation of being among the largest, finest, and best conducted in the world. In the larger cities there are two kinds: those conducted on what is called the American plan, by which a fixed charge includes lodgings and the usual meals at *table d'hôte*; and those conducted on the European plan, where the charge is made for lodgings alone, and the meals are taken *à la carte* in the hotel or elsewhere. At a few hotels the two plans are combined, and the traveler has his choice between them. The charge at first-class hotels (on

the American plan) is from \$3 to \$5 a day; but good accommodations may be had at houses of the second class for \$2 to \$3 a day. A considerable reduction is usually made on board by the week. The charge for rooms at hotels on the European plan ranges from \$1 to \$3 a day. The "extras" and "sundries" which make European hotel-bills so exasperating are unknown in America; and the practice of feeing servants, though it has some slight and irregular observance, has never attained the force of custom. The best hotels at the various points are designated at their proper places in the body of the GUIDE; they are named in what the Editor believes to be the order of their reputation. At the larger hotels, besides a reading-room for the use of guests, there will nearly always be found a letter-box, a telegraph-office, and an office for the sale of railroad tickets.

IV. Conveyances.

The average cost of travel by *Railroad* is two to three cents per mile in the Middle States and New England, and from three to five cents in the Western and Southern States. Children between the ages of five and twelve are generally charged half price; those under five are passed free. Between distant places which may be reached by competing lines there are usually what are called "through tickets," costing much less than regular mileage rates. These tickets are good only for the day and train for which they were purchased, and, if the traveler wishes to stop at any intermediate point, he must notify the conductor and get a "stop-over check." Attached to all "through trains" on the longer routes are Palace or Parlor cars, which are richly finished and furnished, provided with easy-chairs, tables, mirrors, etc., and, being mounted on twelve wheels, run much easier than the ordinary coaches. Those attached to the night-trains are so arranged as to be ingeniously converted into sleeping-berths, and are provided with lavatories in addition to the usual conveniences. From \$2 to \$3 a day in addition to the regular fare is charged for a seat or berth in these palace-cars, or a whole "section" may be secured at double rates. On a few of the more important lines have been placed what are called "hotel or dining cars" (on the same plan as the palace-cars), where meals are served *en route* in first-class restaurant style. The average speed on express-trains is thirty miles an hour.

Travel by *Steamboats* is somewhat less expensive and less expeditious than by rail. The ticket (in case of a night-passage) gives the right to a sleeping-berth in the lower saloon; but the extra cost of a state-room

(usually \$2 per night) is more than compensated by the greater comfort and privacy. On the much-traveled lines, state-rooms should be secured a day or two in advance, and, if possible, in the outside tier. Meals are usually an extra on steamboats, and will cost about \$1 each when the service is not *à la carte*.

The vast extension of the railway system has nearly superseded the old *Stages* and *Coaches*, but a few lines still run among the mountains and in remote rural districts. Where the object is not merely to get quickly from point to point, this is perhaps the most enjoyable mode of travel, and, in pleasant weather, the traveler should try to get an outside seat. The charges for stage-travel are relatively high—often as much as 10c. or 15c. a mile.

In all the cities and larger towns there are *Omnibuses* at the station on the arrival of every train, which connect directly with the principal hotels; a small charge (usually 50c.) is made for this conveyance.

V. Baggage—the Check System.

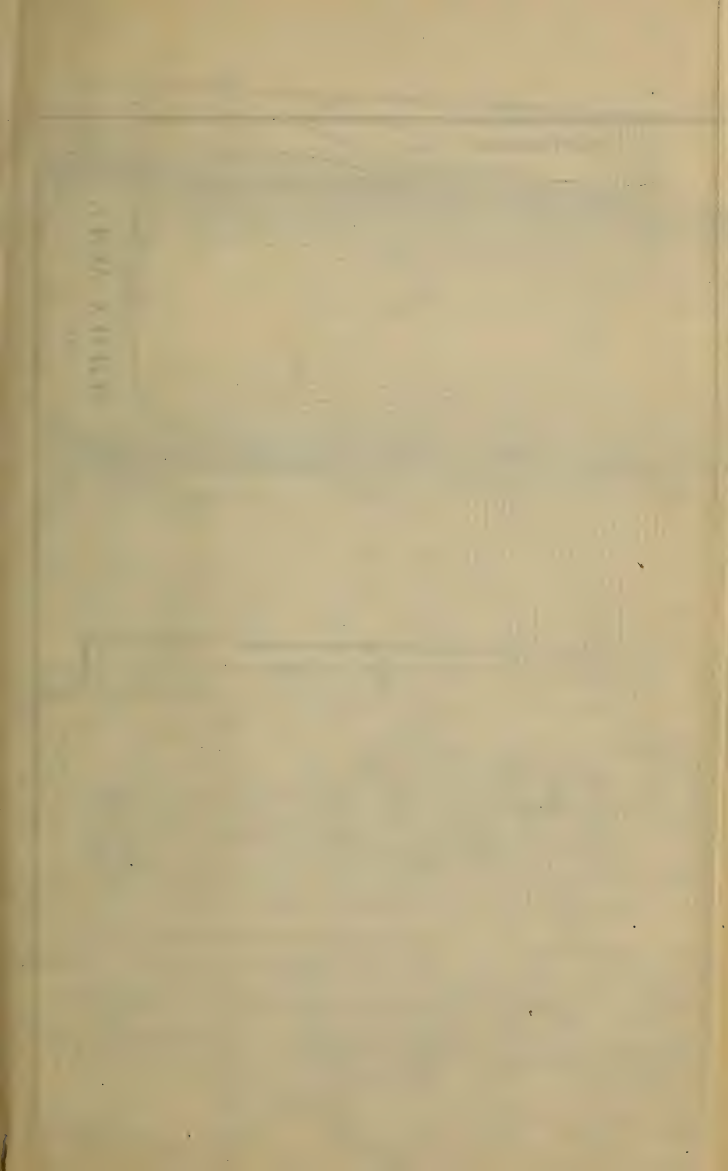
It is the custom in America to deliver baggage to a person known as the baggage-master, who will in return give a small numbered brass plate (called a “check”) for each piece, on presentation of which the baggage is delivered. Baggage may be “checked” over long routes in this way, and the traveler, no matter how many times he changes cars or vehicles, has no concern about it. The railroad company are responsible if the baggage should be injured or lost, the “check” being evidence of delivery into their hands. The traveler, arrived at the station or depot, should first procure his ticket at the ticket-office, and then, proceeding to the baggage-room or proper station of the baggage-master, have his trunks checked to the point to which he wishes them sent. (The baggage-master usually requires the traveler to exhibit his ticket before he will check the trunks.) Arriving at his destination, the checks may be handed to the hotel-porter, always in waiting, who will procure the various articles and have them sent to the hotel. Should the owner be delayed on the route, the baggage is stored safely at its destined station until he calls or sends for it (of course presenting the check). Beyond a certain weight (from 100 to 150 lbs.) for each ticket bought, baggage is charged for extra; and this may become a serious item where the distances are great. Before arriving at the principal cities, a baggage or express man generally passes through the cars and gives receipts (in exchange for checks) for delivering baggage at any point desired.

VI. Round-trip Excursions.

Every summer the leading railway companies issue excursion-tickets at greatly reduced prices. These excursions embrace the principal places of interest throughout the country, and are arranged in a graded series, so that the tourist may have choice of a number of round trips of a day or two to popular resorts near by, or may make one of the grand tours to distant points affording thousands of miles of travel. As the tickets are good for thirty, sixty, and ninety days, the traveler can consult his convenience *en route*, lingering or hastening on as he may happen to choose. Lists of these excursions and such information about them as may be required can be obtained at the central offices of the various companies in the larger cities, either by personal application or by letter.—Messrs. Thomas Cook & Son (with central office in New York) also issue excursion-tickets, the difference between their plan and that of the railway companies being that they arrange the tour to suit the wishes of the individual traveler. There is no affinity between this plan and the “personally conducted tours” which have made “Cook’s Tourists” a by-word throughout the world; it is, in fact, little more than an arrangement for enabling the economically-minded traveler to save money on his railway-tickets and hotel-bills.

VII. Climate and Dress.

Of course, in a country so extensive as the United States, the differences of climate are very great, New England and the Middle States being frequently buried in snow at the very moment when the Southern States are enjoying their most genial season, while California has but two seasons (the wet and the dry) instead of the four seasons of the temperate zone. It is true of the country as a whole, however, that the summers are hotter and the winters colder than those of Europe; and that there is greater liability to sudden changes from heat to cold, or from cold to heat. For this reason it is highly important that the traveler should be dressed with sufficient warmth; it will be better for him to suffer at noonday from too much clothing than to expose himself at night, in storms, or to sudden changes of temperature, with too little. Woolen underclothing should be worn both summer and winter, and a shawl or extra wrap should always be on hand. At the same time, exposure to the vertical rays of the sun in summer must be carefully avoided; sunstroke[?] being by no means unusual even in the Northern cities.



NEW ENGLAND AND MIDDLE STATES AND CANADA.

1. New York City.

Hotels.—Of the hotels conducted on the regular or American plan, the best are: the *Windsor*, cor. 5th Ave., 46th and 47th Sts.; the *Fifth Avenue*, in 5th Ave., fronting Madison Square; the *Metropolitan*, cor. Broadway and Prince St.; the *Grand Central*, Broadway, opposite Bond St.; the *Park Avenue Hotel*, cor. 4th Ave. and 32d St.; the *Sturtevant*, cor. Broadway and 29th St.; and the *New York*, in Broadway between Washington Place and Waverley Place. The charges range from \$2.50 to \$5 a day. Of the hotels conducted on the European plan, among the best are the *Brevoort House*, cor. 5th Ave. and 8th St.; the *Hotel Brunswick*, cor. 5th Ave. and 26th St.; the *St. Cloud*, cor. Broadway and 42d St.; the *Grand Hotel*, cor. Broadway and 31st St.; the *Gilsey House*, cor. Broadway and 29th St.; the *Coleman House*, cor. Broadway and 27th St.; the *Hoffman House*, Madison Sq. cor. 24th St.; the *Albemarle*, cor. Broadway and 24th St.; the *Everett House*, cor. 4th Ave. and 17th St.; the *Westminster*, cor. Irving Place and 16th St.; the *Clarendon*, cor. 4th Ave. and 18th St.; the *Grand Union*, very conveniently situated opposite the Grand Central Depot; the *Union Square*, cor. 4th Ave. and 15th St.; the *Astor House*, in Broadway opposite the Post Office; the *Morton House*, cor. Broadway and 14th St.; and the *Manhattan*, Broadway cor. Canal St. The charges for rooms range from \$1 to \$3 a day, with meals *à la carte* in the house or elsewhere. The *Victoria*, cor. 5th Ave. and 26th St.; the *Buckingham*, cor. 5th Ave. and 50th St.; the *Rossmore*, 1461 Broadway, near 42d St.; the *Glenham*, 5th Ave. near 22d St.; the *Hotel Dam*, 15th St., east of 4th Ave.; and the *Hotel Branting*, cor. Madison Ave. and 58th St., are excellent family hotels. Among the cheaper hotels, frequented by business men, the most desirable are the *Merchants*, *Washington*, *Cosmopolitan*, *Crook's*, *Earle's*, and the *United States*, all situated in the lower portion of the city. There are upward of 150 other hotels of all grades; and board and lodging may be obtained at boarding-houses at from \$7 to \$15 per week.

Restaurants.—*Delmonico's*, cor. 5th Ave. and 26th St., is one of the best restaurants in the world, and is famous for its elaborate dinners. The *Café Brunswick*, also at the cor. of 5th Ave. and 26th St., is admirably appointed and has an excellent *cuisine*. The *St. Denis*, cor. Broadway and 11th St., and the *Metropolitan*, cor. Broadway and Prince St., are of excellent repute. *Parker's*, in Broadway, near 34th St., and *Purcell's*, 910 Broadway, are places where ladies or families may lunch or dine. The restaurant of the Vienna Bakery, cor. Broadway and 10th St., is famous for coffee and bread, and here may also be had a variety of excellent dishes. The *cafés* and restaurants attached to the large hotels on the European plan are generally well kept; among the best of these are the *Hoffman House* (Madison Sq. cor. 24th St.), the *St. James* (cor. Broadway and 26th St.), and the *Gilsey House* (in Broadway, at the cor. of 29th St.). *Delmonico's*, at 112 and 114 Broadway; *Rudolph's*, at 162 Broadway; *Mouquin's*, Ann St. near Nassau St.; the *Astor House*, in Broadway, opposite the Post-Office; and *Sieghortner's*, 32 Lafayette Place, are first-class restaurants for gentlemen. There are a number of restaurants where excellent *table-d'hôte* dinners may be got from 5 to 8 P. M., for from 75c. to \$1.25, the latter price usually including wine; of these may be mentioned *Morello's*, 28th St. west of Broadway; *Jacques's*, 54 W. 11th St.; *Hungaria Hotel*, Union Square—all near Broadway;

also *Purssell's* (910 Broadway), mentioned above. *Martinelli's* (110 5th Ave., cor. 16th St.), and *Moretti's* (14th St. cor. 4th Ave.), have the Italian *cuisine*, on the *table-d'hôte* plan. There are also English chop-houses, so called, where a first-rate grill may be obtained; of these, *Farrish's* (64 John St.) is specially noted.

Modes of Conveyance.—Four lines of elevated railways, all under one management, known as the Manhattan Elevated R. R. Co., extend lengthwise through the city. Three lines start from east side of the Battery. The 3d Ave. line runs through Pearl St. to Chatham Sq. (where passengers may transfer to 2d Ave. line), thence by Bowery and 3d Ave. to Harlem River. This line has a branch from City Hall to Chatham Sq., one at 42d St. to Grand Central Depot, and one at 34th St. for ferry to Long Island City. The Chatham Sq. branch connects with Brooklyn Bridge cars. The stations of 3d Ave. line are: Battery, foot Whitehall St.; in Pearl St., at Hanover Sq., at cor. of Fulton St., at Franklin St.; and at Chatham Sq.; in Bowery, cor. Canal, Grand, and Houston Sts.; in 3d Ave., cor. 9th, 14th, 18th, 23d, 28th, 34th, 42d, 47th, 53d, 59th, 67th, 76th, 84th, 89th, 98th, 106th, 116th, 125th, and 129th Sts. (Harlem River). The 6th Ave. line starts from Battery, foot of Whitehall St., and has stations at Battery Place cor. Greenwich St., in New Church St., cor. of Rector St., and Cortlandt St.; in Church St., cor. Park Pl.; in W. Broadway, cor. Chambers St., and Franklin St.; in S. 5th Ave., cor. Grand St., and Bleecker St.; in 6th Ave., cor. 8th, 14th, 23d, 33d, 42d, 50th, and 58th Sts.; in 8th Ave., cor. 53d St.; in 9th Ave., cor. 59th, 72d, 81st, 93d, and 104th Sts.; and in 8th Ave. again, cor. 116th, 125th, 135th, 145th, and 155th Sts. (Harlem River). At the last-named station it connects with the N. Y. C. & N. R. R. Each alternate train runs only to 58th St., cor. 6th Ave. The line connects at cor. 42d St. and 6th Ave. with Grand Central Depot by cabs. The 9th Ave. line starts from Battery, foot Whitehall St.; stations at Battery Place, in Greenwich St., cor. Rector, Cortlandt, Barclay, Warren, Franklin, Desbrosses, Houston, and Christopher Sts.; and in 9th Ave., cor. 14th, 23d, 30th, 34th, 42d, 50th, and 59th Sts., at the last-named station connecting with the 6th Ave. line. The 2d Ave. line starts at Chatham Sq., where it connects with the 3d Ave. road, and has stations in Allen St., cor. Canal, Grand, and Rivington Sts.; in 1st Ave., cor. 1st, 8th, 14th, and 19th Sts.; in 23d St., bet. 1st and 2d Aves.; and in 2d Ave., cor. 34th, 42d, 50th, 57th, 65th, 70th, 75th, 80th, 86th, 92d, 105th, 111th, 116th, 120th and 127th Sts. (Harlem River). On all the lines the trains are about 4 minutes apart, except during the "rush" hours, when they are only 2 minutes apart. On Sundays the trains run on the 3d and 6th Ave. lines only, but at somewhat longer intervals; and at night from 12:30 A. M. to 5:30 A. M. trains run on the 6th Ave. road every half-hour, and the 3d Ave. line every quarter-hour. The stations on all the four lines are from a third to a half mile apart. Fares on each line are 10c., except between 4:30 and 7:30 A. M., and 4:30 and 7:30 P. M., when they are 5c. Two express trains morning and evening make but 7 stops bet. 155th and Rector Sts., passing over the tracks of the 6th Ave. and 9th Ave. lines, and make sharp connection with express trains on the N. Y. C. & N. R. R. For course of roads and stations see map. Several lines of *Horse-cars* start from the vicinity of the Astor House, and traverse the city from end to end on both the east and west sides. Besides these there are cross-town lines at different points, running from river to river. Fare on all the lines 5c. *Omnibuses* start from South, Wall St., and Fulton Ferries, and run up Broadway as far as 23d St., whence one line diverges west to Hudson River R. R. Depot at 30th St. and 9th Ave.; another up Madison Ave. to Grand Central Depot; another up 5th Ave. from 14th St. Fare 5c. The *Hackney-coaches* have stands in different parts of the city, and attend the arrival of every train and steamboat. A tariff of fares is or ought to be hung in each carriage, but the drivers frequently try to practice extortion. In such cases, appeal should be made to a policeman. Disputed questions as to time, distance, or price, must be settled at the Mayor's office (City Hall). The legal rates are, for one or more passengers for a distance of 1 m. or less, \$1; for more than 1 m. and not more than 2 m., \$1.50; for more than 2 m. and not exceeding 3 m., \$2; for more than 3 m. and not exceeding 4 m., \$2.50; for more than 4 m., 75c. a mile; by the hour, stopping as often as may be required, \$1. The New York Cab Co. have cabs (painted black and yellow) at rates lower than above—25c. for a m. or less; 25c. each additional m.; by the hour, \$1.00. The principal hotels have carriages in waiting for the use of guests; they may be engaged at the clerk's desk.

Railroad Depots.—The *Grand Central Depot*, in 42d St., between 4th and Madison Avenues, is used by most of the passenger trains of the New York Central & Hudson River R. R., and also by the New York & Harlem and New York & New Haven Railroads. Local trains to Spuyten Duyvel (Hudson River R. R.) leave the old depot at 10th Ave. and 30th St. The depot of the *Pennsylvania R. R.* (in Jersey City) is reached by ferries from foot of Desbrosses and Cortlandt Sts.; the *Erie* (also in Jersey City) from foot of Chambers and W. 23d Sts.; the *New York, West Shore & Buffalo R. R.* and *New York, Ontario & Western R. R.*, same as Penn. R. R., Jersey City; also at Weehawken, by ferry from foot of W. 42d St.; the *New Jersey Central* from foot of Liberty St.; the *Delaware, Lackawanna & Western* (Morris & Essex), from foot of Barclay and Christopher Sts.; the *Midland R. R.*, same as the Pennsylvania; the *New Jersey Southern*, from foot of Liberty St.; the *Long Island R. R.*, from James Slip and foot of E. 34th St.

Ferries.—There are ferries to *Brooklyn* from foot of Whitehall St., Wall St., Fulton St., and Catherine St.; to the Eastern District of Brooklyn (Williamsburgh) from foot of Roosevelt St., Grand St., and E. Houston St.; to *Greenpoint* from foot of 10th and E. 23d Sts.; to *Long Island City* from James Slip, from foot of E. 7th St., and foot of E. 34th St. To *Jersey City* from foot of Liberty St., Cortlandt St., Desbrosses St., Chambers St., and W. 23d St. To *Hoboken* from foot of Barclay St. and foot of Christopher St. To *Weehawken* from foot of W. 42d St. To *Staten Island* from foot of Whitehall St., east side of the Battery (two lines). To *Astoria* from foot of E. 92d St. and foot of E. 34th St. (thence by cars); and by boat from Pier 22 East River. To *Blackwell's, Randall's*, and *Ward's Islands* from foot of E. 26th St.

Churches.—There are nearly 500 churches of all denominations in the city, and at any of them the visitor is sure of a polite reception. The following are the principal of those whose Sunday services are most attended by strangers: Trinity Church (Episcopal), in Broadway, opposite Wall St., with cathedral choral service; Trinity Chapel (Episcopal), 25th St., near Broadway; St. George's (Episcopal), in Stuyvesant Square, E. 16th St.; Grace Church (Episcopal), Broadway, near 10th St., fine music; and St. Alban's (Ritualistic), 47th St., near Lexington Ave. Of the Roman Catholic churches, the Cathedral of St. Patrick (5th Ave. between 50th and 51st Sts.) and St. Stephen's (149 E. 28th St., famed for its musical services) are most attended. The Presbyterian churches of Dr. John Hall (cor. 5th Ave. and 55th St.) and the Brick Church (5th Ave. and 37th St.) are very popular; also the Methodist Church of St. Paul's (cor. 4th Ave. and 22d St.); the Unitarian Church of All Souls (right-hand cor. 4th Ave. and 20th St.), and the Church of the Messiah (Dr. Robert Collyer, cor. Park Ave. and 34th St.); the Universalist Church of the Divine Paternity (cor. 5th Ave. and 45th St.); the Congregational Tabernacle (cor. Broadway and 34th St.); the Reformed Dutch Collegiate Church (cor. 5th Ave. and 48th St.); the Church of the Disciples (cor. Madison Ave. and 45th St.); the Swedenborgian Church (114 E. 35th St.); the Moravian (cor. Lexington Ave. and 30th St.); and the Church of the Strangers (259 Mercer St., near 8th St.). The Sabbath (Saturday) services of the Jewish Temple Emanuel (5th Ave. cor. 43d St.) are very impressive, and the interior decorations of the building remarkably rich. The newspapers on Saturdays usually give lists of the place and time of the most important services of the ensuing Sunday.

Theatres and Amusements.—The *Academy of Music*, in 14th st., cor. Irving Place, a short distance E. of Broadway, is the traditional home of Italian Opera in New York, and is also used for balls and large public gatherings; the new *Metropolitan Opera House* is in Broadway, between 39th and 40th Sts.; a rival to the foregoing as a home of Italian Opera. *Wallack's Theatre*, home of the legitimate comedy, is at the corner of Broadway and 30th St.; its company is always good, and the plays are mounted with great care. The *Union Square Theatre* (S. side Union Square, between Broadway and 4th Ave.), the *Fifth Avenue Theatre* (in W. 28th St., near Broadway), *Daly's Theatre*, corner Broadway and 30th St., and the *Madison Square Theatre*, 4 W. 24th St., are fashionable theatres at which light comedy or melodrama is usually exhibited. The *Casino*, corner of Broadway and 39th St., is devoted to light opera, both French and English. Other theatres devoted to no special class of entertainments are: *Niblo's Garden*, Broadway, near Prince St.; *Fourteenth St. Theatre*, a few doors W. of 6th Ave.; *Théâtre Comique*, 730 Broadway; the *Star Theatre*, corner of Broadway and 13th St.; the *Bijou Opera House*, in Broadway,

between 30th and 31st Sts.; the *Cosmopolitan Theatre*, corner of Broadway and 41st St.; the *Grand Opera House*, cor. 23d St. and 8th Ave.; the *Third Ave. Theatre*, 31st St. and 3d Ave.; *New Park Theatre*, cor. Broadway and 35th St.; *New York Comedy Theatre*, Broadway, between 28th and 29th Sts.; and *Mt. Morris Theatre*, 2398 Third Ave., Harlem. The *Thalia Theatre* (in the Bowery, near Canal St.) is devoted to the German drama. *Tony Pastor's Theatre*, E. 14th St., is devoted to varieties. *Steinway Hall*, in 14th St., near Broadway, and *Chickering Hall*, cor. 5th Ave. and 18th St., are the principal concert and music halls. The new *Eden Musée*, in 23d st., near 6th Ave., is devoted to wax-works. Favorite lecture-halls are: *Chickering Hall*, cor. 5th Ave. and 18th St., and *Association Hall*, cor. 4th Ave. and 23d St. There are also numerous gardens and summer promenade concerts. *Atlantic Garden*, in the Bowery near Canal St., is a large hall where Germans principally assemble with their families to listen to vocal and instrumental music. *Madison Square Garden*, 26th St., from 4th Ave. to Madison Avenue, is devoted to general exhibitions. In 23d St., near 6th Ave., is Koster & Bial's Summer Garden (beer and music). Numerous such gardens exist in Hoboken, Weehawken, etc. The cellar concert-saloons in the Bowery and elsewhere should be avoided, as they are both disreputable and dangerous. *Horse-races* at Jerome Park, the most aristocratic race-course in America (see page 152); at Fleetwood Park, half a mile beyond Macomb's Dam Bridge, on the Harlem River; and at the Prospect Park and Coney Island tracks, near Brooklyn (reached by horse-cars from Fulton Ferry).

Reading-Rooms.—In all the chief hotels there are reading-rooms supplied with newspapers from all parts of the country. The *Astor Library* (in Lafayette Place, near 8th St.) contains 250,000 volumes, and is open from 9 A. M. to 5 P. M. The *Cooper Institute* (cor. 4th Ave. and 8th St.) is open to all from 8 A. M. to 10 P. M. The *City Library* (in the City Hall) is free to all from 10 A. M. to 4 P. M. *Young Men's Christian Association* has free reading-rooms at 4th Ave. cor. 23d St.; at 161 5th Ave.; at cor. 3d Ave. and 122d St.; at 285 Hudson, 69 Ludlow, and 97 Wooster Sts.—all open from 8 A. M. to 10 P. M. The *Mercantile Library* (Astor Place near Broadway) has an excellent reading-room, to which strangers are admitted on introduction by a member. The *New York Free Circulating Library*, with about 13,000 volumes, 49 Bond St., has reading-rooms open to all.

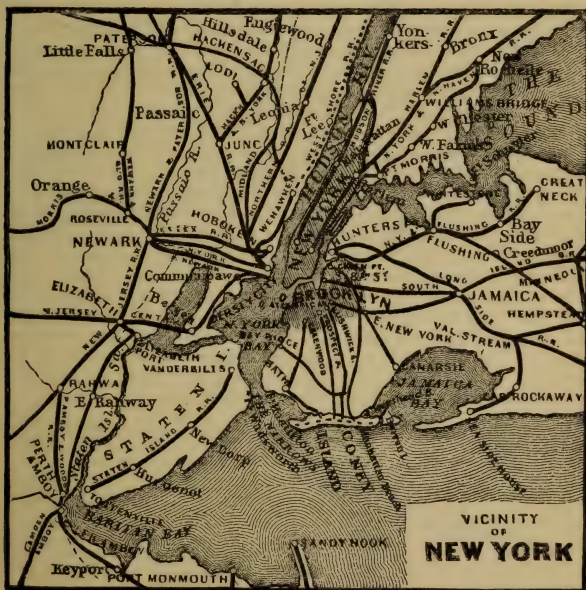
Art Collections.—At the *National Academy of Design* (cor. 4th Ave. and 23d St.) there are annual exhibitions of recent works of American artists (entrance, 25c.). The *Metropolitan Museum of Art* (5th Ave. and 82d St.) has a fine collection of paintings by the old masters, and usually has on exhibition other collections loaned by the wealthy *virtuosi* of the city, including pictures by American artists, statuary, pottery and porcelain-ware, arms and armor, coins and medals, antiques, and various articles of *vertu*. It also contains the famous Cesnola Collection of Cypriote Antiquities. On Wednesdays, Thursdays, Fridays, and Saturdays, admission free; on other days, 25c. At the rooms of the *Historical Society* (cor. 11th St. and 2d Ave.) is a fine gallery of paintings with many old portraits, the Abbott Collection of Egyptian Antiquities, the Lenox Collection of Nineveh Sculptures, etc. The *American Art Gallery* is in 23d St., one door east of Broadway. There are usually pictures on exhibition at the sales-galleries of *Knoedler*, cor. 5th Ave. and 22d St.; *Sehaus*, 744 Broadway; *Avery*, 88 Fifth Ave.; and *Cottier*, 144 5th Ave. Many artists' studios may be found in the Young Men's Christian Association Building, cor. 4th Ave. and 23d St.; the Kurtz Art Building, Madison Square and 23d St.; the University, Washington Square; the *Sherwood*, 57 W. 57th St.; the *Rembrandt*, 152 W. 57th St.; and the Studio Building, 51 W. 10th St. The best private collections in the city are those of Mrs. A. T. Stewart, the late Marshall O. Roberts, August Belmont, John Hoey, John Wolfe, R. L. Stuart, Robert Hoe, R. L. Cutting, and W. H. Vanderbilt. Admission to these may be obtained by sending a letter (inclosing card) to their owners.

Clubs.—The principal are the *Century*, 109 East 15th St.; the *Knickerbocker*, 5th Ave. cor. 32d St.; the *Manhattan*, 5th Ave. cor. 15th St.; the *Union*, cor. 5th Ave. and 21st St.; the *Union League*, cor. Fifth Ave. and 39th St.; the *Lotos*, 149 5th Ave.; the *New York*, 25th St., bet. Broadway and 5th Ave.; the *Army and Navy*, 28 W. 30th St.; the *St. Nicholas*, 12 E. 29th St.; the *Knickerbocker*, 5th Ave. and 32d St., and the *University Club*, Madison Ave. and 26th St. Admission to these is obtained only through introduction by a member.

Post-Office.—The General Post-Office, at the southern end of City Hall

Park, is open continuously, except Sundays, when it is open only from 9 to 11 A. M. There are also 13 sub-post-offices in the city, called "Stations," and alphabetically named; these are open from 6.30 A. M. to 8 P. M.; on Sundays, from 8 to 10 A. M. Letters may also be mailed in the lamp-post boxes (of which there are 700).

NEW YORK CITY, the commercial metropolis of the United States, and largest city of the Western Hemisphere, is situated at the mouth of the Hudson River on New York Bay, in latitude about 41° N. and longitude 71° W. from Greenwich ($3^{\circ} 1' 13''$ E. from Washington). It occupies the entire surface of Manhattan Island; Randall's, Ward's, and Blackwell's Islands in the East River; Bedloe's, Ellis's, and Governor's Islands in the Bay, used by the United States Government; and a portion of the mainland north of Manhattan Island and separated from it by Harlem River and Spuyten Duyvel Creek. The extreme length north



from the Battery is 16 miles; greatest width from the Hudson to the mouth of Bronx River, $4\frac{1}{4}$ miles; area, nearly $41\frac{1}{2}$ square miles, or 26,500 acres, of which 12,100 acres are on the mainland. Manhattan Island, on which the city proper stands, is $13\frac{1}{2}$ miles long, and varies in breadth from a few hundred yards to $2\frac{1}{4}$ miles, having an area of nearly

22 square miles. The older portion of the city below 14th St. is somewhat irregularly laid out. The plan of the upper part includes avenues running N. to the boundary of the island, and streets running across them at right angles from river to river. The avenues are numbered from the east to 12th Ave.; east of 1st Ave. in the widest part of the city are Aves. A, B, C, and D. Above 21st, between 3d and 4th Aves., is Lexington Ave., and above 23d St., between 4th and 5th Aves., is Madison Ave.; 6th and 7th Aves. are intersected by Central Park. The streets are numbered consecutively N. to 225th St., at the end of the island; 21 blocks, including streets, average a mile. The house-numbers on the avenues run N.; those on the streets E. and W. from 5th Ave. The city is compactly built to Central Park, about 5 miles from the Battery, and on the E. side for the most part to Harlem, $3\frac{1}{2}$ miles farther. Manhattanville (8 m.) and Carmansville (10 m.) on the W. side are populous villages. Distances are calculated from the City Hall. At Fort Washington and above are many handsome country residences.

The harbor of New York is one of the finest and most picturesque in the world. The outer bar is at Sandy Hook, 18 miles from the Battery, and is crossed by two ship-channels, either of which admits vessels of the heaviest draught. On the steamers from Europe the American coast is usually first sighted at the line of the Navesink Highlands, or off Fire Island Light, and the bar is crossed soon after. As the steamer enters the Bay and sails through the Narrows, between the villa-crowned shores of Staten and Long Islands, on the left are seen the massive battlements of *Fort Wadsworth* and *Fort Tompkins*; while opposite, on the Long Island shore, are *Fort Hamilton* and old *Fort Lafayette*, the latter more famous as a political prison than as a fortress. Passing amid these imposing fortifications, the panorama of city and harbor rapidly unfolds itself. To the left is Bedloe's Island, the proposed site of the colossal statue of Liberty which France is to present to New York; Ellis's Island, with a fort, stands still farther toward the Jersey shore; and to the right is Governor's Island with *Castle William* and old *Fort Columbus*. Directly ahead, the city opens majestically to the view, with Brooklyn on the right and Jersey City on the left.

The site of New York is said to have been discovered by Verrazzani, a Florentine mariner, in 1524; but authentic history begins with the visit of Henry Hudson, an Englishman in the service of the Dutch East India Company, who arrived there Sept. 3, 1609. Hudson afterward ascended the river as far as the site of Albany, and claimed the land by right of discovery as an appanage of Holland. In 1614 a Dutch colony came over and began a settlement. At the close of that year the future metropolis consisted of a small fort (on the site of the present Bowling Green) and four houses, and was known as New Amsterdam. As late as 1648 it contained but 1,000 inhabitants. In 1644 it was surrendered to the British, and, passing into the hands of the Duke of York, was thenceforward called New York. In 1667 the city contained 384 houses. In 1700 the population had increased to about 6,000. In 1696 Trinity Church was founded. In 1711 a slave-market was established in Wall Street; and in 1725 the *New York Gazette* was started. The American army under Washington occupied the city in 1776; but after the battles of Long Island and Harlem Heights, it was captured by the British forces, and remained their headquarters for 7 years. The British troops evacuated the city Nov. 25, 1783. Within ten years after the War of Independence, New York had doubled its population. In 1807 the first steamboat was put on the Hudson; the completion

of the Erie Canal followed in 1825; and since that time the growth of the city has been rapid. Its population in 1800 was 60,489; it was 123,706 in 1820, 515,847 in 1850, 812,869 in 1860, 942,377 in 1870, and 1,206,590 in 1880. It is estimated that there are 1,500,000 persons in New York at noon on every secular day. Commerce and industry have kept pace with the population. More than half the foreign commerce of the United States is carried on through the customs district of which this is the port, and about two thirds of the duties are here collected. In 1883 the exports from this port were of the value of \$361,425,361, and the imports \$496,005,276. The manufactures of New York, though secondary in importance to its commercial and mercantile interests, are varied and extensive. In the value of products, according to the census of 1880, it was the first city in the Union, though surpassed by Philadelphia in the value of materials used, amount of capital invested, and number of establishments. The whole number of manufacturing establishments in 1880 was 11,162, employing 200,000 hands, and producing goods valued at \$448,209,248.

The * **Battery** is a pretty little park at the southern extremity of the city, looking out upon the Bay, adorned with fine trees and verdant lawns, and protected by a massive granite sea-wall. It was the site of a fort in the early years of the city, and later was surrounded by the residences of the wealthy, being then the fashionable quarter. The structure at the S. W. end is *Castle Garden*, the depot for immigrants. At the S. end is the handsome new granite U. S. barge-office. Just E. of the Battery is *Whitehall St.*, at the foot of which are the South and Hamilton Ferries to Brooklyn, and the ferries to Staten Island. Here converge three lines of the elevated railway, an omnibus and several horse-car lines. *South St.*, beginning here, follows the East River shore for over 2 miles, passing the East River piers and the Long Island ferries, while *West St.* skirts the shore of the Hudson (or North) River for 2 miles, passing the North River piers, and the ferries to the Jersey shore. Just N. of the Battery, at the foot of Broadway, is **Bowling Green**, the cradle of New York; in the times of the Dutch it was the court end of the town, and was surrounded by the best houses. The row of six buildings facing the Green on the S. side covers the site of the old Dutch and English fort. The *Washington House*, No. 1 Broadway, recently torn down to make way for a new office-building, was built in 1760 by the Hon. Archibald Kennedy, then collector of the port, and was one of the most interesting antiquarian relics in New York. In colonial times it was the heart of the highest fashion, having been successively the headquarters of Lords Cornwallis and Howe, General (Sir Henry) Clinton, and General Washington. Talleyrand also lived there. Benedict Arnold occupied No. 5 Broadway, and in Clinton's headquarters his treasonable projects were concerted. Robert Fulton died at No. 1 Marketfield St., a street now covered by the new **Produce Exchange**, a great structure of brick and iron, in Whitehall, between Stone and Beaver Sts.

Passing up **Broadway** from the Green, between continuous rows of large warehouses and offices, in a short time * **Trinity Church** towers up on the left, with its beautiful spire 284 ft. high. It is in the Gothic style, of solid brownstone, and is 192 ft. long, 80 wide, and 60 high. It has rich stained-glass windows and the finest chime of bells in America. The * *Astor Memorial Reredos*, in the chancel, is one of the richest and costliest in the world; it is 33 ft. wide and nearly 20

high, its materials being marble, glass, and precious stones, with statuary, the most delicate and elaborate carving, and the richest mosaics. It was erected in 1878 at a cost of upward of \$100,000. The Trinity Parish is the oldest in the city; its first church was built in 1696 and destroyed by fire in 1776; its present edifice was begun in 1839 and consecrated in 1846. The church is open all day; there are prayers twice daily (at 9 A. M. and 3 P. M.), and imposing choral services on Sunday. The graveyard surrounding the church is one of the most picturesque spots in the city. It occupies nearly two acres of ground, is embowered in trees, and contains many venerated tombs—among them those of Alexander Hamilton, Captain Lawrence (the hero of the “Chesapeake”), Robert Fulton, and the unfortunate Charlotte Temple. In the N. E. corner is a stately Gothic monument erected to the memory of the patriots who died in British prisons at New York during the Revolution. The *view from the lookout in the spire is exceedingly fine, and is accessible at any hour of the day (308 steps; small fee).

Beginning directly opposite Trinity Church, **Wall St.**, the monetary center of the country and resort of bankers and brokers, runs to the East River. One block down (at the corner of Nassau St.) is the ***U. S. Sub-Treasury**, a stately white-marble building in the Doric style, 200 ft. long, 80 wide, and 80 high. The main entrance in Wall St. is reached by a flight of 18 marble steps, and in the interior is a lofty Rotunda, 60 ft. in diameter and supported by 16 Corinthian columns (visitors admitted from 10 to 3 o'clock). The old Federal Hall used to stand on this site, and the spot is classic as that whereon Washington delivered his first inaugural address as President. A bronze statue of Washington was erected here in November, 1883. On the opposite corner is the handsome *Drexel Building*, of white marble, and just below it, in Broad St., the Mills Building, an immense brick pile for offices; and nearly opposite, in Broad St., is the **Stock Exchange*. A visit to the Stock Exchange is well worth making. On Wall St. below the Treasury (at the cor. of William St.) is the ***U. S. Custom-House**, built in 1835 as the Merchants' Exchange, and famous for the great granite plinths of the columns that support the pediment of the front elevation. It is of massive Quincy granite, with a depth of 200 ft., a frontage of 144 ft., and a rear breadth of 171 ft. Its height to the top of the central dome is 124 ft. Beneath this dome, in the interior of the building, is the Rotunda, around which are eight lofty columns of Italian marble, the superb Corinthian capitals of which were carved in Italy. They support the base of the dome and are probably the largest and noblest marble columns in the country (open to visitors from 10 to 3 o'clock). Below the Custom-House on either side are a number of fine buildings; and from the foot of Wall St. a ferry runs to Montague St., Brooklyn. *Pearl St.*, crossing Wall just beyond the Custom-House, is the seat of a heavy wholesale trade in cotton and other staples. *Nassau St.*, one of the busiest in the city, extends from Wall St. to Printing-House Square. On this street, between Cedar and Liberty Sts. (the site of the old Post-Office), is the magnificent new structure of the *Mutual Life Ins. Co.* It is of the Renais-

sance style, and one of the most notable specimens of architecture in New York.

Continuing from Wall St. our saunter up Broadway, the massive granite building of the **Equitable Life Ins. Co.* (cor. Cedar St.) first attracts attention. It is mingled Doric and Renaissance in style, and is one of the most solid and substantial structures in the city. Just above, at the cor. of Liberty St., is the six-story building of the *American Bank-Note Co.*, surmounted by a tower containing a clock; and on the other side of Broadway, at the cor. of Dey St., is the building of the *Western Union Telegraph Co.*, ten stories high (including three in the roof), with a clock-tower 230 ft. high. The junction of Broadway and Fulton St. is the place of all others to see what Dr. Johnson calls "the full tide of human life"; from morning to night it presents a struggling throng of vehicles and pedestrians. To the E. *Fulton St.* runs through an active business quarter to *Fulton Ferry*; to the W. it leads to *Washington Market*, the principal distributing market of the city, where may be seen an unequalled display of fruits, vegetables, meats, fish, etc. At the S. E. cor. of Fulton St. is the lofty *Evening Post* building, and on the next block (adjoining each other on the same side of Broadway) are the *Park Bank* and *New York Herald* buildings, both of white marble. **St. Paul's Church** (chapel of Trinity Church), on the opposite side, is a venerable structure, built in 1776, and standing in the midst of a graveyard in which are monuments of great interest. The pediment of the façade contains a white-marble statue of St. Paul, and under the rear portico is a monument to General Montgomery. Immediately above (on the left) is the long and severely simple front of the historic *Astor House*, opposite and on each side of which most of the horse-car lines have their termini. Opposite the Astor House, at the S. end of the City Hall Park, is the new ***Post-Office**, an imposing granite building of Doric and Renaissance architecture, four stories high, besides a Mansard roof, with a front of 279 ft. toward the Park and of 144 ft. toward the south, and two equal façades of 262½ ft. on Broadway and Park Row. It is fire-proof, and cost \$7,000,000. The upper floors are for U. S. Courts. The *City Hall*, in the Park, N. of the Post-Office, is a pleasing structure in the Italian style, 3 stories high, with front and ends of white marble and rear of brown-stone. It is 216 ft. long by 105 ft. deep, with Ionic, Corinthian, and composite pilasters lining its front, and surmounted by a cupola containing a four-dial clock which is illuminated at night by gas. It was erected from 1803 to 1812, at a cost of \$500,000, and is occupied by the Mayor, Common Council, and other public officers. The Governor's Room, in the second story, contains the writing-desk on which Washington wrote his first message to Congress, the chairs used by the first Congress, the chair in which Washington was inaugurated first President, and a number of portraits of American worthies, mostly by eminent artists. It has also a very fine portrait of Columbus. N. of the City Hall is the new ***Court-House**, which was commenced in 1861, and has been occupied since 1867, the dome of which is not yet completed. It is a massive edifice in the Corinthian style, 3 stories high, 250 ft. long and 150 wide, and the

crown of the dome is to be 210 ft. above the sidewalk ; the walls are of white marble ; the beams, staircases, etc., are of iron ; while black walnut and pine are employed in the interior decoration. The main entrance on Chambers St. is reached by a flight of 30 broad steps, which



Post-Office.

are flanked by massive marble columns. The cost of the building and furniture was over \$12,000,000, the result of the notorious "Ring frauds," of which it was the instrument.

On the E. side of the City Hall Park is *Printing-House Square*, where are the offices of most of the daily and many of the weekly newspapers. Fronting the Square on the E. is the ***Tribune Building**, a very lofty structure. It is built of red pressed brick, granite, and iron, is absolutely fire-proof, and has a clock-tower 285 ft. high, with four dials. On the N. is the stately granite building of the **Staats-Zeitung**, with statues of Gutenberg and Franklin above the

portal; and on the S. are the more modest quarters of the *N. Y. Times*. In front of the *Times* office stands a bronze statue of Franklin, of heroic size. A few squares E., in Franklin Square, is the extensive publishing-house of the *Harpers*. Leading northward from Printing-House Square are *Centre St.*, which 4 squares above passes the city prison called *The Tombs*, a vast granite building in a gloomy Egyptian style, covering an entire block; and *Chatham St.*, the habitat of Jew tradesmen, old-clothes dealers, and low concert-saloons. At the N. end of Chatham St. is *Chatham Square*, running N. from which about a mile is the **Bowery**, a broad and crowded thoroughfare, devoted principally to retail-shops of every kind, with numerous beer rooms and cheap shows. The Third Ave. line of the N. Y. Elevated Railway begins at Printing-House Square, and runs up Chatham St., the Bowery, and 3d Ave. to Harlem River. The *great **East River or Brooklyn Bridge**, the largest suspension-bridge in the world, has its New York terminus in Chatham St., opposite the City Hall Park, in direct connection with the City Hall branch of the Third Ave. Elevated road, and was opened for travel and traffic on May 23, 1883. The whole length of the bridge is 5,989 ft. Its width is 85 ft., which includes a promenade for foot-passengers, 2 railroad-tracks on which run passenger-cars propelled by a stationary engine from the Brooklyn side, and two roadways for vehicles. The distance from high-water mark to the floor of the bridge is 135 ft. The central span of the bridge is suspended to 4 cables of steel wire, each $15\frac{3}{4}$ inches in diameter, which have a deflection of 128 ft. The towers at each end of the bridge are 140 ft. long by 50 ft. wide at the water's edge and are 278 ft. in height above high water. At the anchorages each of the four cables, after passing over the towers, enters the anchor-walls at an elevation of nearly 80 ft. above high water, and passes through the masonry a distance of 20 ft., at which point a connection is formed with the anchor-chains. The approach on the New York side from Chatham Square to the foot of Roosevelt St. is 1,562 ft. On the Brooklyn side the approach is 930 ft., the terminus being in Fulton St. of that city. This stupendous triumph of engineering was planned by Col. John A. Roebling and completed under the charge of his son, Washington Roebling. It was thirteen years constructing, and cost about \$15,000,000. The visitor should not fail crossing this bridge as it affords splendid views of the river, the distant bay, and the cities of New York and Brooklyn.

Above City Hall Park on Broadway (cor. Chambers St.) is the vast marble building formerly used for the wholesale trade of A. T. Stewart & Co., recently transformed into offices. It stands on the site of a fort erected by the British during the Revolution. Farther up (on the corner of Leonard St.) is the beautiful building of the ***N. Y. Life Insurance Co.**, of pure white marble, in the Ionic style; and a number of other fine buildings line the roadway on either side. *Canal St.*, once the bed of a rivulet, is one of the chief thoroughfares running across the city from E. to W. Above Canal St. a succession of fine buildings present themselves, among them the *Metropolitan Hotel*, a noble brown-stone building, occupying more than half the square on the

right hand of Broadway above Prince St. This building is also the location of Niblo's Garden Theatre. Opposite Bond St., on Broadway, is the lofty marble façade of the *Grand Central Hotel*. Near the cor. of Broadway and Astor Place is the fine red brick structure of the *Théâtre Comique*. One block from Broadway, on Astor Place, is the *Mercantile Library*, containing 180,000 volumes and an excellent reading-room, to which strangers are admitted on introduction by a member. Half a block S., in Lafayette Place, is the **Astor Library**, occupying a spacious brick building in the Romanesque style. It was founded by John Jacob Astor, who endowed it with \$400,000, to which additions were made by his son Wm. B. Astor. It contains over 200,000 volumes, and is complete in many special departments of study. It is open to the public daily, free. At the end of Astor Place (2 blocks from Broadway) is the ***Cooper Institute**, a large brown-stone building, occupying the entire square bounded by 3d and 4th Avenues and 7th and 8th Sts. It was founded and endowed by Peter Cooper, a wealthy and philanthropic merchant; and contains a free library, a free reading-room, free schools of art and telegraphy for women, a free night-school of art for men, a free night-school of science for both sexes, and free lectures. The reading-room is open to all from 8 A. M. to 10 P. M. Opposite the Cooper Institute is the *Bible House*, a large brick structure, covering an entire block, and 6 stories high. It is the headquarters of the American Bible Society, next to the British the largest in the world.

Returning to Broadway and passing N., the spacious iron building occupied by the successors of A. T. Stewart & Co. is seen on the right. It is 5 stories high, occupying the entire block between 9th and 10th Sts. and Broadway and 4th Ave. At 10th St. Broadway turns slightly toward the left, and ***Grace Church** (Episcopal), with its rich marble façade, seems to project into the middle of the highway. The interior of Grace Church is extremely rich and ornate, and the music is generally very fine. Passing the *Methodist Book Concern* (publishing-house), the *Star Theatre* (near 13th St.), and the lofty and florid building of the *Domestic Sewing-Machine Co.* (cor. 14th St.), we enter ***Union Square**, a pretty little park, oval in shape, $3\frac{1}{2}$ acres in extent, and filled with trees, shrubbery, and green lawns. At its southern end, on the E., is the *bronze equestrian statue of Washington by H. K. Browne, and Bartholdi's bronze statue of Lafayette; and on the W. is a bronze statue of Lincoln, while just above is a fine bronze fountain. The Square is surrounded by fine hotels and shops, chief among which is the palatial jewelry-store of Tiffany & Co. (cor. W. 15th St.). On the S. side of the Square, between Broadway and 4th Ave., is the *Union Square Theatre*, one of the most popular in the city. On the N. side of the Square is the Everett House, one of the oldest of the better up-town hotels. *Fourteenth St.*, a leading cross-town thoroughfare, runs E. from Union Square past *Steinway Hall*, the *Academy of Music*, and *Tammany Hall* (the headquarters of the Democratic party), all within 2 blocks of Broadway; and to the W. it passes for several blocks through a line of handsome stores and offices. Just W. of 6th Ave. is the *Fourteenth St. Theatre* (formerly Lyceum), and beyond are private residences,

Above Union Square, Broadway contains a number of large dry-goods and carpet warehouses, furniture, bric-a-brac, and fancy-goods dealers. At ***Madison Square** is another beautiful little park, from 23d St. to 26th St. On the N. W. of the park, facing Delmonico's, is St. Gauden's bronze statue of Admiral Farragut, and nearly opposite, at the junction of Broadway and 5th Ave., is a monument to General Worth; near the S. W. corner is Ball's fine bronze statue of Seward. Overlooking the Square, on the W. side, is the white-marble edifice of the *Fifth Avenue Hotel*, past which 23d St. runs west to the river; near 6th Ave. is the *Eden Musée*, a granite building with a very ornately-carved front, and adjacent, on the corner of 6th Ave., the ***Masonic Temple**, of granite, 100 by 140 feet, 5 stories high, and with a dome 50 feet square, rising 155 feet above the pavement. It contains fine rooms, and the Grand Lodge Hall, 84 by 90 feet, and 30 feet high, will seat 1,200 persons. In 23d St., between 7th and 8th Aves., the immense building, 12 stories in height, known as the *Chelsea Apartment-House*, will attract the eye of the stranger. Half a block W. (at the cor. of 8th Ave.) is the ***Grand Opera-House**, one of the handsomest buildings in the city, with a specially rich interior, where excellent performances are given. One block east of Madi-



National Academy of Design.

son Square on 23d St. (cor. 4th Ave.) is the ***National Academy of Design**, built of gray and white marbles and blue-stone, copied from a famous palace in Venice. It has an imposing entrance and stairway

leading to extensive galleries, where every spring and summer are held exhibitions of recent works of American artists (admission 25c.). Opposite is the building of the *Young Men's Christian Association*, constructed chiefly of freestone and brown-stone in the Renaissance style, with a central and three angular towers. Besides a library, free reading-room (open from 8 A. M. to 10 P. M.), gymnasium, etc., it contains a lecture-hall capable of seating 1,500 persons.

A walk down *Fourth Avenue* to Union Square will carry the stranger past several of the finest churches in the city. At the cor. of 22d St. is ***St. Paul's** (Methodist), a beautiful white-marble edifice in the Romanesque style; and at the cor. of 21st St. is the *Calvary Church* (Episcopal), a brown-stone Gothic building. At the cor. of 20th St. is the *Church of All Souls* (formerly Dr. Bellows's), a curious structure in the Italian style, with alternate layers of brick and light-colored stone. A short distance to the E. on 20th St. is the aristocratic *Gramercy Park*. Taking 16th St. to the E. from 4th Ave., Stuyvesant Square is soon reached, in which stands ***St. George's** (Episcopal), one of the largest churches in the city. It is of brown-stone, in the Byzantine style, with double spires, and the interior is magnificent. The *Florence*, an apartment-house (cor. 18th St.), is worth attention.

Broadway runs from Madison Square 2 miles N. to Central Park, passing a number of theatres and hotels, among which the most noteworthy are the lofty *Victoria Hotel* (cor. 27th St.), *Wallack's Theatre* (cor. 30th St.), the *Casino Theatre* (cor. 39th St.), the *Cosmopolitan Theatre* (cor. 31st St.), the *St. Cloud* and the *Rossmore* (cor. 42d St.), and the spacious French-flat houses known as the *Hotels Albany*, *Newport*, *Saratoga*, *Claremont*, *Rockingham*, and *Fennimore*. One of the most striking buildings in this part of Broadway is the new ***Metro-politan Opera-House** (occupying the whole of the square between 39th and 40th Sts.). It is built of yellow brick, and makes but little pretension to exterior decoration. The theatre has the largest auditorium in the world, and it is constructed with six balconies, the first four being devoted entirely to private boxes. The decorations are rich and tasteful, and the stage of immense size. The continuation of Broadway above 59th St. is known as the ***Boulevard**, a grand avenue 150 ft. wide, divided in the center by a series of little parks, and extending N. to 167th St. By it may be reached the villages of *Manhattanville* (125th-132d St.) and *Carmanville* (1 mile beyond); still N. of which is ***Fort Washington** (or Washington Heights), the chief summit on Manhattan Island (238 ft. high), and commanding a noble view of the city, the Hudson, and the opposite Jersey shore. It is now occupied by elegant villa residences. (Fort Washington is easily reached from the lower part of the city by taking the Elevated Railway to the Hudson River R. R. depot at 30th St., whence frequent trains run to Manhattanville, Fort Washington, etc.)

Fifth Avenue begins at *Washington Square* (a pleasant park of $9\frac{1}{2}$ acres laid out on the site of the old Potter's Field, where over 100,000 bodies were buried) and runs N. for 6 miles to Harlem River.

As far as Central Park it is lined with compact rows of houses; between 59th and 110th Sts. it has the Park on the left, and houses at greater or less intervals on the right; and from Mt. Morris to Harlem River (118th to 135th Sts.) it is lined with villas. Hotels and shops are invading portions of it, especially near Madison Square, but the upper part is devoted exclusively to those elegant private residences which have made it famous.

Washington Square has fine old residences on the north side, and on the E. side is the *University of the City of New York*, a beautiful marble building in the Gothic style, 200 by 100 ft. The Chapel, with its spacious window 50 ft. high and 24 ft. wide, is a noble room. The University was founded in 1831, and has about 50 instructors and 500 students. Adjoining it is a handsome church (Methodist) of granite in the Gothic style. Passing up Fifth Ave. from Washington Square, the *Church of the Ascension* (Episcopal) is seen at the cor. of 10th St., and the *First Presbyterian* at the cor. of 11th. On the cor. of 15th St. is the building of the *Manhattan Club*, the social headquarters of the Democratic politicians; and a short distance to the left (in 15th St.) are the Italian-Gothic buildings and church of the *College of St. Francis Xavier*, the headquarters of the Order of Jesus in North America. Near by is the spacious building of the *New York Hospital*. To the E. on 15th St. (No. 109) are the rooms of the *Century Club*, the most noted literary and artistic club in America. At the cor. of 18th St. is *Chickering Hall*, and at the cor. of 21st St. is the house of the wealthy *Union Club*, and opposite is the *Lotos Club*. At the cor. of 21st St. is the S. Dutch Reformed Church, and at the cor. of 22d St. **Knoedler's* art-gallery; beyond which the avenue leads past Madison Square on the right and a line of hotels, among which are the Fifth Avenue and Hoffman House, on the left. From Madison Square to Central Park, Fifth Ave. is the most aristocratic street in America, lined with handsome, splendid residences, and presenting a brilliant spectacle, especially on Sunday afternoons. At all times it is thronged with the equipages of the wealthy and richly dressed pedestrians, and a succession of costly churches challenge the attention of the passer-by. Just off the avenue in W. 25th St. is *Trinity Chapel* (Episcopal), with its richly decorated interior and impressive choral services; and on opposite corners of 26th St. are *Delmonico's* (a world-famous restaurant) and the *Café Brunswick*, whose reputation is scarcely inferior. At the cor. of 29th St. is a new gigantic apartment-house, eleven stories high. To the E. on 28th St. No. 149 is **St. Stephen's Church* (Roman Catholic), unattractive as a building, but containing some excellent paintings and the most expensive and elegant altar-piece in the country. Its music is famous and attracts many visitors. At the foot of E. 28th St. is **Belle-vue Hospital**, the largest in the city, with accommodations for 1,200 patients. At the cor. of 5th Ave. and 29th St. is the *Collegiate Church* (Dutch Reformed); and on 29th St. just E. of the avenue is the picturesque *Church of the Transfiguration* (Episcopal), known familiarly as "the little church round the corner." At the cor. of 34th St. is * **Stewart's Palace**, as it is called, a large white-marble structure, 3

stories high with a Mansard roof, and splendidly decorated and furnished. One of the finest private residences in America, it cost \$3,000,000. Passing west along 34th St. the spacious *Congregational Tabernacle* is seen at the cor. of 6th Ave.; and the vast marble buildings of the *N. Y. Institution for the Blind*, with turrets and battlements, at 9th Ave. At the cor. of 35th St. and 7th Ave. is the gray-stone structure of the *State Arsenal*, the headquarters of the Ordnance Department of the State; and at the cor. of 36th St. and 9th Ave. is the Gothic edifice of the *Northwestern Dispensary*. Two blocks E. of 6th Ave., 34th St. emerges into * **Park Avenue**, a beautiful street 140 ft. wide, bordered by handsome private residences, and divided in the center by a row of beautiful little parks, surrounding openings in the railroad tunnel which runs underneath. In Park Ave., at the cor. of 34th St., is the *Church of the Messiah* (Unitarian), and at the cor. of 35th St. is the *Church of the Covenant* (Presbyterian), of gray-stone in the Lombardo-Gothic style. Just below (cor. 4th Ave. and 32d St.) is the vast iron building erected by A. T. Stewart as a Working-women's Home, but now used as a hotel. Its interior court-yard is a unique and striking feature. In 5th Ave., at the cor. of 35th St., is the handsome *Christ Church* (Episcopal), renowned for its frescoes and its music; and in the 37th St. corner is the *Brick Church* (Presbyterian). Farther up, at the cor. of 39th St., the *Union League Club* has a spacious and handsome building. Occupying the left side from 40th to 42d St. is the *Distributing Reservoir* of the Croton Aqueduct, massively built in the disused Egyptian style, and covering 4 acres. West of it is the pretty little Reservoir Square, and opposite are the quaint buildings of *Rutgers Female College*. Two squares E. in 42d St. is the * **Grand Central Depot**, built of brick, stone, and iron, at a cost of \$2,250,000, 692 ft. long and 240 ft. wide, and surmounted by several Louvre domes. At the cor. of 5th Ave. and 43d St. is the Jewish * **Temple Emanuel**, the chief synagogue of the city, and the finest specimen of Saracenic architecture in America. The interior is gorgeously decorated in the Oriental style. At the cor. of 45th St. is the Universalist Church of the *Divine Paternity*; at 46th St. the **Windsor Hotel**; and at the cor. of 48th St. is the costly *Collegiate Church* (Dutch Reformed). Passing E. along 50th St. to Madison Ave., we reach *Columbia College*, the new buildings of which are very handsome. It is the oldest college in the State, having been chartered in 1754, and is richly endowed. Occupying the square on 5th Ave. between 50th and 51st Sts., is the * **Cathedral of St. Patrick** (Roman Catholic), the largest church in the city, and one of the largest and finest on the continent. It is of white marble in the decorated Gothic style, and is 332 ft. long, with a general breadth of 132 ft., and at the transept of 174 ft. At the front are two spires, not yet completed, to be each 328 ft. high, flanking a central gable 156 ft. high. Between 51st and 52d Sts., on the N. W. cor. of 52d St., and on the N. W. cor. of 57th St., are the Vanderbilt palaces, which surpass even Stewart's in size, and beauty, and splendor of interior decorations. At the cor. of 53d St. is the handsome church of *St. Thomas* (Episcopal); and at 54th St. is **St. Luke's Hospital**, one of the most notable objects on the

avenue. It is in charge of the Episcopal Sisters of the Holy Communion. At 55th St. is the **Fifth Avenue Presbyterian Church** (Dr. Hall's), the largest of that sect in the world; and at 59th St. Central Park is reached. In 59th St., facing Central Park, west of 5th Ave., several huge apartment-houses attract the attention for their beauty and spaciousness. In Fifth Ave., bordering Central Park, is the * **Lenox Library**, of Lockport limestone, extending from 70th to 71st St. It was founded and erected by the late James Lenox, and is designed ultimately as a free gift to the city. (A card of admission can be obtained by writing to the Superintendent, 1001 5th Ave.) It possesses, besides other valuable donations, "the collection of MSS., printed books, engravings and maps, statuary, paintings, drawings, and other works of art," made by the founder, and is particularly rich in early American history, biblical bibliography, and Elizabethan literature. Numerous very handsome dwellings, etc., facing Central Park have been erected in this part of 5th Ave. Close by it is the *Presbyterian Hospital* (founded by Mr. Lenox), a pleasing brick and stone structure with graceful spires. A short distance E. (cor. 4th Ave. and 69th St.) is the * **Normal College**, a beautiful building in the secular Gothic style, 300 ft. long, 125 ft. wide, and 70 ft. high, with a lofty and massive Victoria tower. It is part of the common-school system, and is free. Between 120th and 124th Sts. is *Mount Morris Square*, a park of 20 acres, with a rocky hill in the center 101 ft. high, commanding picturesque views. Beyond this the avenue passes amid tasteful villas to Harlem, at the end of the island. (As far up as the Windsor Hotel, Fifth Ave. may be advantageously seen by taking a 5th Ave. stage. Above this, the visitor must either walk or take a private conveyance.)

Among the institutions and buildings not yet mentioned but worthy of notice are the following: The *Five Points House of Industry* (155 Worth St.) and the *Five Points Mission*, facing each other on what was once the vilest and most dangerous part of the city. The *Howard Mission*, near by, supports day and Sunday schools and a home for needy children, and distributes food, clothing, and fuel to the deserving poor. The * **Deaf and Dumb Institution** is located on Washington Heights (see p. 14); the buildings, which are the largest and finest of the kind in the world, cover 2 acres and stand in a park of 28 acres (visitors admitted from 1.30 to 4 daily). The *Convent of the Sacred Heart*, in Manhattanville (see p. 14), is beautifully situated on a hill surrounded by park-like grounds. The * **Bloomington Asylum for the Insane** occupies a commanding site in 117th St. near 10th Ave.; the buildings, 3 in number, can accommodate 170 patients, and are always full. At Manhattanville is *Manhattan College* (Roman Catholic), with stately buildings and 700 students.

** **Central Park** is reached from the lower part of the city by either of the Elevated Railways; by the horse-cars of the 3d, 6th, 7th, and 8th Ave. lines; or by drive through 5th Ave. It is one of the largest and finest parks in the world, embracing a rectangular area of 843 acres, extending from 59th to 110th St. and from 5th to 8th Ave. It has 18 entrances (4 at each end and 5 at each side), and four

streets (65th, 79th, 85th, and 97th) cross it, to afford opportunity for traffic, passing under the park walks and drives. The original surface was exceedingly rough and unattractive, consisting chiefly of rock and marsh; but by engineering skill the very defects that once seemed fatal have been converted into its most attractive features. Between 79th and 96th streets a large portion of the Park is occupied by the two Croton reservoirs, the smaller one comprising 35 and the larger 107 acres. The Lakes, five in number, occupy $43\frac{1}{2}$ acres more. There are 10 miles of carriage-roads, 6 miles of bridle-paths, and 30 miles of footpaths, with numerous bridges, arches, and other architectural monuments, together with many statues. The **Mall*, near the 5th Ave entrance, is the principal promenade; it is a magnificent esplanade, nearly a quarter of a mile long, and bordered by double rows of stately elms. At various points are fine bronze statues of *Shakespeare, Scott, Morse, Goethe, Halleck, and *Daniel Webster; and also a number of groups. Particularly worthy of notice are the bronze groups of "The Indian Hunter and his Dog" (near the S. end of the mall) and "The Falconer" (near the upper end). In the Music Pavilion, in the upper part of the Mall, concerts are given on Saturday afternoons in the summer. The Mall is terminated on the N. by **The Terrace*, a sumptuous pile of masonry, richly carved and decorated. Descending the Terrace by a flight of broad stone stairs, *Central Lake* is reached, the prettiest piece of water in the Park. Between the Terrace and the Lake is a costly fountain with immense granite basins and a colossal statue of the Angel of Bethesda. The *Ramble*, covering 36 acres of sloping hills, and abounding in pleasant shady paths, lies N. of Central Lake. On the highest point of the Ramble stands the **Belvedere*, a piece of architecture in the Norman style. The tower commands attractive views in all directions. Just above the Belvedere is the Old Croton Reservoir (holding 150,000,000 gallons), and above this the New Reservoir (holding 1,000,000,000 gallons). Still above this is the Upper Park, less embellished by art than the lower portion, but richer in natural beauties. In and about the Old State Arsenal, at the S. E. end, are the **Zoölogical Gardens*, or *Menagerie*, with an interesting collection of animals, birds, reptiles, etc.; and at 82d St. on the 5th Ave. side (near the Lenox Library) is the spacious building of the **Metropolitan Museum of Art* (see "Art Collections" on p. 4). The Egyptian **Obelisk* (Cleopatra's Needle) stands on an eminence just W. of the Museum, and is one of the most striking objects in the Park. This obelisk is one of the most ancient of the world's monuments. Originally hewn and inscribed by Thothmes III, one of the sides is also inscribed with the victories of Rameses II (a contemporary of Moses), who lived three centuries afterward. It was presented to the city of New York by the late Khedive, and brought to this country at the expense of W. H. Vanderbilt. In Manhattan Square, which adjoins Central Park on the W. between 77th and 81st Sts., is the **American Museum of Natural History*, in a large brick building, containing Indian antiquities, minerals, shells, and stuffed and mounted specimens of birds, fishes, quadrupeds, insects, etc. Admission is free except Mondays and

Tuesdays, which are reserved for special students and the teachers and pupils of the public schools.—Park carriages, so constructed as to afford every passenger a good view, run from 5th and 8th Ave. entrances to the principal points of interest (fare 25c.). Hackney-coaches may be hired at the entrances for \$2 per hour, and the circuit can be made in an hour.

One suburban excursion which no visitor should fail to make is that to * **High Bridge** (reached by 6th Avenue Elevated road, thence by connecting trains to 155th St., by Hudson River R. R. from Grand Central Depot, or by carriage-drive through Central Park). This noble structure, by which the Croton Aqueduct is carried across Harlem River, is of granite throughout, and spans the entire width of valley and river, from cliff to cliff. It is 1,450 ft. long, 114 ft. high, and supported on 14 massive piers, and has been well called "a structure worthy of the Roman Empire." On the lofty bank at its S. end is a capacious reservoir for the supply of the higher portions of the city, the water being pumped into it by powerful machinery. From this point a comprehensive view of the city and surroundings may be had.

The public institutions on the East River islands are places of special interest. Opposite the foot of E. 46th St. is *Blackwell's Island*, 120 acres in extent; upon it are located the Almshouse, Lunatic Asylum (for females), Penitentiary, Workhouse, Blind Asylum, Charity, Small-pox, and Typhus-Fever Hospitals, Hospital for Incurables, and Convalescent Hospital, all built of granite, quarried on the island by the convicts. North of the island, between the village of Astoria (reached by 92d St. Ferry) and New York, on the opposite shore is *Hell-Gate*, long the terror of all vessels entering or leaving the harbor by way of Long Island Sound. It was a collection of rocks in the channel, which offered so much resistance to the tides as to cause a succession of whirlpools and rapids. Of late years the Gate has been shorn of most of its terrors, and the U. S. engineers are engaged in removing the few remaining rocks. To the left is *Ward's Island* (200 acres), which divides the Harlem from the East River; upon it are the Lunatic Asylum (for males), the Emigrant Hospital, and the Inebriate Asylum, the former a large and imposing building. *Randall's Island*, separated from Ward's Island by a narrow channel, is the site of the Idiot Asylum, the House of Refuge, the Infant Hospital, Nurseries, and other charities provided by the city for destitute children. (Permits for visiting any of these islands must be procured at the office of the Commissioners of Public Charities, cor. 3d Ave. and 11th St.)

* **Staten Island** is reached by ferry-boats (hourly) from foot of Whitehall St. to New Brighton, Port Richmond, Snug Harbor, and Elm Park; and by another line from adjoining pier (running hourly) to Tompkinsville, Stapleton, Clifton, and Vanderbilt's Landing (fare 10c.). The sail down the bay is extremely pleasant, and the island offers beautiful scenery. Staten Island is the largest in the harbor, having an area of $58\frac{1}{2}$ square miles; it is separated from New Jersey by Staten Island Sound and the Kill von Kull, and from Long Island by the Nar-

rows. The drives about the upper part are very attractive, especially those on Vanderbilt Ave., Richmond Terrace, the Serpentine, and the Clove Road. From the heights there are broad views over harbor and ocean. *New Brighton* is the largest village on the island, and contains several fine summer hotels, a number of churches, and many handsome villas. Horse-cars traverse the North Shore, and the Staten Island R. R. runs from Vanderbilt's Landing to Tottenville (13 miles). One mile S. E. of Clifton is * *Fort Wadsworth*, the most powerful series of fortifications in the harbor, and commanding a fine view of the others.—*Governor's Island* (reached by ferry from pier adjoining Staten Island ferry) is a national military station, with two powerful forts (Fort Columbus and Castle William) and some attractive officers' quarters.

Coney Island.

This most popular of all the resorts near New York lies just outside the entrance of New York Bay, about 10 miles from the city (by water), and consists of a very narrow island $4\frac{1}{2}$ miles long, with a hard, gently sloping beach, affording unsurpassed facilities for sea-bathing. It is a part of the town of Gravesend, and is separated from the mainland by Gravesend Bay on the west, Sheepshead Bay on the east, and Sheepshead Bay and Coney Island Creek on the north, and has the broad Atlantic for its southern boundary. The island is now divided into four parts known as *Coney Island Point*, or *Norton's*, at the west end, *West Brighton Beach*, *Brighton Beach*, and *Manhattan Beach* at the east end. Brighton and Manhattan have new and very extensive hotels, complete opportunity for bathing, and are the preferred resorts of the better class of people. *Engemann's* and *Vanderveer's* hotels at West Brighton, however, if less extensive, are well-kept hostelrys. *Norton's*, at the west end, is a resort of long standing. Near it is a large pavilion which affords accommodation for lunch-parties. A railway extends from this place to West Brighton, $2\frac{1}{2}$ miles. At * **West Brighton** there is an iron pier extending 1,000 feet into the ocean, with restaurants, bath-houses, music pavilion, and promenades. The huge and unique *Elephant Hotel*, built in the shape of an elephant, will attract attention. There is here an observatory 300 feet high, from which an extensive view can be had; also a camera, an aquarium, pavilions, shows, etc., making a stirring, picturesque, but, in some particulars, a rude scene. There is music on the plaza in front of the hotel every afternoon and evening. At this point is the end of the noble Ocean Parkway drive from Brooklyn. The Concourse which leads to Brighton Beach is a wide drive and promenade nearly a mile long. Coaches connect West Brighton with * **Brighton Beach**, where there is a splendid hotel, with spacious dining-rooms and broad piazzas. There is a pavilion for parties with lunch-baskets, and excellent bathing facilities. The Marine Railway, laid on piles, connects Brighton with * **Manhattan Beach**, less than a mile distant, which is perhaps the most fashionable resort on the island. There are two vast hotels here, well equipped in every particular, with spacious piazzas, restaurants, etc. The bathing establishment is the best on the

island, having separate sections for men and women, a vast amphitheatre with 3,500 seats for those who prefer to look on, and an inclosed beach for the bathers. There are music and fireworks every afternoon. A new drive has been laid out for the guests of the Manhattan Beach Hotel, connecting the Oriental with the Ocean Park Boulevard. It is known as the *Manhattan Boulevard*, and is 60 ft. wide, skirting the shores of *Sheepshead Bay*. It is expected that the pyrotechnic display this season will be finer than ever before.

To reach Coney Island.—(1) *Manhattan Beach* is reached by trains from Hunter's Point (ferries from James Slip, E. 7th St. and E. 34th St.); also by steamboat from the Battery (in connection with the elevated trains) to Bay Ridge, and thence by rail. Fare, 35c.; excursion tickets, 50c. (2) *Brighton Beach* is reached by Brooklyn, Flatbush & C. I. R. R. from Greenpoint and Flatbush Ave. Depots; stations at Franklin Ave. and Atlantic Ave., reached by horse-cars from Fulton Ferry. Fare from Brooklyn, 20c.; excursion tickets, 35c. (3) *West Brighton Beach* is reached by steamboat direct to the Iron Pier from Pier No. 1, North River, at Battery, and foot of W. 23d St.; also by boat to Bay Ridge and thence by the New York and Sea Beach R. R. Fare, 35c.; excursion, 50c. From Brooklyn *via* Prospect Park & Coney Island R. R. (depot cor. 20th St. and 9th Ave., reached by horse-cars from ferries); also by horse-cars from Fulton Ferry. Round-trip ticket, 25c. (4) Steamers run from New York to Locust Point, whence the *N. Y. & Coney Island R. R.* runs to a point on the beach between Brighton Beach and West Brighton. (5) *West End* or *Norton's* is reached by steamers with several landings on the North and East Rivers (fare, 25c.; excursion, 40c.); also by steamer to Locust Point and thence by rail (excursion, 50c.). From Brooklyn by the Brooklyn, Bath & Coney Island R. R. from main entrance to Greenwood Cemetery; also *via* Prospect Park & Coney Island R. R. (depot cor. 9th Ave. & 20th St.).

Rockaway Beach has within a year or so improved in the same way as Coney Island. New hotels, eating-houses, and pavilions have been erected all along the beach (which is about 4 miles long). The bathing is superb—surf-bathing and still-water bathing. Fish and clams are abundant; and Jamaica Bay affords fine opportunities for boating. The beach is reached by railway from Hunter's Point (34th St. ferry; round-trip ticket, 50c.), and from Brooklyn by the Long Island R. R. (depot cor. Flatbush and Atlantic Aves.), and by the N. Y., Woodhaven & Rockaway R. R. from Flatbush Ave. The favorite way of reaching it, however, is by the large steamers which, with several landing-places in New York and Brooklyn, ply to and fro at frequent intervals. By this route a delightful sail of 20 miles each way is obtained (round-trip ticket, 50c.). Excursion steamers run from the Beach to Coney Island (fare, 10c.), and also to Long Branch. A colossal tubular *Iron Pier*, 1,200 ft. long, affords safe landing for steamboats.

Long Branch.

There are three routes from New York to Long Branch: (1) An all-rail route *via* Long Branch Division of New Jersey Central R. R. (fare, \$1; round trip, \$1.50). (2) By steamer leaving Pier 14 North River, 4 times daily in summer, to Sandy Hook (20 miles), and thence *via* New Jersey Southern R. R. (11 miles). Time, 2 hours; fare, \$1. (3) By excursion steamer running all the way and landing at the new iron pier. From Philadelphia Long Branch is reached *via* Camden & Burlington and New Jersey Southern R. R. (distance, 79 miles; fare, \$2.25).

Hotels.—The *West End*, located at the W. end of the Beach, has a capacity

of nearly 1,200 guests, and is very popular. The *Elberon*, at the W. end of the beach, is also a very large hotel, and is peculiarly affected by wealthy and fastidious people. *Howland's Hotel*, N. of the West End, accommodates 500 guests. The *Ocean House* is a vast hotel near the R. R. depot, 700 ft. long by 250 deep, with accommodations for 800 guests. The *Hotel Brighton* is a new hotel on the site of the old "Metropolitan." The *Mansion House*, adjoining the Ocean House on the S., has a capacity of 600 guests. The charges are from \$3 to \$5 per day. These are the principal hotels, and are provided with ballrooms, billiard-rooms, brass and string bands, bowling-alleys, shooting-galleries, and the like. Other good hotels on a smaller scale are the *Clarendon*, *Atlantic*, *United States*, *Central*, *Lauch's*, and others. Boarding-houses charge \$10 to \$18 per week.

Long Branch, the other great summer resort in the vicinity of New York, is situated on the Jersey shore of the Atlantic, where a long beach affords admirable facilities for bathing. The old village of Long Branch lies back from the shore about a mile, but the great summer hotels and cottages occupy a broad plateau 20 ft. above the sea, and commanding fine views. The Beach Drive, on which are the leading hotels and handsomest villas, runs directly along the bluff, beneath which is the beach. The regular time for bathing is near high tide, when white flags are displayed over the hotels, and boats are stationed outside the surf-line to aid persons who get into too deep water. The scene then is one of extraordinary animation and brilliancy. Gentlemen are allowed to bathe without costume before 6 o'clock A. M. The *Monmouth Park Race-Course* is 4 miles from Long Branch, near the line of the New Jersey Southern R. R. The *Iron Pier*, running from shore to deep water, is worth attention. The drives in the vicinity of Long Branch are very attractive. One excellent road extends S. to old Long Branch, Oceanport, and Red Bank (10 miles), and another leads to Atlanticville, Seabright, and the Highlands (8 miles). *Deal* is a quaint old village on the shore, 5 miles S. of Long Branch, and near by are the great Methodist camp-meeting grounds of **Ocean Grove** and **Asbury Park**, containing several hundred cottages and numerous hotels, of which the *Sheldon House* and *Arlington* at Ocean Grove are the principal. *Shark River*, just S. of Deal, is a favorite resort for picnickers from Long Branch, and is noted for its oysters and crabs. **Pleasure Bay**, on the Shrewsbury River, about a mile N. of the Branch, is another favorite picnic resort, also famous for its oysters. Here are several hotels, and yachts and boats may be hired.

The **Highlands of Navesink** are a series of bold and picturesque bluffs on the Shrewsbury River, extending S. E. from Sandy Hook Bay, which are passed on the way to Long Branch. The highest point, Mt. Mitchell, is 282 ft. above the sea-level, and from its summit extensive views may be obtained. These highlands are usually the first land seen on approaching New York from the ocean, and the last to sink below the horizon on leaving. There are two lighthouses about 100 ft. apart on Beacon Hill, at the mouth of the Shrewsbury; the southern one, a revolving "Fresnel," 248 ft. above the water, being the most powerful on the Atlantic coast. On the river, a short distance from Beacon Hill, is the little village of *Highlands*, an attractive resort, with fine bathing and fishing, and pleasing scenery. The Red Bank boat from New York touches at Highlands daily, and it is also reached

via New Jersey Southern R. R. **Red Bank** is a remarkably pretty town of 2,000 inhabitants, at the head of navigation on Shrewsbury River. It possesses among other attractions sailing, fishing, and bathing, and being only 8 miles from Long Branch by an excellent drive-way (9 by railway), many summer visitors, who wish to be within easy reach of that fashionable resort yet away from its excitement, pass the season here. The N. Y. & Atlantic Highlands R. R., just opened, runs from the *Atlantic Highlands* to Raritan Bay, opening the country intervening to travel, and is a convenient route of reaching Red Bank. By connection with the N. J. Southern R. R. and the N. Y. & L. B. R. R., it also furnishes a new all-rail route to New York. Red Bank is also reached from New York by the New Jersey Central R. R. (fare, \$1; excursion ticket, \$1.50); also by steamer from Pier 35 North River (fare, 50c.).

2. Brooklyn.

Ferries.—The principal ferries between New York and Brooklyn are the Fulton Ferry, the Wall St. Ferry (from Wall St., New York, to Montague St., Brooklyn), and the South Ferry (from Atlantic Ave., Brooklyn, to Whitehall St., New York). Fulton Ferry is the best for visitors to take, as it is the converging point of all the Brooklyn horse-car lines. Other ferries to New York are from foot of Hamilton Ave., Main St., So. 7th St., and Grand St. (E. D.). The "An-nex" boats (2 lines) run from foot of Fulton St. to Jersey City, connecting with trains of the Pennsylvania, Erie, and New Jersey Central Railways, and with the Albany and Fall River lines of steamers. Brooklyn may be very conveniently reached now by the East River Bridge, either on foot or by luxuriantly appointed steam-cars, carrying the traveler to Fulton St., where the main street-car lines converge.

Hotels and Restaurants.—The *Pierrepoint House*, at the cor. of Montague and Hicks Sts., is the only hotel of the first class. The *Mansion House*, 117 Hicks St., is a quiet family hotel. The leading restaurants are *Dieter's*, 373 Fulton St., and *Hubel's*, 301 to 309 Washington St.

Modes of Conveyance.—*Horse-cars* afford easy access to all parts of the city (fare 5c.). All the lines either start from or connect with Fulton Ferry. *Steam-cars* running on Atlantic Ave. afford "rapid transit" between the depot, cor. Flatbush and Atlantic Aves., and East New York, with stations every few blocks (fare 5c.). *Hackney-coaches* are usually in waiting at the principal ferries; the charge must be agreed upon with the driver.

BROOKLYN, the third largest city in the United States, lies just across East River from New York, at the W. end of Long Island. Its extreme length from N. to S. is $7\frac{3}{4}$ miles, and its average breadth $3\frac{1}{2}$, embracing an area of 20.84 square miles. The surface is elevated and diversified. Brooklyn was settled in 1625, near Wallabout Bay, by a band of Walloons, and during the Revolutionary War was the scene of events that give great interest to some of its localities. On the Heights back of the city the battle of Long Island was fought (Aug. 26, 1776), and the Americans defeated with a loss of 2,000 out of 5,000 men. The population of Brooklyn, which was 3,298 in 1800, had increased by 1880 to 566,689. The main business thoroughfare is **Fulton Street**, extending from Fulton Ferry to East New York (5 miles). *Atlantic Ave.* runs nearly parallel with Fulton St. from South Ferry to East New York; it is an active business street in its lower part, and from Flatbush Ave. to East New York is occupied by the tracks of the "rapid transit" railroad * **Clinton Ave.**, is the handsomest street

in the city, being embowered with trees and lined with fine residences surrounded by ornamental grounds. *St. Mark's Place* is scarcely less attractive. Remsen and Montague Sts., on the Heights, contain many fine residences; and from * *Montague Terrace*, on the latter, is obtained a magnificent view of New York city and harbor. The favorite drive is through Prospect Park and along the * **Ocean Parkway**, a splendid boulevard 200 ft. wide, extending from the S. W. cor. of the Park to the sea-shore at Coney Island (6 miles). The *Eastern Parkway*, also a popular drive, extends from the Park entrance to East New York (2½ miles). Still another attractive drive is to Bay Ridge and Fort Hamilton.

The *City Hall* (reached from Fulton Ferry *via* Fulton St. in ½ mile) is within easy walking distance of nearly all the public buildings in Brooklyn that are worth attention. It is of white marble in the Ionic style, surmounted by a belfry with a four-dial clock, and stands in an open square. Just E. of the Hall, fronting toward Fulton St., is the * **County Court-House**, a large building with white-marble front, with a Corinthian portico, and an iron dome 104 ft. high. Alongside the Court-House stands the *Municipal Building*, of marble, 4 stories high, with a Mansard roof, and a tower at each of the 4 corners. A short distance W. of the City Hall, cor. Clinton and Pierrepont Sts., is the fine building of the *Long Island Historical Society*, containing a valuable library and many curious relics (admission free). On the cor. of Remsen St. is *Court Square Theatre* (varieties). On Fulton St., opposite the City Hall, is the *New Park Theatre*. The *Post-Office* is in Washington St. just N. of the City Hall, and around the cor. on Johnson St. is *Haverly's Theatre*. On Montague St., W. of the City Hall, is the *Academy of Music*, a brick building of slight architectural merit, but with fine interior decorations. Adjoining it is the **Academy of Design**, with highly ornate front. Opposite is the **Mercantile Library**, a handsome structure in the Gothic style, containing a library of 60,000 volumes and two fine reading-rooms. Just beyond, at the cor. of Clinton St., is the beautiful * **Church of the Holy Trinity** (Episcopal), in the decorated Gothic style, with rich stained windows and a graceful spire 275 feet high. To the left, down Clinton St. (cor. Livingston), is the church of *St. Ann* (Episcopal), in the pointed Gothic style, with exceedingly ornate interior. To the right, in Pierrepont St., is the *Dutch Reformed Church*, of brown-stone in the Roman Corinthian style, with a Corinthian portico, and a very rich interior. Near by (cor. Pierrepont St. and Monroe Place) is the *Unitarian Church of the Saviour*, an elaborate structure in the pointed Gothic style. Other noteworthy churches in this vicinity are *Grace* (Episcopal), cor. Grace Court and Hicks St.; *Christ* (Episcopal), cor. Clinton and Harrison Sts.; and the *Church of the Pilgrims* (Congregational; R. S. Storrs, Pastor), cor. Remsen and Henry Sts. *Plymouth Church* (Henry Ward Beecher's) is a large but plain building in Orange St. near Hicks. Other churches visited by strangers are the *Lafayette Ave. Presbyterian* (Dr. Cuyler), the *Clinton Ave. Congregational*, and Talmage's *Tabernacle*, in Schermerhorn St., said to be the largest Protestant church in America. The church of * *St. Charles Borromeo* (Roman Catholic), in Sidney Place, is

famous for its music. The *Long Island College Hospital* has a large and imposing building, in extensive grounds, on Henry St., near Pacific. The *County Jail*, in Raymond St., is a castellated Gothic edifice of red sandstone; the *Penitentiary* is an immense stone pile in Nostrand Ave. near the city limits. The *Young Men's Christian Association* has a fine building on Fulton St. cor. Gallatin Place, with library and reading-room (free).

In crossing Fulton Ferry to or from New York the massive towers and ponderous cables of the ***East River Bridge** are conspicuous objects. This bridge has already been described in section on New York City. The *United States Navy-Yard* (reached by horse-cars from Fulton Ferry), on the S. shore of Wallabout Bay, is the chief naval station of the Republic. It contains 45 acres, inclosed by a high brick wall, within which are numerous foundries, workshops, and storehouses. Representative vessels of every kind used in our navy may usually be seen at the Yard, and the trophies and relics preserved here are of great interest. The ***Atlantic Dock**, at the other end of the city, a mile below South Ferry, has a basin which covers an area of $42\frac{1}{2}$ acres, and surrounding it are piers of solid granite, on which are spacious warehouses.

***Prospect Park** (reached by several lines of cars from Fulton Ferry) is one of the most beautiful in America. It contains 550 acres, is situated on an elevated ridge, and commands magnificent views of the two cities, of the inner and outer harbor, Long Island, the Jersey shore, and the Atlantic. It is beautifully shaded in many parts by old woods which have been skillfully improved, and its combination of broad meadows, grassy slopes, and wooded hills, is unequalled elsewhere. It contains 8 miles of drives, 4 miles of bridle-paths, and 11 miles of walks. The main entrance on Flatbush Ave., known as the Plaza, is paved with stone and bordered by grassy mounds; in the center are a fine fountain and a bronze statue of President Lincoln. Park carriages, starting from the entrance, make the circuit of the leading points of interest (fare 25c.). *Washington Park* (30 acres) is an elevated plateau E. of the City Hall, between Myrtle and De Kalb Aves., commanding extensive views. During the Revolutionary War it was the site of extensive fortifications, of which Fort Greene was the principal.

***Greenwood Cemetery** (reached by cars from Hamilton Ferry), the most beautiful in the world, is situated on Gowanus Heights in the S. portion of the city. It contains upward of 500 acres, skillfully laid out, and nearly 200,000 interments have been made in it since its opening in 1843. The main entrance, near 5th Ave. and 23d St., is an elegant monumental structure in the pointed Gothic style, ornamented with sculptures representing scenes from the Gospels; and the new entrance on the E. side is of scarcely inferior beauty. The grounds have a varied surface of hill, valley, and plain, and are traversed by 19 miles of carriage-roads and 17 miles of footpaths. The elevations afford extensive views. There are many beautiful monuments, chief among which are the Pilots' and Firemen's, Charlotte Canda's, and that to the "mad poet" McDonald Clark. By keeping in the main avenue called *The Tour*, as

indicated by finger-posts, visitors will obtain the best general view of the cemetery, and will be able to regain the entrance without difficulty. About 4 miles E. of Greenwood are the cemeteries of *The Evergreens* and *Cypress Hills*.

Coney Island and *Rockaway Beach* have already been described (see pp. 20, 21).

3. New York to Philadelphia.

a. *Via Pennsylvania R. R.*, 90 miles. Time, $1\frac{3}{4}$ to $2\frac{3}{4}$ hours. Fare, \$2.50. Round-trip ticket, \$4.

FERRY-BOATS convey passengers from foot of Desbrosses and Cortlandt Sts. to the depot in Jersey City. **Jersey City** is on the Hudson River opposite New York, of which it is practically a portion. It is a place of much commercial and industrial activity, is agreeably situated and well built, and had in 1880 a population of 120,728; but, except for the fact that it contains the depots of several of the most important railways leading south and west from New York, and the docks of leading transatlantic steamers, it possesses no interest for the tourist. The route after leaving Jersey City is across broad meadows to **Newark** (9 miles), a large manufacturing city with 136,400 inhabitants, but, like its rival Jersey City, offering little of interest to the tourist. The city is built on an elevated plain upon the right bank of the Passaic River, 4 miles from Newark Bay, and is regularly laid out in wide streets crossing each other at right angles. Broad St. is the main business thoroughfare, and runs N. and S. through the heart of the city. The principal E. and W. street is Market St., on which are some of the finest buildings, including the *Court-House*, an imposing stone edifice in the Egyptian style. Other noteworthy public buildings are the *City Hall* (cor. Broad and William Sts.), the *Custom-House and Post-Office* (cor. Broad and Academy), and many handsome churches. The building of the Mutual Benefit Life Ins. Co. is said to be the finest in the State. Of the literary institutions the most noteworthy are the *Library Association* (20,000 volumes), the *State Historical Society*, and the *Newark Academy*. From the grounds of the latter (on High St.) an extensive view of the Passaic Valley is had. Newark is distinguished for its manufactures of jewelry, carriages, paper, and leather; and its lager-bier is excellent. (*Hotels*: Continental, Park, and Newark.)

Six miles beyond Newark is **Elizabeth** (*Sheridan House*), the handsomest city in New Jersey, with 28,229 inhabitants, and many fine residences, a few of which are visible from the cars. **New Brunswick** (*City Hotel, New Brunswick*) stands at the head of navigation on Raritan River (32 miles from New York), and has a population of about 18,000, with extensive manufactures of India-rubber, harness, and hosiery. There are fine residences in the upper part of the city, but the "institution" of New Brunswick is *Rutgers College*, an old, richly-endowed, and flourishing establishment. *Princeton Junction* (48 miles) is $2\frac{1}{2}$ miles from Princeton, noted as the seat of **Princeton College**, one of the most famous institutions of learning in America.

The college buildings (especially the Library, Nassau Hall, and Dickinson Hall) are remarkably fine, and stand in a green and shady campus. Dummy-engines convey passengers from the junction to the town. (*Hotel: Mansion House.*) **Trenton** (58 miles) is the capital of New Jersey, and is pleasantly situated at the head of navigation on the Delaware. It had in 1880 a population of 29,910, with important manufacturing interests (chief among which are the Potteries), and is a remarkably well-built, cleanly, and attractive town. State St. is the principal thoroughfare, and next to this is Main St., which crosses State at right angles. The leading event in the past history of Trenton is the famous victory over the Hessians won by Washington, Dec. 26, 1776; and its chief present attractions are the public buildings. The *State-House* (in State St.) is a stone structure, beautifully situated on the Delaware, and overlooking the river and vicinity. The *Post-Office*, also in State St., is a massive stone building in the Renaissance style; and the vast *State Penitentiary* (in Federal St.), the *State Arsenal* (near the Penitentiary), and the *State Lunatic Asylum* (1½ mile N. of the city) are all worth visiting. (*Hotels: Trenton House; National; United States.*) The only place between Trenton and Philadelphia requiring mention is *Bristol* (67 miles), a pretty town of 3,500 inhabitants, on the Delaware nearly opposite Burlington.

b. Via "*Bound Brook Route*," 88 miles. Time, 1¾ to 2¾ hours.

The depot in Jersey City is reached by ferry from foot of Liberty St. The country along this route is very similar in character to that along the preceding route, but there are fewer large towns and a scantier population. Highly cultivated farms and smiling orchards stretch away on every side, and the prospect in summer is very pleasing. The first station that will attract the attention of the traveler is *Elizabeth* (13 miles), which has been described on page 26, and the only important town on the route is **Plainfield** (24 miles), containing about 6,000 inhabitants, and pleasantly situated near the foot of Orange Mountain. Washington's Rock (seen from the train on the right) is on the mountain 2 miles W. of Plainfield, and is noted as the place whence Washington watched the movements of the enemy during the campaign in this vicinity. At *Bound Brook* (31 miles) the Americans were defeated in 1777 by Lord Cornwallis. A short branch road diverges from the regular route and runs to Trenton.

c. Via *Amboy Division of the Pennsylvania R. R.*, 92 miles. Time, 5 hours.

From pier 42 North River to South Amboy (30 miles) this is a steamer route, and the sail down the Bay, past the villa-lined shores of Staten Island, and up the Raritan River, is very pleasant, particularly in summer. *South Amboy* is situated on Raritan Bay, at the mouth of Raritan River, across which is **Perth Amboy**, a port of entry, and one of the oldest cities in New Jersey, much frequented in summer (*Eagleswood Park Hotel*). At South Amboy the cars are taken, and the route leads through a barren and uninteresting country to the

Delaware River at Bordentown (64 miles). **Bordentown** (*Bordentown House*) is a flourishing town of 6,000 inhabitants, situated on the E. bank of the Delaware, with extensive foundries and machine-shops, and the terminal basins of the Delaware and Raritan Canal. It is a favorite resort of Philadelphians during the summer season. The principal object of interest is the mansion and park occupied for 26 years by Joseph Bonaparte, ex-King of Spain. **Burlington** (73 miles) is another city of 6,000 inhabitants on the Delaware, 19 miles above Philadelphia, whence it is much visited in summer by steamboat. *Burlington College* (Episcopal) is located here, and there are handsome churches and school-buildings. **Camden** (92 miles) is a flourishing city of 25,000 inhabitants on the Delaware opposite Philadelphia, with which it is connected by 4 ferries. It is the terminus also of the *West Jersey and Camden & Atlantic Railways*; and there are extensive ship-yards, besides manufactures of iron, glass, chemicals, etc. (*West Jersey Hotel*.)

4. Philadelphia.

Hotels.—The leading hotels on the American plan are the *Continental*, cor. Chestnut and 9th Sts.; the *Girard House*, on Chestnut St., at the corner of 9th St.; the *Colonnade*, cor. Chestnut and 15th Sts.; and the *St. George*, cor. Broad and Walnut Sts. The *Aldine*, in Chestnut St. above 20th, is elegant and aristocratic; and *Plumer's*, in Chestnut St., between 5th and 6th Sts., opposite Independence Hall, is highly popular. The *Bingham*, cor. 11th and Market, the *St. Cloud*, in Arch St., between 7th and 8th, and the *Washington*, on Chestnut, between 7th and 8th, are much patronized by merchants. The *Hôtel Lafayette*, cor. Broad and Sansom Sts., and the *Bellevue*, cor. of Walnut and Broad, are conducted on both the American and European plans. The rates at the hotels on the American plan are from \$2.50 to \$5 a day. Of hotels on the European plan the best are the *West End*, in Chestnut St. above 15th, and *Guy's*, cor. Chestnut and 7th Sts. The charges at these are \$1 to \$3 a day for rooms, and both have restaurants attached.

Restaurants.—The *Bellevue*, cor. of Broad and Walnut, is the Delmonico's of Philadelphia. *Finelli's*, in Chestnut St. near Broad, *Dooner's*, on 10th St., north of Chestnut, and *Green's*, cor. Chestnut and 8th Sts., are first class. *Partridge's*, 19 S. 8th St. and 15 N. 8th St., *Cabadi's*, 5 S. 8th St., and *Morse's*, on Chestnut cor. 13th St., are much frequented by ladies. Other first-class restaurants are those attached to the hotels on the European plan, as given above. The *Continental Restaurant*, on the first floor of the Continental Hotel, is much frequented by business men.

Modes of Conveyance.—The *Horse-cars* traverse the city in every direction, rendering all parts easily accessible. The fare is 6c., and points on any connecting line may be reached by "transfer-tickets" (costing 3c. additional), which should be called for on paying the fare. *Carriages* are found at all the depots, and at various stands. The fares are regulated by law, and a card containing them should be in every carriage. They are as follows: For 1 passenger, a distance of 1 mile or less, 50c.; each additional passenger, 25c. For 1 passenger, 2 m. or less, 75c.; each additional mile, 50c.; by the hour, \$1. Children between 5 and 14 years of age, half price. There are also hansom cabs, carrying two people, rate 65c. per hour. In case of dispute, call a policeman, or apply at the Mayor's office.

Railroad Depots.—The depot of the *Pennsylvania R. R.* is at Broad and Market Sts.; of the *Amboy Division* (for New York) by ferry from foot of Market St. to station in Camden. Of the *Philadelphia, Wilmington & Baltimore R. R.*, cor. Broad and Washington Ave. and Broad and Market Sts.; of the *Philadelphia & Reading R. R.*, 13th and Callowhill Sts.; of the *North Pennsylvania*, cor. Berks and American Sts.; of the *West Chester & Philadelphia*, cor. Broad and Market Sts.; of the *Germantown & Norristown*, cor. 9th and Green Sts.; of the *Bound Brook Road* to New York, cor. 9th and Green Sts.; of the



1
4
1
-
0
-

6
7
6
3
7
3

1
6
9
6
1
8
8
1
1
1

J
I
L
J
J
2
I
S

Camden & Atlantic, by ferry from foot of Vine St. to station in Camden; of the *West Jersey*, by ferry from foot of Market St. to station in Camden; of the *Philadelphia & Atlantic City*, at foot of Walnut St.

Ferries.—To *Camden* (fare 3c.) from foot of Market St., Vine St., South St., in the lower part of the city, and from Shackamaxon St. in Kensington. To *Gloucester, N. J.*, from foot of South St. (fare 10c.).

Churches.—Among the 500 churches of all denominations in Philadelphia the following are those most visited by strangers: The *Cathedral of St. Peter and St. Paul* (Roman Catholic), on Logan Square, 18th St., noted for its impressive services and fine music; *St. Peter's* (Episcopal), a venerable relic of the early days of the city; *St. Mark's* (Episcopal), cor. 16th and Locust Sts.; the *Holy Trinity* (Episcopal), cor. 19th and Walnut; *St. Stephen's* (Episcopal), in 10th St. near Market; *St. Andrew's* (Episcopal), in 8th St. near Spruce; the *Church of the Incarnation* (Episcopal), cor. Broad and Jefferson; the *Beth-Eden Baptist Church*, cor. Broad and Spruce; the *First Baptist*, cor. Broad and Arch Sts.; the *West Arch St. Presbyterian*, in Arch St.; the *Second Presbyterian*, cor. 21st and Walnut; the *Washington Square Presbyterian*; the *Central Congregational*, cor. 18th and Green; the *Arch St. Methodist*, cor. Broad and Arch Sts.; and the *Lutheran Church*, cor. Broad and Arch. The Jewish *Synagogue*, on Broad St. near Green, has Sabbath (Saturday) services. Among the Friends' meeting-houses those at the cor. of Arch and 4th and Race and 15th Sts. are best worth a visit.

Theatres and Amusements.—The *Academy of Music*, cor. of Broad and Locust Sts., is the largest opera-house in America, being 268 by 140 ft., with sittings for 3,000 persons. It is used for operas, concerts, lectures, balls, etc. The *Arch St. Theatre* (Mrs. John Drew's), in Arch St., near 6th, has a good company. The *Walnut St. Theatre* is at the cor. of Walnut and 9th Sts.; the *Chestnut St. Theatre* is in Chestnut St. above 12th; and the *Lyceum Theatre* is in Broad St. near Locust. Negro minstrelsy is found at the *Eleventh St. Opera-House* (11th St. above Chestnut) and at the *Opera-House* (in Arch St. above 10th). *Wood's Museum* is at the cor. of 9th and Arch. The *Germania Theatre* (performances in German) is on 3d St. near Green. Musical entertainments are given at the *Academy of Music*, at *Musical Fund Hall* (seating 2,500 people), in Locust St. below 9th; Chestnut St. *Opera-House*, Chestnut above 10th; at *Association Hall*, cor. Chestnut and 15th; and at *St. George's Hall*, cor. Arch and 13th Sts. *Horticultural Hall*, cor. Broad and Locust Sts., is the scene of the annual floral displays of the Horticultural Society.

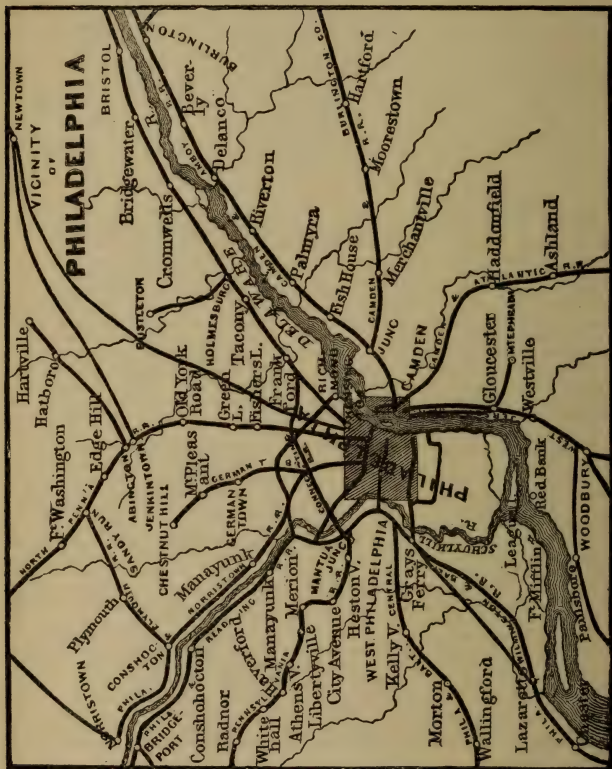
Reading-Rooms.—At all the leading hotels there are reading-rooms for the use of guests, provided with newspapers. The *Mercantile Library*, in 10th St. near Chestnut, contains 150,000 volumes and a well-supplied reading-room (open from 9 A. M. to 10 P. M.). The *Philadelphia Library*, in Locust St. east of Broad, 100,000 volumes, is free from 10 o'clock till sunset; the "Ridgway Branch," with two reading-rooms, is at the cor. of Broad and Christian. The *Athenæum*, cor. 6th and Adelphi Sts., has a library of 20,000 volumes, a reading-room, and a chess-room (introduction by a member). The *Young Men's Christian Association*, cor. 15th and Chestnut Sts., has a free reading-room (open from 9 A. M. to 10 P. M.). The *Historical Society of Pennsylvania*, 820 Spruce St., has a rich library (open from 10 A. M. to 5 P. M.). The *Franklin Institute*, in 7th St. above Chestnut, has a free library and reading-room.

Art Collections.—At the *Academy of Fine Arts*, cor. Broad and Cherry Sts., is one of the best collections of paintings, statuary, casts, and prints in America (entrance 25c.). Fine pictures may usually be seen (free) at the sales-galleries of *Earle*, 816 Chestnut St., and *Haseltine*, 1516 Chestnut St. Among the richest private collections in the country are those of Henry C. Gibson (1612 Walnut St.), James L. Claghorn (on W. Logan Square), the late Joseph Harrison, Jr. (in Rittenhouse Square), and A. E. Borie. Admission to these may usually be obtained by application to the proprietors, personally or by letter.

Clubs.—The Union League Club has a handsome building cor. Broad and Sansom Sts.; it is of brick in the Renaissance style, with façades of granite, brick, and brown-stone. It contains the best refectory in the city, a reading-room, paintings, statuary, etc. A member's introduction will secure the visitor the privileges of the Club for one month. The *Reform Club* has a fine brown-stone building in Chestnut St. near 19th (introduction by a member). The *Penn., Commonwealth, American*, and the *Philadelphia* are prominent social

clubs. The *Social Art Club* occupies a fine marble building in Walnut St. near 18th.

Post-Office.—The general Post-Office is a plain white marble building in Chestnut St. below 5th. A large new building for this purpose is being constructed at the cor. of Chestnut and 9th Sts. Letters may be mailed in the lamp-post boxes in all parts of the city, whence they are collected at frequent intervals by the carriers. There are also several sub-stations in different parts of the city.

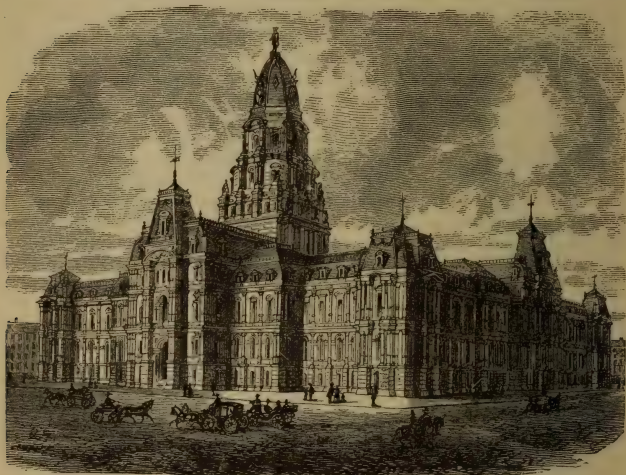


PHILADELPHIA, the largest city as to area in the United States, lies on the west bank of the Delaware River, 90 miles from the Atlantic Ocean. Its latitude is $39^{\circ} 57' N.$ and longitude $75^{\circ} 10' W.$ from Greenwich. It is 22 miles long from N. to S., with a breadth of 5 to 8 miles,

and an area of 1,294 square miles. The city, as originally incorporated, was bounded by the rivers Delaware and Schuylkill and Vine and South Streets, and this area was not enlarged until 1854, when the corporation was extended over the the entire county. Within its present area there are over 900 miles of paved streets, and more buildings than any other city in the country. The city is regularly laid out, the streets running N. and S. being numbered in succession from the Delaware to the Schuylkill, which is reached at 23d St., the first street above that being 30th. These are crossed at right angles by named streets. A few irregular avenues, formerly country-roads, stretch away from the original town-plot. The houses on the streets running E. and W. are numbered toward the W., all between 1st and 2d streets being between 100 and 200, and all between 2d and 3d streets between 200 and 300, and so on; so that the number of the house indicates the number of the street as well. Thus if the number of the house be 836, 8th St. is E. and 9th St. W. In like manner, the streets running N. and S. are allowed 100 numbers for every square they are distant from Market St., either N. or S. This plan is very convenient in going about the city, as whenever one can see a number he can calculate his exact distance from Market St. or the Delaware. The great business thoroughfare is *Market St.*; it runs E. and W., is 100 ft. wide, and contains the principal wholesale stores. *Broad St.*, the central street N. and S., is 113 ft. wide, and is lined with churches and elegant private residences. Each of these streets is built up continuously for about 8 miles. *Chestnut St.*, parallel with Market on the S., is the fashionable promenade, containing the finest hotels and retail stores. Walnut, farther S., and Arch, Race, and Vine, N. of Market, are leading and wealthy streets. *Third St.* is the banking and financial center. The principal drives are through Fairmount Park, and out Broad St. toward Germantown.

Philadelphia was founded by William Penn, who came over from England in 1682, accompanied by a colony of Quakers, and purchased the site from the Indians. The emigration thither was very rapid, and in 1684 the population was estimated at 2,500. Penn presented the city with a charter in 1701. It prospered greatly, and was the most important city in the country during the colonial period and for more than a quarter of a century after the Revolution. The first Continental Congress assembled here (in 1774), as did also the subsequent Congresses during the war. The Declaration of Independence was made and issued here, July 4, 1776. The convention which formed the Constitution of the Republic assembled here in May, 1787. Here resided the first President of the United States, and here Congress continued to meet until 1797. Until 1799 it was the capital of the colony and State of Pennsylvania, and from 1790 to 1800 was the seat of the government of the United States. The city was in possession of the British from September, 1777, to June, 1778, a result of the unfortunate battles of Brandywine and Germantown. Since the Revolution the city has grown steadily and rapidly. The population, which in 1800 was 41,220, had increased to 121,376 in 1850, to 565,529 in 1860, and to 846,984 in 1880. The commerce of Philadelphia is large and increasing, but manufactures are its chief source of wealth, and in these, according to the census of 1880, it is the second city of the Union, less only than New York in the number of establishments (3,771), in the amount of products (\$304,591,725), and in the amount of capital invested (\$176,495,191). In heavy manufactures Philadelphia is only approached by Pittsburgh. The leading industries are the manufacture of locomotives and all kinds of iron-ware, ships, woolen and cotton goods, shoes, umbrellas, and books. In commerce Philadelphia ranks fourth among the cities of the United States.

Chestnut St. is the fashionable promenade of the city, and contains the finest hotels, retail stores, etc. It begins at the Delaware River and runs W. to the city limits, crossing the Schuylkill at 23d St. The first two or three squares are occupied by spacious stone warehouses and offices, but offer nothing noteworthy. On 2d St. N. of Chestnut is the *Commercial Exchange*, a large brown-stone building standing on the site of the old "Slate-roof House," once the residence of William Penn, and later the home of John Adams, John Hancock, Baron De Kalb, and Benedict Arnold. Opposite are the massive buildings used as U. S. Appraisers' Stores, extending westward to Dock St. At the corner of Walnut and 2d Sts. is the Coal Exchange. On 2d St. near Market St. is **Christ Church** (Episcopal), one of the most



City Hall, cor. Broad and Market Sts.

venerable of the antiquarian relics of the city, begun in 1727, and still a fine building. Its steeple is 196 ft. high, and contains the oldest chime of bells in America. At the cor. of Market and Front Sts. is a small brick house, now used as a tobacco-shop; it was built in 1702, and a hundred years ago was the famous *London Coffee-House*, frequented by the magnates of the city. A few steps from this (in Letitia St., S. of Market) is *Penn's Cottage*, built for William Penn before his arrival in the settlement, and the first brick building erected in Philadelphia.

Third St. is the banking and financial center, especially the first few blocks S. of Chestnut St. Here (at the cor. of Walnut St.) is the * **Merchants' Exchange**, a fine marble building, with an orna-

mented front on Dock St., a semicircular colonnade of 8 pillars, and a spacious rotunda within on that side. The Reading-room in the rotunda of the second story is handsomely frescoed. Opposite, on Walnut St., is the fine building of the North American Insurance Co. Near by is the *Girard National Bank*, a stately edifice with handsome portico, originally built for the first United States Bank, and occupied by Stephen Girard until his death. It was copied from the Dublin Exchange. To the S. (cor 3d and Pine Sts.) is the church of *St. Peter's* (Episcopal), begun in 1758 and finished in 1761.

Above 3d St., on Chestnut, are the brown-stone *Bank of North America*, and the costly buildings of the *Fidelity Safe Deposit Co.*, the *First National Bank*, and the *Guarantee Trust and Safe Deposit Co.* On the S. side of Chestnut St. between 3d and 4th a narrow court leads to **Carpenters' Hall**, where assembled (in 1774) the first Congress of the United Colonies. It is a plain two-story brick building, carefully preserved. Between 4th and 5th Sts. (on the left) is the * **U. S. Custom-House**, a chaste specimen of the Doric architecture, with imposing fronts on Chestnut and Library Sts., each having 8 massive fluted columns, supporting a heavy entablature. Just above, on the opposite side, is one of the finest series of commercial buildings in America, including the *Provident Life and Trust Co.* (granite), the *Philadelphia Trust Co.* (marble), the *Farmers and Mechanics' Bank* (marble), the *Philadelphia Bank* (granite), the *Pennsylvania Life Ins. Co.* (Quincy granite), and the *Girard Building* (granite). Between 5th and 6th Sts. stands * **Independence Hall**, the most interesting object in Philadelphia. It was begun in 1729 and completed in 1735, at a cost of £5,600. In the E. room (Independence Hall proper) the Continental Congress met, and here on July 4, 1776, the Declaration of Independence was adopted, and publicly proclaimed from the steps on the same day. The room presents the same appearance now as it did at that time; the furniture is that used by Congress; there are a statue of Washington and numerous portraits and pictures. The W. room is a depository of many curious Revolutionary relics. In it is preserved the old "Liberty Bell," the first bell rung in the United States after the passage of the Declaration. In Congress Hall, in the 2d story, Washington delivered his farewell address. Visitors are admitted from 9 A. M. to 4 P. M. daily. The Superintendent will, on application, furnish tickets admitting the bearer to the belfry, from which a fine panoramic view of the city may be had. On the sidewalk in front of the Hall stands Bailey's statue of Washington; and in the rear is *Independence Square*, an inclosure of 4 acres containing some fine old trees. Diagonally opposite Independence Square (on the S. W.) is **Washington Square**, inclosed with an ornate iron fence, and celebrated for containing nearly every variety of tree that will grow in this climate, whether indigenous or not. There is a map of the Square showing the position of each tree. Fronting on the Square is the *Athenæum*, with a library of 25,000 volumes, a reading-room and a chess-room. On 5th St. near Chestnut, until recently there stood the * **Philadelphia Library**, founded in 1731 through the influence of Benjamin Franklin and the members

of the "Junto." Farther along 5th St. (at the S. E. cor. of Arch St.) is *Franklin's Grave*, which may be seen from the sidewalk through iron railings that have been inserted in the brick wall of the cemetery.

At the cor. of Chestnut and 6th Sts. is the stately * *Ledger Building*, of brown-stone, 5 stories high, with Mansard-roof. The office of the *German Democrat* is at 614 Chestnut St., that of the *Press* at 700 Chestnut St., and that of the *North American* at 701 Chestnut St., while on 7th St. above Chestnut are located a number of other journals; and near by, also on 7th St., is the *Franklin Institute*, designed to promote the mechanic and useful arts, and provided with a library (80,000 volumes), a reading-room, and free courses of scientific lectures. Just above 7th on Market St. is the 6-story publishing-house of *J. B. Lippincott & Co.* To the S. from Chestnut, 8th St. leads past the **Pennsylvania Hospital**, standing in ample grounds shaded by venerable trees, and containing a medical library and anatomical museum. Close by (at 820 Spruce St.) is the building of the *Pennsylvania Historical Society*, containing a large library, rich in local and family histories, and interesting historical relics (open from 10 A. M. to 5 P. M.). At the cor. of Chestnut and 8th is the new and handsome *Times Building*, and on Chestnut St. west of 9th is the imposing granite building, 6 stories high, of the *Record*.

At the cor. of 9th St. is the lofty **Continental Hotel**, built of Pictou sandstone, 200 ft. long and 6 stories high; and opposite is the handsome building of the *Girard House*. At the N. W. cor. is the splendid new * **Post-Office**, a spacious granite structure in the Renaissance style, 4 stories high, with an iron dome, and costing \$4,000,000. At the cor. of 10th St. is the imposing building of the *N. Y. Mutual Life Ins. Co.*; and to the right, on 10th St., is the * **Mercantile Library**, with 150,000 volumes and a spacious reading-room (open from 9 A. M. to 10 P. M.). In *St. Stephen's Church* (Episcopal), opposite the library, are some fine monuments. On 10th St., S. of Chestnut, is Jefferson Medical College. At the cor. of 12th St. is the elegant white-marble jewelry-store of *Bailey & Co.* Just above is the * **U. S. Mint**, a white-marble building in the Ionic style, with a graceful portico. The processes of coining are very interesting, and the collection of coins preserved here is the largest and most valuable in America. Visitors are admitted from 9 to 12 o'clock, and the processes pointed out by an attendant.

Crossing Broad St. (same as 14th St.), with its imposing hotels and churches, Chestnut St. passes in sight of the *Public Buildings* (to the right), and the massive and spacious * building of the *Young Men's Christian Association* which stands beside the *Colonnade Hotel*, on opposite corners of 15th and Chestnut Sts. The Y. M. C. A. building is of sandstone and marble, 230 by 72 ft., 4 stories high, with a tower, and containing a library, reading-room, etc. (open from 9 A. M. to 10 P. M.). Near 16th St. is the *West End Hotel*. We have now entered the residence quarter, and there is little to challenge attention. Up 18th St., to the right, is **Logan Square**, a pretty little park of 7 acres, neatly laid out and delightfully shaded. Fronting the square on the E. side is the

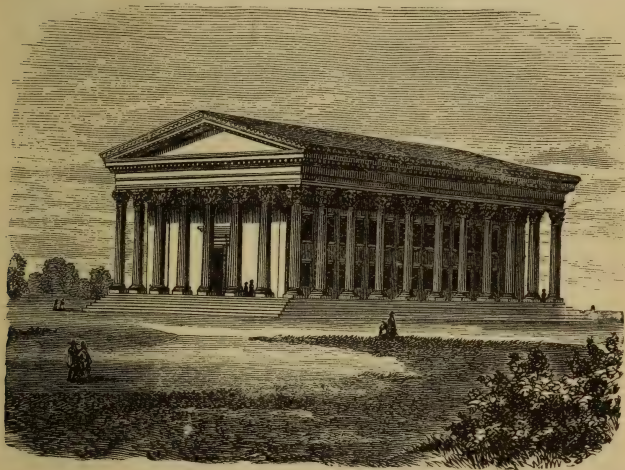
Roman Catholic ***Cathedral of St. Peter and St. Paul**, the largest church edifice in the city. It is of red sandstone in the Roman-Corinthian style, 136 by 216 ft., with a dome 210 ft. high. The façade consists of a classic pediment, upheld by 4 lofty Corinthian columns, flanked by pilastered wings. The interior is cruciform and adorned with frescoes; the altar-piece, by Brumidi, is conspicuous for its fine coloring. Also fronting on the square (at the cor. of 19th and Race Sts.) is the handsome building of the ***Academy of Natural Sciences**, of serpentine stone trimmed with Ohio sandstone, in the Collegiate Gothic style. Its library contains 26,000 volumes, and there are extensive collections in zoölogy, ornithology, geology, mineralogy, conchology, ethnology, archæology, and botany. The museum contains upward of 250,000 specimens; and Agassiz pronounced it one of the finest natural science collections in the world (open Tuesday and Friday afternoons; admission, 10c.). Facing the square on the S. is *Wills's Hospital* for the treatment of diseases of the eye; and at the cor. of Race and 20th Sts. is the *Institution for the Blind*, where the unfortunate persons for whose benefit it was founded are instructed in useful trades, in music, and in the usual branches taught in schools. Farther along 20th (at the cor. of Spring Garden St.) is the *Preston Retreat* for poor children. To the left (S.) from Chestnut St., 18th St. leads in one block to the aristocratic ***Rittenhouse Square**, surrounded by costly private residences. Near 19th St. the *Reform Club* has a fine brown-stone building, and in Walnut St., W. of 18th, stands the chaste and elegant marble building of the *Social Art Club*. Above 23d St., Chestnut St. crosses the Schuylkill on a massive iron bridge (completed in 1866 at a cost of \$500,000), and leads for a mile or so amid the beautiful residences of West Philadelphia. (Horse-cars traverse Chestnut Street almost from end to end, but the points we have described are not beyond the limits of a morning or afternoon stroll.)

Broad St. is a noble thoroughfare, 113 ft. wide, extending from the Delaware for 15 miles through the heart of the city. At the foot of Broad St. is **League Island** (600 acres), on which is located the *U. S. Navy-Yard*, and which is being converted into a great naval depot. In the "Back Channel," which separates the island from the mainland, a fleet of monitors and ironclads is usually anchored. For 3 miles after leaving the river, Broad St. passes across dreary flats occupied by truck-farms. The first building requiring notice is the *Baltimore Depot*, cor. Washington Ave. At the cor. of Christian St. is the splendid ***Ridgway Library** (a branch of the Philadelphia Library), an elegant granite structure 220 by 105 ft., standing in beautiful grounds. It was a bequest of the late Dr. Rush, and cost \$1,500,000 (open from 9 A. M. to 10 P. M.). On Locust St., E. of Broad, is the new home of the Philadelphia Library. At the cor. of Pine St. is the long granite building of the *Deaf and Dumb Asylum* (tickets at *Ledger* office); and one square above stands the superb **Beth-Eden Baptist Church**. Just beyond is *Horticultural Hall*, where are held the annual floral displays of the Horticultural Society; and next door is the ***Academy of Music**, the second largest opera-house in America, with

seats for 3,000 persons. Opposite Horticultural Hall is the *Lyceum Theatre*; at the cor. of Walnut St. is the *St. George Hotel*, and opposite the *Bellevue*; and at the cor. of Sansom St. is the **Union League Club** (see p. 28). Also at the cor. of Sansom St. is the lofty *Hôtel Lafayette*, a short distance beyond which Broad St. is crossed by Chestnut St. On *Penn Square*, at the intersection of Broad and Market Sts., are being erected the vast ***Public Buildings** (for law-courts and public offices), of white marble, 486½ ft. long by 470 wide, 4 stories high, and covering an area of nearly 4½ acres, not including a court-yard in the center 200 ft. square. The central tower will be 535 ft. high, and the total cost of the building over \$10,000,000. Near the N. W. cor. of these buildings is the *School of Design for Women*. On the W. is the new station of the Pennsylvania R. R., a huge brick building 4 stories high and 600 ft. long. Beyond, at the cor. of Filbert St., the massive ***Masonic Temple** lifts its imposing front; a solid granite structure in the Norman style, 250 ft. long by 150 wide, with a tower 230 ft. high. The porch is especially fine. At the intersection of Broad and Arch Sts. is a cluster of fine churches: **Arch St. Methodist*, of white marble; the **Holy Communion* (Lutheran), of green serpentine, in the Gothic style; and the *First Baptist*, of brown-stone. Beyond, at the cor. of Cherry St., is the profusely ornamented ***Academy of Fine Arts**, in the Byzantine style, 260 by 100 ft., and containing an excellent collection of pictures, statuary, casts, etc. (entrance, 25c.). Passing now through a shabby quarter, we reach, at the cor. of Callowhill St., the magnificent new armory of the 1st regiment of State militia, now in process of erection, just above which, on the opposite side, are the extensive *Baldwin Locomotive Works*. N. of the Baldwin Works Broad is crossed by **Spring-Garden St.*, lined with fine residences, and leading toward Fairmount Park. At the cor. of 17th St. is the new *Girls' Normal School*, a spacious brown-stone building. At the cor. of Green St. are a handsome Presbyterian church, in the Norman style, and the plain building of the *Central High School*; beside which stands the ***Synagogue Rodef Shalom**, in the Saracenic style, with rich interior decorations. Broad St. now traverses for about a mile an elegant residence quarter, forming a popular drive and promenade (with the splendid *Episcopal Church of the Incarnation* at the cor. of Jefferson St.), and then enters a rural district, passing the *Monument Cemetery*, and running straight N. to **Germantown** (6 miles from Chestnut St.), a pretty town, with fine villas and churches, inhabited chiefly by the business men of Philadelphia. Here was fought the battle of Germantown (Oct. 4, 1777), in which Washington was defeated by the British under Lord Howe. (Germantown may be reached from Philadelphia by horse-cars or by railroad from cor. 9th and Green Sts.)

Other places of interest are as follows: ***Girard College** (2 miles N. W. of the State-House by Ridge Ave. cars) was founded by Stephen Girard, a native of France, who died in Philadelphia in 1831, leaving an immense fortune. He bequeathed \$2,000,000 to erect suitable buildings "for the gratuitous instruction and support of destitute

orphans," and the institution is supported by the income of the residue of the estate after the payment of certain legacies. The estate now amounts to about \$7,000,000. The site of the college grounds (42 acres) is on the summit of a slope commanding a fine view. The central or college building is a noble marble structure of the Corinthian order, 218 ft. long, 160 wide, and 97 high. The roof commands a wide *view over the city. In the building are interesting relics of Girard, and in the grounds is a monument to the graduates of the college who fell in the civil war. (Permits to visit the college may be obtained at the principal hotels, of the Secretary, or of the Directors; clergymen are not admitted.) The ***University of Pennsylvania**



Girard College.

occupies a group of spacious and substantial stone buildings at 36th and Locust Sts. (reached by Darby cars). It has a library of 18,000 volumes, a fine museum and cabinets, and a hospital and medical college (students in 1879-'80, 700). Near by (on 36th St.) is the *Blockley Almshouse*, with four handsome buildings 500 ft. long, and grounds of 187 acres (tickets of admission at 42 N. 7th St.). The ***Penn. Hospital for the Insane**, Haverford Road, West Phila. (take Market St. cars; tickets at *Ledger* office), has two spacious buildings in ample grounds, and is worth a visit, if for nothing else, to see Benjamin West's picture of "Christ Healing the Sick." (Admittance every day except Saturday and Sunday.) The **Episcopal Hospital* has magnificent buildings in the Norman-Gothic style at 2649 N. Front St. The

* **U. S. Naval Asylum** (on Gray's Ferry Road near South St.) is an immense marble building, standing in the midst of spacious and highly-cultivated grounds. The Ionic portico, with 8 graceful columns, the trophy cannon, and the official residences, are worthy of notice. There are two *U. S. Arsenals*, one a short distance S. E. of the Naval Asylum, and the other near Frankford (reached by the red cars of the 2d and 3d St. line). The former is devoted to the manufacture of shoes, equipments, and clothing for the army; the latter is devoted to the manufacture of fixed ammunition, and contains one of the largest powder-magazines in the United States. The * **Eastern Penitentiary**, in Fairmount Ave. above 22d St., covers about 10 acres of ground, and in architecture resembles a baronial castle of the middle ages. The separate (*not* solitary) system is adopted here. Each prisoner is furnished with work enough to keep him moderately busy, and is allowed to see and converse with the chaplain, prison-inspectors, and other officials, but not with any of his fellow-prisoners. (Tickets of admission are obtained at the *Ledger* office.) The *Moyamensing Prison*, 10th St. and Passyunk Road, is a vast granite building in the Indo-Gothic style, appropriated to the confinement of persons awaiting trial, or who are sentenced for short periods (tickets at *Ledger* office).

* **Fairmount Park**, the largest city park in the world, extends along both banks of the Schuylkill River for more than 7 miles, and along both banks of Wissahickon Creek for more than 6 miles, commencing at Fairmount, an elevation on the Schuylkill from which the park derives its name, and extending to Chestnut Hill on the Wissahickon, a total distance of nearly 14 miles, embracing a total area of 2,740 acres. It possesses much natural beauty, being well wooded and having a great variety of surface; but art, other than that of landscape-gardening, has as yet done little for it. The main entrance to the Park is at its lower end, and is reached by horse-cars from all parts of the city. Just inside, on the right, is Fairmount Hill, on the summit of which are 4 reservoirs of the Schuylkill Water-Works, covering 6 acres, and surrounded by a graveled walk, from which may be had a fine view of the city. The buildings containing the water-works machinery lie just in front of the visitor as he enters the Park; and in the grounds adjoining them are several fountains and statues. Beyond the buildings is an open plaza, surrounded by flower-beds and shrubbery, and containing Randolph Rogers's colossal bronze statue of Abraham Lincoln; and beyond this still is * *Lemon Hill*, on the summit of which is the mansion (now used as a restaurant) in which Robert Morris lived during the Revolutionary War. The principal points of interest in the park, besides those we have mentioned, are *Sedgeley Hill*, a little above Lemon Hill on the carriage-road; the *Solitude*, a villa built in 1785 by John Penn, grandson of William Penn; the * *Zoological Gardens*, containing a fine assortment of American and European animals (admission 25c. for adults and 10c. for children); *George's Hill*, and the *Belmont Mansion* (now a restaurant), from both of which there are noble views; *Belmont Glen*, a picturesque ravine; the various bridges across the Schuylkill River; and the romantic drive up the *Wissahickon*.

Park-carriages, starting from the Fairmount entrance, traverse the most interesting portions of the Park (50c. for the round trip). Carriages may also be hired for \$1.50 per hour. The grounds on which the Centennial Exhibition of 1876 was held are located in the Park at the head of Girard Ave., and may be reached by several lines of horse-cars. Many of the buildings which then crowded the space have been removed; but enough are still standing to make the spot worth a visit. Several of them, indeed, were planned for permanent use, and are well fitted to add to the attractions of the Park, being large and of striking design. * *Memorial Hall*, erected by the State and city at a cost of \$1,500,000, stands on an elevated terrace just N. of Elm Avenue, and is a splendid stone edifice 365 ft. long, 210 wide, and 150 high. It was used during the Exhibition as an art-gallery, and is designed for a permanent art and industrial collection similar to the famous South Kensington Museum in London. Just N. of Memorial Hall stands the * *Horticultural Building*, a charming structure in the Moresque style, with polychromatic frescoes and arabesques. It is a conservatory, filled with tropical and other plants, and around it are 35 acres of ground devoted to horticultural purposes.

* **Laurel Hill** adjoins the upper part of Fairmount Park, and is one of the most beautiful cemeteries in the country. It embraces nearly 200 acres, and is divided into North, South, and Central Laurel Hill. Many fine monuments adorn it; but the distinctive feature of the cemetery is its unique garden landscape, and the profusion of beautiful trees, shrubs, and flowers. (Admission every day except Sunday from 9 o'clock till sunset.) *Mount Vernon Cemetery* is nearly opposite Laurel Hill; *Glenwood* is prettily situated on a ridge between the Delaware and the Schuylkill (reached by Ridge Ave. cars); and * *Woodlands* is in West Philadelphia (reached by Darby cars). The latter contains the Drexel Mausoleum, the costliest in America.

Cape May.

From Philadelphia Cape May is reached *via* West Jersey R. R. (ferry from foot of Market St.), in 2½ hrs.; fare \$2.50 (distance 81 miles). The road traverses an uninteresting and thinly-populated section of New Jersey, the only important station being *Vineland* (34 miles). There are also daily steamers in summer to and from Philadelphia. From New York *via* New Jersey Southern R. R. (distance, 141 m.; fare, \$4.50).

Hotels.—The leading hotels are the *Stockton House*, with accommodations for 1,200 guests, and *Congress Hall*, with a capacity of 1,000 guests. The new *Columbia Hotel* is equal to the foregoing in size and magnificently furnished. Other good houses are the *Arlington*, *Sawyer's*, *Chalfonte*, the *Windsor*, the *West End*, the *Merchants'*, the *Arctic*, the *National*, the *Wyoming*, and the *Clarendon*, besides many smaller ones. The charges are from \$3 to \$4 per day, according to the rank of hotel. The "cottage system" is growing in favor, and there are boarding-houses where board may be had at \$10 to \$18 a week.

Cape May, the Long Branch of Philadelphia, is the extreme southern point of New Jersey, fronting the Atlantic at the entrance of Delaware Bay. Its beach is over 5 miles long, and, being hard and smooth, affords a splendid drive, which has been artificially improved. The bathing is unsurpassed, the surf being especially fine, and the

water (so it is claimed) less chilling than elsewhere on the coast. The fashionable hours for bathing are from 11 A. M. to 1 P. M., and the spectacle is then very brilliant. A long promenade extends along the waterfront, and is generally thronged in the forenoon and late afternoon. Cape May is a favorite resort of Southern and Western people, besides being the place of all places for Philadelphians, who give a distinctive tone to its society—more sedate than Long Branch and Saratoga, and less formal and exclusive than Newport. The hotels and cottages are built on a small piece of land, about 250 acres in extent, known as Cape Island, having formerly been separated from the mainland by a small creek. The village contains 6 churches, about 1,500 permanent residents, and many fine villas.

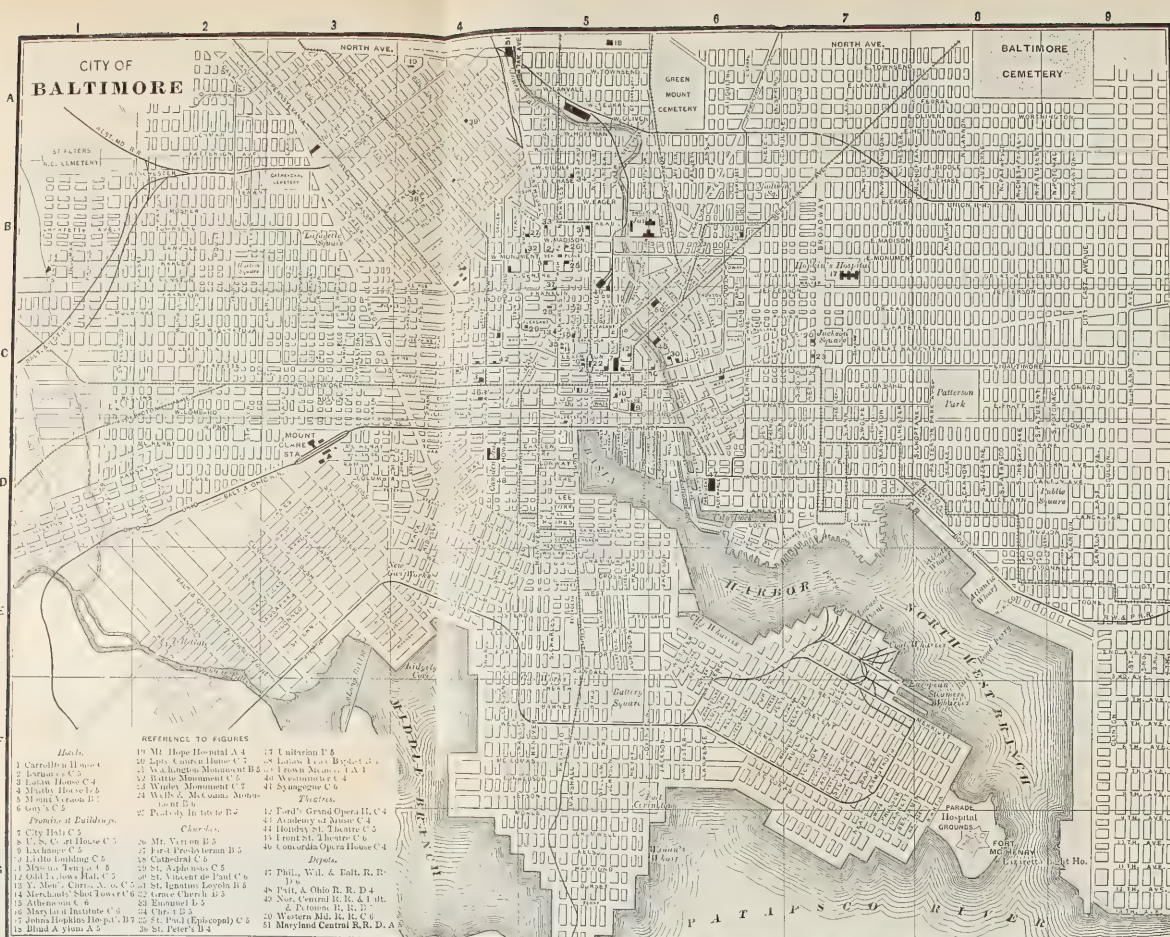
The most popular resort in the vicinity of Cape May is *Schellinger's Landing*; it is on the Atlantic, and is reached by horse-cars from Cape May. *Cold Spring* is on the line of the railroad about 2 miles N. of the beach. The steamboat-landing is on Delaware Bay, about 2 miles from the village, and a lighthouse, with powerful revolving light, is down the beach to the W. Between the steamboat-landing and the village is *Sea Grove*, with 3 hotels and a number of private residences. The favorite drive is on the beach, which may be traversed from Poverty Beach to Diamond Beach, a distance of 10 miles; but the roads inland have lately been much improved.

Atlantic City.

From Philadelphia Atlantic City is reached in 1½ hr. *via* Camden & Atlantic R. R. (distance, 60 miles; fare, \$1), by the West Jersey R. R., and by Philadelphia & Atlantic City Narrow Gauge R. R. From New York *via* Pennsylvania R. R. to Camden, and thence *via* West Jersey R. R. (distance, 146 miles; fare, \$3); also *via* N. J. Central R. R. to Winslow, and thence *via* Camden & Atlantic (distance, 126 miles; fare, \$3.30).

Hotels.—The principal are the *Brighton*, the *United States*, *Congress Hall*, the *Surf House*, the *Sea-side*, the *Haddon*, and the *Chalfonte*. The charges at the above-mentioned hotels vary, according to the excellence of accommodations, from \$2.50 to \$4 per day. Others are the *Ocean House*, the *Senate*, the *Waverley*, the *Ruscombe*, *Fothergill's*, and *Dennis Cottage*; the charges, \$10 to \$20 a week.

Like Cape May, Atlantic City is a favorite resort of the citizens of Philadelphia, but during the season it draws thousands of visitors from all parts of the country. The hotels and larger cottages are located on an island, just off the mainland, and the beach is one of the best and safest on the coast. The regular bathing-hour is 11 o'clock A. M. The city proper contains about 6,000 inhabitants, and is laid out in broad and pleasant avenues. The surrounding country is flat and uninteresting, consisting for the most part of wide-stretching salt-marshes; but the boating and fishing in the vicinity are excellent, and game can generally be found by the persistent sportsman. The Vineland and New Jersey Southern Railways (connecting with the Camden & Atlantic) place Atlantic City in easy connection with the famous hunting-grounds of *Barnegat*, *Waretown*, *West Creek*, and *Tuckerton*. A short distance N. of Atlantic City is the beautiful but ill-omened *Brigantine Beach*,



REFERENCE TO FIGURES

- | | | |
|---------------------------|----------------------------|----------------------------|
| Hotels. | 19 Mt. Hope Hotel A 4 | 27 University P 5 |
| 1 Carroll's House C 2 | 20 Laps. Carlton House C 7 | 28 Laps. Carlton House C 7 |
| 2 Laps. Carlton House C 7 | 21 Wykes Monument C 5 | 29 Irons St. Theatre C 2 |
| 3 Laps. Carlton House C 7 | 22 Battle Monument C 5 | 30 Westmoreland C 4 |
| 4 Laps. Carlton House C 7 | 23 Wykes Monument C 5 | 31 Wykes Monument C 5 |
| 5 Laps. Carlton House C 7 | 24 Wykes Monument C 5 | |
| 6 Laps. Carlton House C 7 | 25 Wykes Monument C 5 | |
| | 26 Wykes Monument C 5 | |
| | 27 Wykes Monument C 5 | |
| | 28 Wykes Monument C 5 | |
| | 29 Wykes Monument C 5 | |
| | 30 Wykes Monument C 5 | |
| | 31 Wykes Monument C 5 | |
| | 32 Wykes Monument C 5 | |
| | 33 Wykes Monument C 5 | |
| | 34 Wykes Monument C 5 | |
| | 35 Wykes Monument C 5 | |
| | 36 Wykes Monument C 5 | |
| | 37 Wykes Monument C 5 | |
| | 38 Wykes Monument C 5 | |
| | 39 Wykes Monument C 5 | |
| | 40 Wykes Monument C 5 | |
| | 41 Wykes Monument C 5 | |
| | 42 Wykes Monument C 5 | |
| | 43 Wykes Monument C 5 | |
| | 44 Wykes Monument C 5 | |
| | 45 Wykes Monument C 5 | |
| | 46 Wykes Monument C 5 | |
| | 47 Wykes Monument C 5 | |
| | 48 Wykes Monument C 5 | |
| | 49 Wykes Monument C 5 | |
| | 50 Wykes Monument C 5 | |
| | 51 Wykes Monument C 5 | |
| | 52 Wykes Monument C 5 | |
| | 53 Wykes Monument C 5 | |
| | 54 Wykes Monument C 5 | |
| | 55 Wykes Monument C 5 | |
| | 56 Wykes Monument C 5 | |
| | 57 Wykes Monument C 5 | |
| | 58 Wykes Monument C 5 | |
| | 59 Wykes Monument C 5 | |
| | 60 Wykes Monument C 5 | |
| | 61 Wykes Monument C 5 | |
| | 62 Wykes Monument C 5 | |
| | 63 Wykes Monument C 5 | |
| | 64 Wykes Monument C 5 | |
| | 65 Wykes Monument C 5 | |
| | 66 Wykes Monument C 5 | |
| | 67 Wykes Monument C 5 | |
| | 68 Wykes Monument C 5 | |
| | 69 Wykes Monument C 5 | |
| | 70 Wykes Monument C 5 | |
| | 71 Wykes Monument C 5 | |
| | 72 Wykes Monument C 5 | |
| | 73 Wykes Monument C 5 | |
| | 74 Wykes Monument C 5 | |
| | 75 Wykes Monument C 5 | |
| | 76 Wykes Monument C 5 | |
| | 77 Wykes Monument C 5 | |
| | 78 Wykes Monument C 5 | |
| | 79 Wykes Monument C 5 | |
| | 80 Wykes Monument C 5 | |
| | 81 Wykes Monument C 5 | |
| | 82 Wykes Monument C 5 | |
| | 83 Wykes Monument C 5 | |
| | 84 Wykes Monument C 5 | |
| | 85 Wykes Monument C 5 | |
| | 86 Wykes Monument C 5 | |
| | 87 Wykes Monument C 5 | |
| | 88 Wykes Monument C 5 | |
| | 89 Wykes Monument C 5 | |
| | 90 Wykes Monument C 5 | |
| | 91 Wykes Monument C 5 | |
| | 92 Wykes Monument C 5 | |
| | 93 Wykes Monument C 5 | |
| | 94 Wykes Monument C 5 | |
| | 95 Wykes Monument C 5 | |
| | 96 Wykes Monument C 5 | |
| | 97 Wykes Monument C 5 | |
| | 98 Wykes Monument C 5 | |
| | 99 Wykes Monument C 5 | |
| | 100 Wykes Monument C 5 | |



called by the sailors "the graveyard," on account of the number of fatal wrecks that have occurred there. Also near by is the famous *Long Beach*, favorite of fishermen and hunters.

5. Philadelphia to Baltimore.

Via Philadelphia, Wilmington & Baltimore R. R. Distance, 97 m.; time, $2\frac{1}{2}$ to 4 hrs.; fare, \$2.80. The through-trains from New York to Baltimore pass through West Philadelphia, and make the entire distance (188 m.) in 5 to 7 hrs.; fare, \$5.30.

THE country traversed on this route has few scenic attractions, though the highly-cultivated farms and clustering towns indicate a populous and long-settled region. *Chester* (14 miles) is the oldest town in Pennsylvania, having been settled by the Swedes in 1643. It now has 14,996 inhabitants, and here are the vast ship-yards of John Roach. The *Brandywine* (crossed 4 miles beyond Chester) is famous for the battle fought on its banks in September, 1777. **Wilmington** (28 miles) is the chief city of the State of Delaware. It has 42,500 inhabitants, and its manufactures are very extensive and various, embracing ship-building, car-manufactories, cotton and woolen factories, flour-mills, powder-mills, and shoe and leather factories. The city is regularly laid out, with streets at right angles, the principal ones paved with stone, and all lined with brick sidewalks. The buildings are uniformly of brick, of which an excellent quality is made in the vicinity. The public buildings are the *City Hall*, the county *Almshouse*, the *Custom-House* and *Post-Office* (cor. King and 6th Sts.), the *Wilmington Institute* and *Public Library*, and the *Opera-House*. There are several handsome churches, including the Central and West Presbyterian, the Grace (Methodist), and the Church of the Sacred Heart (Roman Catholic). The ** Old Swedes' Church*, of stone, erected in 1698, is still in good condition. The *Clayton House* (\$3 a day), cor. Market and 5th Sts., is a fine building. There is a restaurant in the depot, and the trains usually stop from 5 to 10 minutes.

Newark (40 miles) is an academic town, seat of several excellent educational institutions, and 4 miles beyond the train crosses the celebrated *Mason & Dixon's Line* (long the boundary between the Northern and Southern States), and enters Maryland. At *Havre de Grace* (62 miles), the Susquehanna River is crossed on a lofty iron bridge nearly a mile long. In entering Baltimore a pleasing view of the Patapsco River and Fort McHenry may be obtained from the car-window on the left.

6. Baltimore.

Hotels.—The *Carrollton House*, cor. Baltimore and Light Sts., is handsome and exclusive; *Barnum's City Hotel*, cor. Calvert and Fayette Sts., is the largest in the city; the *Eutaw House* is a famous old hotel, cor. Baltimore and Eutaw Sts. The *Maltby House*, in W. Pratt St. between Light and S. Charles Sts., is conducted on both the American and European plans. On the European plan are the *St. James*, cor. Charles and Centre Sts., superbly appointed and kept; *Mount Vernon* (small but elegant), in Monument St., near Mount Vernon Place, and *Guy's*, on Monument Square. The hotels on the American plan

charge from \$2.50 to \$4 per day, according to room and the reputation of the house. Board may be had in private houses at \$6 to \$12 per week.

Restaurants.—*Painter's*, in Lexington St., between Charles and Liberty, is the fashionable resort for ladies; and *Pepper's*, on Holliday St. near Fayette, is good. *Guy's Hotel*, on Monument Square, has an excellent restaurant attached; also the *Maltby House*.

Modes of Conveyance.—*Horse-cars and stages*, fare 5c., afford easy access everywhere. *Public carriages* wait at the depots and at stands in various parts of the city. Tariffs of fares are placed inside the carriages; in case of disagreement with the driver, apply to a policeman. The rates are, for carrying 1 passenger from any railroad station or steamboat to any house or hotel in the city, 75c.; each additional passenger, 25c.; each trunk or box, 15c. For 1 hour \$1.50, and \$1 for each additional hour. Children over 10 half price. *Stages* run daily to Long Green and Harford Road, to Franklin and Powhatan, and to Pikesville; to Bellair three times a week (Tuesday, Thursday, and Saturday); and to Kingsville, Kellville, and Franklinville, on Mondays, Wednesdays, Fridays and Saturdays.

Railroad Depots.—The depot of the *Philadelphia, Wilmington & Baltimore R. R.* is in President St. near Central Ave.; of the *Baltimore & Ohio R. R.*, in Camden St., near Howard; of the *Northern Central R. R.*, cor. Calvert and Franklin Sts.; same depot used by the *Baltimore & Potomac R. R.*; of the *Western Maryland*, cor. Hillen and Exeter Sts.; and of the *Maryland Central R. R.*, cor. North Ave. and Oak Ave.

Theatres and Amusements.—*Ford's Grand Opera-House* (in Fayette St. near Eutaw) has an ornate interior, with seats for 2,000 persons. The *Academy of Music*, in Howard St., seats 1,800 persons; and the *Holliday St. Theatre* (opp. the City Hall) is a favorite resort. The *Front St. Theatre* (Front St. near Gay) is devoted to varieties and spectacles. At the *Concordia Opera-House* (cor. Eutaw and German Sts.) German opera and drama are usually given. The *Monumental* (varieties) is near the bridge on Baltimore St. Concerts and lectures are given in the hall of the *Masonic Temple*, at the *Peabody Institute*, in the hall of the *Maryland Institute*, and at the *New Assembly Rooms*, cor. Hanover and Lombard Sts. The *race-course* of the Maryland Jockey Club is at Pimlico, 2 m. from the N. W. boundary of the city.

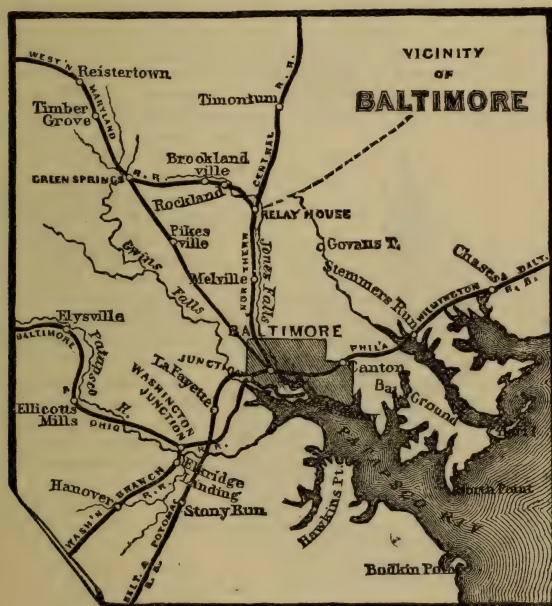
Reading-Rooms.—At the *Peabody Institute*, cor. Charles and Monument Sts. (open from 9 A. M. to 10 P. M.); the *Mercantile Library*, cor. Saratoga and St. Paul Sts. (open from 10 A. M. to 10 P. M.); the *Maryland Institute*, cor. Baltimore and Harrison Sts.; the *Baltimore Library*, cor. Saratoga and St. Paul Sts.; and the *Young Men's Christian Association*, cor. Charles and Saratoga Sts.

Art Collections.—The *Maryland Academy of Arts* (in Mulberry St. opp. Cathedral) has a collection of paintings, engravings, casts, etc. (introduction by a member). A Department of Art, in connection with the Peabody Institute, is in process of organization. Annual exhibitions of American paintings are held at the *Athenæum*, cor. Saratoga and St. Paul Sts. Good pictures are usually on exhibition (free) at the sales-galleries of *Myers & Hedden*, 46 N. Charles St. The private gallery of Mr. W. T. Walters, No. 65 Mount Vernon Place, is one of the richest in America (admission may usually be obtained by sending a letter, inclosing card, to the owner).

Post-Office.—The Post-Office is in the Exchange building, on Gay St. between 2d and Lombard. Open from 8 A. M. to 11 P. M. Sundays, 8.30 to 10 A. M.

BALTIMORE, the chief city of Maryland, and in population and commerce one of the most important in the United States, is picturesquely situated on the N. branch of the Patapsco River, 14 miles from its entrance into Chesapeake Bay, and about 200 miles from the Atlantic. It embraces an area of about 12 square miles, nearly half of which is thickly built upon. Jones's Falls, a small stream running N. and S., spanned by numerous bridges, divides the city into two nearly equal parts known as East and West Baltimore. The harbor is capacious and safe, consisting of an inner basin into which small vessels can enter,

and an outer harbor accessible to the largest ships. The entrance is defended by Fort McHenry, which was unsuccessfully bombarded by the British fleet in the War of 1812. **Baltimore St.**, running E. and W., is the main business thoroughfare, and on it are located the principal retail stores, hotels, restaurants, etc. *North Charles St.* is the most at-



tractive and fashionable promenade, though *Mount Vernon Place*, the vicinity of the monument, and *Broadway*, are also frequented. The favorite drives are through Druid Hill Park, out *Charles St.* to Lake Roland (6 m.), on the old York Road to Govanstown (4 m.), and over a well-shaded, well-paved turnpike to Franklin (5 m.).

The present site of Baltimore was chosen in 1729, and its name was given it (in 1745) in honor of Lord Baltimore, the proprietary of Maryland. In 1780 it became a port of entry. In 1782 the first pavements were laid in Baltimore St., and in the same year the first regular communication with Philadelphia was established through a line of stage-coaches. The charter of the city dates from 1797. The population, which at that time was 26,000, had increased by 1850 to nearly 200,000; in 1860 it was 212,418; in 1870, 267,354; and in 1880 it had reached 332,190. The commerce of the city is very active; and through her two great arteries of traffic (the Baltimore & Ohio and the Northern Central Railroads) she

is successfully competing for the trade of the North and Northwest. Large shipments of grain are made to Europe, and tobacco, cotton, petroleum, bacon, butter, cheese, and lard, are also exported. Baltimore is the chief point for working the rich copper-ores of Lake Superior, and produces nearly 4,000 tons of refined copper yearly; the smelting-works are in Canton, and employ 1,000 men. There are also iron-works, rolling-mills, nail-factories, locomotive-works, cotton-factories, and other industrial establishments (2,261 in all). The canning of oysters, fruits, and vegetables, is estimated to reach the annual value of \$5,000,000; and 500,000 hides are annually made into leather and sent to New England.

From the number of its monuments, Baltimore is often called "the Monumental City," and its chief glory in this line is the * **Washington Monument**, standing 100 feet above tide-water, in the heart of the city, at the intersection of Mount Vernon and Washington Places. The



Washington Monument.

base of the monument is 50 ft. square and 20 ft. high, supporting a Doric shaft 176½ ft. in height, which is surmounted by a colossal statue of Washington, 16 ft. high. The total height is thus 312½ ft. above the river. It is built of brick with an outer casing of white marble, and cost \$200,000. From the balcony of the monument a magnificent * view of the city, harbor, and surrounding country is obtained (access by a circular staircase within; fee, 15c.). The * **Battle Monument** stands in Monument Square, at the intersection of Fayette and Calvert Sts., and was erected in 1815 to the memory of those who fell defending

the city from the British in Sept., 1814. The square sub-base on which the monument rests is 20 ft. high, with an Egyptian door at each front, on which are appropriate inscriptions, and representations (in *basso-relievo*) of some of the incidents of the battle. The column rises 18 ft. above the base, is encircled by bands on which are inscribed the names of those who fell, and is surmounted by a female figure in marble, emblematic of the city of Baltimore. The *Wilkey Monument* (on Broadway near Baltimore St.) is a plain marble pediment and shaft surmounted by a group representing Charity protecting orphans; it is dedicated to Thomas Wilkey, founder of the order of Odd-Fellows in the United States. The *Wells and McComas Monument* (cor. Gay and Monument Sts.) commemorates two boys who shot Gen. Ross, the

British commander, Sept. 12, 1812. The *Poe Monument* stands in the churchyard of the Westminster Presbyterian Church, cor. Greene and Fayette Sts.

Facing the Washington Monument on the S. is the stately white-marble building of the * **Peabody Institute**, founded and endowed by George Peabody, the eminent London banker, and designed for the diffusion of knowledge among the masses. It contains a free library of 58,000 volumes, a lecture-hall, and a conservatory of music; and a Department of Art, to include art-collections and a school of art, is in process of organization. Also fronting the Monument (cor. Charles and Monument Sts.) is the costly * **Mount Vernon Church** (Methodist), built of green serpentine stone, with outside facings of buff Ohio and red Connecticut sandstone, and 18 polished columns of Aberdeen granite. This is the most aristocratic residence-quarter of Baltimore, and surrounding the Place and on the adjacent streets are some of the finest private houses in the city. One block off (at the cor. of Park and Madison Sts.) is the * **First Presbyterian Church**, the most elaborate specimen of the Lancet-Gothic architecture in the country. Its spire is 268 ft. high, with side towers 78 and 128 ft. high, and the interior is richly decorated.

The * **City Hall**, completed in 1875, is one of the finest municipal buildings in America. It fills the entire square inclosed by Holliday, Lexington, North, and Fayette Sts., is 225 by 140 ft., and cost \$2,271,135. It is of marble, in the Renaissance style, 4 stories high, with French roof and an iron dome 260 ft. high. A balcony 250 ft. above the street affords a magnificent view of the city (visitors may ascend on Mondays from 10 A. M. to 3 P. M.). Near by (cor. Fayette and North Sts.) is the *U. S. Court-House*, a massive granite structure. The old * **Exchange**, in Gay St. between 2d and Lombard, is a large and elegant structure, with a façade of 240 ft. and colonnades of 6 Ionic columns on the E. and W. sides, and the whole surmounted by an immense dome. The *U. S. Custom-House* and the *Merchants' Bank* are located in this building, which also contains a reading-room 50 ft. square. A new post-office building is now completed on the square bounded by Fayette, Calvert, Lexington, and North Sts. The new *Stock Exchange*, on German St., is an elegant building. The *Corn and Flour Exchange*, cor. Wood and South Sts., is a solid and handsome building; and the *Rialto Building*, cor. 2d and Holliday Sts., is a fine specimen of Renaissance architecture. The **Masonic Temple**, in Charles St. near Saratoga, is a stately stone edifice, completed in 1870 at a cost of \$400,000. The Main Hall is used for concerts and lectures. The *Odd-Fellows' Hall*, in Gay St. near Fayette, is a handsome Gothic building, containing a large library. The new building of the *Y. M. C. A.*, cor. Charles and Saratoga Sts., is one of the finest in the city, and contains a library, reading-room, gymnasium, etc. Among business structures the offices of the *American* (S. W. cor. Baltimore and South Sts.) and the *Sun* (S. E. cor. same streets) are noteworthy. The *Merchants' Shot-Tower* (cor. Front and Fayette Sts.) is one of the landmarks of the city; it is 216 ft. high and 60 to 20 ft. in diameter, and contains 1,100,000 bricks.

Two of the finest churches in the city have already been mentioned (*see above*). The most celebrated is the ***Cathedral**, cor. Mulberry and Cathedral Sts. It is of granite, in the form of a cross, 190 ft. long, 177 broad at the arms of the cross, and 127 high from the floor to the top of the cross which surmounts the dome. At the W. end rise 2 tall towers, crowned with Saracenic cupolas resembling the minarets of a Mohammedan mosque. It contains one of the largest organs in America, and 2 excellent paintings: "The Descent from the Cross," presented by Louis XVI, and "St. Louis burying his Officers and Soldiers slain before Tunis," the gift of Charles X of France. The Roman Catholic churches of *St. Alphonsus* (cor. Saratoga and Park Sts.), of *St. Vincent de Paul* (in N. Front St.), and of *St. Ignatius Loyola* (cor. Calvert and Read Sts.), are rich in architecture and decorations. *Grace Church* (Episcopal), cor. Monument and Park Sts.), is a fine specimen of Gothic architecture, in red sandstone. Close by, at the cor. of Read and Cathedral Sts., is *Emanuel Church* (Episcopal), also Gothic, built of gray sandstone. *Christ Church* (Episcopal), is a beautiful marble structure, cor. of St. Paul and Chase Sts. *St. Paul's* (Episcopal), cor. Charles and Saratoga Sts., is a pleasing example of the Norman style; this is the Bishop's church. Other fine Episcopal churches are **St. Peter's*, of marble, cor. Druid Hill Ave. and Lanvale St., and *St. Luke's* (Ritualistic), near Franklin Square. The **Unitarian Church**, cor. N. Charles and Franklin Sts., is an imposing structure, with a colonnade in front composed of 4 Tuscan columns and 2 pilasters which form the arcades. From the portico the entrance is by 5 bronze doors. The *Eutaw Place Baptist Church*, cor. Eutaw and Dolphin Sts., is noted for its beautifully proportioned marble spire, 186 ft. high. The *Brown Memorial Church* (Presbyterian), cor. Park and Townsend Sts., is a spacious marble edifice in the Gothic style; and the *Westminster*, cor. Green and Fayette, is noteworthy for containing the grave and monument of Edgar Allan Poe. The Hebrew *Synagogue*, in Lloyd near Baltimore St., is large and handsome.

The ***Athenæum**, cor. Saratoga and St. Paul Sts., is a spacious building in the Italian style: it contains the *Mercantile Library* (26,800 vols.; open from 10 A. M. to 10 P. M.), the *Baltimore Library* (15,000 vols.), and the collections of the **Maryland Historical Society*, comprising a library of 10,000 vols., numerous historical relics, and some fine pictures and statuary (admission free). In the picture-gallery are held annual exhibitions of American paintings. The **Maryland Institute**, designed for the promotion of the mechanic arts, is a vast brick structure, cor. Baltimore and Harrison Sts. The first floor is used as a market (*Central Market*), and in the main hall, 260 ft. long, is held an annual exhibition of the products of American mechanical industry. It also contains a library (14,000 vols.), lecture-rooms, a school of design, etc. The *Academy of Sciences* (in Mulberry St., opposite Cathedral St.) has a fine museum of natural history, including rich collections of birds and minerals, and a complete representation of the flora and fauna of Maryland (admission free). The **Johns Hopkins University** (endowed with over \$3,000,000 by Johns Hopkins,

a wealthy citizen who died in 1873, bequeathing an immense property to educational and charitable objects) is temporarily located at the cor. of Howard St. and Druid Hill Ave. Its permanent site will probably be at Clifton, 2 miles from the center of the city on the Harford road. The **Johns Hopkins Hospital** (endowed with over \$2,000,000) is building on Broadway cor. Monument St., and will be the finest in America. It will be connected with the Medical Department of the Johns Hopkins University. The *State Normal School*, cor. Carrollton Ave. and Townsend St., is one of the finest buildings in the city.* The *City College*, in N. Howard St., is a graceful edifice in the Collegiate-Gothic style.

Prominent charitable institutions are the *Maryland Hospital for the Insane*, in E. Monument St.; the *Maryland Institution for the Instruction of the Blind*, a large marble building in North Ave. near Charles St.; the *Mount Hope Hospital*, conducted by the Sisters of Charity, on North Ave. cor. Bolton St.; and the *Episcopal Church Home*, for the relief of the afflicted and destitute, in Broadway near Baltimore St. The ***State Insane Asylum** is a massive pile of granite buildings near Catonsville (6 miles from the city). The *Sheppard Asylum for the Insane*, founded by Moses Sheppard, a wealthy Quaker, occupies a commanding site near Towsontown, 7 miles from the city; and the *Mount Hope Retreat* for the Insane and Sick is 4 miles from the city on the Reistertown road. The ***Bay View Asylum** (Alms-house) is a vast brick building, superbly situated on a commanding eminence near the outskirts of the city on the Philadelphia road, whence noble views are had (reached by Madison Ave. cars).

***Druid Hill Park** (reached by Madison Ave. cars) is a beautiful pleasure-ground of 680 acres, situated in the northern suburbs of the city. The architectural decorations of the park are few; its charms lying chiefly in its rural beauty, its secluded walks, drives, and bridle-paths. The surface is undulating and well wooded, the trees being among the oldest and finest in any public park in America. Several of the eminences overlook the surrounding country, and from the *tower at the head of Druid Hill Lake there is a superb view of the city and harbor. *Patterson Park*, at the E. end of Baltimore St., embraces 70 acres, pleasantly laid out, and commands extensive views in every direction. The principal cemeteries are **Greenmont Cemetery**, in the N. part of the city (reached by York road horse-cars); **Loudon Park Cemetery**, 2 miles from the city *via* Franklin Square and Elliott City horse-cars; **Loraine Cemetery**, on the Franklin and Windsor roads, by Powhatan R. R., 3 miles, reached from Union Station N. Charles St., near North Ave. All have imposing entrances, contain many handsome monuments, and are picturesquely laid out.

***Federal Hill** (reached by horse-cars from cor. of Baltimore and Hanover Sts.) is a commanding eminence on the S. side of the inner basin, and affords fine views of the city, river, and bay. It has been purchased by the city for a park, and contains a U. S. Signal Station. **Fort McHenry**, at the entrance of the harbor, is worth a visit: it is situated at the end of Whitestone Point, 3 miles from the City Hall,

and is reached by S. Baltimore horse-cars and also by ferry from foot of Broadway. The sentinels will usually admit strangers. The **Rail-road Tunnels**, by which all the railroads on the N. side of the city are connected with tide-water at Canton, are among the wonders of Baltimore. The Baltimore and Potomac Tunnel is, next to the Hoosac Tunnel, the longest in America (6,969 ft.) and the Union Tunnel is 3,410 ft. long. They were completed in 1873, at a cost of \$4,500,000.

7. Baltimore to Washington.

THE traveler has a choice of two routes in going from Baltimore to Washington; the Washington branch of the *Baltimore & Ohio R. R.* and the *Baltimore & Potomac R. R.* The distance by the former is 40 miles, and by the latter 43 miles; time, 1 to 1½ hr.: fare, \$1.20. The country traversed is flat, with few picturesque and no very striking features. On leaving the Baltimore depot, the trains of the Baltimore & Potomac line pass through the great tunnels beneath the city, mentioned above; and just before entering Washington through another tunnel 1,500 ft. long. By the Baltimore & Ohio line the splendid * *Washington Viaduct* is crossed (9 miles out). The first view of the Capitol in approaching Washington is very fine and should not be lost.

New York to Washington.—The regular Express trains run through in 8 to 9 hrs. The *Limited Express*, composed exclusively of Pullman palace-cars, accomplishes the distance in 6 hrs. 40 minutes, stopping only at Newark, Elizabeth, New Brunswick, Philadelphia, Wilmington, and Baltimore.

8. Washington City.

Hotels.—The best on the American plan are the *Arlington*, in Vermont Ave., between H and I Sts.; the *Riggs House*, cor. 15th and G Sts.; *Willard's*, cor. Pennsylvania Ave. and 14th St.; *Wormley's*, cor. 15th and H Sts.; and the *Ebbitt House*, cor. F and 14th Sts. The latter is a favorite with army and navy officers. Other good hotels on the American plan are the *National*, cor. Pennsylvania Ave. and 6th St.; the *Metropolitan*, in Pennsylvania Ave. near 6th St.; the *Tremont House*, cor. 2d St. and Indiana Ave.; the *Washington*, cor. Pennsylvania Ave. and 3d St.; the *American House*, cor. 7th St. and Pennsylvania Ave.; and the *Continental*, in Pennsylvania Ave. between 3d and 4½ Sts. The rates of the best hotels on the American plan range from \$3.50 to \$4.50 per day; those of the others from \$2.50 to \$4. The best on the European plan are the *St. James*, cor. Pennsylvania Ave. and 6th St.; the *St. Marc*, cor. Pennsylvania Ave. and 7th St.; and the *Imperial*, in E St. between 13th and 14th. Charge for rooms \$1 to \$2 a day. The *Hamilton* (cor. 14th and K Sts., N. W.) is a select family hotel.

Restaurants.—*Welcker's* (in 15th St. near H) is the best in the city, famous for its *cuisine* and wines. *Wormley's* (cor. 15th and H) is a fashionable resort. The *Maison Dorée*, adjoining Willard's Hotel, is excellent, and *Harvey's* (cor. Pennsylvania Ave. and 11th St.) is noted for its oysters. Good lunch-rooms are *Evans's* and the *Le Droit*, in F St. near 9th St. The hotels on the European plan have good restaurants attached. In the basement of the Capitol, under each House, is an excellent restaurant.

Modes of Conveyance.—*Horse-cars* (fare, 3 and 5c.) afford easy access to all points of interest in the city. *Hackney-carriages* are found at the depots and at numerous stands. The legal rates of fare are: for 1-2 passengers 1 m. or less, \$1; for each additional passenger, 50c.; per hour, \$1.50. One-horse coaches are allowed to charge 75c. per hour or per course; if less than 1 m., half rates. In case of disagreement, call a policeman or drive to a police-station.

1

2

3

4

5

6

7

A

B

C

D

E

■ 37

Hotels.

- 1 Arlington B 3
- 2 Rieggs House D 6
- 3 Willard's C 3
- 4 Congressional C 5
- 5 Ebbitt House C 3

REFERENCE TO FIGURES.

- 6 National C 4
- 7 Metropolitan C 4
- 8 Washington C 4
- 9 Imperial C 3
- 10 Wernley's B 3
- 11 St. Marc C 4
- 12 St. James C 4

Prominent Buildings.

- 13 Capitol C 5
- 14 U. S. Treasury C 3
- 15 Executive Mansion C 3
- 16 State, War and Navy Departments C 3
- 17 Patent Office C 4
- 18 General Post Office C 4
- 19 Dept. of Agriculture C 3
- 20 Smithsonian Institute C 4
- 21 Botanical Gardens C 4
- 22 U. S. Naval Club C 2
- 23 Army Medical Mus. C 4
- 24 Ordnance Museum C 3
- 25 U. S. Z. Signal E 4
- 26 Navy Yard E 4
- 27 Marine Barracks D 6
- 28 City Hall C 4
- 29 Masonic Temple C 4
- 30 Corcoran Art Gallery B 3
- 31 Louis Home B 3
- 32 Washington Monument C 5
- 33 Stat. of Washington B 2
- 34 Statue of Gen. Scott B 3
- 35 Statue of Lincoln C 4
- 36 Naval Monument C 5
- 37 Howard University A 4
- 38 Long Bridge E 3
- 39 Georgetown B 1

Churches.

- 40 Cath. of St. Aloysius B 5
- 41 St. Matthew's B 3
- 42 St. Dominic's C 4
- 43 St. Augustine B 3
- 44 St. John's B 3
- 45 Ch. of the Epiphany C 3

Churches (Continued.)

- 46 Metro. Methodist C 4
- 47 Ascension B 4
- 48 Mt. Vernon Methodist B 4
- 49 Foundry Methodist C 4
- 50 First Presbyterian C 4
- 51 N. Y. Av. Presbyterian B 3

Theatres.

- 52 National C 3
- 53 Ford's Opera House C 4
- 54 Lincoln Hall C 4
- 55 Masonic Hall C 4
- 56 Old Folios Hall C 4
- 57 Willard's Hall C 3

Depots.

- 58 Balt. and Potomac C 4
- 59 Balt. and Ohio C 5

Squares.

- 60 Lafayette B 3
- 61 Congressional Cem'try D 7
- 62 Oak Hill Cemetery A 1

Columbia
Ind. H.WASH. B. P.
U. S. O. R. R.COLUMBIA
IND. H.WASH. B. P.
U. S. O. R. R.CITY OF
WASHINGTON

Scale of Yards

0 300 600 1800



For excursions beyond the city limits it is better to hire carriages at the livery-stables or hotels. A *steamboat* for Mount Vernon leaves the 7th St. wharf daily at 10 A. M. *Ferry-boats* run to Alexandria hourly during the day from 7th St. wharf (fare, 15c.; round trip, 25c.).

Railroad Depots.—The depot of the *Baltimore & Potomac R. R.* is a spacious and highly ornate building, cor. B and 6th Sts. That of the *Baltimore & Ohio R. R.* is at the cor. of New Jersey Ave. and C St.

Churches.—Those most visited by strangers are the *Cathedral of St. Aloysius* (Roman Catholic), cor. N. Capitol and I Sts., noted for its rich interior and fine choral music; *St. Matthew's*, E. of Lafayette Square, usually attended by Catholic members of the Diplomatic Corps; *St. Dominic's* (Roman Catholic), an imposing granite structure, cor. 6th and F Sts.; *St. Augustine* (Roman Catholic), in 15th, between L and M Sts., noted for its music; *St. John's* (Episcopal), fronting Lafayette Square on the N., a famous old church, attended by Presidents Madison and Monroe; the *Church of the Epiphany* (Episcopal), in G St., between 13th and 14th; the *Metropolitan Methodist*, a splendid brown-stone edifice, cor. 4½ and C Sts.; the *Ascension* (Episcopal), of light stone, the finest church in the city, cor. Massachusetts Ave. and 12th St., N. W.; the *Mount Vernon Methodist*, cor. 9th and K Sts.; the *Foundry Methodist*, in F St. near 14th (attended by President Hayes); the *First Presbyterian*, in 4½ St. near C St.; and the *N. Y. Avenue Presbyterian*, in N. Y. Ave. near 14th St.

Theatres and Amusements.—The *National Theatre*, on E St. near 14th, is the principal in the city. *Ford's Opera-House*, on 9th St. near Pennsylvania Ave., seats 1,500 persons. The *Théâtre Comique* is at the cor. of C and 11th Sts., N. W. *Lincoln Hall* (cor. 9th and D Sts.) is the finest in the city, and is used for concerts, lectures, etc. In *Masonic Hall* (cor. F and 9th Sts.) public parties and balls are often given. *Odd-Fellows' Hall*, in 7th St., between D and E, and *Willard's Hall*, in F St. near 14th, are also used for lectures and concerts. *Schutzen Park* is a popular German resort on 7th St., beyond the Howard University.

Reading-Rooms.—At all the leading hotels are reading-rooms well supplied with newspapers. The *Library of Congress*, in the Capitol, is open to visitors from 10 A. M. to 4 P. M. The excellent library and reading-rooms of the *Young Men's Christian Association* (E St. bet. 8th and 9th) are open (free) from 9 A. M. to 10 P. M. The *Patent-Office Library* is rich in scientific and mechanical works. At the offices of the Washington correspondents of leading American newspapers (on Newspaper Row, near the cor. of 14th and F Sts.) files of newspapers are usually accessible to the visitor.

Art Collections.—The *Corcoran Gallery of Art* (cor. Pennsylvania Ave. and 17th St.) has one of the richest collections in America (see p. 56). Admission free on Tuesdays, Thursdays, and Saturdays; on other days, 25c. Mr. J. C. McGuire, 614 E St., N. W., has a fine private gallery of pictures.

Post-Office.—The *City Post-Office* is in Louisiana Ave. between 6th and 7th Sts. Open from 6 A. M. to 11 P. M., on Sundays from 8 to 10 A. M. and 6 to 7 P. M.

WASHINGTON CITY, the political capital of the United States, is situated on the N. bank of the Potomac River, at its confluence with the Eastern Branch. Its site is an admirable one, consisting of an extensive undulating plain surrounded by rolling hills and diversified by irregular elevations which furnish advantageous positions for the various public buildings. The plan of the city is unique ("the city of Philadelphia griddled across the city of Versailles"), and is on a scale which shows that it was expected that a vast metropolis would grow up there. It covers an area 4½ miles long by 2½ broad, embracing nearly 9½ square miles. A very small portion of this, however, is as yet built upon. **Pennsylvania Avenue**, in that part of its course between the Capitol and the White House (1½ mile) is the busiest and most fashionable street in the city; it is 160 ft. wide, and on it or near it are the leading hotels, theatres, stores, etc. **Seventh St.**, which

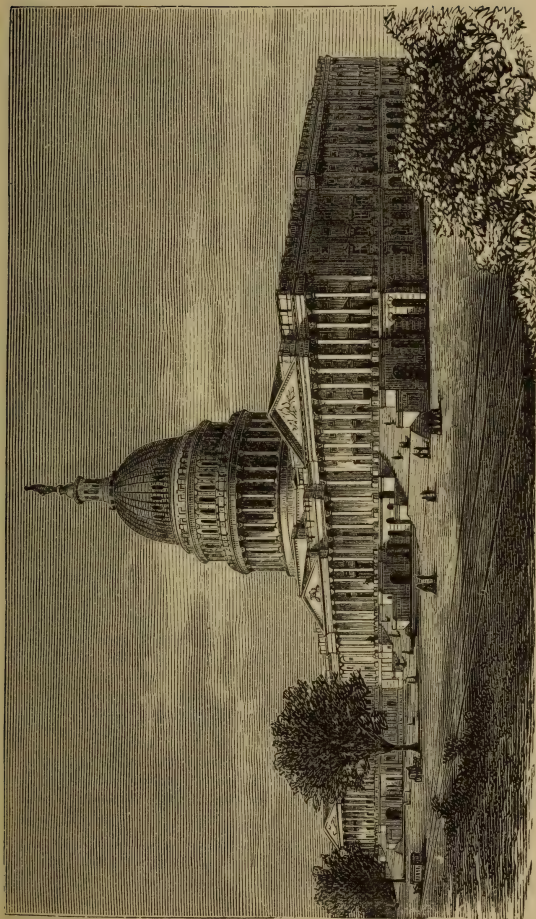
intersects Pennsylvania Ave. about midway between the Capitol and the Treasury, is the next most important thoroughfare, and contains many handsome retail stores. *Massachusetts Ave.* extends entirely across the city ($4\frac{1}{2}$ m.), parallel with Pennsylvania Ave., and on portions of its course is lined with fine residences. *Maryland Ave.* leads S. W. from the Capitol to the Long Bridge, and N. E. to the Toll-gate. *Vermont Ave.* contains many handsome residences. *Fourteenth St.* is one of the most important of the cross-streets. The favorite drives are to the Old Soldiers' Home; to the Heights of Georgetown; to the Little Falls of the Potomac (3 miles above Georgetown); to the Great Falls of the Potomac (17 miles from Washington); and across the river to Arlington, Alexandria, and the embattled heights along the Virginia shore of the Potomac.

The best time to visit Washington, if one wishes to see its most characteristic aspect, is during the sessions of Congress. These begin on the first Monday in December, and last until March 4, in the odd-numbered years, and until June or July in the even-numbered years. During this period the galleries of the Senate and House of Representatives are open to visitors. The sessions of both Houses begin at noon and usually close before sunset, but sometimes they are prolonged far into the night. A flag displayed over the N. wing of the Capitol indicates that the Senate is in session; over the S. wing that the House is in session. When the sittings are prolonged into the night, the great lantern over the dome is illuminated, affording a brilliant light which is visible for many miles. The best times for seeing the natural beauties of Washington are May, or early June, and October.

The site of Washington City, if not chosen by Washington himself, seems to have been selected through his agency, and it was he who laid the corner-stone of the Capitol. This was on Sept. 18, 1793, seven years before the seat of government was removed thither from Philadelphia. Under Washington's direction the city was planned and laid out by Andrew Ellicott. It appears to have been Washington's desire that it should be called the "Federal City," but the name of "the city of Washington" was conferred upon it on Sept. 9, 1791. Its ancient name was Conococheague, derived from a rapid stream of that name which ran near the city, and which, in the Indian tongue, means the Roaring Brook. The city was incorporated May 3, 1802. Its population in 1860 was 60,000; in 1870, 109,189; and in 1880, 147,307. This is increased during the sessions of Congress by a floating population amounting to many thousands. The commerce and manufactures of Washington are unimportant.

The Public Buildings¹ are the chief attraction of Washington, and the **Capitol** is not only the finest of these, but is probably the most magnificent public edifice in the world. It crowns the summit of Capitol Hill (90 ft. high), and consists of a main building 352 ft. long and 121 ft. deep, and two wings or extensions, each 238 by 140 ft. Its whole length is 751 ft. 4 in., and the area covered rather more than $3\frac{1}{2}$ acres. The material of the central building is a light-yellow free-stone (painted white), but the extensions are pure white marble. The

¹ All public buildings, including the Capitol and the several Departments, are open to the public every day (except Sundays) from 9 or 10 A. M. to 3 or 4 P. M., and closed at most other times. No fees are asked or expected for showing them.



The Capitol at Washington.

surrounding grounds, which are beautifully cultivated, and embellished with fountains and statuary, embrace about 50 acres, and are known as East and West Grounds. The main front is toward the E., and is adorned with three grand porticoes of Corinthian columns. On the steps of the central portico are groups of statuary by Persico and Greenough; and on the esplanade in front of it is *Greenough's colossal statue of Washington. Colossal marble statues of Peace and War are on the r. and l. of the entrance; and over the doorway is a bass-relief of Fame and Peace crowning Washington with laurel. The W. front projects 83 ft., and is embellished with a recessed portico of 10 columns. This front, though not so imposing architecturally as the eastern, commands a fine view of the central and western portions of the city and of all the principal public buildings. The *Bronze Door*, which forms the entrance to the Rotunda from the E. portico, is worth attention. It was designed by Randolph Rogers, cast by Von Müller, at Munich, is 17 ft. high and 9 ft. wide, weighs 20,000 lbs., and cost \$30,000. The work is in *alto-rilievo*, and commemorates the history of Columbus and the discovery of America. There are also bronze doors at the entrance to the Senate wing, designed by Crawford, and completed (after his death) by Rinehart, of Baltimore. The *Rotunda* is 96 ft. in diameter and 180 ft. high. In the panels surrounding it are 8 large pictures, illustrating scenes in American history, painted for the Government by native artists; and over the 4 doors or entrances are *alti-rilievi* in stone. At a height of 107 feet from the floor, there is now being painted a series of illustrations of American history, on a space 9 ft. high encircling the spacious wall. The floor is of freestone, supported by arches of brick, resting upon two concentric peristyles of Doric columns in the crypt below. The **Dome* rises over the Rotunda in the center of the Capitol, and is the most imposing feature of the vast pile. The interior measures 96 ft. in diameter, and 220 ft. from the floor to the ceiling. Externally it is $135\frac{1}{2}$ ft. in diameter, and rises 241 ft. above the roof of the main building, $307\frac{1}{2}$ ft. above the base-line of the building, and 377 ft. above low tide. Visitors should not fail to make the ascent of the Dome. A spiral stairway, between the outer and inner shells (diverging to the l. from the corridor outside the N. door of the Rotunda) affords easy access, and gives a favorable opportunity for inspecting, from different points of view, the fresco-painting on the canopy overhead. This is the work of Brumidi; it covers 6,000 ft. of space and cost \$40,000. All the figures (63 in number) are of colossal proportions, so as to appear life-size when seen from the floor beneath. From the balustrade at the base of the canopy is obtained a magnificent* view of the city and the surrounding country. From the gallery immediately underneath the fresco-gallery another spiral stairway leads up to the lantern (17 ft. in diameter and 52 ft. high). This is surmounted by the tholus, or ball, and this, in turn, by Crawford's fine bronze statue of Liberty, $19\frac{1}{2}$ ft. high.—Leaving the Rotunda by the S. doorway, the visitor finds himself in the *Old Hall of Representatives* (now used as a "National Statuary Hall"). This room, the noblest in the Capitol, is semicircular in form, 96 ft. long and 57 ft. high to the apex of the ceiling. The 24

columns which support the entablature are of variegated green *breccia*, or pudding-stone, from the Potomac Valley; and the ceiling is painted in panel, in imitation of that of the Pantheon at Rome. Light is admitted through a cupola in the center of the ceiling. Over the S. door is a statue of Liberty, by Causici, and an eagle by Valaperti. Over the N. door is a statue, by Franzoni, representing History standing in a winged car, the wheel of which, by an ingenious device, forms the dial of a clock. In 1864 the room was set apart as a National Statuary Hall, each State being requested to send statues of two of its most eminent men. A number of States have responded, and the Hall is slowly filling up, containing already a numerous array of statues and busts, of which those of Hamilton, Jefferson, Winthrop, General Greene, Livingston, Roger Williams, Ethan Allen, Vinnie Ream's statue of Lincoln, and a plaster cast of Houdon's Washington, are most noteworthy.—The corridor to the S. leads to the present *Hall of Representatives*, the finest legislative chamber in the world, 139 ft. long, 93 ft. wide, and 36 ft. high. The ceiling is of iron-work, with 45 stained glass panels on which are painted the arms of the States. To the l. of the marble desk of the Speaker is a full-length portrait of Lafayette, and to the r. a full-length portrait of Washington, copied from Stuart's, by Vanderlyn. Two landscapes by Bierstadt, "The Discovery of the Hudson," and "Settlement of California," and a fresco by Brumidi, of Washington parting with his officers, fill panels on the S. wall. The Strangers' Gallery (reached by two grand marble stairways) extends entirely round the hall; the space not specially appropriated for the use of the diplomatic corps and the reporters for the press is open to visitors. The *Speaker's Desk*, of white marble, is very fine; and the Lobby, or Retiring-Room, in the rear of the desk, is a superb chamber. From the S. lobby of the Hall two stairways descend to the basement, where are located the Refectory and committee-rooms. The room of the *Committee of Agriculture* will repay a visit; the walls and ceiling are painted in fresco by Brumidi.—The *Senate-Chamber*, reached by the corridor leading N. from the Rotunda, is somewhat smaller than the Hall of Representatives, being 113½ ft. long, 80½ ft. wide, and 36 ft. high. It is very tastefully fitted up. The visitors' galleries are reached by *marble stairways, which are among the most striking architectural features of the Capitol. The President's and Vice-President's Rooms, the Senators' Retiring-Room, the Reception-Room, and the Senate Post-Office, are beautiful chambers. In the Vice-President's Room hangs Rembrandt Peale's great portrait of Washington. The *Marble Room* is particularly chaste and rich in its decorations; senators alone have the privilege of allowing visitors to enter it. In the basement of the Senate Extension are committee-rooms, richly frescoed and furnished, and the corridors are exquisitely painted.—The *Supreme Court-Room* (formerly the Senate-Chamber) is reached by the corridor leading N. from the Rotunda. It is a semicircular apartment, 75 ft. long and 45 ft. high, decorated with rich Ionic columns of Potomac marble, and with busts of the former Chief-Justices. Visitors are admitted during the sessions of the Court (October to May, 12 to 4 P. M.). Underneath the room is the apartment formerly occupied by the Court and

now devoted to the Law Library (30,000 volumes).—The *Library of Congress* is reached by the corridor from the W. door of the Rotunda. It occupies the entire W. projection of the Capitol; the main room is 91 ft. long and 34 ft. wide, ceiled with iron, and fitted up with fire-proof cases. The Library was founded in 1800; was burned by the British in 1814; was again partially burned in 1851; and went into its present rooms in 1853. The collection, which is the largest in the United States, now numbers nearly 450,000 volumes, exclusive of pamphlets, and is increasing at the rate of 10,000 or 15,000 volumes a year. All copyright books are, by law, required to be deposited in this library, and the representation of American publications is by far the most complete in the country. It is also rich in foreign books in every department of literature. Books may be read in the library by visitors, but not taken away (open from 9 A. M. to 4 P. M.).—The lighting, heating, and ventilating apparatus of the House and Senate-Chambers are worthy of notice. The total cost of the Capitol was \$13,000,000.

The site of the Capitol was located in 1791; the corner-stone was laid in Sept., 1793, by Washington. The wings were burned by the British in 1814. The building was finished in 1827. Mr. Walter's design for its extension was commenced in 1851, and the entire building as it now stands was finished in 1865, with the completion of the new Dome.

From the W. entrance of the Capitol Grounds, Pennsylvania Ave. leads in $1\frac{1}{4}$ mile to the ***U. S. Treasury** (cor. 15th St.), a magnificent building in the Ionic style, 468 ft. long and 264 ft. wide, 3 stories high above the basement, erected at a cost of \$6,000,000. The E. front has an Ionic colonnade 342 ft. long, modeled after that of the Temple of Minerva at Athens. This front is of Virginia freestone; the rest of the building is of Dix Island granite. The W. front has side porticoes, and a grand central entrance with 8 monolithic columns of enormous size. The N. and S. fronts are alike and are adorned with state-ly porticoes. The building contains about 200 rooms, of which the finest is the *Cash-Room*, extending through 2 stories, and lined throughout with rich marbles. The *Gold-Room*, in which there are many millions of dollars in gold coin, may be seen by permit from the Treasurer. The building is open to visitors from 9 A. M. to 2 P. M.

Just W. of the Treasury is the ***Executive Mansion** (usually called the "White House"). It is of freestone, painted white, 170 ft. long and 86 ft. deep, two stories high, with a portico on the N. side (main entrance) supported by 8 Ionic columns, and a semicircular colonnade on the S. side of 6 Ionic columns. The corner-stone was laid in 1792; the building was first occupied by President Adams in 1800; burned by the British in 1814; and restored and reoccupied in 1818. The grounds lie between 15th and 17th Sts., and extend to the Potomac, comprising about 75 acres, of which 20 are inclosed as the President's private grounds, are handsomely laid out, and contain a fountain and extensive conservatories. The *East Room* (open daily from 10 A. M. to 3 P. M.) is the grand parlor of the President; it is a fine chamber 80 ft. long, 40 wide, and 20 high, richly decorated and furnished. The Blue, Red, and Green Rooms are on the same floor, and are elegant

in their appointments. The *Executive Office* and the *Cabinet-Room* are on the 2d floor, as are also the private apartments of the family. N. of the White House is **Lafayette Square**, the finest public park in the city, laid out in winding paths and filled with trees and shrubbery. In the center is Clark Mills's * bronze equestrian statue of Gen. Jackson, remarkable for its delicate balancing, which was accomplished by making the flanks and tail of the horse of solid metal.

Just W. of the White House (fronting on Executive Ave. cor. 17th St. and Pennsylvania Ave.) is the vast and ornate building of the * **State, War, and Navy Departments**, of granite, in the Roman Doric style, 567 ft. long and 342 ft. wide, 4 stories high, with lofty Mansard-roof. It has 4 façades, those on the N. and S. and those on the E. and W. respectively being counterparts. The State Department occupies the S. portion of the building; and the Hall of the Secretary of State, the Embassadors' Saloon, and the Library (30,000 volumes) are splendid rooms. (Open to visitors from 10 A. M. to 2 P. M.) The War and Navy Departments occupy the N. and E. wings respectively of the building fronting the Executive Mansion. The War Department is open from 9 A. M. to 3 P. M., and the Navy Department from 9 A. M. to 4 P. M.

The office of the *Department of the Interior*, better known as the * **Patent-Office**, is a grand Doric building of marble, freestone, and granite, occupying 2 blocks in the central portion of the city (between 7th and 9th and F and G Sts.), 453 ft. long and 331 ft. wide, including porticoes, and 75 ft. high. The F St. portico (main entrance) is reached by broad granite steps, and consists of 16 Doric columns of immense size, upholding a classic pediment. The interior contains many noble rooms. The *Model-Room* (open from 9 A. M. to 4 P. M.) occupies the entire upper floor of the edifice, forming 4 large halls or chambers unequalled for extent and beauty on the continent. The total length of this floor is 1,350 ft., or rather more than a quarter of a mile; and it is filled with cases containing immense numbers of models representing every department of mechanical art. The frescoes on the ceiling of the S. Hall are much admired. In this room are cases containing a collection of Revolutionary curiosities and relics, among which are the printing-press of Benjamin Franklin, and many of the personal effects of Washington, including the uniform worn by him when he resigned his commission as Commander-in-Chief.—On the second or main floor are the offices of the Secretary of the Interior, of the Indian Bureau, of the General-Land Office, and of the Commissioner of Patents.

The * **Post-Office Department**, on F St. opposite the Patent-Office, is an imposing edifice of white marble in the Italian or modified Corinthian style, 300 ft. long, 204 ft. wide, and 3 stories high, erected at a cost of \$1,700,000. In the center of the 8th St. front is a bit of sculpture representing the railroad and the telegraph. The Postmaster-General's Office is in the 2d story on the S. side. The *Dead-Letter Office* (2d story N. side) contains some curious objects.

The new * **Pension Building**, now erecting on the square bounded by F, G, 4th and 5th Sts., occupies 80,000 square ft., and borders on Judiciary Square. It is 400 by 200 ft., and the walls will be

75 ft. high. The architecture is Renaissance. Among the most notable features of the exterior decoration will be the terra-cotta cornices with medallions and ornaments, and the band of sculpture in terra-cotta on the level of the second floor, 3 ft. in height, by 1,200 feet in length, representing an army in campaign, assisted by sailors and boats of the navy.

The * **Department of Agriculture** (open from 9 A. M. to 3 P. M.) occupies a spacious brick and brown-stone building in the Renaissance style, situated on the Mall at the foot of 13th St. It contains a library, a museum, an herbarium (with 25,000 varieties of plants), and extensive greenhouses. The grounds are tastefully laid out, and contain a great variety of trees and plants. The *Flower-Gardens* (in front of the main building) are adorned with statuary, and when in bloom present a memorable sight.—A short distance E. on the Mall is the * **Smithsonian Institution**, a beautiful red sandstone building in the Romanesque style, 447 by 150 ft., with 9 towers ranging from 75 to 150 ft. in height (reached from Penn. Ave. *via* 7th St.). This noble institution was founded by James Smithson, an Englishman, "for the increase and diffusion of knowledge among men." The building was commenced in 1847 and completed soon after. It contains a museum of natural history with numerous specimens; and metallurgical, mineralogical, and ethnological collections, with many curiosities. S. E. of the main building is a spacious "*Annex*," 300 ft. square, which contains the Centennial exhibits of, and donations of foreign Governments to, the United States. This is known as the National Museum. The grounds attached to the Institution ($52\frac{1}{2}$ acres) are beautifully laid out. Visitors are admitted from 9 A. M. to 4 P. M.—Also on the Mall, just E. of the Smithsonian and W. of the Capitol grounds, are the * **Botanical Gardens**, which consist chiefly of a series of vast conservatories filled with rare and curious plants, flowers, and fruits (free to visitors from 9 A. M. to 6 P. M.). N. of the conservatory stands the *Bartholdi Fountain*, so much admired at the Centennial Exhibition.

The * **U. S. Naval Observatory** (lat. $38^{\circ} 53' 38.8''$, lon. $77^{\circ} 3' 1.8''$ W. from Greenwich) occupies a commanding site on the bank of the Potomac at the foot of 24th St., with handsome grounds embracing 19 acres. It was founded in 1842, and is now one of the foremost institutions of the kind in the world. It possesses many fine instruments (including a 26-inch equatorial telescope), and a good library of astronomical works. Visitors are admitted at all hours, and are allowed to inspect the telescope and other instruments when they are not in use.

The *Signal-Office*, the headquarters of the Weather Bureau, is on G St., near the War Department. The * *Army Medical Museum* is on 10th St., between E and F Sts. (open from 9 to 3). It contains 16,000 specimens, illustrating every species of wound and disease. The * *Ordinance Museum* (on the 2d floor of Winder's Building, cor F. and 17th Sts.) has an interesting collection of flags and trophies, specimens of all kinds of arms and ammunition, uniforms and military equipments. The *U. S. Pension-Office* is on Pennsylvania Ave. at the cor. of 12th St., and the *Census-Office* just above, at the cor. of 13th St. The *U.*

S. Arsenal is located amid pleasant grounds on Greenleaf's Point, at the confluence of the Potomac and the Eastern Branch (reached by 4½ St.). The buildings contain vast stores of arms and ammunition. The ***Navy-Yard** is situated on the Eastern Branch, about 1¼ mile S. E. of the Capitol (reached by 8th St. horse-cars). It has an area of 27 acres, inclosed by a substantial brick wall, within which, besides officers' quarters, are vast foundries and shops, 2 ship-houses, and an armory. The *Naval Museum* (open from 9 to 4) contains an interesting collection of arms, ammunitions, and relics. Other interesting features are the Experimental Battery and the fleet. Two blocks N. of the Navy-Yard are the *Marine Barracks*, the headquarters of the U. S. Marine Corps; and near by is the *Marine Hospital*, for sick and disabled sailors.

Noteworthy buildings not belonging to the Government are the *Court-House* (on 4½ St. near Louisiana Ave.), the *Masonic Temple* (cor. F and 9th Sts.), *Odd-Fellows' Hall* (in 7th St. between D and E Sts.), *Lincoln Hall* (cor. 9th and D Sts.), the spacious *Washington Market*, fronting Pennsylvania Ave. between 7th and 9th Sts., and the churches and hotels already enumerated under their respective heads.

The ***Corcoran Art-Gallery** is a large brick and brown-stone building in the Renaissance style near the White House (cor. Pennsylvania Ave. and 17th St.). It was founded by W. W. Corcoran, the banker, who deeded it to the people, and presented it with his superb private art collection and an endowment fund of \$900,000. It contains nearly 200 paintings, most of them masterpieces; the finest collection of casts in the country, and among the marble statuary "The Greek Slave," by Powers, and "The Dying Napoleon," by Vela; the richest bronzes in America; and specimens of *bric-à-brac*, porcelain, and majolica-ware. (Admission free on Tuesdays, Thursdays, and Saturdays; on other days, 25c.) Another noble institution, founded and liberally endowed by Mr. Corcoran, is the *Louise Home* (between 15th and 16th Sts. on Massachusetts Ave.), a handsome building erected at a cost of \$200,000, designed to furnish a home to impoverished elderly ladies of education and good family.

The **Washington Monument**, which was to have been the loftiest and finest in the world, stands on the Mall near 14th St., and at present is in an unfinished state. Its design contemplated, besides a spacious "Temple," or base, a shaft 600 ft. high; but after \$230,000 had been expended in building it to a height of 174 ft., funds gave out and the work was suspended. In 1876 Congress made an appropriation for the completion of the monument on a new plan to be chosen by experts. Rapid progress is being made on it. It is now 410 ft. high. Clark Mills's colossal equestrian **Statue of Washington* stands in Washington Circle, at the intersection of Pennsylvania and New Hampshire Aves. H. K. Brown's colossal equestrian **Statue of General Scott* stands at the intersection of Massachusetts and Rhode Island Aves. with 16th St. The same artist's bronze equestrian statue of General Nathanael Greene stands at the intersection of Maryland and Massachusetts Aves. with 5th St. N. E. Ball's colossal bronze **Statue of Lincoln* stands in Lincoln Park (in the E. part of the city); it was

erected by contributions of colored people. Another statue of Lincoln, by Lot Flannery, stands in Judiciary Square, on 4½ St. In Rawlins Square (New York Ave. near 18th St.) is a bronze statue of General Rawlins, by J. Bailey. Vinnie Ream's statue of Admiral Farragut stands in Farragut Square (cor. Connecticut Ave. and I St.), and J. Q. A. Ward's fine equestrian *Statue of General Thomas* stands in a circle at the intersection of 14th St. with Massachusetts and Vermont Aves. A bronze equestrian *Statue of General McPherson* stands at the intersection of Vermont Ave. and 15th St. The *Naval Monument*, erected to the memory of the officers and seamen and marines who fell in the civil war, stands in the middle of Pennsylvania Ave., near the W. entrance to the Capitol Grounds.

The ***Soldiers' Home** (for disabled soldiers of the regular army) occupies an elevated plateau 3 miles N. of the Capitol (reached by 7th St. horse-cars or by a charming drive). It consists of several spacious marble buildings in the Norman style, surrounded by a beautiful park of 500 acres. It has been the custom of several Presidents to occupy one of the smaller buildings of the Home as a summer retreat, and here President Lincoln passed some of the last hours of his eventful term. N. of the Home is a *National Cemetery*, in which 5,424 soldiers are buried. On the 7th St. road just beyond the city limits is the **Howard University**, founded in 1864 for the education of youth "without regard to sex or color," but patronized almost exclusively by negroes (700 students). The University building is a vast brick structure, painted white, situated on elevated ground, and surmounted by a tower, from which there is a fine view of the city and its environs. The **Government Asylum for the Insane** (of the Army, Navy, and District of Columbia) occupies a lofty eminence on the S. bank of the Anacostia (reached by crossing the Navy-Yard bridge and ascending the heights beyond Uniontown). The building is in the Collegiate-Gothic style, 711 ft. long, and is surrounded by a park of 419 acres, from which there are noble views. (Admittance on Wednesday from 2 to 6 p. m.) In the ***Congressional Cemetery** (1 mile E. of the Capitol near the Eastern Branch) are the graves of Congressmen who have died during their term of service. Its situation is high, and it contains some noteworthy monuments. *Glenwood* is a pleasant rural cemetery about a mile N. of the Capitol. The celebrated **Long Bridge** crosses the Potomac into Virginia from foot of 14th St. It is a shabby structure about a mile long.

* **Georgetown** (*Union Hotel*) is an old and picturesque town, distant but 2 m. from the Capitol, and divided only by Rock Creek from Washington City, with which it is connected by 4 bridges and 2 lines of horse-cars. The town is beautifully situated on a range of hills which command a view unsurpassed in the Potomac Valley. It is the port of entry of the District, and a line of steamships plies between it and New York. One of the chief points of interest is *Georgetown College*, at the W. end of the town. This is an old institution of learning (founded in 1789, and incorporated as a university in 1815), and the most famous belonging to the Roman Catholic Church in the United States. It is

under the control of the Jesuits. The buildings are spacious, and contain a library of 30,000 volumes, among which are some extremely rare and curious books, some beautifully illuminated missals, and some rare old MSS.; an astronomical observatory, and a museum of natural history. In the rear of the college is a picturesque rural serpentine walk, commanding fine views. The *Convent of the Visitation* (in Fayette St. near the College) was founded in 1799, and is the oldest house of the order in America. It consists of several fine buildings in a park of 40 acres. Visitors admitted between 11 A. M. and 2 P. M. The *Aqueduct*, by which the waters of the Chesapeake & Ohio Canal are carried across the Potomac, will repay inspection. It is 1,446 ft. long and 36 ft. high, with 9 granite piers, and cost \$2,000,000. There is a carriage-way above the water-course. * **Oak Hill Cemetery**, on the N. E. slopes of the Heights, though containing but 30 acres, is one of the most beautiful in the country. It contains an elegant Gothic chapel with stained-glass windows and completely overgrown with ivy, the massive marble mausoleum of W. W. Corcoran, and several notable monuments. Many eminent men are buried here, among them Secretary Stanton and Chief-Justice Chase.

Arlington House, once the residence of George Washington Parke Custis, the last survivor but one of the Washington family, and later of Gen. Robert E. Lee, occupies a commanding position on the Virginia side of the Potomac, nearly opposite Georgetown (reached from Georgetown *via* Aqueduct Bridge, or *via* Long Bridge). It stands more than 200 ft. above tide-water, and the view from the portico is among the best this part of the river affords. The lower rooms of the mansion are open to the public, but contain nothing of interest, the collection of pictures and relics having been removed. In the office of the Superintendent a register is kept for visitors, and a record of all who are buried in the *National Cemeteries* now located on the place. The graves of the white soldiers are W. of the house; those of the colored troops and refugees about $\frac{1}{2}$ m. N. There are about 15,000 in all.

Alexandria is situated on the S. side of the Potomac 7 m. below Washington (reached by railroad, or by ferry-boats hourly from 7th St. wharf). It is a quaint old town, dating from 1748, and is intimately associated with the life and name of Washington. In *Christ Church* (cor. Washington and Cameron Sts.) the pew in which he sat (No. 59) is an object of much interest. Pew No. 46 was occupied by General Robert E. Lee when he resided at Arlington before the war. The Museum, Court-House, Odd-Fellows' Hall, and Theological Seminary are among the prominent buildings. On the outskirts of the city is a *National Cemetery*, in which nearly 4,000 soldiers are buried.

* **Mount Vernon** is 15 m. below Washington, on the Virginia side of the Potomac, and is reached by steamers which leave the 7th St. wharf daily at 10 A. M. (fare for the round trip, including admission to the grounds, \$1.00). The sail down the river is delightful, and affords excellent views of the country around Washington. Mount Vernon, then known as the "Hunting Creek estate," was bequeathed by Augus-

tine Washington, who died in 1743, to Lawrence Washington. The latter named it after Admiral Vernon, under whom he had served in the Spanish wars. George Washington inherited the estate in 1752. The central part of the mansion, which is of wood, was built by Lawrence, and the wings by George Washington. It contains many interesting historical relics, among which are the key of the Bastille, presented by Lafayette, portions of the military and personal furniture of Washington, portraits, and Miss Peale's painting of "Washington before Yorktown." The *Tomb of Washington* stands in a retired situation near the mansion. It is a plain but solid brick structure, with an iron gate, through the bars of which may be seen the marble sarcophagi containing the remains of George and Martha Washington. The Mount Vernon domain (including the mansion and 6 acres), which had remained since the death of Washington in the possession of his descendants, was purchased in 1856 for the sum of \$200,000, raised by subscription, under the auspices of the "Ladies' Mount Vernon Association," aided by the efforts of Edward Everett. It is, therefore, and will continue to be, the property of the nation.

9. The Hudson River.

The trip up the Hudson may be made either by railroad or steamboat, the latter affording the better opportunity for viewing the scenery. The **day boats** leave the pier at the foot of Vestry St. at 8.45 A. M., and from W. 22d St. 15 minutes later, reaching Albany at 6 P. M. The **night boats** start from the foot of Canal St. at 6 P. M., reaching Albany at 6 o'clock the next morning. The trip may be made to equal advantage by the Troy boats, which start from the foot of Christopher St. at the same hours. The steamer "*Mary Powell*" leaves the pier foot of Vestry St. daily at 3.30 P. M., and runs to Rondout and Kingston. A delightful excursion may be made by taking the morning boat to West Point, Cornwall, and Newburg, and returning on the afternoon boat (fare for the round trip, \$1). The **Hudson River Railroad** runs along the E. bank of the river all the way to Albany (143 miles), and, though the view from the cars is restricted for the most part to the western side of the river, the journey is nevertheless a most attractive one. The time to Albany is $4\frac{1}{2}$ to 5 hours; fare, \$3.10. The **New York, West Shore & Buffalo**, running to Albany on the west side of the river and parallel with the N. Y. Central to Buffalo, is becoming a popular line of travel. Time to Albany, 5 hours; fare, \$3.10.

THE trip up the Hudson River (especially by steamer) will afford the traveler advantageous views of some of the most picturesque scenery in America. The Hudson has been compared to the Rhine, and what it lacks in crumbling ruin and castle-crowned steep it more than makes up by its greater variety and superior breadth. George William Curtis says of it: "The Danube has in part glimpses of such grandeur, the Elbe has sometimes such delicately-penciled effects, but no European river is so lordly in its bearing, none flows in such state to the sea."

The first few miles of the steamer's course afford fine views of the harbor and city, of the Jersey shore, and the northern suburbs, including *Fort Washington*. Before the city is fairly left behind, the **Palisades** loom up on the left—a series of grand precipices rising in many places to the height of 300 ft., and stretching in unbroken line along the river-bank for more than 20 miles. The rock is trap, columnar in formation, and the summit is thickly wooded. In striking contrast

with the desolate and lonely appearance of these cliffs, the right bank presents a continuous succession of beautiful villas standing in the midst of picturesque and exquisitely kept grounds, with a frequent sprinkling of villages and hamlets. *Mount St. Vincent* (15 miles from New York on the E. side) is the seat of the Convent of St. Vincent, under the charge of the "Ladies of the Sacred Heart." The buildings present a striking appearance from the river, and among them is the castellated structure known as "Fonthill," formerly the residence of Edwin Forrest, the tragedian. **Yonkers** (17 miles on the E. side) is a populous suburban town, with a population of 19,000, beautifully situated on villa-crowned slopes at the mouth of the Neperan or Saw-Mill River. It is an ancient settlement, and was the home of the once famous Phillipse family, of which was Mary Phillipse, Washington's first love. The Manor House, a spacious stone edifice built in 1682, is still to be seen; and near by is Locust Hill, where the American troops were encamped in 1781. *Piermont* (22 miles on the W. side) is at the end of the Palisades; it takes its name from a mile-long pier which runs out from the shore to deep water. A branch of the Erie R. R. terminates here; and 3 miles S. W. is the old town of *Tappan*, interesting as one of Washington's headquarters during the Revolution, and as the place where the unfortunate Major André was imprisoned and executed. The house occupied by Washington is still shown, and near by is the spot where André was executed (Oct. 2, 1780). At *Piermont* begins the widening out of the river into the broad and beautiful ***Tappan Zee**, which is nearly 10 miles long and 4 miles wide at the widest part. On the E. bank, 26 miles from New York, is the village of *Irvington*, named in honor of Washington Irving, whose unique little cottage of **Sunnyside** is close by, upon the margin of the river, but hidden from the traveler's view by the dense growth of the surrounding trees and shrubbery. The cottage is a quaint and picturesque structure, and the E. front is embowered in ivy, the earlier slips of which were given to Irving by Sir Walter Scott, at Abbotsford, and planted by Irving himself. In the vicinity of *Irvington* are many fine residences, the most conspicuous of which is the *Paulding Manor*, situated on a high promontory, and said to be the finest specimen of the Tudor architecture in the United States. Just above is ***Tarrytown**, which has many attractions, historic as well as scenic. It was at a spot now in the heart of the village that André was arrested, and Tarrytown witnessed many stormy fights between guerrillas on both sides during the Revolution. It takes its chief interest, however, from its association with Irving's life and writings. Here is the church which he attended, and of which he was warden at the time of his death (Christ Church); here he is buried (in the graveyard of the old Dutch Church, the oldest religious edifice in the State), and near by are the scenes of some of his happiest fancies, including the immortal Sleepy Hollow and the bridge rendered classic by the legend of Ichabod Crane. Opposite Tarrytown, at the foot and on the side of a beautifully wooded range of hills, is the pretty town of **Nyack**, a popular suburban place, with many handsome villa residences.

Sing Sing (33 miles) is on the E. bank, occupying an elevated slope,

and makes a fine appearance from the river. The State Prison is located here, and its vast stone buildings are conspicuous objects from the steamer (the railway passes beneath them). Many fine villas crown the heights above and around the village, looking down upon the Hudson, which at this point attains its greatest breadth. Four miles above, on the E. side, is *Croton Point*, a prominent headland projecting into the river, and covered with rich vineyards and orchards. At this point, the Croton River enters the Hudson, and 6 miles up this stream is Croton Lake, which supplies the metropolis with water. The lake is formed by a dam 250 ft. long, 40 ft. high, and 70 ft. thick; and the water is conveyed to New York by the famous **Croton Aqueduct**, which is over 40 miles long, with 16 tunnels and 24 bridges (the lake may be reached by carriages from Sing Sing, from Croton, or from Croton Falls station on the Harlem R. R.). Above Croton Point is *Haverstraw Bay*, another lake-like widening of the river, and as the boat enters it the Highlands begin to loom up in the distance. At the head of Haverstraw Bay are *Stony Point* (on the W.), a rocky peninsula on which are a lighthouse and the ruins of a famous Revolutionary fort, and *Verplanck's Point* (on the E.), notable as the spot where Henry Hudson's ship, the "Half Moon," first came to anchor after leaving Yonkers. Here also are remains of a small Revolutionary fort. Above, on the E. bank, is **Peekskill** (43 miles from New York), one of the prettiest towns on the Hudson, situated at the mouth of the Peek's Kill or Annsville Creek; opposite which (reached by ferry) is *Caldwell's Landing*, memorable for the costly but futile search after the treasure which the famous pirate, Captain Kidd, was supposed to have secreted at the bottom of the river here. At this point the river makes a sudden turn toward the W., which is called "The Race."

We have now reached the * **Highlands**, and for the next 16 miles the scenery is striking. On the left is * *Dunderberg* (Thunder Mountain), and at its base a broad deep stream which, a short distance above its mouth, descends to the river in a beautiful cascade. On the right is *Anthony's Nose* (1,128 ft. high), a rocky promontory whose base is penetrated by a railway-tunnel 200 ft. long. Lying in the river near this point is the picturesque *Iona Island*, a favorite picnic resort, 300 acres in extent, and containing extensive vineyards. Just above (on the right) is *Sugar-loaf Mountain* (865 ft. high), and near by, reaching far out into the river, is a sandy bluff on which Fort Independence once stood. At the foot of Sugar-loaf is *Beverly House*, where Benedict Arnold was breakfasting when news came to him of André's arrest, and whence he fled to the British vessel (the *Vulture*) anchored in the stream below. Passing swiftly on, the *Buttermilk Falls* soon come into view (on the left), descending over inclined ledges a distance of 100 ft. On the lofty bluff above is the spacious and handsome *Cranston's Hotel*, one of the favorite summer haunts of pleasure-seeking New-Yorkers. There is a special landing for passengers who wish to reach the hotel, and on the opposite river-bank is *Garrison's*, another popular summer resort, with fine hotels and picturesque surroundings.

* **West Point** (just above Cranston's, 51 miles from New York) is

one of the most attractive places on the river, and should be visited. It is the seat of the National Military Academy, the buildings for which occupy a broad plateau, 175 ft. above the river, reached from the landing by a steep and costly road cut out of the solid cliff-side. The most noteworthy of the buildings are the Cadets' Barracks, the Academic Building, the Mess Hall, and the Library (26,000 volumes), in which is the Observatory. The Chapel and the Museum of Ordnance and Trophies are interesting. The buildings front the spacious Parade-Ground, smooth as a lawn and level as a floor; and the grounds are tastefully laid out, containing several fine monuments, and commanding a variety of pleasing views. The Cemetery is reached by a winding road; and from the crumbling walls of **Fort Putnam* (on Mt. Independence, 600 ft. above the river) a view is obtained which will abundantly repay the labor of reaching it. The best time to visit West Point is during June, July, and August; the scenery being then at its best, and the military exercises of the Academy offering additional attractions. The "Commencement," or graduating exercises, occurs about the 3d week in June, and about June 20th the cadets go into camp for the summer. (*West Point Hotel*.)

Above West Point, on the same side, is *Cro' Nest*, one of the loftiest of the Highland group (1,428 ft.), and still above is **Storm King* (or "Butter Hill"), which is 1,529 ft. high and the last of the highland range upon the W. Between Storm King and Cro' Nest lies the lovely vale of *Tempe*; and opposite is the pretty little village of *Cold Spring*, behind which rises the massive granite crown of *Mount Taurus* ("Bull Hill"). Beyond, still on the E. side, the Highlands are continued in the jagged precipices of *Breakneck* and *Beacon Hill*, respectively 1,187 and 1,685 ft. in height. These mountains are among the most commanding features of the river scenery, and from the summit of the latter New York City may be seen. **Cornwall Landing**, a picturesque village on the W. bank, is the most frequented summer resort on the river, and contains a number of hotels and boarding-houses, adjacent to which are fine drives. Here the Highlands come to an end, and the steamer enters the broad expanse of Newburg Bay, on the W. shore of which is **Newburg**, a handsomely built city of 18,000 inhabitants. This city is the northern terminus of a branch of the Erie R. R. Newburg was the theatre of many interesting events during the Revolution, and *Washington's Headquarters, an old gray stone mansion S. of the city, is still preserved as a museum of historical relics (admission free). Opposite Newburg is *Fishkill Landing*, a small but pretty village, with which it is connected by a steam ferry; and 15 miles above, on the E. bank (75 miles from New York), is ***Poughkeepsie**, the largest city between New York and Albany, built on an elevated plain, nearly 200 ft. above the river, and backed by high hills. There are several fine churches, numerous handsome residences, and no less than eight important educational institutions, including *Vassar College*, one of the leading female colleges of the world. The buildings of Vassar College occupy a commanding site 2 miles E. of the city, the main building (500 ft. long) being modeled after the Tuileries. N. of the city, on an eminence over-

looking the river, are the vast and stately buildings of the Hudson River State Hospital for the Insane. Across the river from Poughkeepsie (ferry) is *New Paltz Landing*, from which stages run 14 miles to * **Lake Mohonk** (*Mountain House*), a delightful summer resort situated near the summit of Sky Top, one of the loftiest of the Shawangunk Mountains, 1,243 ft. above the river. The lake and its vicinity are extremely picturesque, and the views from neighboring summits surprisingly fine. (Lake Mohonk is also reached from New York *via* Wallkill Valley branch of the Erie R. R. to New Paltz, and thence by stage, in 6 miles. Fare from New York, \$3.50.)

Five miles above Poughkeepsie, on the E. bank, is *Hyde Park*, a handsome town built on a terrace, $\frac{1}{2}$ mile back from the river, containing several summer boarding-houses, with fine country-seats in the vicinity. *Rondout*, on the W. side, and *Kingston*, 2 miles above, are populous cities, with a large trade, but present nothing of special interest to the tourist. At *Rhinebeck Landing*, opposite Kingston, is the ancient Beekman House, nearly 200 years old, and the best specimen of an old Dutch homestead to be found in the valley of the Hudson. A short distance above is *Rokeby*, the estate of the late Wm. B. Astor, and still farther on, above the little hamlet of Barrytown, are *Montgomery Place*, the handsome residence of Edward Livingston, and *Annandale*, the villa of John Bard. Along this portion of the river voyage the Catskill Mountains loom up grandly on the left, presenting a succession of noble views. **Catskill Landing** (111 miles) is the point of departure for the mountains (*see* Route 10). Four miles above (on the E. side) is the flourishing city of **Hudson**, which is finely situated upon a bold promontory, at the head of ship-navigation on the river. From Prospect Hill (500 ft. high) there is an incomparably fine view of the Catskills. Five miles from Hudson, in the Claverack Valley, are the **Columbia Springs**, a quiet rural resort much frequented by invalids and others. From Hudson to Albany the scenery, though pleasing, is somewhat monotonous, and offers nothing calling for special notice.

Albany.

Hotels, etc.—*Delavan House*, in Broadway, near the R. R. depot; *Stanwix Hall*; *American*; *Dunlop House*; *Globe*; *Brunswick*; *Mansion House*, and the *Kenmore*, cor. N. Pearl and Columbia Sts. Prices are from \$2.50 to \$4 a day. *Reading-rooms* at the State Library, in the new Capitol; at the Young Men's Christian Association, on N. Pearl St.; and at the Y. M. C. A. in N. Pearl St. *Horse-cars* to different parts of the city and to Troy. There are three iron bridges to Greenbush. There are eight daily *newspapers* and several weeklies and monthlies.

Albany, the capital of New York State, is finely situated on the W. bank of the Hudson, at the head of sloop navigation and near the head of tide-water. It was founded by the Dutch as a trading-post in 1614, and, next to Jamestown in Virginia, was the earliest European settlement in the original 13 States. Its present name was given it in 1664, in honor of the Duke of York and Albany (afterward James II). It was chartered in 1686, and made the State capital in 1798, since which

time its population has increased from 5,349 (in 1800) to 90,903 in 1880. By local estimate it is claimed that Albany has now 100,000. Albany has a large commerce from its position at the head of navigation on the river, as the *entrepot* of the great Erie Canal from the W. and the Champlain Canal from the N., and as the center to which several important railways converge.

Broadway is an important business thoroughfare near the river. *State St.*, leads by a steep ascent from Broadway to Capitol Square, in which are the public buildings. The * **New Capitol**, to the W. of the site of the old Capitol, was begun in 1871, and is now nearly finished and partially occupied. It is of Maine granite, in the Renaissance style, and when completed will be the largest and most splendid edifice in America, except the Federal Capitol at Washington. It stands on the most elevated ground in the city, and its tower, 320 ft. high, will be visible for many miles around. The structure is 300 ft. N. and S. by 400 ft. E. and W. The porticoes, when completed, will cover more than three acres, and the walls are 108 ft. in height. The * **State Library**, removed to the new Capitol, contains 150,000 volumes, and an interesting collection of curiosities and historical relics. *State Hall*, in Eagle St., built of white marble in 1843, contains many of the principal offices of State. The * **City Hall**, in Eagle St., foot of Washington Ave., is a fine brown-stone structure, trimmed with granite, which was recently occupied. The *City Building*, in S. Pearl St., is another handsome structure, containing various offices of the city government. The *State Arsenal*, cor. Eagle St. and Hudson Ave., is a large, gloomy, castellated structure; and the U. S. Government Building, cor. State St. and Broadway, on the site of the old Merchants' Exchange, is a handsome and substantial building. On N. Pearl St. is the hall of the *Young Men's Association*, with a library of 12,000 volumes and a reading-room. The * *State Geological and Agricultural Hall*, on State St., has valuable collections in Natural History, Geology, and Agriculture, and many curious relics. The *Medical College*, cor. Eagle and Jay Sts., is a prosperous institution, with an extensive museum; and on State St. is the Law School of the Albany University, one of the best in the country. Of the 50 churches in the city the * **Cathedral of the Immaculate Conception** (in Eagle St.) and the *Church of St. Joseph* (cor. Ten Broeck and 2d Sts.) are the most noteworthy. The Cathedral seats 4,000 persons, and its stained-glass windows are among the richest in America. *St. Peter's* (Episcopal), cor. Lodge and State Sts., is a handsome Gothic structure, and owns a service of communion plate presented by Queen Anne to the Onondaga Indians. The *Second Reformed Church*, on Madison Ave., and the *First Presbyterian*, on the cor. of Willett and State Sts., are new and handsome edifices. **Dudley Observatory**, founded and liberally endowed by Mrs. Blandina Dudley, stands on Observatory Hill, near the N. limits of the city. It has a valuable special library, and some fine instruments. The *Penitentiary*, 1 mile W. of the city, is a model prison and conducted on the contract system. The educational institutions of Albany are numerous and efficient, its hospitals and charities noteworthy.

Interesting relics of the early days of the city are the *Van Rens-*

selaer Manor House, in the N. part of the city, near Broadway, portions of which were built in 1765; and the old *Schuyler House*, in Schuyler St. near S. Pearl, which was burned down in 1759, and immediately rebuilt, portions of the original walls remaining. The former is a fine mansion, and the latter was the residence of Col. Peter Schuyler, the first Mayor of Albany. *Washington Park*, in the W. part of the city, has been set apart as a pleasure-ground, and considerable improvement has been recently made in it. *Greenbush*, *East Albany*, and *Bath-on-the-Hudson* (reached by three fine iron bridges) are populous suburbs on the opposite side of the river.

* **Troy** (reached from Albany by railroad, steamboats, and horse-cars) lies on the E. bank of the Hudson, 6 miles above Albany, and at the head of river navigation. Its population in 1880 was 56,747, and it has a large commerce, with extensive manufactures of iron, steel, cars, cotton and woolen goods, hosiery, and shoes. *River St.*, running parallel with the river, is the chief thoroughfare; and near 1st, 2d, and 3d Sts., are the finest churches and private residences. The *Savings-Bank*, on State St., is an elegant edifice, costing \$450,000; the new *City Hall* is a fine building; and there are many handsome business structures. The *Athenæum* is a beautiful freestone edifice, in which is the *Young Men's Christian Association Library*. The buildings of **St. Joseph's Theological Seminary* (on Mt. Ida, E. of the city) are noble specimens of Byzantine architecture. The *Rensselaer Polytechnic Institute*, on 8th St., is one of the leading schools in the United States for instruction in civil engineering. There are several other important educational institutions. In West Troy is the great *Waterboliet Arsenal*, with 40 buildings in a park of 105 acres.

10. The Catskill Mountains.

Catskill Landing, on the Hudson River, is the point from which the mountains are usually entered. It may be reached from New York or from Albany *via* steamboat on the river (see previous Route), or *via* Hudson River R. R. to Catskill Station, whence a ferry-boat crosses to Catskill Landing, or *via* New York, West Shore & Buffalo R. R. The Catskill Mountain R. R. starts from the Landing and carries passengers as far as Palenville, the terminus, where the Kaaterskill Clove debouches on the Hudson River Valley, a distance of nine miles. The intermediate stations between Catskill and Palenville are South Cairo and Mountain House Stations. At Mountain House Station passengers leave railroad and take stage to Catskill Mountain House, and Hotel Kaaterskill. The hotels and some of the larger boarding-houses have stages running to the nearest station; while other houses dispatch carriages to meet coming guests by prearrangement. Another route of reaching the mountains is by way of the Stony Clove & Catskill Mt. R. R., which connects with the Ulster & Delaware Valley R. R. at Phenicia. The tourist takes the latter road at Rondout (see page 64), and on changing cars for the Stony Clove road may proceed to Hunter on Schoharie Creek, 14 miles. Interesting points may be reached hence by stage. The new Kaaterskill R. R., running from Tannersville Junction, near Hunter, to Kaaterskill, connects with the Stony Clove & Catskill Mountain R. R., and has its eastern terminus 1 mile from the Catskill Mountain House. This is becoming the favorite route of entering the mountains from the west.

THE CATSKILLS, or Kaatskills, follow the course of the Hudson for 20 or 30 miles, lying W. of it, and separated from it by a valley 10 or 12

miles wide. Their chief interest lies in the beauty and variety of their scenery. In a field of very limited area, easy of access and soon explored, they present a multitude of picturesque objects which have long made them a favorite resort of artists and of all who find pleasure in the wild haunts of the mountains. Indian tradition singled them out as the favorite dwelling-place of spirits, and they, with the exception of the Hudson Highlands, are the only faëry ground that American literature has ventured to appropriate.

The village of **Catskill** ($\frac{1}{2}$ mile from the landing) occupies an elevated and attractive site at the mouth of Catskill Creek, and has about 4,000 inhabitants. The scenery in the neighborhood, especially along the banks of the creek, is very pleasing. The *Prospect Park Hotel*, near the landing, is spacious and handsome, located on a high plateau and surrounded by extensive grounds. In the village are several excellent hotels; and about a mile to the W. is the *Grant House*, situated on a commanding elevation, with a noble outlook to the mountains.

The old stage route, though now superseded by the railroad, may still have some votaries who would be attracted by the fine views. Shortly after leaving the village Catskill Creek is crossed, and six miles out the *Half-Way House* is passed. Two miles from the summit the coach pauses in a secluded dell which local tradition affirms to be the site of Rip Van Winkle's famous nap. The old and well-known * **Mountain House** is a spacious edifice, perched upon one of the terraces of Pine Orchard Mountain, at an elevation of 2,500 ft. above the river. From the broad rock platform in front of the hotel, a view of surpassing beauty may be obtained. Directly in front, the mountain falls almost perpendicularly to the plain; to the right, the broad Hudson winds through its noble valley; in the dim distance Albany may be descried with a glass; and on the horizon the Hudson Highlands, the Berkshire Hills, and the Green Mountains unite their chains, forming a continuous line of misty blue. The views from the Mountain House are said to embrace an area of 10,000 square miles, including portions of Vermont, Massachusetts, and Connecticut. At Sunset Rock, near the summit of South Mountain, 3,000 ft. above the sea, is the new *Hotel Kaaterskill*, the largest in the mountains, and commanding a magnificent extent of view. The *North Mountain* is easily ascended from the Mountain House; the best view is from Table Rock, $\frac{3}{4}$ of a mile N. of the hotel. On the N. side of this rock a fine echo may be heard. Another favorite excursion is to the top of *South Mountain*, which commands a fine view of the Catskill Pass and some distant peaks of New Jersey. * **High Peak** (6 miles W. of the Mountain House) is the loftiest of the Catskill summits, and should certainly be climbed in order to see the region fairly. The ascent is toilsome, but ladies often accomplish it, and the view from the summit (3,804 ft. high) well repays the labor of reaching it.

The *Two Lakes* (North and South) are back of the Mountain House, on the road to the famous * **Catterskill Falls**, which are two miles distant. At the head of the falls is the *Laurel House*, an excellent hotel, commanding fine views of the falls, of the country about, and of

Round Top and High Peak in the immediate neighborhood. The falls are formed by the outlet of the lakes plunging into a deep hollow where the mountain divides like the cleft foot of a deer. The descent of the first cascade is 180 ft., that of the second 80, and below these



Catterskill Falls.

there is another fall (the Bastion) of 40 ft. Below the falls the sides of the gorge rise in a succession of walls of rock to the height of 300 feet or more. To see the falls to the best advantage, the visitor should descend the winding stairs leading from the terrace of the hotel (fee 25c.) and spend an hour or two in exploring the gorge and glen below. As the supply of water is limited, the stream has been dammed at the verge of the cliff and is only turned on at intervals for the benefit of

visitors. Below the falls, the Catterskill has a devious and winding course of 8 miles to the Catskill, which it enters near the village. Some ruggedly picturesque scenery may be enjoyed by descending the glen to the road in the Clove, about a mile from the falls. *Sunset Rock*, commanding noble views, is reached from the Laurel House by a walk of a mile and a half through the forest.

A favorite excursion from either the Mountain House or the Laurel House is to **Haines's Falls**, a spot much frequented by artists. At the Haines House, near by, one pays the usual fee (25 c.) for viewing the scene. The fall has two leaps, the first of 150 and the second of 80 ft., with a third one below of 60 ft., and others still, so that in less than a quarter of a mile the stream falls 475 ft. From Haines's Falls a rugged and picturesque ravine, called the *Catterskill Clove*, traversed by a tolerable road, leads down to the plain below. In this ravine are the High Rocks, and 200 or 300 yards below are the beautiful **Fawn Leap Falls** (fee 25c.), where the stream makes a perpendicular leap

of 30 ft. over an immense concave ledge into a prodigious caldron. At the mouth of the Clove is the sequestered village of **Palenville** (*Winchelsea House*), where there are many large boarding-houses, and where artists most do congregate. It is 10 miles from Catskill village, with which it is connected by stages. Above Palenville, on a lofty spur of South Mountain, is the *Grand View Hotel*, the view from which is very impressive. Six miles from Palenville is the *Plattekill Clove*, a deep and rugged gorge extending from the plain to the plateau above, and traversed by a difficult road. In this clove are the *Black Chasm Falls*, 300 ft. high.

Another pleasant ride is along the ridge 5 or 6 miles to the entrance of the *Stony Clove*, and thence through the wilderness of this fine pass, within whose depths ice remains throughout the year. At the head of the Clove is *Roggen's Hotel*, a favorite resort for sportsmen. On the road from the Mountain House is the pretty little hamlet of *Tannersville* (Milford Summit House and the Roggin's Mountain House); and 4 miles W., beyond the entrance to Stony Clove, is *Hunter* (Breeze Lawn House), nestling in a narrow glen, with Hunter Mountain (4,082 ft. high) towering above it.

Stages connect Catskill with the mountain villages of *Cairo* (10 miles), *South Durham* (16 miles), and *Windham* (26 miles), in all of which are numerous summer boarding-houses. *Prattsville*, 36 miles W. of Catskill, is a popular resort. Near it are the celebrated Pratts' Rocks, on which are cut busts of the Pratts, who founded the town. The *Overlook Mountain House* is situated on one of the most southerly of the Catskill group and commands extensive views over the Hudson Highlands and Valley. It is reached from Rondout *via* Ulster & Delaware R. R. to W. Hurley, and thence by stage. The *Grand Hotel* is a new and elegant house on Summit Mountain, near Old Storm King, reached *via* Ulster & Del. R. R. to Summit Station.

11. New York to Boston via New Haven, Hartford, and Springfield.

This is the most popular of the railway routes between New York and Boston, and is traversed by several express trains daily, running through in $6\frac{1}{2}$ hrs. Distance, 233 miles; fare, \$5.

LEAVING the Grand Central Depot, the train runs on the track of the New York & Harlem R. R. as far as Williams Bridge (14 miles), and then takes the New York & New Haven R. R. which runs through several pretty suburban towns. *New Rochelle* (17 miles), *Mamaroneck* (21 miles), and **Rye** (24 miles), are especially attractive, the latter drawing many summer visitors owing to its convenience to the city and its proximity to the favorite Rye Beach, on Long Island Sound, which affords excellent salt-water bathing, boating etc. (Hotels: the "Rye Beach" and the "Cliff House"). *Greenwich* (28 miles), the first station in Connecticut, is a picturesque old town, pleasantly situated on hill-slopes commanding fine views of Long Island Sound. It is noted for its great

number of beautiful summer villas. The Lenox House and the City Hotel are favorite houses, open only in summer. A short distance S. E. is *Indian Harbor*, where is the Morton House, an elegant and spacious summer hotel. **Stamford** (34 miles) is a favorite resort of New York merchants, many of whom have embellished its heights with handsome mansions and villas. The town is embowered in trees, and there are several fine churches and public buildings. *Shippan Point*, 2 miles S. of Stamford, is resorted to in summer by many hundreds, who crowd the spacious Ocean House and numerous smaller places of entertainment. *S. Norwalk* (42 miles) is near the beautiful village of **Norwalk** (reached by horse-cars), which is also much resorted to in summer. Its harbor is a picturesque bay, which affords oysters in great abundance and of excellent quality. The hotels are the *Allin* and the *Lucas* in S. Norwalk, and the *Connecticut* in Norwalk. **Fairfield** (51 miles), still another popular summer resort, has the finest beach on the Sound, and supports a large hotel, the Marine Pavilion or Fairfield House. The adjacent scenery is very attractive. * **Bridgeport** (56 miles) is a flourishing city of 30,000 inhabitants, situated on an arm of Long Island Sound, and noted for the extent and variety of its manufactures, chief among which are sewing-machines, leather, carriages, arms, cutlery, and locks. It is the southern terminus of the Housatonic & Naugatuck R. R., and has 15 churches, 8 banks, and 2 daily newspapers. The city is handsomely built, and Golden Hill is crowned with fine villas. The hotels are the *Sterling House* and the *Atlantic*. Passing now the pretty villages of *Stratford* (59 miles) and *Milford* (64 miles), the train approaches New Haven (73 miles) across extensive salt-meadows.

New Haven.

Hotels, etc.—The *New Haven House*, cor. College and Chapel Sts., is the leading hotel. The *Tontine*, cor. Church and Court Sts., the *Tremont*, cor. Orange and Court Sts., the *Grand Union* on Chapel St. opposite the College Campus, and the *Elliott*, cor. Chapel and Olive, are good. Prices range from \$3 to \$3.50 per day. There are *Reading-rooms* at the Y. M. C. A., in the Palladium Building, and at the Young Men's Institute, in Chapel St. *Horse-cars* traverse all parts of the city, and run to the suburbs. *Carriages* are allowed to charge 50c. for one passenger one course; two passengers, 35c. each. *Steamboats* run to New York twice daily (fare \$1).

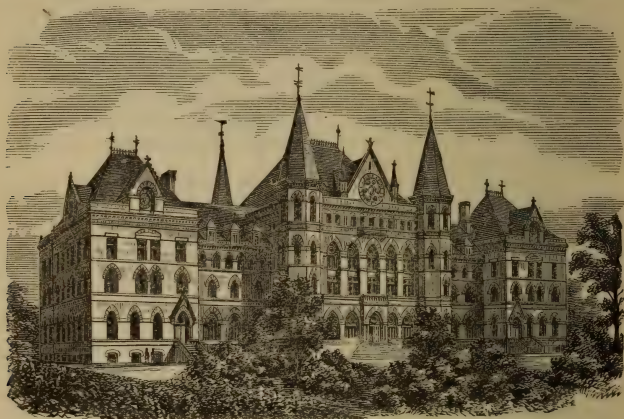
New Haven, the largest city of Connecticut, is situated at the head of New Haven Bay, 4 miles from Long Island Sound, on a broad plain surrounded by rolling hills. It was settled in 1638, was incorporated as a city in 1784, and from 1701 to 1875 was one of the capitals of the State. It is the center of 5 railroads, has a large coasting-trade, and considerable foreign commerce, chiefly with the West Indies. Its manufactures are very extensive, including machinery, hardware, locks, clocks, fire-arms, carriages, pianos, jewelry, India-rubber goods, etc., and involve a capital of about \$13,000,000. In 1880 the population was 62,882. The city has 50 churches, 12 banks, 5 daily newspapers, and numerous charitable institutions. New Haven is the center of an extensive railroad system. In addition to the New York, New Haven & Hartford, there are the New Haven, New London & Stonington, New

Haven & Northampton, New Haven & Derby, and New Haven, Middletown & Willimantic, which have a terminus here.

Chapel St., the principal thoroughfare, extends in a W. N. W. direction from end to end of the city. *State* and *Church* are also important business streets, and * **Hillhouse Ave.** is lined with handsome private residences. The number of magnificent elms with which its principal streets are planted has caused New Haven to be called the "City of Elms." The * **Public Green**, in the center of the city, is a fine lawn shaded by noble elms, and contains the *State-House* (where the State Legislature met on alternate years till 1874), the *Center Church*, the *North Church*, and *Trinity Church*. Back of Center Church is the grave and monument of the regicide, John Dixwell. On the E. side of the Green is the * **City Hall**, a very handsome building, containing the municipal offices. The *Custom-House* (which also contains the *Post-Office*) is a spacious granite edifice in Church St. near Chapel St. The other principal public buildings are the *Court-House*, in Church St., the *State Hospital*, the *Medical College*, the *Orphan Asylum*, the *County Prison*, and the *Almshouse*. The last three are in the W. part of the city. The new **Union Depot** is a large brick building, erected on made land fronting the harbor. On Chapel St. is the splendid granite edifice of the *American Life and Trust Co.*

Across College St. from the Green are the grounds of * **Yale College**, one of the oldest and most important educational institutions in America. It was founded in 1700, established at New Haven in 1717, and in 1883-'84 had 109 instructors and 1,092 students. Besides its Academic Department, the College has a Law School, a Medical School, a Scientific School, a Theological School, and a School of the Fine Arts. The grounds include 9 acres, and contain many buildings. The most noteworthy are the Gothic *Library*, with 140,000 volumes; the elaborate * *Art Building* (at the W. cor. of the Square), containing a fine collection of paintings, statuary, and casts, and a number of studios; the *Alumni Hall* (on the N. corner), used for the annual examinations and graduates' meetings; and the new dormitories, *Durfee Hall* and *Farnam Hall*, with the elegant * *Battell Chapel* on the corner between them at the N. E. end. In Elm St., close by, are the two handsome buildings of the *Divinity School*, with the dainty little *Marquand Chapel* and the Bacon Memorial Library between. At the head of College St. is *Sheffield Hall*, and in Prospect St. is *North Sheffield Hall*, containing the laboratories and collections of the Sheffield Scientific School. Between Prospect St. and Whitney Ave. is the new Winchester Observatory, containing a 6-inch heliometer, and an 8-inch equatorial instrument. In the * *Peabody Museum*, cor. Elm and High Sts., are the collections of the University in geology, mineralogy, and the natural sciences, including the famous collection of Prof. Marsh. The *Gymnasium*, which is very well equipped, is in Library St. The Sloane Physical Laboratory is a new building on Library St. A new Chemical Laboratory is being erected cor. High and Library Sts. The new Athletic Grounds are about $1\frac{1}{4}$ mile from the college campus on the Derby turnpike, are very large, and will surpass those of any other college in the country.

The *Old Burying-Ground* (on Grove St., near High) contains many interesting and venerable monuments, and the *Evergreen Cemetery* (on the bank of West River) is tastefully adorned. *Sachems' Wood* (the Hillhouse residence), at the head of Hillhouse Ave., is a pleasant spot, and Lake Whiting is a favorite resort for boating. The most popular drive is down the E. side of the harbor to *Fort Wooster*, an old ruin dating from 1814, whence there is a fine view. Rising above the plain near the city are the lofty promontories known as East and West Rocks. **East Rock** (reached by horse-cars from the Green) is 300 ft. high, and commands a wide and beautiful view. * **West Rock** (reached by cars from Chapel St.) is 400 ft. high, and has been purchased by the city to be converted into a park. An excellent road or boulevard, called



Peabody Museum.

the Farnam Drive, has been constructed, winding from the S. base to the summit, whence the view is wide and beautiful. On the top there is a group of bowlders called the "Judge's Cave," because Goffe and Whalley, two of the judges of King Charles I of England, were secreteed here for a while in 1661. Near the base of the rock on the N. is Wintergreen Fall, a pretty cascade. Near by is *Maltby Park*, 800 acres in extent, containing the city water-works and some picturesque drives and rambles. *Savin Rock*, a bathing-place, with summer hotels, on Long Island Sound, 4 miles S. W. of the city, is a favorite resort (reached by horse-cars from the Green).

The first important station beyond New Haven is *Wallingford* (85 miles), a pretty town much resorted to in summer. *Meriden* (91 miles), *Berlin* (98 miles), and *Newington* (104 miles) are the other principal stations before reaching *Hartford* (109 miles).

Hartford.

Hotels, etc.—The *Allyn House*, near the depot, is the largest and best. The *City Hotel* and the *United States* are good. Prices are from \$3 to \$4 a day. *Horse-cars* connect the different portions of the city. *Carriages* charge 25c. per passenger to any point within the city limits. *Steamboats* run to New York daily. The *Post-Office* is in City Hall Sq.

Hartford, the capital of Connecticut, and one of the handsomest cities in New England, is situated at the head of sloop navigation on the Connecticut River, 50 miles from Long Island Sound. It had a population in 1880 of 42,553, and, besides an immense manufacturing business, is one of the great centers of fire and life insurance, the assets of the various companies being \$150,000,000. Its manufactures include iron and brass ware, steam-engines, machinery, tools, sewing-machines, fire-arms, silver-plated ware, stone-ware, woolens, cigars, fertilizers, etc. The city is regularly laid out, and comprises an area of about 10 square miles, intersected by Park River, which is spanned by numerous bridges. *Main St.*, running N. and S., is the leading thoroughfare. *State* and *Asylum Sts.* are active business streets. In the outskirts are many tasteful villas, and the city as a whole is remarkably well built.

The *Union Depot*, where the train stops, is a fine structure. S. of the depot, in the bend of Park River, is the beautiful * **Bushnell Park** (46 acres), shaded by noble elms and containing a fountain and several fine statues. In an elevated portion of the park is the new * **State-House**, of marble, in the secular Gothic style, 300 ft. long by 200 ft. wide and 250 ft. high to the top of the dome, completed in 1878 at a cost, including the site, of \$3,000,000. Besides spacious chambers for the two Houses of the Legislature, it contains rooms for various State Departments, the Supreme Court, and the State Library, one of the largest law-libraries in the country. Near the park is the *High School*, a very handsome building in the Norman style, which cost \$250,000. On Asylum St. near the depot is the *Asylum for the Deaf and Dumb*, beautifully situated amid extensive grounds; it was founded in 1817, and was the first institution of the kind in America. The *Theological Institute* of Connecticut occupies fine new buildings just W. of the High School. The *Retreat for the Insane* stands on elevated ground in the S. W. part of the city, whence there are broad views. The *Hartford Hospital*, in Hudson St. near the Retreat, is a handsome stone edifice. The *Hartford Orphan Asylum*, a fine building in the modern English style, stands just W. of the capital. State-House Square, in the center of the city, is the site of the *Old State-House*, erected in 1794. To the N., fronting on Kingsley St., is the *City Hall*, a handsome building in the Grecian style. In the same square is the new *Post-Office Building*, also occupied by the U. S. Supreme Court. The building of *Cheney Bros.* (cor. Main and Temple Sts.) is one of the largest and finest in the State; and those of the *Connecticut Mutual Life Ins. Co.* (opposite State-House Square) and the *Charter-Oak Life* (in Main St.) are very striking. The *Opera-House* (395 Main St.) is fine. The *Wadsworth Athenæum*, on Main St., is a large granite structure in the castellated English style, and

contains the Watkinson Free Library of Reference, the Hartford Library, and the Library of the Connecticut Historical Society, in all about 90,000 vols. There are also the rich collection of the Conn. Hist. Society, and a good collection of paintings and statuary.

Among the 36 churches the most noteworthy are the * **Church of the Good Shepherd** (Episcopal), erected by Mrs. Colt as a memorial of her husband and children; *Christ Church* (Episcopal), cor. Main and Church Sts.; the *Park Congregational* and the *Pearl St. Congregational*;



New State-House.

the *South Baptist*, and the new Roman Catholic *Cathedral* in Farmington Ave. The magnificent buildings of * **Trinity College** stand on Rocky Hill, about a mile S. of the Capitol. When completed, they will form a quadrangle 1,050 ft. long and 376 ft. wide, inclosing 3 courts containing an area of 4 acres. The architecture is early English, the design of William Burges, of London. The grounds (80 acres) are handsomely adorned. There are 15 instructors and 100 students.

Colt's Fire-arms Manufactory is located on the banks of Conn. R., in

the S. E. portion of the city. The grounds extend from the river to Main St., upon which stands the elegant Colt mansion ("Armsmear"), surrounded by immense greenhouses, graperies, etc. "Mark Twain" has a handsome residence on Farmington Ave. The *Ancient Burying-Ground*, containing the ashes of the first settlers, is in the rear of Center Church, in Main St. *Cedar Hill Cemetery* should be visited to see the Colt monument, the Beach monument, and the fine prospect over the surrounding country. The favorite drives in the vicinity of Hartford are to *Tumble-Down Brook*, 8 m. W., on the Albany road; to *Talcott Mountain*, 9 m. W.; to *Trout-Brook Reservoir*, on the Farmington road; to *Prospect Hill*; and to *Wethersfield* (4 m. S.), the most ancient town on the river. *East Hartford* (reached by a long bridge) contains some quaint old houses, and the long street shaded by elms for miles makes a very enjoyable drive.

Between Hartford and Boston the only places requiring mention are *Springfield* (135 miles) and *Worcester* (189 miles), both in Massachusetts. **Springfield** (*Massasoit House*, *Hayne's Hotel*, *Hotel Warwick*, *College Hotel*, *Cooley's Hotel*, \$2 to \$4 a day) is one of the prettiest among the smaller American cities, and is noted for the great variety of its industries. The population according to the census of 1880 was 33,340. It is situated on the Connecticut River, 26 miles N. of Hartford, is well built, and its wide streets are shaded with elms and maples. The principal point of interest is the * *United States Arsenal*, located in spacious grounds on Arsenal Hill (reached by State St.) and commanding fine views. This establishment employs 700 hands, and 175,000 stand of arms are kept constantly in stock. During the civil war the works were run night and day, and over 800,000 guns were made, at a cost of \$12,000,000. The *City Hall* is a fine building in the Romanesque style, containing a public hall seating 2,700 persons. The * *Court-House* is a massive granite structure costing \$200,000; and the building of the *City Library* (containing 48,000 volumes and a museum of natural history) is very handsome. There are also several fine churches, of which the most noteworthy are the * *Church of the Unity* (in State St.), the *Memorial Church*, *South Church*, and the *Cathedral of St. Michael* (Roman Catholic). The *Cemetery* (located near the Armory) is small but beautiful. *Hampden Park* has fine race-tracks and is used for county fairs, etc.

Worcester (*Bay State House* and *Lincoln House*, from \$2.50 to \$3 a day) is a vast manufacturing center, the second city in Massachusetts in wealth and population, but not particularly interesting to the sight-seeing tourist. The railroads which pass through the city are the Boston & Albany, Providence & Worcester, Worcester, Nashua & Rochester, and Boston, Barre & Gardner, giving large facilities for business and travel. Its population is now estimated at 70,000, and its principal manufactures are of boots and shoes, machinery and tools, a great variety of metal and wood products, stone-ware, jewelry, carpets, etc., etc. The principal staple is iron and steel wire, which in two establishments alone gives employment to over 4,000 workmen. The city is regularly laid out with wide and pleasant streets, *Main St.* being the

leading thoroughfare. The *Union R. R. Depot* is one of the largest in New England. Near the center of the city is the Common, on which are a beautiful * *Soldiers' Monument* designed by Randolph Rogers, and a monument to Timothy Bigelow, a Revolutionary officer. Among the public buildings are two county *Court-Houses*, adjacent to each other on Lincoln Square, the *City Hall*, the *High School*, and *Mechanics' Hall* (seating 3,000). Near the Court-Houses is the fire-proof building of the * *American Antiquarian Society*, containing a library of 60,000 volumes and a valuable cabinet of antiquities. This is the resort of students from all portions of the country, and is specially rich in books and pamphlets bearing on the history of New England. The *Free Public Library* (in Elm St.) has 70,000 volumes and a reading-room (open from 9 A. M. to 9 P. M.). The *Lyceum and Natural History Society* (on Foster St.) has interesting collections. Worcester is justly proud of its educational institutions, among which are the *Worcester Academy*, the *Oread Institute* for young ladies, the *Highland Military Academy*, the *State Normal School*, the *College of the Holy Cross* (Roman Catholic), and the *Free Institute of Industrial Science* (handsomely endowed). All these have fine buildings in or near the city. The new * *State Lunatic Asylum* is a vast stone pile on a hill E. of the city, erected at a cost of \$1,350,000. The city is in the midst of a region full of charming resorts for summer tourists. Among them may be specially mentioned *Lake Quinsigamond* and *Wachusett Mountain*.

Beyond Worcester the train passes for 25 miles through a thickly settled region, with numerous small towns, and stops at *S. Framingham*, a thriving manufacturing village, and center of an important system of railways. Four miles beyond, near the foot of Cochituate Lake, whence Boston draws its water-supply, is the large village of *Natick*, celebrated for its shoe-manufactures. Next come the wealthy suburban towns of *Wellesley*, *Newton*, *Brighton*, and *Brookline*, and the train enters Boston over the Back Bay lands.

12. New York to Boston via Providence.

This is called the "Shore Line Route," and comprises the New York & New Haven R. R., the Shore Line R. R., and the Boston & Providence R. R. The total distance is 228 miles; time, 6½ hours; fare, \$5.

As far as *New Haven* (73 miles) this route is identical with Route 11. Beyond New Haven the road runs close along the shore of the Sound, passing several popular summer resorts. *Branford* (81 miles) has within its limits Branford Point, a favorite watering-place, on and near which are several large summer hotels. *Guilford* (89 miles) is a pretty town, built round a finely shaded public square, and noted as the birthplace of Fitz-Greene Halleck, the poet, who died there Nov. 17, 1867. *Guilford Point*, S. of the village, has a number of hotels and is a popular summer resort. *Saybrook* (105 miles) is an old and quaintly rural village, whence the Connecticut Valley R. R. runs S. to the venerable town of *Old Saybrook*, and to the shore. Shortly beyond Saybrook the train crosses the Connecticut River, and, passing

several small villages, of which *East Lyme* is a place of some resort, soon reaches **New London** (123 miles), a city of 10,500 inhabitants, pleasantly situated on the W. bank of the river Thames, and possessing one of the finest harbors in the United States. Above the city, on the E. side of the river, is the *U. S. Navy-Yard*, and on the W. side of the Thames, below the city, are *Fort Trumbull* and *Fort Griswold*. New London contains numerous silk and woolen mills, and manufactures machinery and hardware largely. It is also a leading seat of seal and whale fishing. A *City Hall* of polished freestone, a granite *Custom-House*, several fine churches and a great number of costly residences, are among the architectural features of the city. *Cedar Grove Cemetery* is pleasantly situated, and the ancient burial-ground of the town is of special interest to the antiquarian. The *Crocker House*, in the city, is first class; and 2 miles S. at the mouth of the Thames is the famous **Pequot House*, accommodating 500 guests, the most fashionable summer resort along the Sound Shore. Across the river from New London is *Groton*, where is a tall granite monument commemorating the cruel *Fort Griswold* massacre (Sept. 6, 1781). **Stonington** (135 miles) is the last station in Connecticut, and is much frequented in summer. It is a quiet, sleepy town, with quaint houses surrounded by beautiful grounds, and with notably good facilities for fishing, bathing, and boating. The *Wadawannuck House* is a well-patronized hotel, and there are several smaller ones. The well-known "Stonington Line" of steamers plies daily to and from New York. Steamers also run to *Block Island*, on which are summer hotels; and several times daily to ***Watch Hill Point**, which, after Newport and Narragansett Pier, is the most popular summer resort in Rhode Island. The Point is also reached by steamer from New London and from Westerly on the Stonington & Providence R. R. It is the extreme S. W. tip of Rhode Island, has a superb beach, and is surrounded by attractive scenery. The leading hotels are the *Ocean House*, the *Watch Hill House*, the *Atlantic*, the *Larkin*, the *Plimpton*, and the *Bay View*.

From Stonington to Providence the distance is 50 miles, and there are a number of prosperous little towns *en route*, none of which require special mention. At *Kingston* (158 miles from New York) a branch line diverges to ***Narragansett Pier**, next to Newport the chief summer resort in Rhode Island, situated at the mouth of Narragansett Bay, and possessing one of the finest beaches on the Atlantic coast. Fishing and boating are excellent, and there are fine drives and views. The leading hotel is the *Tower Hill House*, which is 3 miles from the Pier on Narragansett Heights, 400 ft. above the bay, and commanding a magnificent view. Other good hotels are the *Atwood*, *Continental*, *Delavan*, *Atlantic*, *Metatoxet*, etc., etc. The Heights are reached from the beach by horse-cars. On the plateau, near the Tower Hill House, is *Silver Lake*, a sequestered and picturesque spot.

Providence.

Hotels, etc.—The *Narragansett*, on Broad St., and the *Dorrance*, on Westminster St., are the best. The *City* and the *Providence* are good. The *Central*

is on the European plan. *Horse-cars* run to all parts of the city and to the adjoining towns. *Steamboats* daily to New York, and 4 times daily to Newport.

Providence, the second city of New England in wealth and population, and the chief city and one of the capitals of Rhode Island, is picturesquely situated on the northern arm of Narragansett Bay, known as Providence River. The river extends to the center of the city, where it expands into a cove nearly a mile in circumference, which is surrounded by an elm-shaded park. Plans have been adopted for a great Union Depot for the use of all the railroads, which, with the necessary grounds will nearly, if not quite, cover the cove-basin. Providence was founded in 1636 by Roger Williams, who had been banished from Massachusetts on account of his religious opinions. It was incorporated in 1832, and in 1880 had a population of 104,850. Its manufactures are very extensive, including "prints," cotton and woolen goods, iron, jewelry, etc. Among these are some which are famous throughout the country, the *Gorham Co.'s Works*, the leading silver-ware factory of the world; *Providence Tool Co.*, employing 1,500 workmen; *Providence Steam-Engine Co.*, *Corliss Steam-Engine Works*, etc. Providence is the center of 60 woolen and 100 cotton mills, and has 40 banks.

The surface of the city is very irregular, and the sides and summits of the hills are covered with dwelling-houses, surrounded by ornamental gardens. *Westminster St.* is the main business thoroughfare, and extending from it to Weybosset St. is the *Arcade*, the largest of the kind in the United States, 225 ft. long, 80 ft. wide, and 3 stories high. Near by is the massive granite building of the *Custom-House* and *Post-Office*. The *State-House* is a plain brick building at the corner of N. Main and S. Court Sts. The *Union Depot* is a large and handsome brick building in the heart of the city, fronting on Exchange Place. At the head of Exchange Place stands the ***City Hall**, one of the finest municipal buildings in New England, erected at a cost of over \$1,000,000. Directly in front of it is the ***Soldiers' and Sailors' Monument**, erected by the State in memory of its citizens (1,741 in number) who fell in the civil war. It was designed by Randolph Rogers, cost \$60,000, and consists of a base of blue granite with 5 bronze statues. The **County Court-House** is an imposing edifice, cor. College and Benefit Sts. The new *Opera-House* and the *Butler Exchange* (in Westminster St.) are fine structures. Of the numerous churches the most noteworthy are **St. Stephen's* (Episcopal), with rich stained-glass windows; *Grace* (Episcopal), a handsome stone edifice with exceedingly graceful spire; the quaint old *First Baptist* (belonging to the oldest Baptist Society in America, founded in 1639); the *Roger Williams Baptist*, the *Union Congregational*, the *First Universalist*, and the Roman Catholic churches of *St. Joseph* and *St. Mary*. A costly stone cathedral is in process of construction on High St.

On the heights (Prospect St.) in the E. section of the city are the spacious grounds and substantial buildings of ***Brown University**, an old and important institution of learning, founded in 1764. Its library numbers over 50,000 volumes and is housed in a handsome fire-proof building, which has room for 100,000 volumes more. The *Sayles*

Monument Hall is a beautiful building, erected by Hon. F. W. Sayles, in memory of his son, who died while a student of the University. *Slater Hall*, a stately building, erected by H. N. Slater, is used as a dormitory. The Museum of Natural History is rich in specimens, and the Art Collection includes some good portraits. The grounds comprise 16 acres, and are shaded with grand old elms. The *Friends' School*, an institution for both sexes, is on a hill overlooking Seekonk River, and from its cupola can be seen nearly every prominent place in the State. It was founded in 1819, by Moses Brown, and is under the care of the Friends' Yearly Meeting. The *Rhode Island Historical Society* has a fine brick and granite building opposite the University grounds, in which are a valuable library and some interesting historical relics. The ***Athenæum** (cor. College and Benefit Sts., just below the University) is a substantial granite building, containing a reading-room, a library of 38,000 volumes, and some valuable paintings, among which are portraits by Allston and Sir Joshua Reynolds, and Malbone's masterpiece ("The Hours"). The *Butler Hospital for the Insane* occupies large and imposing buildings on the W. bank of Seekonk River, surrounded by extensive grounds and commanding broad views. The *Dexter Asylum for the Poor* is a fine edifice of brick, situated on elevated land in the N. E. part of the city. The *Rhode Island Hospital* has stately buildings, surrounded by pleasant grounds, in the S. part of the city, fronting on the harbor. The *Reform School* is in the S. E. section of the city, and near by is the *Home for Aged Women*. The *State Farm*, in Cranston, comprises 500 acres, and contains the State Prison, Workhouse, House of Correction, Almshouse, and State Hospital for the Insane.

There are several public squares and small parks. *Roger Williams Park*, containing about 100 acres, is near the W. shore of Narragansett Bay, in the S. part of the city; it was devised to the city in 1871 by Betsey Williams, a descendant of Roger Williams. *Prospect Terrace*, on Congdon St., commands an unrivaled view of the city, ***Swan Point Cemetery**, tastefully laid out and ornamented, is on the E. bank of Seekonk River, near the Butler Hospital for the Insane.

At Cranston, 4 m. W. of Providence, is the famous *Narragansett Trotting Park*. A favorite drive is to *Hunt's Mill* (3½ m.), where there is a beautiful brook with a picturesque little cascade. *Pawtuxet*, 5 m. from the city on the W. shore of the Bay, has a fine beach and excellent bathing. In summer-time, steamers leave Providence every fifteen minutes for the various resorts on the Bay, and 4 times daily for Newport. ***Rocky Point**, midway between Providence and Newport, has a fine hotel, and a far-viewing observatory on the summit of a hill near by. It is famous for its clam-bakes, sharing the honor with *Silver Spring*, higher up, on the E. shore of the Bay. *Squantum*, near Silver Spring, is owned by the Squantum Club, has been fitted up at an expense of \$60,000, and is a noted resort for the private clam-bakes of the Club and its guests.

Between Providence and Boston the distance is 44 miles, and *en*

route are half a dozen busy but uninteresting manufacturing towns, chief among which is *Pawtucket*, 5 miles from Providence. Here are made immense quantities of calico, thread, tacks, rope, braid, etc., and there is a fine water-power. As the train nears Boston the beautiful suburban villages of *Hyde Park* and *Roxbury* are passed, and the train stops at the fine depot on Columbus Ave. near the Common.

13. New York to Boston via "Air-Line R. R."

This route is composed of the New York & New Haven R. R. to New Haven; the Air Line R. R. from New Haven to Willimantic; and the New York & New England R. R. from Willimantic to Boston. Total distance, 213 miles; time, 6 $\frac{1}{4}$ hrs.; fare, \$5. It is the shortest route between New York and Boston, and it is expected that the time will soon be reduced to 5 $\frac{1}{4}$ hours. This is part of the "through line" from Boston to Philadelphia, passengers (with cars) being transferred by steamer from Harlem River to Jersey City, where connection is made with the Pennsylvania R. R.

As far as New Haven this route is identical with Route 11. *Wallingford* (12 miles) is described on p. 72. **Middletown** (23 miles from New Haven, 96 from New York) is one of the most beautiful cities in Connecticut. It occupies some gentle slopes on the W. bank of the Connecticut River, and is remarkably well built. *Main St.* is the leading business thoroughfare, and *High St.* is lined with fine residences. Upon an eminence overlooking the city (reached by High St.) stand the buildings of the *Wesleyan University* (Methodist), the most striking of which are the Memorial Chapel, Rich Hall, and Judd Hall. In Rich Hall is the library (25,000 volumes), and in Judd Hall some rich natural history cabinets. The *view from the tower of the old chapel is extremely fine, and another scarcely inferior may be obtained from *Indian Hill Cemetery*, which contains some handsome monuments. The *Berkeley Divinity School* (Episcopal) is located in Main St.; its chapel is an exquisite specimen of Gothic architecture. The extensive buildings of the *State Hospital for the Insane* stand on a high hill S. E. of the city, and command a wide-extended view. (Hotel, *McDonough House*).—*Willimantic* (127 miles) is a prosperous manufacturing village and railroad center, where are produced large quantities of thread, silk, cotton goods, etc. *Putnam* (151 miles) is another thriving manufacturing town, at the crossing of the New London Northern R. R. Daily stages run from Putnam to **Woodstock** (*Elmwood Hall*), one of the most beautiful villages in New England, delightfully situated amid wonderfully picturesque scenery. "Its like," says Mr. Beecher, "I do not know anywhere. It is a miniature Mt. Holyoke, and its prospect the Connecticut Valley in miniature." About a mile from the village is Woodstock Lake, skirted by primeval woods and abounding in fish. At *E. Thompson* (160 miles) a branch line diverges to the busy town of *Southbridge*; and then follow in rapid succession the stations of *Blackstone*, (177 miles), *Wadsworth*, *Franklin* (186 miles), and *Walpole* (194 miles). Passing then through the suburban towns of *Dedham*, *Hyde Park*, and *Dorchester*, the train stops at the Boston depot (foot of Summer St.).

14. New York to Boston, via New York & Northern and New York & New England R. Rs.

This route is by Manhattan Elevated R. R. to Harlem River, N. Y. city ; thence *via* New York City & Northern R. R. to Brewster ; and thence *via* New York & New England R. R. to Boston. Fare to Boston, \$5 ; time, 10 hours ; distance, 245 miles. Principal stations, South Yonkers, 8 miles ; Tarrytown Heights, 23 miles ; Mahopac, 44 miles ; Carmel, 49 miles ; *Brewster*, 54 miles ; Danbury, 65 miles ; Waterbury, 95 miles ; Bristol, 110 miles ; New Britain, 119 miles ; Hartford, 128 miles ; Manchester, 136 miles ; Willimantic, 171 miles. Thence to Boston, see Route 13.

THIS new route passes through populous and thrifty districts of New York, Connecticut, and Massachusetts. Though somewhat longer than rival routes, and not used for through night-travel, it is highly attractive on account of the highly cultivated country through which it passes. Beyond *High Bridge* (see p. 19), the first station reached is *South Yonkers*, described in Route 9. Passing through a number of small stations the train reaches Tarrytown (see p. 61), where it has three stopping-places. Nine miles beyond the track skirts *Croton Lake*, which is described on p. 62. Small stations intervene till the train reaches *Mahopac*, where passengers for the beautiful watering-place of *Lake Mahopac* alight. A description of this summer resort is given on p. 157. *Carmel*, 5 miles beyond, is the county-town of Putnam Co., N. Y., and besides the Court-House, has several banks, newspaper-offices, seminaries, and two excellent hotels. Here is *Lake Gleneida*, which makes the place attractive to summer visitors. A run of 5 miles brings the train to *Brewster* (54 miles from New York), where it takes the track of the New York & New England R. R., which runs due W. to Fishkill Landing on the Hudson River. *Mill Plain* is a small station on the border-line of New York and Connecticut. Five miles E. is the thriving borough of **Danbury**, one of the county-towns of Fairfield Co., Conn., with a population of 11,666. The place is historically noted as having been burned by the British in 1777. Here is the terminus of a branch of the Housatonic R. R., and of the Danbury & Norwalk R. R. It is noted for hat-manufacturing, in which upward of \$2,000,000 is invested. It has 9 churches, 4 banks, 3 newspapers, and several excellent hotels. It is also largely patronized as a summer resort on account of the beauty of the country, a characteristic, indeed, of the route of the New York & New England R. R. in its whole course through the State. At Hawleyville, 6 miles beyond, connection is made with the Shepaug R. R., which runs to *Litchfield* (see Route 37), and carries the traveler through the most picturesque corner of the State. The train, passing a number of small stations, reaches at **Waterbury** (95 miles) a highly important manufacturing center. This city has a population of 17,806. Connection is made here with the Naugatuck R. R. It contains 5 banks, several famous schools, 3 newspapers, a fine public library of 13,000 volumes, a handsome City Hall, and 8 churches, of which *St. John's Episcopal Church* is one of the most beautiful in the State, the spire being 200 ft. high. In the center of the town is a fine

public park, whence the streets radiate. The many fine private residences embowered in shrubbery attract the eye of the stranger. The town is the great center of brass-manufacturing, three fifths of the product of the country being made here. The total manufactures employ \$6,000,000 capital and 5,000 operatives.

Passing four unimportant stations, the train reaches Plainville, a small manufacturing town, where connection is made with the New Haven & Northampton R. R. Five miles E. is **New Britain** (119 miles), with a population of 11,500, where connection is made with the Berlin branch of the New York, New Haven & Hartford R. R. The building of the *Connecticut State Normal School* is a notable structure. The town has 7 churches, 2 banks, and many important manufactories of hardware, cutlery, hosiery, jewelry, locks, etc. The *Russell & Erwin Co.*'s shops occupy 5 acres. In the center of the city is a fine public park of 72 acres. Ten miles beyond, Hartford (see p. 73) is reached. Eight miles farther brings the traveler to *Manchester* (136 miles), which has a population of 6,500. There are important manufactures of paper, cotton, woolen, and silk goods here. Nineteen miles E. the traveler reaches *Willimantic* (see p. 80), 158 miles. Thence the route is the same as in Route 13.

15. Steamboat Routes to Boston.

a. Via Newport and Fall River.

THIS route is by steamer to Fall River, Mass., and thence by the Old Colony R. R. (time 10 to 12 hrs.). The steamers *Pilgrim*, *Bristol* and *Providence*, of the Fall River line, are among the largest and finest in American waters, and there are few trips more enjoyable than that part of the present journey which is made on them. Their route in leaving New York (from Pier 28 North River at 4.30 p. m. in winter, 5 p. m. in summer), is such as to afford an excellent view of the harbor and city, of Brooklyn and the Long Island shore, of the islands in the East River (see p. 18), of the famous Hell-Gate, and of the tranquil waters of Long Island Sound. The greater part of the voyage is on the Sound, and when *Point Judith* is passed and the turbulent Atlantic entered upon, the steamer's destination is close at hand. In winter the boats touch at Newport, but in summer they proceed to Fall River without stopping, a daily service being established between Newport and New York at this time by the steamers *Old Colony* and *Newport*.

Newport.

Another route from New York to Newport is *via* Route 12 to *Wickford* and thence by ferry (fare, \$5); also by Route 12 to *Kingston* and thence by boat for Narragansett Pier. Also see p. 202. From Boston, *via* Old Colony R. R. (distance, 68 miles; fare, \$2). From Providence by steamer 4 times daily.

Hotels.—The *Ocean House*, on Bellevue Ave., is the largest and most fashionable. It can accommodate 600 guests, and is generally open from June 15th to September 10th. The *Aquidneck House*, at the cor. of Pelham and Corne Sts., is cozy and quiet. The *Perry House* is opposite Washington Square, at the head of the Long Wharf; it is much patronized by business men. The *United States*,

cor. Thames and Pelham Sts., is in the business quarter. The range of prices at these hotels is from \$2.50 to \$6 per day. The private-cottage system largely prevails at Newport, and hotel-life is quite subordinate to it. Furnished cottages cost \$500 to \$5,000 for the season. Board in private houses is \$10 to \$20 a week.

Newport, one of the most fashionable and frequented of all the American summer resorts, is situated on the W. shore of Rhode Island and on Narragansett Bay, 5 miles from the ocean. It is a port of entry, and has a fine harbor, the approach to which from the sea is charming. Newport was settled in 1637, incorporated in 1700, and as late as 1769 exceeded New York in the extent of its commerce; but it suffered greatly during the Revolution, and never recovered its commercial importance. The old town lies near the water; but, since Newport has become popular as a summer resort, a new city of charming villas and sumptuous mansions has sprung up, extending along the terraces which overlook the sea.

Of the places of interest within the city proper, the first is ***Touro Park**, between Pelham and Mill Sts. Here is the **Old Stone Mill* (sometimes called the "Round Tower"), whose origin and purpose were once the theme of much learned discussion, and which is still asserted by some antiquaries to have been built by the Norsemen 500 years before the arrival of Columbus. The weight of evidence appears to favor the theory that it was erected by Governor Benedict Arnold, who died in 1678. Near the Old Mill is J. Q. A. Ward's fine bronze statue of Commodore Perry, who was a native of Newport. The **State-House** (for Newport is one of the capitals of Rhode Island) is a venerable old building (dating from 1742), fronting on Washington Square in the center of the town. In its Senate-chamber is one of Stuart's celebrated portraits of Washington. The *Perry Mansion*, occupied by Commodore Perry after his victory on Lake Erie, fronts on this square; also the *City Hall* and the *Perry House*. Other objects of historical or antiquarian interest are the *Jewish Cemetery*, in Touro St., and the *Synagogue* erected in 1762, when there were many wealthy Jews in Newport, and still kept in order by a bequest of \$20,000 left for that purpose by Abraham Touro. ***Trinity Church** (Episcopal), in Church St., is a venerable edifice dating from the beginning of the last century, and possessing a special interest from the fact that Bishop (then Dean) Berkeley often preached in it during his residence in Newport (1729 to 1731). The *First Baptist Church*, in Spring St., dates from 1638, and is said to be the oldest church in Rhode Island. The *Central Baptist Church*, built in 1733, stands on Clarke St., and adjoining it is the *Armory* of the Newport Artillery Company, organized in 1741. The *Vernon House*, cor. Clarke and Mary Sts., was the headquarters of Rochambeau in 1780. The ***Redwood Library** (in Touro St.) is a substantial building in the Doric style; it contains 20,000 volumes, and some choice paintings and statuary. The *People's Library* (free) is in Thames St., and contains 15,000 volumes. The *Opera-House*, on Washington Square, is a handsome edifice. In Pelham St., opposite the old Stone Mill, is the charming *Memorial Church*, built 1880-'81, which contains some fine stained-glass windows. On Bellevue

Ave., near the Ocean House, is the *New Casino*, a commodious and picturesque building, which comprises a fashionable lounge, a club-house, a theatre, restaurant, and a tennis-ground. Balls and musical and dramatic entertainments are frequent, and concerts are given twice daily. The concerts and theatrical entertainments are usually open to the public on payment of a small admission charge, but the club privileges of the house can only be obtained by introduction.

The surf-bathing at Newport is unsurpassed. There are three fine beaches, of which ***First Beach** is the one principally used. It is $\frac{1}{2}$ mile from the Ocean House, and stages ply regularly to and fro. When the red flag is displayed, gentlemen are allowed to bathe without costume; when the white flag is displayed, bathers must wear costume. **Sachuest Beach** (Second) is about a mile E. of the First, and is used only by the more adventurous, the breakers being very heavy. At the W. end of this beach is ***Purgatory**, a dark chasm 160 ft. long, 50 ft. deep, and from 8 to 14 ft. across. *Third Beach* is a long, secluded strip of sand, and beyond it are the picturesque ***Hanging Rocks**, within whose shadow Bishop Berkeley is said to have written his "Minute Philosopher." The view from this point is very attractive. The *Forty Steps*, leading from the summit of the bluff to the beach, are at the foot of Narragansett Ave.

The grand drive of Newport is ***Bellevue Avenue**, 2 miles long and lined with villas, and during the fashionable hours it is thronged with costly equipages. *Ocean Avenue* begins at Bellevue Ave., and runs 10 miles along the S. shore of the island, affording an uninterrupted view of the ocean for nearly the entire distance. The ***Spouting Cave** (reached by Bellevue Ave.) is a popular resort of excursion-parties. It is a deep cavern, running back from the sea into the rocky cliffs, and is quiet enough in ordinary weather; but after a S. E. storm the waves rush madly in and dash through an opening in the roof, sometimes to the height of 50 ft. The view from the cliffs above is considered one of the finest that Newport affords. Another favorite excursion is to the **Glen**, a quiet and sequestered retreat, where an old mill stands near a pond. It is 7 miles out, on the Stone Bridge road. The *Pirate's Cave*, $4\frac{1}{2}$ miles from the city, and *Miantonomi Hill*, $1\frac{1}{2}$ mile, are often visited. The latter affords a superb view. *Lily Pond*, the largest sheet of spring-water on the island, is easily reached from Spouting Cave. **Fort Adams**, on Brenton's Point, $3\frac{1}{2}$ miles from the city, is one of the largest and strongest fortresses in the United States, mounting 460 guns. Twice a week occur what are called the "fort days," when the band discourses its best music, attracting crowds of visitors. On *Conanicut Island*, opposite Fort Adams, are some summer cottages and a hotel. *Brenton's Cove* is approached by a causeway leading to Fort Adams, and affords a charming view of the city. *Goat Island*, opposite the city wharves, is the headquarters of the torpedo division of the U. S. Naval Service. *Lime Rock*, famous as the home of Ida Lewis, lies in the harbor beyond Goat Island. A popular excursion is by Providence steamer to *Rocky Point* (see p. 79). Daily steamboat excursions may be also made to *Block Island* and *Narragansett Pier*.

Beyond Newport the steamer from New York plows the lovely waters of Narragansett Bay, and soon stops at **Fall River** (*Mt. Hope House, Wilbur House*), one of the great manufacturing cities of Massachusetts, with a population of 49,006 in 1880. Cotton-cloth is the great article of manufacture, and more spindles are said to be in operation than in any other American city. Fall River is well built, many of the edifices being of granite, and the vast factories are worth inspecting. North and South Main St. is the principal thoroughfare. Here passengers take the cars of the Old Colony R. R. and are conveyed to Boston (49 miles) in about $1\frac{1}{2}$ hour. The route is through a well-cultivated and populous farming country. Many towns and villages cluster along the line, of which the principal are **Taunton** (*City Hotel*), another prosperous manufacturing city, with 21,213 inhabitants; and **Quincy**, a beautiful old town, noteworthy as the home of the Adams and Quincy families. Leaving Quincy, the train crosses the Neponset River, runs through Dorchester and S. Boston, and stops at the depot cor. Kneeland and South Sts. (There is another route from Fall River to Boston *via* Bridgewater. It is the same as the one here described, except that Taunton is not passed.)

b. Via "Stonington Line."

Next to the Fall River Line this is the most popular of the steamboat routes to Boston, and runs fine and commodious steamers daily (except Sundays) from Pier 33, North River, at 5 P. M. in summer but earlier in winter. The route is nearly the same as that of the Fall River boats; but the distance traveled by steamer is shorter, and the occasionally stormy ocean-passage around Point Judith is avoided. At **Stonington** (see p. 77) passengers are transferred to the cars of the Stonington & Providence R. R., and the remainder of the route is identical with Route 12.

c. Via "Norwich Line."

The boats of this line run from Pier 40, North River, daily (Sundays excepted) at 4.30 P. M. by Long Island Sound to New London, Conn., which is reached in the early morning. **New London** has already been described on p. 77. Here the cars of the New London Northern R. R. are taken, and in 13 miles we reach **Norwich** (*Wauregan House, American House, Uncas House*), a beautiful city, with a population of 23,000, built upon a series of terraces, lying between the Yantic and Shetucket Rivers, which there unite and form the Thames. The city is laid out in broad avenues, bordered with fine trees, and the churches, public buildings, and private houses are very attractive. Washington St. and Broadway are lined with handsome dwellings, surrounded by shade-trees and ornamental gardens. Main St. is the leading business thoroughfare. The *Free Academy* is an imposing building near the Parade, or Williams Park (reached by Washington St.). Near by is the *Park Congregational Church*, and in Washington St. is the ivy-clad *Christ Church* (Episcopal). The *Yantic Cemetery* and the old burying-ground contain some interesting monuments; and in the ancient Indian

burying-ground in Sachem St. a granite obelisk marks the grave of Uncas. Near Greenville is the battle-field, where a granite block marks the site of Miantonomoh's capture; and a drive of 5 miles toward New London leads to *Mohegan*, where a remnant of the aborigines still live. The once famous *Falls in the Yantic* have been sacrificed to the need of water-power for factories. The capital invested in manufacturing is about \$10,000,000, the principal products being worsted, printing-presses, cotton-goods, fire-arms, paper, locks, and various articles of iron and steel. Beyond Norwich the train stops at the busy manufacturing villages of *Wauregan*, *Danielsonville*, and *Daysville*. At *Putnam* (34 miles from Norwich) the main line of the New York & New England R. R. is reached, and the route thence is identical with Route 13.

d. Via "Providence Line."

The steamers of this line leave Pier 29, North River, daily (Sundays excepted) at about 5 P. M. and run to Providence direct, where the morning trains to Boston may be taken. From Providence to Boston the route is the same as Route 12. The boats of this line are large and handsomely fitted up, and this is one of the most popular routes between New York and Boston.

16. Boston.

Hotels.—The *Vendome* (cor. Commonwealth Ave. and Dartmouth St.) and the *Brunswick* (cor. Boylston and Clarendon Sts.) are among the finest in the country. Other first-class houses on the American plan are the *Lievere* (on Bowdoin Square); the *Tremont* (cor. Tremont and Beacon Sts.); the *United States*, adjoining the Boston & Albany and Fall River stations; the *American House*, in Hanover St., centrally located; the *Commonwealth*, Washington St., cor. Worcester, also at the S. End; and the *Clarendon*, 521 and 523 Tremont St. The rates charged at these hotels vary, according to the location and reputation of the house, from \$3 to \$5 per day. Among the less expensive houses are the *Quincy House*, Brattle Square; the *Creighton House*, 245 Tremont St.; the *New England*, cor. Blackstone and Clinton Sts.; and the *National*, in Haymarket Square. These are from \$2 to \$3. Of the hotels on the European plan, the *Parker House*, in School St., opposite the City Hall, is the most famous in New England. Other first-class ones are *Young's Hotel*, in Court Ave.; the *Crawford House*, cor. Court and Brattle Sts.; and the *Adams House*, on Washington St., bet. Boylston and West Sts. Rooms at these hotels are from \$1 to \$3 a day; meals *à la carte* in restaurants attached or elsewhere.

Restaurants.—The restaurant of the *Parker House* and that of *Young's Hotel* have long been famous. *Charles Copeland's* (128 Tremont St.) and *Weber's* (in Temple Place) are much frequented by ladies. At *Ober's Restaurant Parisien* (4 Winter Place) will be found the French *cuisine*, and in Van Rensselaer Place, off Tremont St., are two excellent, though small, French restaurants, where a good *table-d'hôte* is served for 60c. *Taft's*, in Norfolk Place, is an establishment where game and fish dinners are a specialty. In the business quarter are numerous lunch-rooms. Good restaurants are attached to all the railway-stations.

Modes of Conveyance.—The *horse-car* system of Boston is very complete, and affords easy access to all parts of the city and to most of the suburbs. Fare usually 6c. *Carriages* are in waiting at the depots and at stands in various parts of the city. The fares are regulated by law, and are as follows: For 1 passenger per course in city proper, 50c.; from points S. of Dover St., or W. of Berkeley St. to points N. of State, Court, and Cambridge Sts., \$1; each additional passenger, 50c. From midnight until 6 A. M. double the above rates. Complaints of overcharges should be made to the Supt. of Hacks, City Hall. *Omnibuses* run on the principal streets. There are 2 *ferries* to East Boston—





North Ferry, from Battery St. to Border St.; and South Ferry, from Eastern Ave. to Lewis St. (fare, 2c.). The Winnisimmet Ferry connects the city with Chelsea (fare, 5c.). The Herdic and similar one-horse coaches have largely taken the place of hacks at about half-price, and the same fare night and day.

Railroad Depots.—The *Lowell Railroad Depot* (Causeway St. near Lowell St.) is one of the largest and finest in the country. It is of brick trimmed with Nova Scotia freestone, 700 ft. long and 205 ft. wide. Just beside it, in Causeway St., stands the depot of the *Eastern Railroad*; and a few paces from the latter is the depot of the *Fitchburg Railroad*. The *Boston & Albany* depot is on Kneeland St., between Lincoln and Utica Sts.; the depot of the *Maine Central* is on Haymarket Square, at the end of Union St.; that of the *Providence R. R.* is on Columbus Ave. near the Common, and is a splendid edifice; that of the *Old Colony R. R.* is at the cor. of Kneeland and South Sts.; that of the *Boston, Revere Beach & Sequin* (narrow gauge) on Atlantic Ave.; and that of the *New York & New England R. R.* at the foot of Summer St.

Theatres and Amusements.—The *Boston Theatre* (in Washington St. near West St.) is the largest in New England. The *Globe Theatre* (in Washington St. near Boylston) and the *Park Theatre* (opposite) are where star performances are given. The *Museum Theatre*, in the Boston Museum (Tremont St. near School St.) is select. In the Museum are pictures, casts, wax figures, and curiosities of all sorts (admission, 35c.). The *Howard Athenæum* (Howard St. near Court St.) and the *Windsor Theatre* give variety shows. The *Bijou*, devoted mainly to vaudeville and comic opera, is a few doors from the Boston Theatre. *Music Hall* (15 Winter St.) is one of the finest in the country, and contains the second largest organ in the world, built in Germany at a cost of \$60,000. Classic music is performed here. Lectures, concerts, and readings are given at Music Hall; at *Tremont Temple* (in Tremont St., opposite the Tremont House); at *Association Hall* (at the cor. of Boylston and Berkeley Sts.); at *Horticultural Hall* (No. 100 Tremont St.); at *Chickering Hall* (on Tremont St. near West); and at the *Hawthorne Rooms*, in Park St. Horse-races occur at Beacon Park and Mystic Park, in the suburbs of the city.

Reading-Rooms.—In the leading hotels are reading-rooms (supplied with newspapers) for the use of guests. The *Public Library* (in Boylston St. opposite the Common) is free to all. The *Athenæum* (in Beacon St. near Bowdoin) has excellent reading-rooms, but introduction by a member is necessary. Free reading-rooms may be found at the *Young Men's Christian Union* (20 Boylston St.) and the *Young Men's Christian Association* (cor. Boylston and Berkeley Sts.).

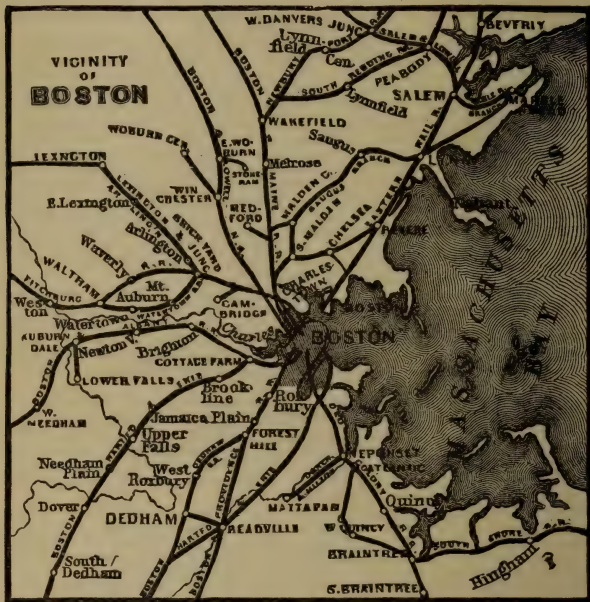
Art Collections.—The *Museum of Arts*, on Art Square (St. James Ave. and Dartmouth St.), is a splendid building, and contains an extensive collection of pictures, statuary, casts, and antiquities (admission, 25c.). Exhibitions are held at the *Boston Art Club* (opposite Art Museum) and at the *Studio Building* (in Tremont St. next to Horticultural Hall). Good pictures, engravings, etc., may be seen (free) at the sales galleries of *Williams & Everett*, 508 Washington St., and at *Dall & Richards*, 2 Park Pl.

Clubs.—The *Somerset Club* has a fine granite-front house in Beacon St., elegantly furnished. The *Union Club* owns a handsome house in Park St., containing a valuable library and paintings. The *Central Club* and the *St. Botolph Club* have handsome houses on Boylston St. All these clubs are for social purposes, and admission is obtained by a member's introduction.

Post-Office.—The Post-Office is in Milk St., cor. Devonshire and Water Sts. It is open for the delivery of letters from 7.30 A. M. to 7.30 P. M., and to box-holders throughout the 24 hours.

Boston, the capital of Massachusetts, and chief city of New England, is situated at the W. extremity of Massachusetts Bay, in latitude 42° N. and longitude 71° W. The city embraces Boston proper, East Boston, South Boston, Roxbury, Dorchester, Charlestown, Brighton, and West Roxbury, containing in all about 22,000 acres. Boston proper, or old Boston, occupies a peninsula of some 700 acres, very uneven in surface, and originally presenting three hills, Beacon, Copp's, and Fort, the former of which is about 130 ft. above the sea. The Indian name of

this peninsula was Shawmut, meaning "Sweet Waters." It was called by the earlier settlers Trimountain or Tremont. *East Boston* occupies the W. portion of Noddle's or Maverick's Island. Here is the deepest water of the harbor, and here the ocean-steamers chiefly lie. *South Boston* extends about 2 m. along the harbor, an arm of which separates it from Boston proper. At South Boston are the large docks and warehouses of the N. Y. & N. E. R. R. Near the center are Dorchester Heights, which afford a fine view of the city, bay, and surrounding country. The city is connected with Charlestown by the Charles River



bridge, 1,503 ft. long, and the Warren bridge, 1,300 ft. long; and with Cambridge by the West Boston bridge, which crosses Charles River from Cambridge St., Boston, and is 2,756 ft. long, with a causeway 3,432 ft. long. Craigie's bridge, 2,796 ft. long, extends from Leverett St. to E. Cambridge; from this bridge another, 1,820 ft. long, extends to Prison Point, Charlestown. South Boston is reached by the Federal St. bridge, about 500 ft. long, and the South Boston bridge, 1,550 ft. long, also by the new Broadway bridge. A causeway, built across Back Bay on a substantial dam $1\frac{1}{2}$ m. long, extends from the foot of Beacon St.

to Sewall's Point in Brookline. The harbor is a spacious indentation of Massachusetts Bay, embracing about 75 square miles, including several arms. A wide sheet of water at the mouth of Charles River is commonly known as Back Bay. There are more than 50 islands or islets in the harbor, and it offers many picturesque views.

In the older portions of the city the streets are irregular, and generally narrow, though somewhat has been done toward widening and straightening them since the fire. Those in the new section built on the made land of Back Bay are wide, well paved, regularly laid out, and present a handsome appearance. *Washington St.* is the principal thoroughfare for general retail stores. *Tremont* and *Winter Sts.* also contain many, and are much frequented. *State St.* is the financial center, and contains the headquarters of the leading bankers and brokers. *Pearl St.* is the largest boot and shoe market in the world; and in Franklin, Chauncey, Summer, and the neighboring streets are the great wholesale dry-goods establishments. **Commonwealth Ave.,** running through the newer portion of the city, is one of its finest streets. It is 240 ft. wide, and through the center runs a long park with rows of trees. The most "fashionable quarter" of the town lies on the made land of the Back Bay, W. of the Common. Nearly all the streets in this section contain costly and handsome private residences. The beauty of its surroundings is such that there are pleasant drives out of Boston in almost any direction. The most popular drive is to and around Chestnut Hill Reservoir (5 miles).

The first white inhabitant of Boston was the Rev. John Blackstone, supposed to have been an Episcopal clergyman, and to have arrived in 1623. Here he lived alone until 1630, when John Winthrop (afterward the first Governor of Massachusetts) came across the river from Charlestown, where he had dwelt with some fellow-immigrants for a short time. About 1635 Mr. Blackstone sold his claim to to the now populous peninsula for £30, and removed to Rhode Island. The first church was built in 1632; the first wharf in 1673. Four years later a postmaster was appointed, and in 1704 (April 24th) the first newspaper, called the "Boston News Letter," was published. The "Boston Massacre" occurred March 5, 1770, when 3 persons were killed and 8 wounded by the fire of the soldiery. On Dec. 16, 1773, the tea was destroyed in the harbor, and Boston bore a conspicuous part in the opening scenes of the Revolution. The city was incorporated in 1822, with a population of 45,000, which had increased to 136,881 in 1850, to 177,840 in 1860, and 250,526 in 1870. By the annexation of the suburbs of Brighton, Charlestown, and W. Roxbury, the population had increased in 1880 to 362,839. On the 9th of November, 1872, one of the most terrible conflagrations ever known in the United States swept away the principal business portion of Boston. The district burned over extended from Sumner and Bedford Sts. on the S. to near State St. on the N., and from Washington St. east to the harbor. About 775 of the finest buildings in the city were destroyed, causing a loss of \$70,000,000.

Perhaps the most interesting and attractive spot in Boston is the * **Common**, a park of 48 acres in the heart of the city, surrounded by an iron fence, laid out in sloping lawns and winding walks, and shaded by magnificent trees. The Common is considered to date from 1634, and by the city charter it is made public property forever. A pond and fountain, on the site of the ancient and historic *Frog Pond*, occupy a central point in the grounds. On Flagstaff Hill, overlooking the Pond, is the costly * *Soldiers' Monument*, 90 ft. high, with 4 statues

of heroic size at the base, and surmounted by a colossal figure of America, standing on a hemisphere and guarded by 4 eagles with outspread wings. Near the monument stood the famous *Old Elm*, which antedated the birth of the city, and was finally blown down in the gale of Feb. 15, 1876. Near Park St. is the beautiful * *Brewer Fountain*, of bronze, cast in Paris, and adorned with statues.—The * **Public Gardens**, once a part of the Common, are now separated from it by Charles St. They comprise 22 acres, beautifully laid out, and contain Ball's noble equestrian statue of Washington, Story's bronze statue of Edward Everett, a statue of Charles Sumner, one representing "Venus rising from the Sea," and the beautiful monument in honor of the discovery of ether as an anæsthetic. In the center is a serpentine pond covering 4 acres and crossed by a handsome bridge.

N. of the Common is Beacon Hill, on the summit of which stands the * **State-House**, an imposing edifice 173 ft. long and 61 ft. deep, with a stately colonnade in front, and surmounted by a gilded dome. On the terrace in front are statues of Daniel Webster and Horace Mann. On the entrance floor (Doric Hall) are Ball's statue of Governor Andrew. busts of Samuel Adams, Lincoln, and Sumner, and a collection of battle-

flags. In the Rotunda, opening off Doric Hall, are Chantrey's statue of Washington, copies of the tombstones of the Washington family in Brighton Parish, England, and many historical relics. The * view from the dome (open when the General Court is not in session) is very fine, including the city, the harbor and ocean beyond, and a vast extent of country. On Beacon St., near the State-House, is the * **Boston**



State-House.

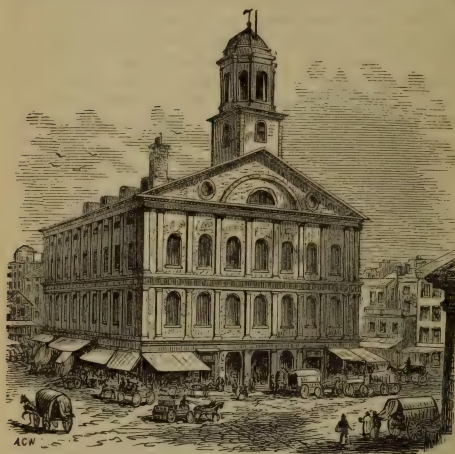
Athenæum, an imposing freestone edifice in the Palladian style, containing a library of 130,000 volumes, a reading-room, and some choice pieces of sculpture. The Athenæum was incorporated in 1807, and is one of the best endowed institutions of the kind in the world. Access to the library is obtained only on introduction by a member. The *American*

Academy of Arts and Sciences has its rooms and library (15,000 volumes) in the Athenæum building. Near the Athenæum is *Pemberton Square*, the site of an old Indian burying-ground; and on the farther slope of Beacon Hill is *Louisburg Square*, containing statues of Columbus and Aristides. In the Park Square is the bronze group "Emancipation," a very impressive and interesting piece of statuary, presented by Moses Kimball. In Somerset St., near Beacon St., are the offices of *Boston University*, founded in 1869 by Isaac Rich, who bequeathed it \$2,000,000.

In Boylston St., opposite the Common, is the ***Boston Public Library**, next to the Library of Congress the largest in America. It contains 400,000 volumes, besides 150,000 pamphlets, and the valuable Tosti collection of engravings. Next door is the *Hotel Pelham*, opposite which is the spacious *Hotel Boylston*, opposite which again (at the cor. of Tremont St.) is the **Masonic Temple**, a structure of granite, with noble halls in the interior. Opposite the Temple (No. 20 Boylston St.) is the Gothic building of the *Young Men's Christian Union*. From this point Boylston St. leads W. past the Public Gardens to the aristocratic West End. Beyond the Garden, in Berkeley St., between Boylston and Newbury St., is the fine building of the ***Society of Natural History**, with a library of 12,000 volumes, and valuable cabinets (open to the public from 9 A. M. to 5 P. M. on Wednesdays and Saturdays). Near by is the *Institute of Technology*, and at the cor. of Clarendon St. is the magnificent **Hotel Brunswick*. The new building of the Young Men's Christian Association, at the cor. of Boylston and Berkeley Sts., is probably the finest of its kind in the world. Close by is the *Second Church* (Unitarian), with a rich interior; nearly opposite which (cor. Clarendon St. and Huntington Ave.) is ***Trinity Church** (Episcopal—Phillips Brooks, pastor), one of the largest, finest, and most splendidly decorated churches in America, finished in 1877 at a cost of \$750,000. One block beyond (cor. Boylston and Dartmouth Sts.) is the new ***Old South Church**—church, chapel, and parsonage. The interior is extremely ornate, and the tower is 248 ft. high. A block S. on Art Square (cor. Dartmouth St. and Huntington Ave.) is the ***Museum of Fine Arts**, a substantial red-brick building, elaborately adorned with terra-cotta bas-reliefs, copings, and moldings. In the lower halls are statuary, casts, and Egyptian antiquities; and in the upper galleries a library and one of the richest collections of paintings and engravings in the country. (Admission free on Saturdays and Sundays; other days, 25c.). The new building of the Boston Art Club stands on the square also, near the Old South Church. On Huntington Ave. near Dartmouth St. is the magnificent building of the Massachusetts Charitable Mechanics' Association, and on the other side of the Avenue that of the New England Manufacturers' and Mechanics' Institute.—In this opulent quarter are other very noteworthy churches. The ***First Baptist Church**, cor. Clarendon St. and Commonwealth Ave., is a massive stone edifice in the form of a Greek cross, with a campanile 176 ft. high, surrounded near the top with a frieze containing colossal statues in high relief, after designs by Bartholdi. The *First Church* (Unitarian), cor. Berkeley and Marlbor-

ough Sts., has stained-glass windows and a richly decorated interior. Close by, at the cor. of Berkeley and Newbury Sts., is the elegant little *Central Congregational Church*, cruciform in shape, with stained-glass windows and a stone spire 240 ft. high; near which, in Newbury St., is the ornate *Emanuel Church* (Episcopal). The *Arlington St. Church* (Unitarian), in Arlington St., fronting the Public Garden, is a handsome structure with a fine chime of bells. Another handsome edifice is the Church of the Advent at the cor. Mt. Vernon and Brimmer Sts. The *Providence Depot*, on Columbus Ave., near the Common, is worthy of attention. At the South End is the new school-building of the English High and Boston Latin Schools, occupying a whole square.

On Dock Square, in the heart of the business quarter, stands * **Faneuil Hall**, the most interesting building in the United States,



Faneuil Hall.

next to Independence Hall, Philadelphia. This famous edifice, the "cradle of liberty," was erected in 1742 and presented to the town by Peter Faneuil, a Huguenot merchant. Destroyed by fire in 1761, it was rebuilt in 1768, and enlarged to its present dimensions in 1805. The basement is a market with shops. The public hall is on the second floor, and adorned with a full-length portrait of the founder, and with por-

traits of Washington, Samuel Adams, J. Q. Adams, Webster, Everett, Lincoln, Governor Andrew, Henry Wilson, and Charles Sumner. Just E. of Faneuil Hall is **Quincy Market**, a vast granite building, 530 by 50 ft., and 2 stories high; and near by (in State St.) is the massive and stately * **U. S. Custom-House**, of granite, in the form of a Greek cross, with handsome porticoes on either front, erected from 1837 to 1849 at a cost of \$1,076,000. The old *Merchants' Exchange* (No. 55 State St.) was noted for its large size and massive architecture, but it suffered greatly in the fire of 1872, and has since lost much in remodeling. At the head of State St., in Washington St., is the *Old State-House*, built in 1748, and often mentioned in Revolutionary annals; but

now remodeled inside and outside. The lower floors are given over to business uses, but the upper floors are devoted to an historical museum; open daily, admission free. Just above, in Court Square, is the *County Court-House*, a fine building of Quincy granite. In rear of the Court-House, fronting on School St., is the ***City Hall**, one of the most imposing edifices in the city. It is of white Concord granite, in the Italian Renaissance style, and surmounted by a Louvre dome, 109 ft. high. The interior is striking, and on the lawn in front are Greenough's bronze statue of Franklin, and Ball's bronze statue of Quincy.

Opposite the City Hall is the *Parker House*, and just above (at the cor. of School and Tremont Sts.) is the venerable *King's Chapel*, built in 1754 by the Episcopalians on the site of the first church of that sect in Boston. Adjoining it is the first burying-ground established in Boston, containing the graves of Isaac Johnson, "the father of Boston," Governor Winthrop, John Cotton, and other distinguished men. On Tremont St. to the right of School St. is a granite building in which are the rooms of the *Massachusetts Historical Society*, with a library of 25,000 volumes and many valuable MSS., coins, maps, charts, portraits, and historical relics. Close by is the *Boston Museum* (admission 35c.), containing pictures, casts, wax-figures, and curiosities from all parts of the world. Turning down Tremont St. to the left from School St., we pass *Tremont Temple* (used for lectures, readings, etc.), and soon reach ***Horticultural Hall**, an ornate white granite structure, in which annual floral shows are held; also fairs, concerts, and lectures. Just beyond is **Music Hall**, one of the finest in the country, with the second largest organ in the world (entrances on Tremont St., Winter St., and Central Place). Opposite is the famous old *Park Street Church* (Congregational), founded in 1809; adjoining which is the *Old Granary Burying-Ground*, in which are buried Peter Faneuil, Samuel Adams, John Hancock, and other distinguished men. Near Temple Place is the church of *St. Paul's* (Episcopal), of gray granite in the Ionic style, with a classic portico of 6 columns; and next to it (cor. Temple Place) is the granite *U. S. Court-House*, formerly Masonic Hall. Still beyond are the Public Library and Masonic Temple, already described (see page 91); and farther still (cor. Berkeley St.) is **Odd-Fellows' Hall**, a white granite building of chaste and pleasing design. Near Concord St. is the *Metho-dist Church*, a quaint structure, with two spires. In Harrison Ave. near Concord St. is the **City Hospital**, a spacious granite edifice standing in 7 acres of grounds; and near it is the Roman Catholic *Home for Orphans*, the *Church of the Immaculate Conception* (famed for its music and its fine interior), and *Boston College*, a Jesuit institution with many pupils. Fronting on Franklin St., in this vicinity, is the New England Conservatory of Music, in the building formerly the St. James Hotel. Also in Harrison Ave. is the *Church of St. James* (Roman Catholic), in the purest form of the classical basilica, with richly adorned interior. At the cor. of Washington and Malden Sts. is the new ***Cathedral of the Holy Cross** (Roman Catholic), the largest and finest church edifice in New England. It is in the mediæval Gothic

style, 364 ft. long and 170 ft. broad, with two spires 300 and 200 ft. high, and a splendid interior.

Returning now to the business quarter, we find at the cor. of Washington and Milk Sts. the ***Old South Church**, an historic relic of much interest. It was built in 1729, and was used as a place of meeting by the heroes of '76, and subsequently by the British as a place for cavalry-drill. It barely escaped the flames in the great fire of 1872, and immediately afterward was leased to the Government for a post-office. It is now used for lectures, and contains an historical collection, open daily, admission 25c. In the square bounded by Milk, Water, and Devonshire Sts. and Post-Office Square, is the new ***Post-Office**, not yet completed. It will be of granite, highly ornate in style, and it is said will be the finest building in New England. The upper stories are used by the *U. S. Sub-Treasury*; the Cash-room is very richly adorned.

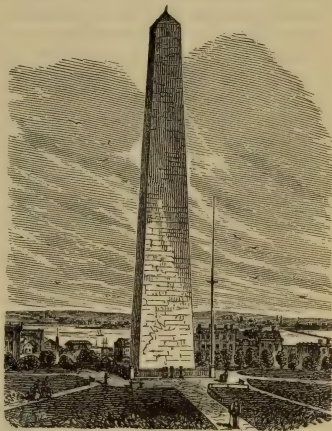
The new buildings and "blocks" that have been erected in the burned district since 1872 comprise some of the finest and costliest commercial structures in America. Most noteworthy among them are the *Sears Building*, cor. Washington and Court Sts.; the *Brewer Building*, covering an entire block on Devonshire, Franklin, and Federal Sts.; the *Franklin Building*, cor. Franklin and Federal Sts.; the *Rialto Building*, cor. Devonshire and Milk Sts.; the *Simmons Building*, cor. Congress and Water Sts.; the *Cathedral Building*, in Winthrop Square; and especially those of the *N. Y. Mutual Life Ins. Co.* (cor. Milk and Pearl Sts.), the *Equitable Life Ins. Co.* (cor. Milk and Federal Sts., opposite the Post-Office), and the *New England Mutual Life Ins. Co.* (cor. Milk and Congress Sts.).

On **Copp's Hill**, in the N. E. part of the city, is the old *North Burying-Ground*, the second established in Boston, and still sacredly preserved. Here lie three fathers of the Puritan Church, Drs. Increase, Cotton, and Samuel Mather. *Christ Church*, in Salem St. near Copp's Hill, is the oldest in the city, having been erected in 1722. In the tower is a fine chime of bells.

Of the charitable institutions of Boston, the *Perkins Institution for the Blind* is famous. It was founded in 1831 by Dr. Samuel G. Howe, and occupies spacious buildings on Mt. Washington, in S. Boston. Near by on the hill is *Carney Hospital*, managed by the Sisters of Charity. The *Massachusetts General Hospital* is a vast granite structure on Charles River, between Allen and Bridge Sts. The *City Hospital* has already been described (see page 93). The *Marine Hospital* (for invalid seamen) occupies a commanding site in Chelsea, and is a spacious and stately building. The *Soldiers' Home* is located on the top of Powder-Horn Hill, Chelsea. The *U. S. Naval Hospital* is near by. The *House of Industry* and the *Alms-house* are on Deer Island, in the harbor; and the *House of Correction* and *Lunatic Asylum* in S. Boston.

The environs of Boston are remarkably attractive. On almost all sides lie picturesque and venerable towns, and the country between,

even when not strictly beautiful, is never flat and tame. Charlestown, Brighton, Jamaica Plain, and W. Roxbury were annexed in 1875, and now form part of the city. Roxbury and Dorchester had been previously annexed. In all of them are the fine villa residences of Boston merchants, and other features of interest which make them worth a visit. At *Charlestown*, on the N. (reached by horse-cars from Scollay Square), is the famous * **Bunker Hill Monument**, occupying the site of the old redoubt at Breed's Hill, and commemorative of the eventful battle fought on the spot, June 17, 1775. It is a plain but massive obelisk of Quincy granite, 30 ft. square at the base, and 221 ft. high. From the observatory at the top, reached by a spiral flight of 295 steps, is obtained a magnificent view, including the entire vicinity of Boston. The monument was dedicated June 17, 1843, in the presence of President Tyler and his Cabinet, on which occasion Daniel Webster delivered an oration which is considered his finest oratorical effort. In the house near the monument is a fine statue of General Warren, who was killed on the Hill; and a stone marks the spot where he fell. The *U. S. Navy-Yard*



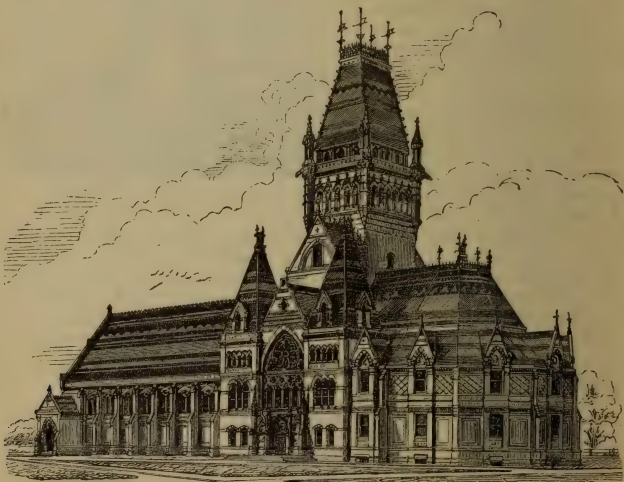
Bunker Hill Monument.

is also located in Charlestown. It comprises about 100 acres, and contains, among other objects, the longest rope-walk in the country, and an immense dry-dock. In *Chelsea* (connected with Boston by ferry, and with Charlestown by a bridge over the Mystic River) are Woodlawn Cemetery, Marine Hospital, Soldiers' Home, and Naval Hospital, which have already been described. *Revere Beach*, 5 miles from Boston (reached by horse-cars or by Eastern R. R., and Revere & Lynn R. R.), is a smooth, hard, sandy beach, well adapted for driving or walking. It is much visited by citizens on Sundays and holidays. *Brighton*, a station on the Albany R. R., 5 miles W. of the city proper, is famous for its cattle-market. *Point Shirley*, 5 miles from Boston, affords a pleasant drive. The most direct route is *via* the E. Boston ferry.

* **Brookline** is a beautiful town on the Boston & Albany R. R. (reached also by the Mill-Dam from Boston). In it is the Brookline Reservoir, with a capacity of 120,000,000 gallons. About 1 m. distant, on the boundaries of Brookline, Brighton, and Newton, is the great *Chestnut Hill Reservoir*, with a capacity of 800,000,000 gallons. From Boston to and around this point is a favorite drive. *Lexington* and

Concord are reached by the Lexington Branch R. R. from the Lowell depot; *Concord* may also be reached by the Fitchburg line.

* **Cambridge**, one of the two most renowned of the American academic cities, lies about 3 miles W. of Boston (horse-cars from Bowdoin Square and Park Square), and has a population of 52,740. It covers an extensive area, generally level, and is laid out in broad streets and avenues, lined with elms and other shade-trees. Its greatest attraction is **Harvard University**, the oldest and most richly endowed institution of learning in America. It was founded in 1638 by the Rev. John Harvard, and embraces, besides its collegiate department, law, medical, dental, scientific, art, and theological schools. In 1880-'81 there were 220 instructors and 1,364 students. The University lands in various parts of Cambridge comprise 60 acres. The college yard contains about 15 acres, tastefully laid out and adorned by stately elms. Here, forming a large quadrangle, are clustered 15 buildings of brick or stone, from 2 to 5 stories high. The most notable of these are *Matthews's Hall*, a large and ornate structure used as a dormitory; *Massachusetts Hall*, an ancient building, dating from 1720; *Holden Chapel*; *Harvard University, Gray*, and *Boylston Halls*; *Appleton Chapel*; *Thayer Hall*,



Memorial Hall.

and *Dane Hall*, for the law school. * *Gore Hall*, beyond the quadrangle, contains the University library (160,000 volumes). N. of the quadrangle is * *Memorial Hall*, erected by the alumni and friends of the

University in commemoration of the students and graduates who lost their lives during the civil war. It is a handsome edifice of brick and Nova Scotia stone, 310 ft. long by 115 wide, with a tower 200 ft. high. It is one of the finest college buildings in the world, and cost \$575,000. It contains, besides Memorial Hall proper, a theatre, and a spacious dining-hall. Near the college yard are the *Gymnasium* and the * *Zoölogical Museum*; and about $\frac{1}{4}$ mile N. W. are the *Botanical Garden*, containing a valuable herbarium, and the *Observatory*.

W. of the college yard is *The Common*, on which stands a granite monument erected by the city in honor of her soldiers who fell in the civil war. Near the Common are *Christ Church* (Episcopal), a venerable edifice; the *First Unitarian Church*; and the * *Shepard Memorial Church* (Congregational), erected in honor of Thomas Shepard, who was pastor at Cambridge from 1635 to 1649. In front of the latter is the famous * *Washington Elm*, beneath which Washington assumed the command of the American army in 1775, and which is thought to be 300 years old. Many structures erected before the Revolution are still standing, among them the house used by Washington for his headquarters and recently inhabited by the poet Longfellow, and *Elmwood*, the home of James Russell Lowell.

The cemetery of * **Mount Auburn** is in Cambridge (1 mile from Harvard Square, 4 miles from Boston), and is one of the oldest and most beautiful in America. It contains 125 acres, and is embellished by landscape and horticultural art and many elegant and costly monuments. The gateway is of Quincy granite in the Egyptian style; and near it is the *Chapel*, an ornamented Gothic edifice, containing statues of Winthrop, Otis, John Adams, and Judge Story. Central, Maple, Chapel, Spruce, and other leading avenues afford a circuit of the entire grounds, with a view of the principal monuments. The *Tower*, 60 ft. high, in the rear of the grounds, is 187 ft. above Charles River, and commands a fine view. It is reached by Central, Walnut, and Mountain Avenues. Numerous lakes, ponds, and fountains in various parts of the cemetery add to its beauty.

17. Boston to Portland via "Eastern Shore."

By the phrase "Eastern Shore" is meant that part of the New England coast lying between Boston and Portland. The *Eastern R. R.* traverses the entire distance, affording many pleasant glimpses of the ocean, and rendering easily accessible the various watering-places and maritime towns along shore. Distance from Boston to Portland, 108 miles; fare, \$3. There is also a line of steamers from Boston to Portland daily from India Wharf (fare, \$1.50).

LEAVING Boston by the Eastern R. R., *Chelsea* (4 miles out) is speedily reached, and affords a convenient point from which to visit the Chelsea or **Revere Beach**, a favorite summer resort of the less well-to-do classes of Boston, who throng it on Sundays and holidays. It is reached from the city by horse-cars and also by the Boston, Revere Beach & Lynn R. R., and affords a delightful promenade and drive as well as excellent sea-bathing. **Lynn** (11 miles from Boston) is a flourishing city of 39,000 inhabitants, situated on the shore of Massa-

achusetts Bay, and surrounded by pleasing scenery. It contains some handsome churches and school-houses, numerous fine villas of Boston merchants, a costly Soldiers' Monument, and a very fine City Hall. *High Rock* is a commanding eminence in the center of the city, which affords a wide-extended view. *Pine Grove Cemetery* is a beautiful rural burying-ground. Four miles from Lynn (reached by stage) is **Nahant**, a bold promontory connected with the mainland by narrow ridges of sand and stone thrown up by the ocean, above which the highest point rises 150 ft. A large and splendid hotel was built in 1824, and numerous summer residents filled the place with their cottages, making it the most fashionable watering-place in New England; but the hotel was burned down in 1861, and since then the tide of pleasure-seekers has gone in other directions, especially toward Swampscott and Marblehead. Several small hotels still remain, however, and the villas give it a gay aspect in summer. The beach of Nahant (1½ mile long) is hard and smooth, shelving gently, and with a splendid surf. There are many natural wonders and curiosities in the vicinity; and on the N. side the *Garden of Maolis* (entrance, 25c.) offers a picturesque retreat where good fish or clam dinners may be enjoyed. Nahant is reached from Boston by steamer as well as by railway.¹

A mile beyond Lynn the train reaches **Swampscott**, which is to Boston what Long Branch is to New York, the favorite summer resort of its wealthiest citizens. The leading hotels are the *Great Anawan House*, the *Little Anawan House*, the *Lincoln House*, and the *Ocean House*. The shore is lined with tasteful villas, and wealth has fairly turned poverty out of the place. There are 3 beaches of varying length, and picturesque headlands jut out into the sea. The bathing is excellent, with no undertow, and the water is thought to be warmer than at Nahant or Rye Beach. The permanent residents are chiefly engaged in the cod and haddock fishing, and supply the market with fresh fish. The Swampscott Branch of the Eastern R. R. diverges here to Marblehead, passing *Phillips Beach*, *Beach Bluff*, and *Clifton*, all popular resorts.

Salem (16 miles from Boston) is a venerable town of 28,000 population the site of the first permanent settlement in the old Massachusetts colony. Many interesting historical associations cluster around Salem, and every period in her annals has been illustrated by some important event or illustrious name. The year 1692 is remarkable as the date of the witchcraft delusion at Salem village, now a part of Danvers, for which several persons were tried and executed. In the Court-House are deposited the documents that relate to these curious trials. The house is still standing (Roger Williams house, at the corner of Essex and North Sts.) in which some of the preliminary examinations were made. The place of execution is in the western part of the city, an eminence overlooking the city, harbor, and surrounding shores, and known as *Gallows Hill*. A pleasant

¹ Fuller particulars of these beaches, as well as of other popular resorts mentioned in this Guide, may be found in *Appletons' Illustrated Hand-book of American Summer Resorts*.

drive of 5 or 6 miles will enable the visitor to examine the several places of interest mentioned in Mr. Upham's work on the subject. *Plummer Hall* is a handsome building in Essex St., containing the library of the Salem Athenæum (14,000 volumes), and that of the Essex Institute (25,000 volumes, and a large collection of newspapers, pamphlets, manuscripts, and various historical relics). In rear of Plummer Hall is preserved the frame of the original first meeting-house, the oldest church edifice in New England, dating from 1634. * *East India Marine Hall* contains the rare ethnological museum of the East India Marine Society, and rare natural history collections of the Essex Institute, the whole being free, open to the public every week-day from 9 A. M. to 5 P. M. The visitor to Salem should not fail to take the horse-cars to *Peabody* (2 miles distant) to visit the * *Peabody Institute*, in which are deposited many interesting works of art, and the various memorials of the founder, George Peabody, of which may be mentioned the portrait of Queen Victoria, the Congress Medal, etc. A short distance in one direction from the Institute building is the house in which Mr. Peabody was born, and about the same distance in an opposite direction, in *Harmony Grove Cemetery*, is his grave. The principal hotel of Salem is the *Essex House*.

Four miles from Salem (reached by Marblehead Branch R. R.) is the quaint and interesting old town of **Marblehead**, built on a rugged, rocky promontory, which juts far out into the sea and forms an excellent harbor. This spot was one of the first settled in New England, the town of Marblehead having been incorporated by the Puritan colony just 15 years after the landing of the Pilgrims at Plymouth. So bleak and bare are the Marblehead rocks, that Whitefield asked in wonder, "Where do they bury their dead?" There are many queer houses still standing which were built and occupied before the Revolution; the most noteworthy being the old *Bank Building*, which is supposed to have been built in 1768 for a Colonel Lee, and which is a fine specimen of the palatial mansions of the nabobs of the last century. A hundred years ago Marblehead was, next to Boston, the most populous town in Massachusetts, and had a large maritime commerce. Now its character has almost wholly changed from the olden time, for it has become a center of the shoe-manufacture. The *Old Fort* is a plain, hoary-looking edifice, standing on the rugged slope of the promontory looking toward the sea. *Marblehead Neck*, easily reached by boats across the harbor, or by a ride of 2 miles along shore, is a favorite resort; many campers-out flock hither to pitch their canvas tents and spend a few weeks of the heated term. Two hotels (open only in summer) have recently been erected here, and the place is growing in popularity. *Lowell Island*, 2 miles distant, is reached by steamer from Marblehead several times daily. It is noted for the purity of its air and the beauty of its views, and has a large summer hotel on it.

Two miles beyond Salem on the main line is *Beverly*, an ancient town now busy with shoe-factories. The Beverly beaches are very pleasant, and from here to *Manchester* the strip of coast is lined with beautiful residences standing amid ornamental gardens. At Manchester

and Magnolia are new hotels, and tourists will find many attractive places along the Gloucester Branch of the E. R. R., running as it does to the extreme point of Cape Ann. Next comes *Ipswich* (27 miles), and 9 miles beyond this point is **Newburyport** (*Merrimac House* and *Ocean House*), an old, historic town, built on an abrupt declivity of the Merrimac River, 3 miles from the ocean, having a population of 14,000. Like Salem and Marblehead, it is one of those antique coast towns which have to a large extent lost their maritime importance, while preserving the relics and mementos of a former commercial prosperity. The *Marine Museum* (on State St.) contains a number of these mementos. The *Public Library* was endowed by George Peabody, and contains 15,000 volumes. There are several fine churches, and many quaint houses of the olden time, and the visitor should not fail to see J. Q. A. Ward's bronze statue of Washington. Stages run twice daily in summer from Newburyport to **Salisbury Beach**, which is one of the best on the coast. It extends about 6 miles, from the Merrimac to the Hampton River, and is so hard that horses' hoofs make scarcely any impression. Twenty years ago there was nothing there but the lonely breaker and the windy beach-grass, and it was the same when Whittier's "Tent on the Beach" was pitched there; but now a good hotel (the *Atlantic House*) and some 50 summer cottages have peopled it. The shore descends very gradually, and on its long slope the people of the surrounding country have had an annual reunion every September for more than 100 years. From *Hampton* (10 miles beyond Newburyport) stages run 3 miles to **Hampton Beach**, a much-frequented resort, with numerous summer cottages and hotels that are generally thronged in summer. The bathing and fishing at Hampton Beach are capital, the scenery charming, and the drives in the vicinity pleasant. **Rye Beach**, the most fashionable of the New Hampshire beaches, is reached by stage in 3 miles from N. Hampton, or by a delightful drive of 7 miles from Portsmouth. The bathing is excellent, the surf being particularly fine and without any undertow. The hotels are the *Washington House* and the *Sea-View House*; there are also a number of boarding-houses and a colony of cottages.

Portsmouth (56 miles from Boston), having a population of 10,000, the only seaport of New Hampshire, stands upon a peninsula on the S. side of Piscataqua River, and, excepting the narrow strip connecting it with the mainland, is entirely surrounded by water. The harbor is deep and safe, and in it are many islets, some accessible by bridges. Portsmouth is a singularly venerable and tranquil-looking old place, with beautifully shaded streets, ancient buildings, large gardens, and home-like residences. Among the objects of special interest are the old church of St. John, the Athenæum, Governor Wentworth's mansion (at Little Harbor), and the tomb of Sir William Pepperell, which is near the Navy-Yard. The *United States Navy-Yard* is admirably located upon Continental Island (reached by ferry from foot of Daniel St.), and contains, besides the usual ship-houses, shops, etc., a very fine balance dry-dock. The hotels of Portsmouth are the *Rockingham House*, the *American House*, and the *National House*. The population is about

13,000. The *Wentworth House*, a large summer hotel, is on New Castle Island, about 2 miles from the city.

The Isles of Shoals.

These are a group of eight bare and rugged islands, lying about 9 miles off the coast, and reached from Portsmouth by steamer daily in summer. The isles are small in extent, the largest (*Appledore*) containing only 250 acres. From the mainland they appear shadowy, almost fairy-like in their dim outline. As the steamboat approaches, they separate into distinct elevations of rock, all having a bleak and barren aspect, with little vegetation, and with jagged reefs running far out in all directions among the waves. *Appledore*, the principal island of the group, rises in the shape of a hog's back, and is the least irregular in appearance. Its ledges rise some 75 ft. above the sea, and it is divided by a narrow, picturesque little valley, wherein are situated the *Appledore House* (capacity 500 guests) and its cottages, the only buildings on the island. Just by *Appledore* is *Smutty Nose* or *Haley's Island*, low, flat, and insidious, on whose sullen reefs many a stalwart vessel has been dashed to destruction. About $\frac{1}{4}$ mile beyond is *Star Island*, once the site of the little village of Gosport, now occupied by the Oceanic Hotel, with its cottages. On the W., toward the mainland, is *Londoner's Island*, jagged and shapeless, with a diminutive beach; while 2 miles away is the most forbidding and dangerous of all these islands, *Duck Island*, many of whose ledges are hidden beneath the water at high tide, and at low tide are often seen covered with the big white sea-gulls, which shun the inhabited isles. *White Island*, the most picturesque of the group, is about a mile S. W. from *Star Island*, and has a powerful revolving light on it which is visible for 15 miles around.

Nine miles N. E. of Portsmouth (reached by steamer or stage) is the quiet little hamlet of *York*, near which is **York Beach** (*Marshall House*, *Sea-Foam Cottage*), a popular place of resort in summer. *Cape Neddick* runs out into the sea at the N. end of the beach, and a short distance inland is *Mt. Agamenticus*, from the summit of which there are fine views of the White Mountains, of the ocean, and of the harbors of Portsmouth and Portland. *Bald-Head Cliff* is a remarkable rocky promontory, 5 miles N. of *York Beach*, of peculiar conformation and commanding noble views. Beyond, stretching away to Wells, is the long *Ogunquit Beach*.

Beyond Portsmouth the train crosses the Piscataqua River into Maine and soon reaches Wells, whence stages run 6 miles to **Wells Beach** (*Island Ledge House*, and *Atlantic House*). The beach is 6 miles long, is covered with snipe and curlew, and is a great rendezvous for sportsmen. In the woods are partridges and woodcock, and a large trout-stream crosses the beach. **Biddeford** (37 miles from Portsmouth) is a thriving city of 12,652 inhabitants, opposite **Saco**, near the mouth of the Saco River, which here falls 55 ft. and furnishes a fine water-power to both places. The **Saco Pool**, which is in Biddeford, though usually spoken of in connection with Saco, is a deep basin

scooped out of the solid rock, about $\frac{1}{4}$ mile from the sea, with which it is connected by a narrow passage. It is emptied and filled with each changing tide, and is reached from Biddeford by a steamer which runs twice daily in summer. Four miles E. of Saco (reached by stage or by trains on the Boston & Maine R. R.) is **Old Orchard Beach**, the finest in New England, and, after Swampscott and Rye, the most frequented and fashionable. It is nearly 10 miles long, is hard and smooth as a floor, shelves gently to the water, and affords unsurpassed surf-bathing. The hotels are the *Old Orchard House*, the *Ocean, Sea-Shore, Central, Fiske, St. Cloud, Lawrence, Belmont*, and *Blanchard*. The fishing in the vicinity is excellent, and sufficient game is always to be found to tempt the sportsman. Eight miles beyond Saco is Scarborough station, whence stages run 3 miles E. to **Scarborough Beach** (*Kirkwood House, Atlantic House*, and large boarding-houses). There is good bathing on the beach, and fishing and hunting near by; and the place has a large summer patronage. **Cape Elizabeth**, on the S. side of Portland Harbor, may be considered a part of Portland, from which it is reached by a pleasant drive. It is a delightful summer resort, with excellent bathing and fishing. The hotels are the *Cape Cottage*, a large stone building, and the *Ocean House*.

Portland.

Hotels, etc.—The *Falmouth House*, in Middle St., and the *Preble House*, in Market Square, are the best. The *United States* and *City* are good. Rates are from \$2 to \$3 a day. *Horse-cars* run through the main streets and to the suburbs. *Reading-rooms* at the Portland Institute (in the City Hall), and at the Y. M. C. A., on Congress St.

Portland, the commercial metropolis of Maine, is picturesquely situated on a high peninsula at the S. W. extremity of Casco Bay, and is one of the most beautiful cities in the country. It was settled in 1632, and has had a steady growth; but on the night of July 4, 1866, a great fire swept away half the business portion, destroying \$10,000,000 worth of property. The entire district destroyed by the fire has since been rebuilt. The streets are embellished with trees, and so profusely, that before the fire they were said to number 3,000. The population in 1860 was 26,341, and in 1880, 33,810. For a city of its size, Portland has exceptionally fine public buildings. The ***City Hall** is one of the largest and finest municipal structures in the country. Its front, of olive-colored freestone, elaborately dressed, is 150 ft. long, its depth is 221 ft., and it is surmounted with a graceful dome 160 ft. high. The **Post-Office** is a beautiful building of white Vermont marble, in the mediæval Italian style, with a portico supported by Corinthian columns. The **Custom-House**, erected at a cost of \$485,000, is a handsome granite structure, with elaborate ornamentation within. Some of the churches are worthy of attention. The *Society of Natural History* has a fine collection of birds, fishes, reptiles, shells, and minerals. The *Library*, incorporated in 1867, contains 15,000 volumes. The *Marine Hospital*, erected in 1855 at a cost of \$80,000, is an imposing edifice.

There are many pleasant drives in the vicinity of Portland (to Cape

Elizabeth, around Deering's Woods, and along Falmouth Foreside); and the scenery has been declared by travelers to be among the most enchanting in the world. The harbor is spacious and deep, dotted over with lovely islands, and defended by three powerful forts. *Diamond Island* is a favorite spot for picnics, and is noted for its groves of noble trees; and *Peak's Island* is embowered in foliage, and contains several small summer hotels. *Cushing's Island* is reached by ferry from the city, and contains a large hotel, from the cupola of which there is an exquisite view. No visitor to Portland should fail to ascend the ***Observatory** on Munjoy's Hill, in order to enjoy the famous view from the top. Near the Observatory is the *Eastern Promenade*, whence there is a pleasing outlook over the city and harbor. Congress St. leads thence to the *Western Promenade* on Bramhall's Hill. Each of these promenades is 150 ft. wide, and planted with rows of trees. From Bramhall's Hill is a noble prospect, as on a clear day may be seen Mounts Washington, Kearsarge, and others of the White Mountain range. *Lincoln Park*, in the center of the city, contains about $2\frac{1}{2}$ acres. *Evergreen Cemetery*, containing 55 acres, is about $2\frac{1}{2}$ miles distant (reached by stage or railway).

18. Boston to Portland via Boston & Maine R. R.

THE distance by this route is 115 miles, and the fare \$3. Twelve miles from Boston is *Reading*, a thriving manufacturing village. **Andover** (*Elm House*, *Mansion House*) is a famous academic town, settled in 1643, and has several noted educational establishments. The *Theological Seminary* (Congregational) is the leading institution of that sect in America, and the Phillips Academy is of wide reputation and still older date (founded in 1778). The Albert Female Seminary and the Punchard High School rank high among schools of the kind. The scenery about Andover is very pleasing, and the society of the place is refined and cultivated. **Lawrence** is 26 miles from Boston, and is one of the largest manufacturing cities of Massachusetts, with a population of 39,178. Its prosperity dates from 1845, when a dam was thrown across the Merrimac River (on both sides of which the city is built), giving a fall of water of 28 ft., and furnishing power for the numerous mills and factories located here. The leading manufactures are cotton-cloth, woolens, shawls, paper, flour, and files. The vast mills are separated from the city by the canal which distributes the water-power. This canal runs parallel with the river for a mile, at a distance of about 400 ft. from it, and another canal has been cut on the S. side. The *Common* is a tasteful little park of $17\frac{1}{2}$ acres, surrounded by handsome buildings, including several churches and the city and county buildings. The finest church in the city is *St. Mary's* (Roman Catholic), a beautiful stone structure in the Gothic style. There are a number of good public libraries, several of which pertain to the mills. On Prospect Hill is a neat park, with attractive views. *South Lawrence* is a busy manufacturing suburb across the river.

Beyond Lawrence the train skirts the bank of the Merrimac for 7

miles to **Haverhill**, another lively manufacturing city, beautifully situated on hills which slope gently down to the river. Shoemaking is the leading industry, and in this Haverhill ranks next to Lynn. The city is well built and contains 18,475 inhabitants. The Public Library is a very handsome building, with 20,000 volumes. The City Hall (on Main St.) is also handsome, and N. of it is a fine white-marble Soldiers' Monument, erected in 1869. A mile N. E. of the city is *Lake Kenosha*, a pretty little sheet, named and celebrated by the poet Whittier, who was born at Haverhill in 1807. Beyond Haverhill the train enters New Hampshire and soon reaches *Exeter* (51 miles), a pretty, elm-shaded village, seat of another Phillips Academy and of the Robinson Female Seminary. There are some important factories and machine-shops here, neat county buildings, and many tasteful residences. Seventeen miles beyond (with several intervening villages) is the busy little city of **Dover** (*American House*), the oldest place in New Hampshire, settled in 1623. It now has 11,687 inhabitants, 11 churches, and extensive manufacturing, chiefly of cotton-cloth, and boots and shoes. The Cochecho Mills and Print Works are among the largest of the kind in the country. From Dover the Dover & Winepiseogee R. R., a branch of the Boston & Maine R. R., runs in 28 miles to Alton Bay on Lake Winnepesaukee (see Route 22).

The stations next after Dover (Rollinsford, Salmon Falls, North Berwick, and Wells) are small. About a mile from Wells is *Wells Beach*, already described (see p. 101). From *Kennebunk* (90 miles) stages run to **Cape Arundel** (*Ocean Bluff Hotel*), a bold promontory which is much resorted to in summer on account of its excellent bathing, boating, and fishing. Nine miles beyond Kennebunk the train crosses the Saco River between the twin manufacturing cities of **Saco** and **Biddeford** (see p. 101), and passes on direct to the famous *Old Orchard Beach*, already described (see p. 102). In 5 miles more the train reaches *Scarborough* (109 miles), whence stages run in 3 miles to *Scarborough Beach* (see p. 102), and then passing through Cape Elizabeth, with its spacious hotels, enters the city of Portland, which is described on p. 102.

19. Portland to the White Mountains.

a. Via Portland & Ogdensburg R. R.

THE Portland & Ogdensburg R. R. runs through the heart of the White Mountain region, and offers some of the finest scenery to be found in America. Observation-cars, open on all sides, are run on the mountain section of the road. In the close cars, seats on the right are most desirable. Between Portland and the mountains the only point of interest is **Sebago Lake** (17 miles from Portland), a beautiful sheet, 12 miles long by 9 miles wide, with very deep, cool, and clear waters. A number of islands dot its surface, and its shores are diversified and pleasing, with half a dozen towns nestling here and there. At its N. W. end it connects by the Songo River with *Long Lake*, a river-like body of water nearly 14 miles long and only 2 miles wide. The distance between the two lakes is but $2\frac{1}{2}$ miles "as the crow flies," but the Songo

River makes 27 turns and thus secures for itself the length of 6 miles. Two steamers daily, during the summer season, make the round trip between *Sebago Lake Station* and *Harrison*, at the northern end of Long Lake (34 miles). A lock near the outlet of the latter raises the steamers and other craft plying upon these waters from the level of the lower to the upper lake. The trip to *Harrison* and return, including landings at *Naples* (Elm House), *Bridgton* and *North Bridgton* (Lake House), is made in about 8 hours, and affords a very agreeable excursion. From *Bridgton*, stages run 1 mile west to **Bridgton Center**, a prettily situated village, which is becoming popular as a summer resort. In the vicinity are numerous small ponds, and the summit of Pleasant Mt. (8 miles distant) affords a beautiful view. From *Harrison* daily stages run to *South Paris*, on the Grand Trunk R. R. (14 miles; fare, \$1).

Beyond Lake Sebago the train follows the valley of the Saco River, amid pleasing scenery. *Baldwin* (32 miles) is at the confluence of the Saco and Ossipee Rivers, and 3 miles beyond a fine view is obtained of the Great Falls of the Saco, where the river descends 72 ft. in successive pitches. **Fryeburg** (49 miles) is a pretty village on the river, surrounded by attractive scenery, and much resorted to in summer. From this place there are stages to various points in the White Mountains. Near the village are several eminences from which fine panoramic views of the distant White Mountains may be had. Beyond Fryeburg the State of New Hampshire is entered, and the mountain-views become increasingly impressive. At *North Conway* (60 miles) beautiful views are had from the cars, and at *Intervale Station*, $2\frac{1}{2}$ miles beyond, the road enters and follows for some distance the charming Conway Intervale. From *Glen Station* (66 miles), stages run in two miles to Jackson and in 14 miles to the *Glen House* (see p. 110). At this point, on clear days, look to the right for a fine view of the summit of Mt. Washington, with its gleaming white buildings. *Upper Bartlett* (72 miles) is a thriving lumbering village, situated amid picturesque scenery in a smiling intervale walled in by lofty hills. At *Bemis* (78 miles) the famous ride through the Notch may be said to commence. Near here the steeper grade of the road begins, and the remainder of the journey to the summit at the Crawford House is only accomplished by a continuous ascending grade of over 100 ft. to the mile. The road rises above the valley at some points to an elevation of over 300 ft., affording much finer views than any to be obtained from the highway. Three miles from Bemis is the **Frankenstein Trestle*, a graceful iron structure spanning a gorge 500 ft. wide, and commanding a lovely valley-view to the S., and to the N. a noble view of Mt. Washington and the summits of the Presidential Peaks. Crossing the Trestle, the road soon curves to the left toward Mt. Willey, revealing the summit of that mountain in the W., and the shoulder of Mt. Webster in the E., these two eminences forming the walls of the Notch proper. Another and deeper gorge between Mts. Willey and Willard is crossed on an iron trestle, just beyond which a most lovely * view is obtained of the secluded Willey Valley. The train now follows the contour of Mt. Willard, soon

enters the narrowest part of the Notch, dashes through the Great Cut and then through the Gate of the Notch, emerging upon the plateau of the *Crawford House* (see p. 114). Four miles from Crawford's the train reaches the *Fabian House* (91 miles), where connection is made with the Mt. W. R. R. for the summit of Mt. Washington.

b. Via Grand Trunk R. R.

This route runs near the bases of the principal White Mountain peaks, and, like the preceding route, affords a succession of grand and impressive views. The stations are: Falmouth, 5 miles; Yarmouth, 11; Pownal, 18; New Gloucester, 22; Danville Junction, 27; Mechanics' Falls, 36; Oxford, 41; S. Paris, 47; W. Paris, 55; Locke's Mills, 65; Bethel, 70; Gilead, 80; Shelburne, 86; Gorham, 91. All these are small villages or hamlets, most of which require no further mention at our hands. **Bethel** is a lovely village in the Androscoggin Valley, with mineral springs, numerous summer boarding-houses, and fine views of the mountains. From Bethel to Gorham the views are wonderfully varied and striking, including Mts. Moriah, Washington, Madison, Adams, and Jefferson, and other towering peaks. From **Gorham** (described on p. 112) the whole White Mountain region is easily accessible.

20. Boston to the White Mountains.

a. Via Eastern R. R.

THIS is the shortest and quickest route from Boston to the White Mountains, the distance to North Conway (138 miles) being made in less than 6 hrs. (fare \$4). As far as **Portsmouth** (56 miles), it is identical with Route 16. At *Conway Junction* (11 miles beyond Portsmouth) the Mountain Division diverges from the main line and passes in 12 miles to **Rochester**, a large manufacturing village of 5,000 inhabitants, where four railroads meet. *Milton* (87 miles) and *Union* (93 miles) are small hamlets, frequented in summer. From *Wolfboro Junction* (97 miles) a branch railroad runs in 12 miles to **Wolfboro** on Lake Winnepesaukee (see Route 22). Stations: *Wakefield*, 99 miles; *Ossipee*, 111; *Center Ossipee*, 115; and *West Ossipee*, 121. The scenery now becomes more pleasing, and Chocorua looms up on the left. **Conway** (*Conway House*, *Pequawket House*, and *Grove House*) stands at the vestibule of the mountain-region, and commands noble views. It is more quiet than North Conway, and as all the objects of interest near the latter can be as well visited from Conway, many prefer it to its more frequented neighbor. *Echo Lake*, the *Cathedral*, and *Diana's Bath* (described in connection with N. Conway) are as near to Conway; and excursions may be made to other points of interest—to *Chocorua Lake* (8 miles), to *Champney's Falls*, *Conway Center*, and *Chatham*. At **North Conway** (see p. 109) connection is made with trains of the Portland & Ogdensburg R. R. without change of cars, for the Crawford and Fabian Houses, passing through the White Mountain Notch, and for Glen House.

b. *Via Boston, Concord, Montreal & White Mts. R. R.*

As far as **Concord** (75 miles) this route is described in Route 26. Leaving Concord, a number of small stations are passed in succession. Just beyond *Tilton* (90 miles from Boston) a fine view of the Sandwich Range is had on the left, and from this point the scenery is very attractive. **Laconia** is a busy manufacturing town on Lake Winnesquam, from which the summit of *Mt. Belknap* (see Route 22) may be reached in $8\frac{1}{2}$ miles. **Weirs** (105 miles) is described in Route 22. Here connection is made with the Lake Winnepesaukee steamers; and N. Conway may be reached by crossing to Wolfboro and taking the preceding route. Stations: *Meredith*, 109 miles; *Ashland*, 117; and *Bridgewater*, 120. **Plymouth** (*Pemigewasset House*) lies in the lovely Pemigewasset Valley, on the outskirts of the White Mountain region, and amid charming scenery. There are several natural curiosities within excursion-distance, and 4 miles N. E. (ascended by carriage-road) is ***Mt. Prospect** (2,963 ft. high), affording what is said to be the finest view south of the mountains. Several small stations are now passed, and then (145 miles from Boston) comes **Warren** (*Moosilaukee House*), a much-visited highland village, 9 miles from ***Mt. Moosilaukee**, the highest peak in New Hampshire outside of the White and Franconia groups, and commanding magnificent views. From the *Prospect House* may be seen the valley of the Connecticut, the White and Franconia Mountains, Lake Winnepesaukee, nearly the whole of Vermont and New Hampshire, and several Canadian peaks. Stations: *E. Haverhill*, 151 miles; *Haverhill* and *Newberry*, 156; *Woodsville*, 166; and **Wells River** (169 miles), the junction of the Passumpsic R. R. and the Montpelier & Wells River R. R. with the present route. At **Wing Road** (192 miles) the present route diverges to the *Twin Mountain House* (201 miles) and the *Fabyan House* (206 miles). (All these are described in Route 21.) At *Bethlehem* (196 miles) the Profile and Franconia Notch R. R. connects, and runs to the Profile House (see p. 118). At the Fabyan House the train connects with the railway up Mt. Washington.

c. *Via Boston & Maine R. R.*

This route takes Lake Winnepesaukee *en route*. As far as **Dover** (68 miles) it is the same as Route 18. The line from Dover traverses the Cocheco Valley, passing *Rochester* (see p. 106), *Farmington* (86 miles), and *New Durham* (92 miles), and stops at **Alton Bay** (96 miles). From Alton Bay the traveler may go by steamer to *Weirs*, and thence by Route b; or to *Wolfboro*, and thence by Route a to *North Conway*; or to *Center Harbor*, and thence by stage through Sandwich to Conway. (See Route 22.)

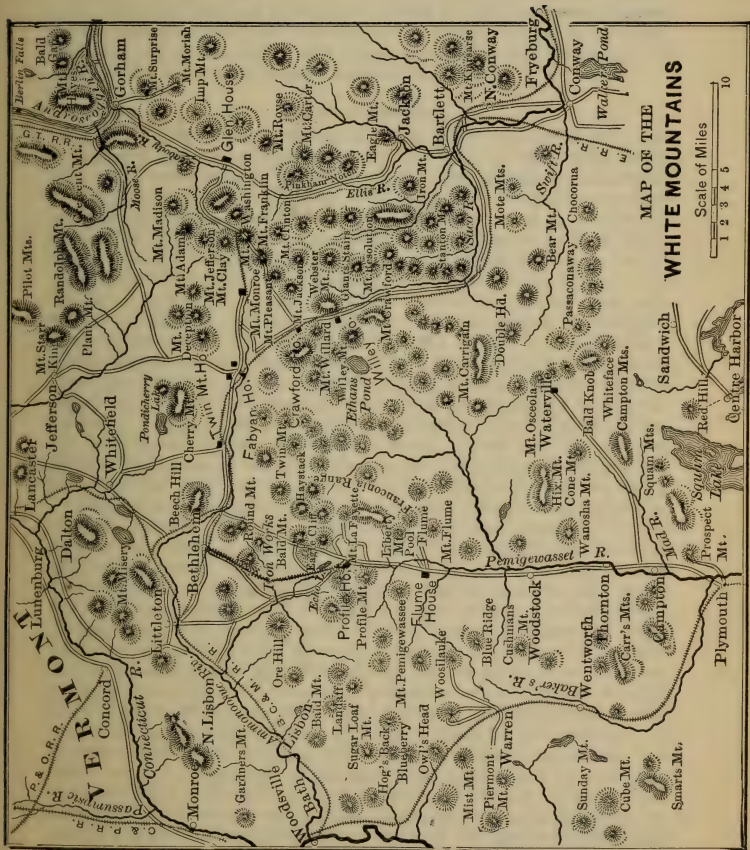
21. The White Mountains.

The routes from Boston to the White Mountains are described in Route 20. From Portland, in Route 19. From New York the White Mountains may be reached *via* Boston, or direct by either of the following routes: (1.) *Via* Route 29 to Wells River, and thence to the Twin Mountain, White Mountain, and

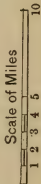
Fabyan Houses, as in Route 20, *b* ; distance to the Twin Mountain House, 338 miles. (2.) *Via* New Haven or New London to Norwich, Worcester, and Nashua, to Concord, and thence as in Route 20, *b*. (3.) *Via* steamer to New London, thence *via* Route 30 to Brattleboro and Wells River, and from the latter point as in Route 20, *b*. (4.) *Via* Albany, Rutland, and Bellows Falls, to Wells River (Routes 36 and 28), and thence as in preceding route. From Montreal or Quebec *via* Grand Trunk R. R. to Gorham. Also from Montreal *via* Southeastern R. R. to Wells River, and thence *via* B. C. & M. R. R.

THE WHITE MOUNTAINS (the "Switzerland of America") rise from a plateau in Grafton and Coös Counties, New Hampshire, about 45 miles long by 30 broad, and 1,600 ft. above the sea. Some 20 peaks of various elevations rise from the plateau, which is traversed by several deep, narrow valleys. The peaks cluster in two groups, of which the eastern is known locally as the White Mountains, and the western as the Franconia Group. They are separated by a table-land varying from 10 to 20 miles in breadth. The principal summits of the eastern group are Mounts Washington (6,293 ft. high), Adams (5,759), Jefferson (5,657), Madison (5,361), Monroe (5,349), Franklin (4,850), Pleasant (4,712), Webster, Clinton, and Clay. The principal summits of the Franconia Group are Mounts Pleasant, Lafayette (5,280 ft.), Liberty, Cherry Mountain, and Moosilauke. Near the S. border of the plateau rise Whiteface Mountain, Chocorua Peak, Red Hill, and Mount Ossipee; and in the S. E., Mount Kearsarge. With the exception of the Black Mountains of North Carolina, several of these peaks are the highest elevations in the United States E. of the Rocky Mountains. Multitudes of little streams force their way down steep glens from springs far up the mountain-sides, and flow through narrow valleys among the hills. The courses of these rivulets furnish irregular but certain pathways for the rough roads that have been cut beside them, and by which the traveler gains access to these wild mountain-retreats.

The aboriginal name of the White Mountains was *Agichook* or *Agiocochook*, signifying "Mountain of the Snowy Forehead and Home of the Great Spirit." The first white man to visit them, according to Belknap, the State historian, was Walter Neal, in 1632. The Notch was discovered in 1771, the first inn was erected in 1803, a bridle-path to the summit of Mount Washington was cut in 1819, and the first hotel was opened in 1852. Since this latter date the popularity of the mountains has steadily increased, until they are now, next to Saratoga and Long Branch, the most frequented of any American summer resort. As to the time to visit them, Starr King recommends the early summer. "From the middle of June to the middle of July, foliage is more fresh; the cloud-scenery is nobler; the meadow-grass has a more golden color; the streams are usually more full and musical; and there is a larger proportion of the 'long light' of the afternoon, which kindles the atmosphere into the richest loveliness. The mass of visitors to the White Mountains go during the dog-days, and leave when the finer September weather sets in, with its prelude touches of the October splendor. In August there are fewer clear skies; there is more fog; the meadows are appareled in more sober green; the highest rocky crests may be wrapped in mists for days in succession; and a traveler



MAP OF THE WHITE MOUNTAINS



has fewer chances of making acquaintance with a bracing mountain-breeze. The latter half of June is the blossom-season of beauty in the mountain-districts; the first half of October is the time of its full-hued fruitage."

In describing the mountains, we shall begin at North Conway, the S. E. portal, and proceed by the usual routes to different points, describing in connection with each the various features of interest in its neighborhood. Of course, the tourist can arrange his routes differently, and still find the description equally serviceable.

North Conway.

This is one of the prettiest towns in the entire mountain-region, and is a favorite rendezvous for artists and tourists who wish to be within easy excursion-distance of the mountains, while avoiding the excitement and expense of the larger hotels. It is beautifully situated on a terrace overlooking the intervals of the Saco, and is surrounded on all sides by mountains. On the E. the rugged Rattlesnake Ridge walls it in, Kearsarge or Pequawket rising in lonely dignity a little to the N.; on the W. are the Moat Mountains, with the peak of Chocorua in the distance; and on the N. and N. W. almost the whole line of the White Mountains proper, crowned in the center with the dome of Mount Washington, closes in the view. • The leading hotel of the village is the *Kearsarge House*, a large and well-kept house with accommodations for 300 guests. The *Intervale House* $1\frac{1}{2}$ mile from the village, is large and excellent, and commands a unique and beautiful view of the mountains up a long valley-vista. Other hotels are the *Sunset Pavilion*, the *McMillan House*, the *Washington House*, the *North Conway House*, and the *Randall House*. The rates at all these houses are from \$2.50 to \$3 per day. There are also many boarding-houses in the village (\$7 to \$12 a week).

There are several points of interest in the immediate neighborhood of North Conway. The *Artist's Falls* is a picturesque and much-visited spot in the forest $1\frac{1}{2}$ mile distant. On the opposite side of the river, and 3 miles distant, are *The Ledges*, a series of cliffs from 100 to 900 ft. high, which extend along the mountain-side for 4 or 5 miles. A figure of a horse (called the "White Horse") is pictured on the perpendicular side of these cliffs, and is visible from the village. * **Echo Lake** is a beautiful sheet of water lying at the very base of the cliffs (Moat Mountain), and is celebrated for the distinctness of the echo which it throws back. Above Echo Lake (reached by climbing the cliff) is the * **Cathedral**, a natural cavity formed in the solid granite. The wall gradually inclines outward, forming a magnificent Gothic arch 40 ft. long, 20 wide, and 60 high, with noble forest-trees constituting the outer wall. A little north of the Cathedral, approached by a pleasant woodland path, is *Diana's Bath*, a crystal pool, 10 ft. in diameter and more than 10 ft. deep, overhung with trees, and having a beautiful cascade just below. Favorite drives are *Around the Square* (5 miles) and the *Thorn Hill Drive*, which ascends one of the spurs of Thorn Mountain and affords a fine view. * **Mt. Kearsarge** (or Pequawket), 3 miles from the village, is 3,367 ft. high, and is easily ascended. Parties of 2

or 3 persons are carried from North Conway to the foot of the mountain for 50c. each. A fair carriage-road leads to the summit. As this is the highest peak S. of the mountains in this direction, the view from its summit is extremely fine, embracing the whole White Mountain range, and an especially good view of Mt. Washington. The sharp peaks of Chocorua, with the Moat Mountain in the foreground, can also be seen with great distinctness; the course of the Saco River can be traced almost from its source, as it winds among the intervalles, and finally bends away into Maine; and in the broad level expanse toward the S. E. the eye is caught by Sebago Lake, Lovewell's Pond, and numerous smaller bodies of water. There is a small hotel on the summit, at which those wishing to see the gorgeous sunset and sunrise views can remain overnight.

North Conway to the Glen House.

Stages leave Glen Station (Portland & Ogdensburg R. R.), on the arrival of the trains, for the Glen House, and this is the quickest way of reaching it; but if the tourist have time he should not adhere too closely to the railway-routes, but should traverse some of the picturesque stage-roads which used to form the only mode of transit from point to point. By hiring a private conveyance at N. Conway, and taking the old stage-route to the Glen House, he can secure a very enjoyable ride of 20 miles. This route we shall now describe.

For a few miles after leaving North Conway the road passes up the valley of the Saco, amid delightful scenery, with Mt. Kearsarge looming up grandly on the right and presenting an endless variety of forms. At *Bartlett* the old stage-road to the Notch diverges to the W., while the one we are pursuing runs nearly due N. At the crossing of the Ellis River, the former site of the *Goodrich Falls* is seen. These falls were among the heaviest and finest in the White Mountains, but were spoiled in 1875 by the erection of a mill. In seasons of high water they are still imposing. For the next mile the road is bordered by heavily wooded hills, between which occasional glimpses are had of the summits of the Washington range, and the little hamlet of **Jackson** is reached. There is a church here (Baptist), two hotels (the *Jackson Falls House* and the *Thorn Mountain House*), and some half a dozen houses. From the portico of the first-mentioned hotel there is a noble view of the surrounding mountains, with *Iron Mountain* (2,900 feet high) on the right, and the bold peak of *Tin Mountain* on the left. Within three minutes' walk of the hotel are *Jackson Falls*, a romantic cascade on the Wild-Cat Brook. In this vicinity is some of the best trout-fishing to be found among the mountains, and the place is much frequented by sportsmen and artists. On leaving Jackson, there is an impressive view of the dark gorges, which open miles away toward Mt. Washington, and then the road ascends through the desolate *Pinkham Notch*, filled with an almost unbroken forest. About 7 miles beyond Jackson, a path to the right leads to the Glen Ellis Falls, which are quite near the road, and a little farther on is the entrance to the Crystal Cascade (see p. 111). Here the Peabody River is crossed twice in quick succession, and a further ride of 3 miles brings us to our destination.

The **Glen House** is one of the largest and best hotels in the

mountain-region (capacity of 600 guests). It fronts the Peabody River and the Washington range, to which it is nearer than any other hotel in the mountains, five of the highest peaks being in full view from the portico. Directly in front are the outworks and huge shoulder of Mt. Washington itself. Next comes Mt. Clay (5,400 ft.), rising over the huge "Gulf of Mexico"; then the massive Jefferson (5,700 ft.); then the Adams (5,800 ft.), with its sharp and symmetrical peak; and, finally, Madison (5,361 ft.). From the balcony of the hotel, parties ascending and descending Mt. Washington may readily be seen with the aid of a glass; and a still better view is obtained by climbing a few hundred feet up the mountain behind the hotel. Stages run from the Glen House to Gorham on the Grand Trunk R. R., and to Glen Station on the P. & O. R. R.

In the vicinity of the hotel are many points of interest. The *Garnet Pools*, about $\frac{1}{2}$ mile distant, near the Gorham road, are a series of basins in the Peabody River, some of them 15 and 20 ft. deep, worn in the granite rock by the action of the water. * **Thompson's Falls** are a series of picturesque cascades in an affluent of the Peabody River, 2 miles from the hotel, on the road to North Conway. The view of Mt. Washington and Tuckerman's Ravine, from the upper fall, is the finest that is obtained from any point. *Emerald Pool*, noted for its quiet sylvan beauty, is a short distance from the road just before reaching Thompson's Falls. On the North Conway road, 3 miles from the hotel, a path through the woods leads to the **Crystal Cascade**, "an inverted liquid plume," 80 ft. high, situated near the mouth of Tuckerman's Ravine. The best view of the cascade is not from the foot, but from a high, moss-covered bank opposite. A mile beyond (4 miles from the hotel), a plank-walk to the left leads to the * **Glen-Ellis Fall**, where the Ellis River slides 20 ft. over the cliff at a sharp angle and then plunges 60 ft. into a dark-green pool below. This is one of the loveliest cascades in the entire region. * **Tuckerman's Ravine** is a tremendous chasm in the S. side of Mt. Washington, whose frowning walls, 1,000 ft. high, are plainly visible from the hotel. It is filled, hundreds of feet deep, by the winter snows, through which a brook steals as summer draws near, gradually widening its channel until it flows through a grand snow-cave, which was found, by actual measurement one season, to be 84 ft. wide on the inside, 40 ft. high, and 180 ft. long. The snow forming the arch was 20 ft. thick. The engineers of the carriage-road up Mt. Washington dined in that snow-arch July 16, 1854. After rain the cliffs back of the ravine present an appearance which has gained for them the name of the "Fall of a Thousand Streams." The ravine is reached from the Glen House by Thompson's Path, which diverges from the carriage-road about 2 miles up the mountain (distance $4\frac{1}{2}$ miles), or by a rugged and difficult path by the brook-side from Crystal Cascade. The more common way of visiting it, however, is to descend into it from the summit of Mt. Washington. The distance from the summit to the bottom of the ravine is about a mile.

The **Carriage-road up Mt. Washington** from the Glen was,

until the completion of the steam-railway, the easiest and most popular way of reaching the summit, and is still preferred by many. The road was begun in 1855 and completed in 1861, and is a noble piece of engineering. The average grade is 12 ft. in 100, and the steepest, which is $2\frac{1}{2}$ miles from the base, is 16 in 100 for a short distance only. The tolls are, for each person on foot, 32c.; on horseback or in carriages, 80c. The fare for a seat in one of the regular mountain-carriages, which leave the Glen House morning and afternoon, is \$5 for the round trip, \$3 either way. The time required for the ascent is about 3 hours, and for the descent $1\frac{1}{2}$ hour.

The Glen House to Gorham.

Stages run twice a day from the Glen House to Gorham, which is 8 miles N. E. (fare, \$1.50). The ride is a pleasant one down the valley of the Peabody, with fine mountain-views nearly all the way. About $2\frac{1}{2}$ miles from the Glen is a bridge over the Peabody River, by crossing which and proceeding to a point near a farmhouse, $\frac{1}{2}$ mile from the road, the traveler may see **The Imp**, a peak of Mt. Moriah, so named from the marked resemblance which the summit bears to a grotesque human countenance.

Gorham (*Alpine House, Gorham House, Eagle House*), the N. E. gateway to the mountain-region, is a thriving village, situated in a broad and beautiful valley at the confluence of the Androscoggin and Peabody Rivers, 800 ft. above the sea. It is a station on the Grand Trunk R. R., whose repair-shops are located here. The scenery in the vicinity of the village is remarkably striking, both in the views of the mountain-ranges and isolated mountains, and of rivers and waterfalls. The range of Mts. Moriah, Carter, and The Imp, in particular, is seen to great advantage. Mt. Carter is one of the highest and Mt. Moriah the most graceful of the larger New Hampshire hills; the best view of them is from the Alpine House. The noble chain of hills to the N. W. of Gorham is known as the Pilot Range; while on the E. and S. E. the valley is walled in by the stalwart and brawny Androscoggin Hills. ***Mt. Hayes**, the highest of these latter (2,500 ft.), is directly N. E. of the village, and may be ascended by a path leading directly to the summit in two hours. "The picture from the summit can not be sufficiently praised. The view of Adams and Jefferson, sweeping from the uplands of Randolph, will never be forgotten. And Mt. Washington shows no such height, or grandeur, when seen from any other point." ***Mt. Surprise**, a spur of Mt. Moriah, fronts Mt. Hayes on the opposite side of the valley, and a bridle-path leads from the village to its summit ($2\frac{1}{2}$ miles). This bridle-path was formerly feasible for horses, but it has been allowed to get so much out of repair as to be no longer safe even for pedestrians without the aid of a guide. Mt. Surprise is 1,200 ft. high, and its summit affords a grand view of the "Presidential group" (Adams, Washington, Jefferson, and Madison). "There is no other eminence where one can get so near to these monarchs, and receive such an impression of their sublimity, the vigor of their outlines, their awful solitude, and the extent of the wil-

derness which they bear upon their slopes." The highest summits of the range rise directly against the eye, with no intervening ridge or obstacle. **Mt. Moriah**, 4,700 ft. high, can now only be ascended on foot, though there was once a good bridle-path. The ascent is tedious but not otherwise difficult, and the view from the summit is very striking.

Randolph Hill, 600 ft. higher than the valley, is reached by a pleasant carriage-drive of 5 miles from Gorham, and from its summit a superb view is obtained of the whole northerly wall of the Mt. Washington range. From the foot of Randolph Hill a path has been "blazed" through the forest to the summit of *Mt. Madison*, which may be ascended with guides. The summit is 5,361 ft. high, and the outlook which it affords is only inferior to that from the peak of Mt. Washington. It is possible for a strong pedestrian (with guides) to start from Gorham early in the morning, and, ascending Mt. Madison, pass over its summit, around or over the sharp pyramid of Adams, over Jefferson, between the humps of Mt. Clay, and reach the hotels on the summit of Mt. Washington before sunset. This route would lie among and over the largest mountains of the White Mountain range, and would afford a continuous succession of unrivalled views. From the *Lead-Mine Bridge*, 4 miles E. of the village, a pleasing view is obtained of the Androscoggin, dotted with islands in the foreground, with the mountains in the distance. It should be visited between 5 and 7 o'clock P. M., in order to see the sun set behind the mountains. An extremely attractive drive of 6 miles along the W. bank of the river leads to the * **Berlin Falls**, where the whole volume of the Androscoggin pours over a granite ledge, descending nearly 200 ft. in the course of a mile. The best views of the cataract are obtained from a jutting rock near the lower end, and from the bridge above which spans the narrowest part of the stream.

Stages leave Gorham, on the arrival of the trains, for the Glen House (8 miles; fare, \$1.50). The ascent of Mt. Washington may be made from Gorham in a day *via* the Glen House.

Gorham to the Notch.

Since the completion of the carriage-road on the E. side, and of the railroad on the W. side, nearly all the travel through the mountains passes over Mt. Washington, and comparatively few tourists go by the old stage-routes. These, however, have not lost their charm, and whoever can spare the time should certainly make the trip from Gorham to the Notch, *via* the "Cherry Mountain Road," now to be described. The scenery along its entire length is grander than is afforded by any other route among the mountains. The distance is 32 miles. There is no regular stage, but mountain-wagons can be hired at Gorham on reasonable terms. The beauties of the road begin almost before the village is left behind. It takes in the glorious outlook from Randolph Hill, of which we have already spoken; it commands every slope and summit of the Mt. Washington range from the N.; and for 12 miles of the way they are all in view at once, with no intervening hills to break the impression of their majesty. The mountain-forms are much grander on

the northerly than on the southern side, and the road we are traversing commands the finest views obtainable in this direction. "From the village of *Jefferson* (Starr King House), through which this Cherry Mountain road runs, not only is every one of the great White Mountain group visible, but also the Franconia Mountains, the side of the Willey Mountain, in the Notch, the line of the nearer Green Mountains beyond the Connecticut—in fact, a panorama of hills to the northwest and north almost as fine as the prospect in that direction from the summit of Mt. Washington." The finest point of view is * **Jefferson Hill** (17 miles from Gorham), which is becoming one of the most frequented resorts in the White Mountain region. Here are the *Waumbek House*, the *Plaisted House*, the *Jefferson Hill House*, the *Starr King*, the *Sunny-side*, and numerous boarding-houses. The rates at the hotels are \$9 to \$18 per week; at the boarding-houses, \$7 to \$12. The view of the mountains, above described, is incomparably fine from the *Waumbek House*; and from the piazza, with a glass, people on the summit of Mt. Washington can be distinctly seen, and the trains moving up and down the steep side. The remainder of the road to the *Crawford House* (16 miles) is scarcely inferior in scenic grandeur to that already described, and the entrance of the Notch is extremely fine. The White Mountain House and the *Fabyan House* are passed *en route*. There is a shorter route from Gorham to the Notch than the preceding, but it is much less attractive, and in engaging the carriage care should be taken to stipulate for *Jefferson Hill*.

The Crawford House and Vicinity.

The *Crawford House* (350 guests) is a large and popular summer-hotel, situated on a little plateau 2,000 ft. above the sea, and facing the Notch. It bears the name of the earliest hosts of these mountain-gorges, and is near the site of the old Notch House, one of the first taverns opened in the White Mountain region. The *Crawford House* and adjacent hotels are now connected with the outside world by two lines of railway, and passengers can run through from Boston to the very doors (see Routes 19 and 20). The station of the P. & O. R. R. stands a few rods from the front of the hotel. Stages also connect the *Crawford House* with the other mountain hotels. Within a stone's-throw of the hotel and of each other there are two springs, one of which discharges its waters into the Saco, while the other empties into a tributary of the Ammonoosuc, and reaches the sea through the Connecticut. In front of the house, near the gate of the Notch, is a tiny lakelet, which forms the head-waters of the Saco.

A favorite excursion from the hotel is the ascent of * **Mt. Willard**, which is easily made by a road 2 miles long, either in carriages or on foot. The summit is 2,000 ft. high, and commands a wonderful view of the tremendous gulf of the Notch, and of the mountain-peaks far and near. Speaking of the view of the Notch from this point, Bayard Taylor says, "As a simple picture of a mountain-pass, seen from above, it can not be surpassed in Switzerland." Near the summit of the mountain, on the S. side, is the *Devil's Den*, a dark, cold cave, about 20 ft.

deep, 15 high, and 20 wide, only accessible by means of ropes. *Gibbs's Falls* are a series of romantic cascades, reached by a walk of half an hour from the hotel, along the aqueduct by which it is supplied with water, and then along the brook-side. The falls are about $\frac{1}{4}$ of a mile from where the aqueduct issues from the brook. *Beecher's Falls* (named after Rev. Henry Ward Beecher, who is said to have taken an involuntary bath in one of the basins) are situated on the slope of Mt. Lincoln, and may be reached by an easy path through the woods to the right of the hotel. They consist of a series of beautiful cascades extending for $\frac{1}{3}$ mile along a mountain-brook. From some shelving rocks at the head of the uppermost fall, called the "Flume Cascade," there is a fine view of the summit of Mt. Washington.

The favorite excursion from the Crawford House is through the famous ***Notch**, which is seen to the best advantage as approached from this direction, the giant masses of Webster, Willard, and Willey being directly in front. The Notch is a tremendous gorge or rift in the mountains, which rise on either side to the height of 2,000 ft., and which, in one spot, called the "Gateway," are only 22 ft. apart. The Saco River runs through it, and also the P. & O. R. R., which along the slopes of Mount Willey is 300 ft. above the stage-road. The *Elephant's Head* is a rocky bluff on the E. side of the Notch, about $\frac{1}{2}$ mile from the hotel, the supposed resemblance of which to an elephant's head, as seen from the hotel piazza, gives it its name. Just within the Gate, a view is obtained of the *Old Maid of the Mountain*, a great stone face on a spur of Mt. Webster. An overhanging rock on the same side of the road is called the *Devil's Pulpit*, and on the face of this the profile of *The Infant* is visible to imaginative minds. Directly opposite the Devil's Pulpit is another profile called the *Young Man of the Mountain*; and far up the slopes of Mt. Willard is the black mouth of the Devil's Den, already mentioned. The *Flume* is a portion of a little mountain-stream, to the left of the road about $\frac{3}{4}$ mile from the hotel. A little farther down the Notch is the ***Silver Cascade**, the finest waterfall on the W. side of the mountains. The stream, the upper part of which is visible from the piazza of the hotel, descends 800 ft. in the course of a mile, 400 of which are nearly perpendicular. The best view is from the bridge, near which the current rushes through a narrow flume, like that already described. Passing down the Notch between Mts. Willey and Webster, we come to the *Willey House* (3 miles from the hotel), where the whole Willey family, 9 in number, were crushed by an avalanche from which they were trying to escape, August 28, 1826. A rock 30 ft. high split the avalanche and saved the house from which they fled to their death. The house is occupied, and a small entrance-fee is charged, but there is nothing inside to interest. Three miles beyond the Willey House, on Avalanche Brook, a small mountain-stream emptying into the Saco, is the ***Sylvan Glade Cataract**, regarded by many as the finest waterfall in the mountains. It is 2 miles from the road, in a steep ravine, whose cliffs, crowned with a dense forest of spruce, are singularly grand. The cascade leaps first over 4 rocky ledges, each about 6 ft. high, and then glides at an angle of 45° down

a solid bed of granite 150 ft. into the pool below. It is about 75 ft. wide at the base, and 50 at the summit. A mile above the cataract, there are several other falls, the finest of which is called the *Sparkling Cascade*. This is the limit of the ordinary excursions, but it is quite worth while to engage a vehicle and drive farther along the old stage-route to North Conway. As we proceed down the Saco we pass through a dense forest and come in succession to the *Giant's Stairs*, 5,500 ft. high; *Mt. Resolution*, 3,400; and *Mt. Crawford*, 3,200. Next, the *Mt. Crawford House*, once the most popular of the mountain inns, is passed; and $\frac{1}{2}$ mile beyond we cross *Nancy's Brook and Bridge*, so named after a young woman who perished here from exposure when in pursuit of a faithless lover. Near by is the grave of Abel Crawford, "patriarch of the mountains."

The ***Bridle-Path up Mt. Washington** from the Crawford House commands finer views than any other route, leading over the summits of Mts. Clinton, Pleasant, Franklin, and Monroe. It can only be traversed on foot, but the path is plain and safe, *except in case of a fog*, when great caution should be exercised, as several fatal accidents have occurred.

The Fabyan and Twin Mountain Houses.

The **Fabyan House** (500 guests) is the largest and finest hotel in the mountains, with all the appointments and conveniences of a first-class city hotel. It stands on the Giant's Grave, a lofty, grave-shaped mound, and commands a noble view of the whole White Mountain range. It is at the junction of the Portland & Ogdensburg and Boston, Concord, Montreal & White Mt. Railways, and is also the nearest of the large hotels to the lower terminus of the Mt. Washington Railway. It is likewise a convenient point for excursions to Mt. Willard, the Notch, and the Willey House, the intervening 5 miles being over a good road with fine views. Between the railroads (about $\frac{1}{2}$ mile from the Fabyan House) is the *Mount Pleasant House*, new and attractively situated, and charging moderate prices. About a mile beyond Fabyan's is the *White Mountain House*, long known as an old and favorite hostelry, pleasantly situated in the midst of an open tract of country. In the rear is a fine view of the Presidential peaks, and in front, beyond the Ammonoosuc, rises the lofty range which connects the Great Notch with Franconia. There are pleasant rambles in the neighborhood, and varied views from the adjacent hills. The once-famous *Lower Ammonoosuc Falls* have been spoiled by the erection of a saw-mill above. The **Upper Ammonoosuc Falls* ($3\frac{1}{2}$ miles from the Fabyan House on the road to Mt. Washington) are very fine. The **Twin Mountain House** (300 guests) is a large and highly popular hotel, 5 miles W. of Fabyan's, pleasantly situated on heights above the Ammonoosuc River. The Boston, Concord, Montreal & White Mts. R. R. has a station here, and it is a convenient point from which to visit the various places of interest.

Bethlehem (*Sinclair House, Maplewood House, Strawberry Hill House, Prospect House, the Bellevue, and numerous boarding-houses*) is

a highly popular summer resort on the Boston, Concord, Montreal & White Mts. R. R., 5 miles from the Twin Mountain House. It claims to be the highest village E. of the Rocky Mountains, and is the meeting-place of the American Hay-Fever Association. Starr King said of it that "no village commands so grand a panoramic view. The whole horizon is fretted with mountains." Several interesting excursions may be made from Bethlehem, the best being to the summit of *Mt. Agassiz* ($1\frac{3}{4}$ mile distant). The Profile & Franconia Notch R. R. runs from Bethlehem to the Profile House (see page 118).

Mount Washington.

The ascent of Mt. Washington by the Carriage-Road from the Glen House is described on p. 111. The ascent by the Crawford House Bridle-Path on p. 116.

The *Mt. Washington Railway* connects with the Mt. Washington Branch of the B. C. M. & W. Mts. R. R. near *Marshfield* (Ammonoosuc Station). The distance from Marshfield to the summit is about 3 miles. The fare for the ascent or descent is \$3; round trip, \$4; trunks are charged extra. The Mt. Washington Railway was begun in 1866, and opened in 1869, and is similar to that up the Righi. The grade is enormous, being 3,596 ft. in 3 miles, and in places 1 foot in 3. The track is of three rails bolted to a trestle-work of heavy timber. The third or center rail is like a wrought-iron ladder with rounds 4 inches apart. Into this fits a cog-wheel which fairly pulls the train up the mountain. The seats for the passengers are so swung as to be horizontal, whatever may be the inclination of the track. The safety of the train is secured by independent, self-acting brakes. The time occupied by the ascent is $1\frac{1}{2}$ hour, but the slow progress is forgotten in the splendid panorama of the gradually widening views.

The summit (6,293 ft. high) is an acre of comparatively level ground, on which stand the *Mount Washington Summit Hotel* (\$1.50 for each meal, and the same for a night's lodging), the old Tip-Top and Summit Houses (which are no longer in use), the engine-house of the railway, and the U. S. Signal-Service observatory. At this station, which is occupied in winter, observers have recorded a temperature of 59° below zero, while the wind blew with a velocity of 190 miles an hour. Visitors to Mount Washington should always go well clad. The range of the thermometer, even in midsummer, is from 30° to 45° . It frequently falls as low as 25° , and sometimes to 20° , or 12° below freezing. The tourist should spend one night on the summit, in order to see the wonderful sunrise and sunset views. The enjoyableness of the trip is greatly increased by going up the mountain one way and down the other (up by railway and down by stage, or *vice versa*).

The *view from Mt. Washington is incomparably grand. In the W., through the blue haze, are seen in the distance the ranges of the Green Mountains; the remarkable outlines of the summits of Camel's Hump and Mount Mansfield being easily distinguished when the atmosphere is clear. To the N. W., under your feet, are the clearings and settlement of Jefferson, and the waters of Cherry Pond; and, farther distant, the village of Lancaster, with the waters of Israel's River.

The Connecticut is barely visible; and often its appearance for miles is counterfeited by the fog arising from its surface. To the N. and N. E., only a few miles distant, rise boldly the great northeastern peaks of the White Mountain range—Jefferson, Adams, and Madison—with their ragged tops of loose, dark rocks. A little farther to the E. are seen the numerous and distant summits of the mountains of Maine. On the S. E., close at hand, are the dark and crowded ridges of the mountains of Jackson; and beyond, the conical summit of Kearsarge, standing by itself on the outskirts of the mountains; and, farther over, the low country of Maine and Sebago Lake, near Portland. Still farther, it is said, the ocean itself has sometimes been distinctly visible. Farther to the S. are the intervalles of the Saco, and the settlements of Bartlett and Conway, the sister ponds of Lovewell, in Fryeburg; and, still farther, the remarkable four-toothed summit of Chocurua, the peak to the right being much the largest, and sharply pyramidal. Almost exactly S. are the shining waters of the beautiful Winnepesaukee, seen with the greatest distinctness on a favorable day. To the S. W., near at hand, are the peaks of the southwestern range of the White Mountains: Monroe, with its two little Alpine ponds sleeping under its rocky and pointed summits; the flat surface of Franklin, and the rounded top of Pleasant, with their ridges and spurs. Beyond these, the Willey Mountain, with its high, ridged summit; and, beyond that, several parallel ranges of high, wooded mountains. Farther W., and over all, is seen the lofty, bare summit of Mt. Lafayette, in Franconia. There is an observatory on the summit, which is 30 ft. high, and which affords a magnificent view in all directions. There are also special points whence fine outlooks are obtained.

The Franconia Mountains.

These mountains, though in popular estimation inferior in interest to the eastern cluster, are really not so, except it be in the wonders of the mountain ascents; and even in this the panorama from the summit of *Lafayette* is scarcely less extensive or less imposing than the scene from the crown of Mount Washington, while the exquisite little lakes, and the singular natural eccentricities in the Franconia group, have no counterpart in the other. They lie W. S. W. of the White Mountains, from which they are separated by the Field Willey and Twin Mountain ranges, and consist of sharp and lofty peaks, covered almost to their summits with dense forests. The name is usually applied to all the mountains around the Notch, but belongs, more properly, to the majestic range on the E. side. The **Franconia Notch** is a fine pass between the Franconia and Pemigewasset ranges, 5 miles long and $\frac{1}{2}$ mile wide, walled in by precipitous cliffs, filled with forests, and traversed by the crystal waters of the upper Pemigewasset River. Harriet Martineau said of it, "The Franconia Defile is the noblest mountain-pass I saw in the United States."

The **Profile House** (500 guests) is the headquarters of the Franconia range, and is one of the largest and best hotels in the White Mountain region. It is situated in a narrow glen near the N. end of the Franconia Notch, 1,974 ft. above the sea.

Through tickets to the Profile House may be had *via* any of the routes mentioned in Routes 19 and 20, or at the beginning of the present route. The Profile & Franconia Notch R. R. connects at Bethlehem with the Boston, Concord & Montreal R. R., and runs in about 10 miles to the Profile House. Daily stages also run to the Profile House from Plymouth (see p. 107); distance, 29 miles; fare, \$4. The Profile House may also be reached from Plymouth *via* the Pemigewasset R. R. to North Woodstock, and thence by a stage ride of 10 miles (stage fare, \$2).

Of the many objects of interest in the neighborhood of the Profile House, one of the most charming is * **Echo Lake**, a diminutive but very deep and beautiful sheet of water about $\frac{3}{4}$ mile N. of the hotel, entirely inclosed by high mountains. From the center of this fairy-water, a voice, in ordinary tone, will be echoed distinctly several times, and the report of a gun breaks upon the rocks like the roar of artillery. The Indian superstition was, that these echoes were the voice of the Great Spirit, speaking in gentleness or in anger. The best time to visit the lake is toward evening, when the flush of sunset is on the mountains. *Eagle Cliff* is a magnificently bold and rocky promontory almost overhanging the hotel on the N. Directly opposite Eagle Cliff, and forming the southern side of the Notch, is **Profile Mountain** (or Mt. Cannon), 2,000 ft. above the road, and 4,000 ft. above the sea. Away up on its crown is a group of mighty rocks which, as seen from the hotel, bears an exact resemblance to a mounted cannon. The mountain is ascended by a difficult footpath in about 2 hours, and the view from the summit is surpassingly fine, including the surrounding peaks, the towering heights of Washington and his peers, the softly swelling hills sloping away to the S., and the lovely valley of the Pemigewasset. It is upon this mountain, also, that we find the * **Profile**, or "Old Man of the Mountain." This strange freak of Nature, so admirably counterfeiting the human face, is 40 ft. long from the chin to the top of the forehead, and is 1,200 ft. above the road, though far below the summit of the mountain. It is formed of three distinct masses of rock, one forming the forehead, another the nose and upper lip, and a third the chin. The rocks are brought into the proper relation to form the profile at one point only, namely, upon the road through the Notch, $\frac{1}{4}$ mile S. of the hotel (indicated by a sign-board). The face is boldly and clearly relieved against the sky, and, except in a suspicion of weakness about the mouth, has the air of a stern, strong character, well able to bear, as he has done unflinchingly for centuries, the scorching suns of summer and the tempest-blasts of winter. Passing down the road a little way, the Old Man is transformed into "a toothless old woman in a mob-cap," and soon after melts into thin air, and is seen no more. Hawthorne has found in this scene the theme of one of the pleasantest of his "Twice-Told Tales," that of "The Great Stone Face." At the base of the mountain, immediately under the ever-watchful eye of the Old Man, is the exquisite little **Profile Lake**, sometimes called the "Old Man's Washbowl." It is full of the finest trout, and near by is the *Trout House*, where several hundred of this beautiful fish are kept for breeding purposes. From the shore of this lake the best view of Eagle Cliff is had. There is a footpath from the Profile House to

the summit of *Bald Mountain*, $1\frac{3}{4}$ mile distant, whence a noble view is obtained without undergoing the fatigue consequent upon the ascent of the more lofty peaks. * **Mt. Lafayette** is the monarch of the Franconia kingdom, towering skyward to the height of 5,280 ft. Its lofty pyramidal peaks are the chief objects in all views for many miles around. The summit is reached from the Profile House in $3\frac{3}{4}$ miles by a good bridle-path (toll for pedestrians, 50c. each; charge for horse with guide, \$3.50). On the summit stand the walls of an old house, erected as a shelter for visitors. From this point is obtained "a view more beautiful, in some respects, though it may be less grand and majestic, than that from Mt. Washington." The Green Mountains are plainly seen, as well as the entire White Mountain range; the peak of Katahdin cleaves the air to the N. E., and to the S. the Pemigewasset Valley shows its contour for a distance of 40 miles.

Walker's Falls, reached by following for $\frac{1}{2}$ mile a rivulet which crosses the road $2\frac{1}{2}$ miles S. of the hotel, is one of the most picturesque of the mountain cascades, though the volume of water is not very great, nor the height of the fall at all remarkable. Half a mile farther up the stream is a larger fall. A mile farther S. is **The Basin**, a granite bowl, 60 ft. in circumference and 15 ft. deep, filled with cold, pellucid water. It lies near the road-side, where the Pemigewasset has worn deep and curious cavities in the solid rock. The water, as it flows from the Basin, falls into most charming cascades; and at the outlet, the lower edge of the rocks has been worn into a remarkable likeness of the human leg and foot, called the "Old Man's Leg." Across the brook below the basin, is thrown a bridge of logs, which enables the visitor to reach a path leading $\frac{1}{2}$ mile to a succession of the most exquisitely lovely *Cascades* in this whole region. These cascades should be followed to the point where they end in a waterfall (*Tunnel Falls*) 30 ft. high. About $1\frac{1}{2}$ mile beyond the Basin (5 miles from the Profile House) is the **Flume House**, which is a small but excellent hotel, beautifully situated at the head of the valley, with Mt. Liberty in front and Mt. Pemigewasset behind. The views northward toward the Notch, and southward toward the Pemigewasset Valley, are surpassingly fine. Opposite the hotel a path through the forest leads $\frac{3}{4}$ of a mile to * **The Pool**, a wonderful excavation in the solid rock, smooth as though hewn by human hands. It is about 150 ft. wide and 40 ft. deep, the water entering by a cascade, and escaping through the rocks at its lower extremity; from the top of the rocks above to the surface of the pool the distance is nearly 150 ft.

* **The Flume**, one of the most famous of all the Franconia wonders, is $\frac{3}{4}$ of a mile from the hotel, and is reached by a carriage-road leading to the part of the *Cascade* below the Flume. The cascade is a continuous succession of gentle rapids, 600 ft. long, and at its upper end is the entrance to the flume itself, which is a rugged ravine 700 ft. long, with precipitous, rocky walls 60 ft. high, and not more than 20 ft. apart. Through this grand fissure comes the little brook which we have just seen; and a plank-walk leads along its bed to the upper end of the ravine, where the walls approach within 10 ft. of each

other. At this point, about half-way up, a huge granite boulder, several tons in weight, hangs suspended between the cliffs, where it has been caught in its descent from the mountain above. So nicely is it adjusted, and so slight appears its hold, that it seems as if the gentlest touch would be sufficient to dislodge it from its resting-place, and precipitate it into the gorge below. The **Georgianna Falls** (or *Harvard Falls*, as they are sometimes called) are of greater magnitude than any yet discovered in these mountains. They plunge over the precipice in two leaps of 80 ft. each, and are reached by a path from a small farmhouse about a mile S. of the Flume House, on the Plymouth road (guide at the farmhouse).

22. Lake Winnepesaukee.

Lake Winnepesaukee is reached from Boston, Portland, or New York, by any of the routes described in Routes 19 and 20 and at the beginning of Route 21. The best approach for those who wish to make the tour of the lake on the way to the White Mts. is *via* Boston & Maine (main line) and Dover & Winnepiseogee branch to Alton Bay, whence steamers run to Wolfboro and Center Harbor, connecting at Wolfboro for Weirs.

LAKE WINNEPESAUKEE, the largest and most beautiful sheet of water in New Hampshire, lies in the two counties of Belknap and Carroll, and is a sort of portal to the White Mountain region from the S. It is very irregular in form, its extreme length from N. E. to S. W. being about 25 miles, and its width varying from 1 to 10 miles. Its waters are wonderfully pure and translucent, numerous islands are dotted over its surface, and lofty hills and mountains close it in on all sides. Its name is of Indian origin, and means "The Smile of the Great Spirit," or, as some maintain, "The beautiful water in a high place."

Alton Bay (*Winnepesaukee House*) is the most southern point of the lake, and is situated at the head of a narrow estuary, which appears more like a river than a lake. There are several points of interest in the vicinity. From *Sheep Mountain*, 2 miles N., there is a fine view of the lake; also from *Prospect Hill* and *Mt. Major*. *Lougee Pond*, 7 miles S. W., is noted for its tame fish; and *Merry-Meeting Lake*, 7 miles E., is a beautiful sheet of water. The pleasantest excursion, however, is to the summit of ***Mt. Belknap**, 10 miles distant. The fare for a party in a regular mountain-wagon is \$1.50 each, and the excursion occupies an entire day. The view from the summit is very fine. The distance from Alton Bay to Wolfboro is 11 miles, and to Center Harbor 30 miles; so that the sail includes nearly the entire length of the lake. **Wolfboro** (the *Pavilion*, *Glendon House*, *Bellevue House*, and *Lake House*) is picturesquely situated on two beautiful slopes of land rising gradually from the lake. It is the most important point on the lake, and has 2,000 inhabitants. A branch of the Eastern R. R. connects Wolfboro with North Conway; stages run daily to *Melvin Village*, on the shore of Moultonboro Bay; and steamers run to Weirs, Center Harbor, and Alton Bay. A highly popular excursion from Wolfboro is to **Copple Crown Mountain**, 2,100 ft. high, and $6\frac{1}{2}$ miles

distant. Carriages from the hotel run to within a mile of the summit, from which point horses may be obtained, or the ascent may be easily made on foot. The carriage-fare is \$1.50 for each person of a party. The view from the summit is very fine. The lake can be seen for nearly its entire length. To the S. is a vast level expanse, dotted with lakes and villages and patches of woodland; Belknap and Gunstock, with the mountains of the Merrimac Valley, stretch away toward the W., with the Ossipee and Sandwich ranges closing in the head of the lake; and almost due N. Chocorua looms up in massive grandeur, with the distant peak of Mt. Washington above its shoulder. The ocean is visible to the S. E. on a clear day. A mile N. of Copple Crown (6 miles from Wolfboro) is a smaller mountain called *Tumble-Down Dick*, which is more easily ascended, and affords a scarcely inferior view. In the middle of the lake, about equidistant from Wolfboro, Weirs, and Alton Bay, is *Diamond Island*, on which is the *Island House*, a favorite resort for picnic and excursion parties. A short distance above, on Long Island, there is another small hotel.

The sail from Wolfboro to Center Harbor affords a constant succession of striking views. First Ossipee and Chocorua attract the attention as they loom up against the northern horizon; and then, about midway of the lake, the dim but majestic peak of Mt. Washington is seen 40 miles away. **Center Harbor** (20 miles from Wolfboro and 10 from Weirs) is a very small village, but, being a highly popular summer resort, has a commodious hotel so located as to command charming views of the lake and vicinity. This is the *Senter House* (\$10 to \$17.50 a week). There are also smaller hotels and boarding-houses. Stages leave Center Harbor daily for Moultonboro, S. Tamworth, and West Ossipee. Steamers run to Weirs, Wolfboro, and Alton Bay. The drives in the vicinity of the village are very attractive, but the chief objects of interest are Red Hill and Squam Lake. * **Red Hill** is a remarkably beautiful eminence, 2,000 ft. high, about 6 miles N. W. of the lake. Carriages run to the foot of the hill, where horses are always in readiness to convey passengers to the summit by a bridle-path $1\frac{1}{2}$ mile long. In order to obtain the best views, the ascent should be made in the forenoon, or in the afternoon between 3 and 5 o'clock. At the latter hour the view of the lake and its islands is charming. The view as a whole is one of the finest in New England, and has been compared to that from the summit of Mt. Holyoke. * **Squam Lake**, lying W. from Red Hill and 2 miles N. W. of Center Harbor, is another lovely sheet of water. It is about 6 miles long and 3 miles wide at its widest part, and, like Winnepesaukee, is studded with a succession of romantic islands. This lake abounds in fish, and is noted for the limpid purity of its water. The drive around Squam Lake from Center Harbor (21 miles) affords a delightful day's excursion.

From Center Harbor a steamer runs several times daily to **Weirs** (10 miles), the principal point on the W. side of the lake. This short sail is delightful, and from a point about 3 miles below Center Harbor is obtained the finest view on the lake. Weirs is simply a station on the B. C. M. & W. Mts. R. R., where the trains connect with the steam-

boats. Near Weirs is *Endicott Rock*, supposed to have been set up as a monument or boundary by the surveyors sent out in 1652 by Governor Endicott of Massachusetts.

23. Portland to Mt. Desert.

a. All-Rail Route via Maine Central.

The all-rail route to Mt. Desert is *via* Maine Central (main line) to Bangor, thence by Mt. Desert Branch to Bar Harbor Ferry station; distance, 178 miles; fare, \$3.50.

THE towns from Portland to Bangor are described in Route 23. From the latter-named city the Mt. Desert Branch crosses the Penobscot River into the town of *Brewer*. Thence it runs through the small towns of *Holden* and *Dedham* to **Ellsworth**, a place of 5,000 inhabitants, the county-seat of Hancock County, and a port of entry. The place contains a court-house, custom-house, several banks, six churches, and three newspaper offices. It is an important center of lumbering and ship-building. Thence passing through the village of Hancock, the road reaches its terminus at Bar Harbor Ferry, where steamboats connect with Bar Harbor, Mount Desert, a distance of 10 miles over smooth water.

b. Via Maine Central and Gould & Lincoln R. Rs., and Steamer from Rockland. Fare, \$3.50.

The distance from Portland to Rockland by the Maine Central and Knox & Lincoln Railways is 89 miles. On the line, 29 miles from Portland, is **Brunswick**, a thriving town at the head of tide-water on the Androscoggin River, noted as the seat of *Bowdoin College* (incorporated in 1794). The college buildings, situated amid a beautiful grove of pine-trees near the station, are worthy of a visit, and the gallery of paintings is famous. A few miles beyond Brunswick is **Bath**, a busy little city of 12,000 inhabitants, situated on the Kennebec River, 12 miles from the sea. Ship-building is the leading industry, and there are several fine churches and other buildings. At Bath the cars are carried by ferry across the Kennebec River, and passing on to the rails of the Knox & Lincoln R. R. reach Rockland in 49 miles, passing *en route* the small towns of *Wiscasset* (on the Sheepscot River), *Newcastle*, *Damariscotta*, *Warren*, and *Thomaston*. The latter contains the Maine State Prison. **Rockland** is a city of nearly 10,000 inhabitants, situated on Owl's-Head Bay, an inlet of Penobscot Bay. The town is well built, and the adjacent scenery is remarkably picturesque. At Rockland, passengers for Mt. Desert take the steamer, which pursues a devious course across Penobscot Bay and through intricate channels to the island, stopping by the way at **Castine**, a pretty and wealthy village, situated on a narrow peninsula projecting into the bay, and much resorted to in summer for its coolness, seclusion, and boating and fishing facilities. This line has the advantage for those who like only a few hours' travel on the boat.

c. Via Steamer from Portland. Fare, \$3.50.

A popular way of reaching Mt. Desert is by steamers twice a week (Tuesdays and Fridays) from Portland, landing at Bar Harbor. The steamer leaves Portland at 11 A. M., on the arrival of the train which leaves Boston *via* B. & M. R. R., at 6 P. M., and Eastern R. R. at 7 P. M., and reaches Bar Harbor about noon the next day. As far as Rockland the journey is made at night. The route from Rockland is described above.

Mount Desert.

Mount Desert lies in Frenchman's Bay, just off the coast of Maine, about 110 miles E. of Portland, and 40 miles S. E. of Bangor. The island is 14 miles long and 8 miles wide at the widest part, and has an area of 100 square miles. At its northern end it approaches so nearly to the mainland that a bridge affords permanent connection between the two; and nearly midway it is pierced by an inlet known as *Somes's Sound*, which is 7 miles long. "The island," says Mr. Carter, in his "Summer Cruise," "is a mass of mountains crowded together, and seemingly rising from the water. As you draw near, they resolve themselves into 13 distinct peaks, the highest of which is about 2,000 ft. above the ocean. Certainly only in the tropics can the scene be excelled—only in the gorgeous islands of the Indian and Pacific Oceans. On the coast of America it has no rival, except, perhaps, at the Bay of Rio Janeiro." The mountains are mainly upon the southern half of the island, and lie in 7 ridges, running nearly N. and S. The highest peak is *Green Mountain*; and the next, which is separated from *Green Mountain* by a deep, narrow gorge, is called *Newport*. The western sides of the range slope gradually upward to the summits, but on the east they confront the ocean with a series of stupendous cliffs. High up among the mountains are many beautiful lakes, the largest of which is several miles in length. These lakes, and the streams that flow into them, abound in trout. There are several harbors on the islands, the best known of which are Southwest, Northeast, and Bar Harbor.

Bar Harbor (*West End Hotel, Grand Central, Rodick, Rockaway, Atlantic, Hotel des Ile, Ocean, Deering, Lyman, Newport, Belmont, Look-out, St. Sauveur*, prices from \$8 to \$25 a week) is on the E. shore of the island, opposite the Porcupine Islands, and derives its name from a sandy bar which connects Mt. Desert with the largest of the Porcupine group. The village is known locally as "East Eden," and is the favorite stopping-place for travelers. The scenery in the neighborhood is pleasing, and many excursion-points are near. The first excursion should be to the summit of ***Green Mountain**, and by the *Green Mountain R. R.* the expedition is made very comfortably. There is a fine hotel on the mountain-top, and a rough road leads from the village (in 4 miles) to the hotel, and enables vehicles to ascend the entire distance. Pleasure-parties frequently prefer to ascend on foot, and it is customary to remain overnight at the hotel in order to view the sunrise from this altitude (1,762 ft.). The view from the summit is very fine, embracing the whole of Mt. Desert, Frenchman's Bay with its many islands, the bound-

less ocean on the one hand, and a vast stretch of the Maine coast on the other. **Eagle Lake**, so named by Church, the artist, is visible at intervals during the entire ascent of the mountain; and, half-way up, a short *détour* from the road will bring the tourist to its pebbly shore. *Mt. Newport* is ascended from the Schooner Head road, and *Kebo*, which may be reached in half an hour from the hotels at Bar Harbor, affords a pleasing prospect. The several points along the coast to which the visitor's attention is directed are The Ovens, which lie 6 or 7 miles up the bay, and Schooner Head, Great Head, and Otter Creek Cliffs, lying on the seaward shore of the island. *The Ovens* may be reached by boat or by a pleasant drive of 7 miles through the woods. They are a series of cavities worn in the cliffs by the action of the tides, some of which are large enough to contain 30 or 40 people at a time. They can only be visited at low tide, and are then a favorite picnic-ground for summer residents in Bar Harbor. The *Via Mala* is a curious archway in one of the projecting cliffs. ***Schooner Head**, so named from the fancy that a mass of white rock on its sea-face has the appearance of a small schooner, is on the seaward side of the island, 4 miles S. of Bar Harbor. The *Spouting Horn* is a wide chasm in the cliff, which extends down to the water and opens to the sea through a small archway below high-water mark. At high tide, and especially in stormy weather, the waves rush through this archway and send a spout of water far above the summit of the cliff. ***Great Head**, 2 miles S. of Schooner Head, is the highest headland between Cape Cod and New Brunswick. It is a bold, projecting mass, whose base has been deeply gashed by the waves. Still farther S. are the **Otter Creek Cliffs**, situated near a small stream known as Otter Creek. The most interesting feature of these cliffs is *Thunder Cave* (reached from the road by a superb forest-walk). The cave is a long, low gallery in the cliff-side, into which the waves rush with impetuous force, and, dashing themselves against the hollow cavity within, produce a sound closely resembling thunder. In fair weather the sound is apparent only when near, but in great storms it may be heard distinctly at the distance of 7 miles. About 9 miles S. W. of Bar Harbor is ***Jordan's Pond**, a beautiful lake 2 miles long and $\frac{1}{2}$ mile wide, surrounded by picturesque mountain scenery and abounding in fish. *Cromwell's Cove* is $1\frac{1}{2}$ mile S. of the village. The Pulpit, the Indian's Foot, and the Assyrian (a rock figure in one of the cliff-sides) are in this vicinity.

Somes's Sound, which divides the lower portion of the island into two distinct sections, possesses many attractions for those who admire bold headlands. It is usual to ascend the Sound in boats from Southwest Harbor; but explorers sometimes drive to **Somesville**, a neat little village at the head of the Sound (8 miles from Bar Harbor, and 6 miles from Southwest Harbor), and there take boats for a sail down stream. The Sound cuts through the center of the mountain-range at right angles between Dog Mountain and Mt. Mansfield, and has striking views on either hand. *Eagle Cliff* is one of the cliffs of Dog Mountain, and rises perpendicularly to a height of nearly 1,000 ft. *Fernald's Point*, on the W. shore of the Sound, is the site of the ancient Jesuit

settlement of St. Sauveur, and near by is Father Biard's Spring. The Sound affords excellent fishing and boating, though it is necessary to guard against the sudden gusts which rush down from the mountains.

Southwest Harbor (*Island House, Freeman House, and Dirigo Hotel*) is less picturesque in its surroundings than the eastern and northern shores of the island, but there are several points of interest in the vicinity. Chief of these is the **Sea-Wall** (3 miles S. W.), a *cheval-de-frise* of shattered rock skirting the shore for the distance of a mile, and against which the sea beats with tireless impetuosity. Beach Mountain (affording a noble view), Dog Mountain, Flying Mountain, Mt. Mansell, and Sargent's Mountain may all be ascended from Southwest Harbor. *Long Lake* is $2\frac{1}{2}$ miles N. W.; *Denning's Lake*, about 3 miles N.; and *Seal Cove*, 5 miles W. These are all in the neighborhood of fine scenery, and the lakes abound in fish.

24. Portland to Moosehead Lake.

The regular route *via* Bangor and Greenville is described below. Another route is *via* Maine Central R. R. to *Newport* (114 miles from Portland), thence *via* Dexter & Newport R. R. to *Dexter* (15 miles), whence stages run to Dover (12 miles), connecting with Bangor & Piscataquis R. R. to Moosehead Lake. Still another route is *via* Maine Central R. R. to *Skowhegan* (100 miles from Portland), and thence by stage (distance, 50 miles; fare, \$3.50). The two latter routes are not much traveled, round-trip tickets from Boston (\$15) being sold only *via* Bangor and Greenville.

THE distance from Portland to Bangor *via* Maine Central R. R. is 136 miles; to Augusta, 62 miles. The first important station after leaving Portland is *Brunswick* (described in Route 23). Beyond Brunswick the train crosses the Androscoggin and passes in 27 miles to *Gardiner* (Johnson House, Evans House), a leading center of the lumber industry, with a population of about 4,000. Four miles beyond Gardiner, on the banks of the Kennebec, is *Hallowell* (Hallowell House), a town of 3,000 inhabitants, with extensive granite quarries in the neighborhood. Two miles above, at the head of navigation on the Kennebec, is **Augusta** (*Augusta House, Cony House*), the capital of the State of Maine. It is a beautifully situated and well-built city of 9,000 inhabitants, owing much of its loveliness to a great abundance of shade-trees and shrubbery. Among the noteworthy buildings are the * *State-House*, built of white granite, and one of the finest public edifices in New England; the *Court-House* of Kennebec County; the *State Insane Asylum*, a handsome granite structure on the heights E. of the river; and the *Kennebec Arsenal*, with well-arranged grounds and neat buildings. The great dam across the Kennebec, $\frac{1}{2}$ mile above the city, is 584 ft. long, and furnishes immense water-power.—Beyond Augusta several small stations are passed, and then come *Waterville* (81 miles from Portland), a beautiful town of 5,000 inhabitants near the Ticonic Falls of the Kennebec, seat of Colby University (Baptist); *Burnham*, whence the Belfast Division runs to **Belfast**, a prosperous maritime city of 6,000 inhabitants, on Penobscot Bay; and *Newport* (108 miles), whence the Dexter Division runs N. to Dexter. **Bangor** (*Bangor House,*

Penobscot Exchange, *Bangor Exchange*, and *American House*), the second city of Maine, and one of the greatest lumber-marts in the world, is situated at the head of navigation on the Penobscot River, 60 miles from the ocean, and contains about 17,000 inhabitants. It is solidly and handsomely built, and very wealthy for its size. Besides the lumber industry, for which all the vast forest country above, drained by the Penobscot and its affluents, is laid under contribution, ship-building is extensively carried on, as also a large business in roofing-slates and ice. The granite *Custom-House* and *Post-Office* (on the Kenduskeag Bridge) is a handsome structure. The new opera-house is one of the finest in New England. The *Bangor Theological Seminary*, situated in the higher part of the city, and several of the churches, are noteworthy edifices. *Norembega Hall*, with seats for 2,000 persons, is on the Kenduskeag Bridge; the lower story is used as a market. A costly dam across the Penobscot River furnishes water and power in abundant supply for the city. Steamers run tri-weekly between Bangor and Portland and Boston. There is also railway and steamboat connection with Bar Harbor and intermediate points.

At Bangor the Bangor & Piscataquis R. R. is taken to Greenville (87 miles), the only stations *en route* requiring mention being *South Sebec*, whence stages run in 6 miles to **Sebec Lake**, a beautiful sheet of water 12 miles long and abounding in fish; and Milo, where railroad to Katahdin Iron-Works begins (14 miles). At the latter-named point there are good river and lake fishing, an excellent hotel, and mineral springs. The railroad passes through a thinly-settled and picturesque country, and affords many fine mountain-views.

Moosehead Lake.

Moosehead Lake, the largest in Maine, lies among the northern hills on the verge of the great Maine forest. It is 40 miles long, and at one point is 18 miles wide, though near the center there is a pass which is not more than a mile across. It is 1,023 ft. above the sea, into which it empties by way of the Kennebec River. Its waters are deep, and furnish ample occupation to the angler in their stores of trout and other fish. The best time for visiting Moosehead Lake, or any portion of the Maine woods, is from the 15th of May to the 15th of June (*before "fly-time"*), and from August 10th to October 10th (*after "fly-time"*).

Greenville is a small hamlet on the S. shore, with several small but good hotels, and the only permanent settlement on the lake. Small steamers leave Greenville daily for Mt. Kineo and the other end of the lake, the passage to which affords a panoramic succession of fine scenery. On the W. side **Mt. Kineo** overhangs the water with a precipitous front over 800 ft. high. On a long peninsula, jutting out from its base into the lake, the popular *Kineo House*, a large and fine hotel, is situated, and close by are the best fishing-grounds on the lake. The mountain is easily ascended (with a guide) from the hotel, and its summit reveals a picture of forest beauty well worth the climbing to see. The lake is visible from end to end, and to the northeast Katahdin stands

out in massive grandeur against the horizon. About 18 miles N. of Mt. Kineo the landing place at the end of the lake is reached, whence a portage, 2 miles long, leads across to the Penobscot River. This river may be descended in canoes in 7 to 10 days to Oldtown, and for those who enjoy roughing it the journey will prove a genuine "experience." "Birches," as the boats are called, and guides may be procured either at Greenville or at the Kineo House. By this approach *Mt. Katahdin* (5,385 ft. high) is seen in much finer outline than from the E., and may be ascended from the river with the canoe-guides.

25. Portland to the Rangeley Lakes.

THE route is *via* the Androscoggin Division of the Maine Central R. R. to Farmington, and thence by Sandy River R. R. to Phillips (18 miles), whence stages run in 22 miles to Rangeley City. As far as Brunswick the route is the same as Route 23. Beyond Brunswick, a number of small villages are passed, lying amid a rich farming and grazing region. At *Livermore Falls* the Androscoggin River is reached. From *Wilton* stages run daily to *Weld*, a small village on the shore of a mountain-surrounded lake. **Farmington** is a frontier town of about 3,500 inhabitants. (Another route from Portland to Farmington is *via* Lewiston, and is 10 miles shorter than the preceding.)

The Sandy River R. R. (2 ft. gauge) connects with Maine Central and traverses between Farmington and Phillips one of the most beautiful sections of the State, passing as it does the entire distance along the banks of the Sandy River through what is called the "Garden of Maine," on account of its splendid farms. **Phillips** is about half-way, and is an attractive resort, being near some excellent trout-streams, and within easy excursion-distance of *Mt. Blue* and *Saddleback Mountain*, both of which command fine views. The latter is 4,000 ft. high, and from its summit may be seen the whole Rangeley region, the White Mountains, the valley of the Upper Kennebec, and portions of Canada. Stages for Rangeley City connect with the trains at Phillips, and pass through the hamlet of *Madrid*, beyond which a rugged wilderness stretches to the lakes.

The Rangeley Lakes.

This remote and romantic series of lakes lies in the N. W. corner of Maine, within the borders of its great forest-region, and in what is perhaps the most picturesque portion of the State. It consists of several distinct lakes connected by narrows and streams, extending from the Oquossoc or Rangeley Lake (1,511 ft. above the sea) to Lake Umbagog (1,256 ft. above the sea), forming one continuous water-way for a distance of nearly 50 miles; embracing 80 square miles of water-surface, and abounding in blue-back trout and other game-fish. Each lake has its individual name, but the chain is known collectively as "The Rangeley Lakes"; and there is probably no equally accessible portion of the country which offers such attractions to sportsmen, and especially to trout-fishers. It is claimed that there are two distinct species of trout in these waters, one of which is found nowhere else, and produces

specimens weighing as much as 10 pounds, while the smaller kind is caught with an ease and in quantities which can be equaled in no other known locality.

At the head of Rangeley Lake, 37 miles from Farmington, is **Green-vale**, a much-frequented resort; and 3 miles distant, also on the lake, is **Rangeley City** (several excellent hotels), which draws many summer visitors. From both these points connection is made daily, by the little steamer "*Molly Chunkamunk*," with the *Mountain-View House*, at the foot of the lake, and with the *Outlet*, whence a short and easy "carry" leads to Indian Rock and Camp Kennebago, the headquarters of the Oquossoc Angling Association. *Indian Rock* is a famous old Indian camping-ground, and is the favorite resort of sportsmen, being the most central point of the region, and within half a mile of the lakes Mooselucmaguntic and Cupsuptic. Lake Oquossoc, or Rangeley, is 7 miles long and 2 miles wide at the widest part, and is surrounded by forest-clad hills. Lake Mooselucmaguntic is the largest of the series, and is 10 miles long and 2 to 4 wide. Four small steamers ply on the lakes, forming an almost continuous and connecting line from the head of Rangeley to the foot of Umbagog. Traveling in this remote wilderness is difficult, and guides should be procured by those who leave the more frequented localities. **Upton** is a small town of 200 inhabitants at the foot of Lake Umbagog. A small steamer runs thence in 13 miles to *Errol Dam*, a rude lumbermen's village in New Hampshire, at the head-waters of the Androscoggin.

Another route from Portland to the Rangeley Lakes is *via* Grand Trunk R. R. to either *Bryant's Pond* or *Bethel*, and thence by stage to *Upton*, at the foot of Lake Umbagog (distance, 26 miles; fare, \$2.50); or to *Andover*, and thence to the S. arm of Richardson Lake, connecting there with steamer running in connection with others for the Upper Lakes. The railroad journey is described in Route 19. The stage-route traverses a wild but picturesque region.

26. Portland to Montreal and Quebec.

Via Grand Trunk R. R. Distance to Montreal, 297 miles. To Quebec, 317 miles.

THE Grand Trunk R. R. is an important thoroughfare, and connects the maritime city of Portland with the St. Lawrence and the Great Lakes of the interior. Its route traverses a fertile and productive country, for the most part under fine cultivation, the streams in its vicinity affording to the manufacturer water-power of the greatest value, and to the tourist a variety of picturesque and romantic scenery. As far as **Gorham** (91 miles), the entrance from this direction of the White Mountain region, it has already been described in Route 19. Beyond Gorham it follows the line of the Androscoggin and the Upper Ammonoosuc to *Northumberland* (122 miles), and thence passes into the valley of the Connecticut, reaching the banks of that river at *North Stratford* (134 miles), the last station in New Hampshire. From N. Stratford daily stages run in 13 miles to *Colebrook* (Parsons House), near which is *Mt. Monadnock*, and from which it is easy to reach the * **Dixville Notch**, 10 miles S. E. This remarkable pass is much

narrower than either of the great Notches in the White Mountains, and no portion of the White Mts. surpasses it in sublimity or in a certain desolate and wild grandeur. It is $1\frac{1}{2}$ mile long, and about half-way through is a lofty projecting pinnacle called *Table Rock*, 600 ft. high, from which one can look into Maine, Vermont, and Canada. The *Dix House* is a summer hotel at the mouth of the Notch.

Beyond N. Stratford the route enters Vermont and passes in 15 miles to **Island Pond**, where the railway company has erected handsome buildings, and where the border custom-house is located. Eleven miles beyond, the train passes *Norton Mills* (160 miles), and enters the Dominion of Canada. At *Lennoxville* (193 miles), connection is made with the Massawippi Valley R. R., and 3 miles beyond is **Sherbrooke**, the most important station between Portland and Montreal, only 16 miles from Lake Memphremagog (see Route 29). At *Richmond* (221 miles) the Quebec Branch diverges, while the main line runs almost due west in 76 miles to Montreal (297 miles). *St. Hyacinthe* (262 miles) is a quaint old French-Canadian city on the Yamaska River, with a fine cathedral and famous Jesuit college. At *St. Lambert*, the train crosses the St. Lawrence on the magnificent Victoria Bridge and enters **Montreal** (see Route 58).

The *Quebec Branch* runs N. E. from Richmond to Quebec in 96 miles, traversing a thinly populated but picturesque region, and stopping at a number of small stations, of which the principal are *Danville* (12 miles from Richmond) and *Arthabaska* (32 miles). From the latter a branch road runs in 35 miles to *Three Rivers*, on the St. Lawrence. The train stops at *Point Levi*, opposite Quebec, and passengers cross the St. Lawrence in ferry-boats. **Quebec** (see Route 58).

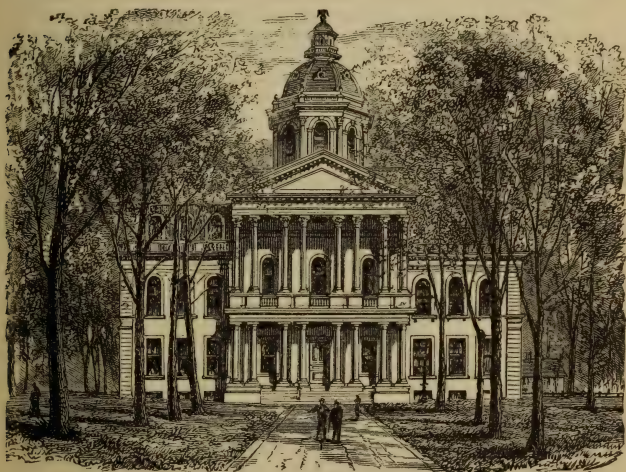
27. Boston to Montreal via Lowell and Concord.

Via the Boston & Lowell, Northern N. H., and Central Vermont Railroads. Distances : to Lowell, 26 miles ; to Concord, 75 ; to Montreal, 334.

THIS route traverses the most populous portion of three States, passing very many cities, towns, and villages, of which only the most important can be even mentioned. **Lowell** (*Merrimac House, American, Washington*) is 26 miles from Boston, and is the second city of Mass. in point of population (59,485), and one of the most noted manufacturing cities in the Union. It is situated on the Merrimac, at the mouth of the Concord, and the source of its prosperity are the Pawtucket Falls in the Merrimac, which have a descent of 30 ft., and furnish water-power to the extent of about 10,000 horse-power. The city is regularly laid out and well built, Belvidere, the E. part, being the handsomest portion. The principal public buildings are the *Court-House*, the *City-Hall*, and several fine churches and school-houses. The vast mills are among the most noteworthy structures. There are several tastefully ornamented public squares ; and in one of them (on Merrimac St.) is a monument erected to the memory of Ladd and Whitney, who fell in the attack upon the 6th Massachusetts in Baltimore, April 19, 1861. Near this monument is * Rauch's fine bronze statue of "Victory," erected as

a memorial of the Lowell men who fell in the civil war. Beyond Lowell the line follows the Merrimac to Concord, entering New Hampshire just beyond *Tyngsboro* (38 miles), and soon after reaching **Nashua** (*Indian Head Hotel, Tremont, Merrimac*), a pretty manufacturing city of 13,397 inhabitants, at the confluence of the Merrimac and Nashua Rivers. Here the cars pass on to the tracks of the Concord R. R., and in 17 miles reach **Manchester** (*Haseltine House, National, Manchester*), the largest city of New Hampshire, with a population in 1880 of 32,630, and extensive manufactures, chiefly of prints. The water-power is furnished by a canal around the Amoskeag Falls of the Merrimac, and on the canal are located the immense factories. In the city are a number of neat public squares, several fine churches, and a public library with 20,000 volumes.

Nine miles beyond Manchester is *Hooksett*, the site of several cotton-factories and extensive brick-yards. Here the Merrimac is crossed on a bridge 550 ft. long. W. of the town is *Pinnacle Mountain*, the summit of which commands broad views. Nine miles from Hooksett is **Concord** (*Eagle Hotel, Phoenix Hotel*), the capital of New Hampshire, handsomely built on the sloping W. bank of the Merrimac River, with



State-House, Concord.

streets regularly laid out and shaded with an abundance of trees. The city is celebrated for its carriage-manufactories and for the superior quality of the granite quarried in the vicinity, some of the finest structures in the country being built of it. Main St. and State St. are the

leading streets. The * *State Capitol* is a fine building of Concord granite, situated in a square bounded by Main, State, Park, and Capitol Sts. The *City Hall and Court-House* is a brick structure on Main St., N. of the Capitol. The *State Prison* is a granite building on Main St., and the *Asylum for the Insane* has handsome buildings in the W. part of the city. The population of Concord in 1880 was 13,838.

At Concord the train takes the Northern R. R. of New Hampshire, and passes in 69 miles to White River Junction, with numerous small stations *en route*. Near *Franklin* (19 miles) Daniel Webster was born in 1782. From *Potter Place* (31 miles) stages run in 4 miles to **Mt. Kearsarge**, from the summit of which (2,461 ft. above the sea) there is a noble view. (This must not be confounded with the White Mountain peak of the same name, described elsewhere.) About half-way from base to summit is the Winslow House, a commodious summer hotel. At *W. Lebanon* (67 miles) the train crosses the Connecticut, on a bridge which commands fine views of the river, and enters **White River Junction**, the converging point of 4 important railroads. There is a good restaurant in the depot, and trains usually stop long enough for a meal to be eaten.

At White River Junction the Central Vermont R. R. is taken, and the train passes on into Vermont, following the White River for 25 miles, and crossing it several times. Sharon Station (13 miles from the Junction) is opposite the village of *Sharon*, where Joseph Smith, the founder of Mormonism, was born in 1805. The scenery now becomes more bold and rugged, the hills increase in height, and beyond *W. Randolph* (32 miles) the highest peaks of the **Green Mountains** come into view, on the left. At *Roxbury* (46 miles) the road leaves the White River, and, crossing the summit of the pass (1,000 feet above the sea), reaches the source of Dog River and descends to *Northfield* (53 miles), where is located the Norwich University, a military college. Ten miles beyond Northfield is *Montpelier Junction*, whence a short branch road runs to **Montpelier** (*Pavilion Hotel, American*), the capital of Vermont, beautifully situated on the Winooski River, in a narrow valley surrounded by hills. The village is compactly built, and has a population of about 4,000. The * *State Capitol* is a fine edifice of light-colored granite, in the form of a cross, the main building being 72 ft. long, and each of the wings 52 ft. The main building is 113 ft. deep, and 124 ft. high to the top of the dome, which is surmounted by a graceful statue of Ceres. The entrance is approached from a Common by granite steps in terraces. In the portico is a marble statue of Ethan Allen, by the Vermont sculptor, Larkin G. Mead; and in the building are historical and geological cabinets, a State Library with 15,000 volumes, and the flags carried by the Vermont volunteers during the civil war. *Mt. Hunga* is 7 miles from Montpelier, and from it may be had a very fine view. A carriage-road has been constructed to within $\frac{1}{2}$ mile of the summit. The picturesque *Benjamin's Falls* are within a mile of Montpelier.

From *Waterbury* (7 miles beyond Montpelier) stages run in 10 miles to **Stowe** (*Mt. Mansfield House*, 400 guests), a much-frequented sum-

mer resort, delightfully situated on a plain surrounded by noble mountain scenery. Favorite excursions from Stowe are to *Moss-Glen Falls* (3 miles), *Gold Brook* (3 miles), *Bingham's Falls* (5 miles), *Morrisville Falls* (8 miles), and *Smuggler's Notch* (8 miles). The latter is a wild and picturesque pass between Mts. Mansfield and Stirling. But the great excursion is to the top of ***Mt. Mansfield**, the loftiest peak of the Green Mountains (4,348 ft. high). Its summit, as seen from Stowe, is likened to the upturned face of a giant, showing the Forehead, Nose, and Chin in three separate peaks. The *Nose* has a projection of 400 ft., and the *Chin* all the decision of character indicated by a forward thrust of 800 ft. A good carriage-road carries the tourist from Stowe to the *Summit House* at the base of the Nose, whence a steep and rugged path leads to the top, the view from which is little if at all inferior to that from Mt. Washington. The *Chin* is 400 ft. higher than the *Nose*, and may be ascended from the Summit House by a path 2 miles long. The view is in all respects similar to that from the *Nose*. One night, at least, should be spent at the Summit House in order to enjoy the glorious sunrise and sunset views.

From *Ridley's Station* (5 miles beyond Waterbury) carriages run in 6 miles to **Camel's Hump**, the second highest of the Green Mountain peaks (4,188 ft. high). A carriage-road extends about half-way to the summit, and the remainder of the ascent may be made either on horseback or on foot. The view closely resembles that from Mt. Mansfield, but this noble peak itself now forms one of the most striking features of the landscape. The beautiful *Bolton Falls* are near Ridley's Station.

Beyond this point, the route traverses the picturesque valley of the Winooski, and at *Williston* (91 miles) emerges into a more open country. On the right of the cars are now visible the summits of the Green Mountains; on the left, beyond Lake Champlain, those of the Adirondacks. At *Essex Junction* (94 miles) a branch road runs in 8 miles to *Burlington* (see p. 136). The main line continues N. with the Green Mts. constantly in view on the right, and Lake Champlain frequently in sight on the left. **St. Albans** is 121 miles from White River Junction, and 265 miles from Boston. It is built upon an elevated plateau 3 miles from Lake Champlain, and is one of the prettiest villages in the country. "St. Albans," says Mr. Beecher, "is a place in the midst of greater variety of scenic beauty than any other I remember in America." The public square of 4 acres in the center of the village is an ornamental ground, surrounded by the principal buildings. The extensive shops of the Central Vermont R. R. are located at St. Albans, and the village is noted as the market-place of the great butter and cheese business of Franklin Co. Magnificent views are obtained from *Aldis Hill* ($\frac{1}{2}$ mile N. E. of the village) and from *Bellevue Hill* (2 miles S. W.). Ten miles N. E. of St. Albans (on the Missisquoi R. R.) are the **Missisquoi Springs** and **Sheldon Springs**, both noted for the cure of cancer. There are nearly 20 medicinal springs in Sheldon. The hotels are *Congress Hall* and the *Portland House*.

Beyond St. Albans the route reaches *Swanton Junction*, whence a branch line diverges to *Rouse's Point* and *Ogdensburg*, passing the

Alburgh Springs, whose waters are a specific for cutaneous diseases. On the main line to Montreal, 12 miles N. of St. Albans, are *Highgate Springs*, another valued mineral water; and 3 miles beyond, the train crosses the boundary and enters the Dominion of Canada, passing 6 or 8 small stations. At *St. Johns* (42 miles from St. Albans) the Montreal & Champlain Div. of the Grand Trunk R. R. is taken, and the train passes in 27 miles to **Montreal** (see Route 58).

28. Boston to Montreal via Rutland and Burlington.

Via Fitchburg R. R., Cheshire R. R., and Central Vermont R. R. Distance to Fitchburg, 50 miles; to Bellows Falls, 114 miles; to Rutland, 166 miles; to Burlington, 234 miles; to Montreal, 329 miles.

LEAVING Boston by the Fitchburg R. R. (depot on Causeway St. near the Warren Bridge), the train passes Charlestown, Somerville, and Cambridge (described in connection with Boston), and in 10 miles reaches **Waltham**, a flourishing manufacturing village of 11,711 inhabitants on the Charles River, noted as the site of the Waltham Watch Company's Works, which are the most extensive in the world. The first cotton-mill in the United States was erected at Waltham in 1814. Near the village is Prospect Hill (480 ft. high), affording broad views. Ten miles farther (20 miles from Boston) is **Concord**, a handsome manufacturing village of 2,500 inhabitants, on both sides of the Concord River. Here, on April 19, 1775, the same day as the battle of Lexington, blood was shed, and the great drama of the Revolution begun. A granite obelisk, 25 ft. in height, marks the spot. **Lexington** is 11 miles from Concord by a branch road. On the village green stands a monument, erected by the State, to the memory of the 8 men who were killed in the battle. *Ayer Junction* (35 miles) was formerly called Groton Junction, and is a thriving village and railroad center. **Fitchburg** (*American House, Fitchburg*) is a busy manufacturing city of 13,000 inhabitants, built along the Nashua River, which affords a fine water-power. Its principal manufactures are machinery and agricultural implements, paper, chairs, and cotton goods. A bronze monument, in memory of her soldiers who fell in the civil war, has been erected by the city, from designs by Millmore. Rollstone Hill and Pearl Hill, near the city, afford fine views.

At Fitchburg the Cheshire R. R. is taken, and several small stations are passed in quick succession, of which the principal is *Winchendon* (18 miles). Just beyond Winchendon the State line is crossed, and the train enters New Hampshire, stopping at *Fitzwilliam* (Fitzwilliam Hotel, Cheshire House), a hilly town, watered by several streams and ponds well stocked with fish. Five miles beyond is *Troy*, whence stages run in 5 miles to * **Monadnock Mountain**, in the town of Jaffrey. It is 3,186 ft. high, and from its summit 40 lakes and a large number of villages are in view, while the scenery immediately around is grand and beautiful. A large summer hotel has been erected half-way up the mountain. **Keene** (42 miles; *Cheshire House, Eagle House*) has thriving manufactures of leather, boots and shoes, furniture, organs, etc.,

and is said to be one of the handsomest villages in New England. It is built on a flat E. of the Ashuelot River, and has broad and pleasantly shaded streets. *Walpole* (60 miles) is a pretty village near the base of Mt. Kilburn, much resorted to in summer on account of its scenic attractions. From the summit of Derry Hill an extensive and pleasing view may be had. Four miles beyond Walpole the train crosses the river into Vermont, and stops at **Bellows Falls**, a well-known railroad center and summer resort. The Falls are a series of rapids in the Connecticut, extending about a mile along the base of a high and precipitous hill, known as *Mt. Kilburn*, which skirts the river on the New Hampshire side. At the bridge which crosses the river at this place the visitor can stand directly over the boiling flood; viewed from whence, the whole scene is very effective. In the immediate neighborhood are the *Abenâquis Springs*, highly tonic and possessing medicinal properties. *Fall Mountain Hotel* is located near the springs at the base of Mt. Kilburn, and is a pleasant resort for invalids. There is a good path from the hotel to the *Table Rock* on the top of the mountain, from which an extended view of the valley of the Connecticut is had.

From Bellows Falls the route is *via* the Rutland Div. of the Central Vermont R. R., which passes through the marble district, through the Green Mountains, and near the shore of Lake Champlain, affording fine views along nearly the whole line. At *Bartonsville* (10 miles from Bellows Falls) the ascent of the mountains begins, and between this and *Chester* (14 miles) is a deep ravine spanned by a bridge. At *Healdville* (33 miles) the grades become heavy, and in a mile the train reaches *Summit*, the highest point on the line. In the 18 miles between Summit and Rutland there is a descent of 1,000 ft. **Rutland** (*Bardwell House*, *Bates House*) is a prosperous town of 12,149 inhabitants, at the junction of the present route with the Bennington & Rutland and Delaware & Hudson Canal Co. R. Rs., 166 miles from Boston, 230 from New York (*via* Harlem Division of N. Y. C. & H. R. and Bennington & Rutland Railways), and 68 from Burlington. The town is picturesquely situated, contains some fine public and commercial buildings, including the State Workhouse and the extensive Howe Scale Works, has numerous quarries and marble-works in its vicinity, and is a center from which several pleasant excursions may be made. The road to *Killington Peak* (7 Miles E.) is unattractive, and the ascent arduous, but the view from its summit, which is 3,924 ft. high, is extremely fine. *Mt. Ida*, too, is near by, and beyond Killington Peak, as seen from Rutland, are *Mt. Pico* and *Castleton Ridge*, shutting out the view of Lake Champlain. Another pleasant excursion from Rutland is to the **Clarendon Springs**, 6 miles distant. These mineral springs are a highly popular resort, and the hotel can accommodate 250 guests (\$10 to \$12 a week).

Sutherland Falls (6 miles N. of Rutland) is the site of large marble-works, and 3 miles beyond is *Pittsford*, noted for its beds of iron-ore and extensive marble-quarries. Seventeen miles from Rutland is **Brandon**, a manufacturing village of 3,500 inhabitants, with marble-quarries, vast deposits of excellent bog iron-ore, and several factories where mineral paint is made from kaolin-mines in the vicinity. It is

pleasantly situated, near fine scenery, and draws many summer visitors. From *Salisbury* (10 miles beyond Brandon) stages run in 5 miles to **Lake Dunmore**, a lovely mountain-lake, nestling at the foot of the loftiest range of the Green Mountains, and almost surrounded by bold hills, seen here in verdant slopes and there in rocky bluff and precipitous cliff. It is about 4 miles long and $1\frac{1}{2}$ mile wide at the widest part, and its clear and limpid waters afford excellent bathing, boating, and fishing. On the W. shore is a summer hotel with cottages. The drives in the vicinity are exceptionally pleasant. Six miles beyond Salisbury is the picturesque and handsomely built village of **Middlebury**, situated on Otter Creek at some fine falls in that stream, and surrounded on all sides by most attractive mountain scenery. It has a population of about 3,000, and is distinguished as the seat of *Middlebury College*, founded in 1800. The college has 3 large stone buildings in the midst of extensive grounds, with a library of 14,000 volumes and a small natural-history collection. The favorite excursions from Middlebury are to *Belden's Falls* ($2\frac{1}{2}$ miles), to *Lake Dunmore* (8 miles), to *Bristol* (11 miles), and to *Snake Mountain* (10 miles), from the summit of which there is a remarkably fine view of the Green Mountain range from Mt. Mansfield to Rutland, of the clustering Adirondack peaks, of the northern part of Lake George, and of Lake Champlain, from Ticonderoga to the great bay above Burlington. On the summit are a small hotel and a wooden tower 80 ft. high (fee, 25c.). The famous *Bread-Loaf Inn* at Ripton is reached by stage from Middlebury in $8\frac{1}{2}$ miles.

Fourteen miles beyond Middlebury (47 from Rutland) is **Vergennes**, the oldest city in Vermont (incorporated in 1783), and one of the smallest in the Union, with a population of little more than 1,500. It is at the head of navigation on Otter Creek, 8 miles from Lake Champlain, and near the *Falls*, which have a descent of 37 ft. Commodore McDonough's fleet, which won the naval battle of Lake Champlain (Sept. 11, 1814), was fitted out at Vergennes.

Burlington (*American House, Van Ness House*), the largest city of Vermont, is finely situated upon the E. shore of Lake Champlain, on ground which gradually rises from the water to a height of 367 ft. The first permanent settlement at Burlington was made in 1783, and it has since become one of the great lumber-marts of the country. In 1865 the township was divided into the city of Burlington and the town of South Burlington. The city has grown rapidly, for an Eastern city, and had in 1880 11,364 inhabitants. It has several of the largest mills in the country for planing and dressing lumber, and extensive manufactories of articles of wood, as of doors, packing-boxes, spools, etc., as also of cotton and marble. The city is regularly laid out and handsomely built, and many of the residences and churches are noticeable for their beauty. The *Cathedral of St. Mary* (Roman Catholic) is a large and striking structure; and *St. Paul's Church* (Episcopal) is a fine old stone building, in the Gothic style, with windows of stained glass. The *Court-House* and the *Custom-House and Post-Office* are handsome buildings, on the public square in the center of the city. The *City Hall* and the *Fletcher Library* (containing 16,000 volumes) are also on the square.

On Church St. is a spacious and handsome *Opera-House*, completed in 1879. The depot of the Vermont Central R. R., near the wharf, is an extensive building. Other buildings of interest are the *Lake View Retreat* (a private insane asylum), and the *Providence Orphan Asylum* (Roman Catholic). The *University of Vermont*, whose buildings crown the summit of the hill back of the city, was incorporated in 1791, organized in 1800, and is open to both sexes. The corner-stone was laid by Lafayette in 1825. In 1865 the State Agricultural College was united with it. It has a library of 17,000 volmes, and a museum containing upward of 50,000 specimens in natural history. The *Billings Library*, given to the college at a cost of \$100,000, has just been completed in the Romanesque style, and is one of the finest structures of the kind in America. The view from the dome of the university building is superb, and is only surpassed by the *view from the top of the costly *Mary Fletcher Hospital* (built at a cost of \$175,000), a little to the N. E., which has been pronounced the finest lake-view in America. The 10 miles width of the lake makes an admirable foreground for the towering Adirondack peaks on the W., while to the E. the chain of the Green Mountains lifts against the sky, and N. and S. lies a great expanse of lake. Near the university is the *Green-Mount Cemetery*, where Ethan Allen lies, under a granite shaft 42 ft. high, surmounted by a marble statue of the old hero. *Lake View Cemetery*, in the N. W. part of the city, directly on the shore of the lake, is one of the finest in the State.

From Burlington to *Essex Junction*, the distance is 8 miles, and the train passes *en route* the picturesque falls of the Winooski River. From Essex Junction the route is the same as in Route 27. The distance from Burlington to Montreal is 95 miles.

29. New York to Montreal and Quebec by the Connecticut Valley.

Via New York, New Haven & Hartford R. R., Connecticut River R. R., New London Northern R. R., Central Vermont R. R., and Passumpsic R. R. Distances : New York to Springfield, 135 miles ; to Bellows Falls, 219 miles ; to White River Junction, 259 miles ; to Quebec, 637 miles ; to Montreal, 617 miles (*via* Sherbrooke), 561 miles (*via* Montpelier and St. Albans).

As far as **Springfield, Mass.**, this route has already been described in Route 11. Leaving Springfield, the train passes over level meadow-lands along the Connecticut River, and in 4 miles reaches *Chicopee*, a handsome village of 6,000 inhabitants, noteworthy as the site of the Ames Manufacturing Co., which produces so many fine arms and bronzes. Here were cast the bronze doors of the Senate wing of the Capitol at Washington (see p. 52), and Ball's equestrian statue of Washington, in the Public Garden at Boston. Four miles beyond is **Holyoke** (*Holyoke House* and *Windsor Hotel*), which possesses the greatest water-power in New England, being the site of the great dam of the Holyoke Water-Power Co. The river has a fall here of 60 ft. in $\frac{3}{4}$ of a mile, and is dammed by an immense structure 1,000 ft. in length and 30 ft. in height, built of wood spiked to the rock of the river-bed and covered with plates of boiler-iron. This dam throws the

water into a canal which distributes it to the various factories. Holyoke had 21,851 inhabitants in 1880, is well built, and boasts of one of the finest City Halls in Massachusetts, and of a handsome soldiers' monument. Beyond Holyoke the scenery grows more picturesque, the hills on either side beginning to assume the name and aspect of mountains; and just beyond Smith's Ferry the train passes between Mt. Tom (on the left) and Mt. Holyoke (on the right), and stops at **Northampton** (*Mansion House* and *Hampshire House*), which is said to be the most beautiful village in America. This town is also reached by the New Haven & Northampton R. R. from New Haven. The village is built on alluvial meadows about a mile W. of the river. Its streets are laid out with picturesque irregularity, and abound in shade-trees of venerable age and noble size; even the business quarter has a cozy, rural air, and all around are charming villas, nestled amid green lawns and shrubbery. Near the center of the village is the *Smith College for Women*, founded by Miss Sophia Smith, of Hatfield, and endowed with a fund of about \$500,000. A large art-gallery, an adjunct of the college, filled with choice paintings and statuary, was the gift of a wealthy citizen. The free *Public Library* (with 12,000 volumes) is lodged in a fine building, with which is connected *Memorial Hall*, erected in memory of the men of Northampton who fell during the civil war. On a fine eminence W. of the village is *Round Hill*, where the historian Bancroft and Mr. Cogswell, late of the Astor Library, once had a famous boys' school. On the same hill is the *Clarke Institution for Deaf-Mutes* (endowed with \$300,000), and near by are the spacious and handsome buildings of the *State Lunatic Asylum*. The vicinity of Northampton is the most beautiful portion of the Connecticut Valley, and attractive drives lead in all directions. This city is famous as an educational center. Within a radius of 8 miles are located Williston Seminary for Boys, at Easthampton; Amherst and the Massachusetts Agricultural Colleges at Amherst; Smith Academy, at Hatfield; and Mt. Holyoke Seminary, at South Hadley.

On the opposite side of the river from Northampton, 3 miles distant, is ***Mt. Holyoke**, "the gem of Massachusetts mountains." It can be reached by private conveyance, crossing the river at Hockanum Ferry, either by ascending the carriage-road to the top or to the foot of the inclined railway (600 ft. long) by which passengers are carried up the steepest part of the mountain. An easier way is *via* Connecticut River R. R. to Mt. Tom Station, thence by steamer to the foot of the mountain, whence there is a conveyance to the inclined railway. On the summit, 1,120 ft. above the sea, stand the *Prospect House* and an observatory. The view from the Prospect House has been often pronounced by tourists the finest in America.

The view embraces no less than 10 mountains in 4 States, and about 40 villages. "On the W., and a little elevated above the general level, the eye turns with delight to the populous village of Northampton, exhibiting in its public edifices and private dwellings an unusual degree of neatness and elegance. A little more to the right the quiet and substantial villages of Hadley and Hatfield; and still farther E., and more distant, Amherst, with its colleges, observatory, cabinet, and academy, on a commanding eminence, form pleasant resting-places for the eye. Facing the S. W., the observer has before him, on the

opposite side of the river, the ridge called Mt. Tom, rising 200 ft. higher than Holyoke, and dividing the valley of the Connecticut longitudinally. The western branch of this valley is bounded on the W. by the Hoosac range of mountains, which, as seen from Holyoke, rises ridge above ridge for more than 20 miles, checkered with cultivated fields and forests, and not unfrequently enlivened by villages and church-spires. In the N. W., Graylock may be seen peering above the Hoosic; and, still farther N., several of the Green Mountains, in Vermont, shoot up beyond the region of the clouds in imposing grandeur. A little to the S. of W., the beautiful outline of Mt. Everett is often visible. Nearer at hand, and in the valley of the Connecticut, the insulated Sugar-Loaf and Mt. Toby present their fantastic outlines, while far in the N. E. ascends in dim and misty grandeur the cloud-capped Monadnock."

Mt. Tom is about 5 miles S. of Northampton, on the same side of the river. It is 200 ft. higher than Mt. Holyoke, but is comparatively seldom visited on account of the difficulty of the ascent. *Mt. Nonotuck*, the northern peak of the Mt. Tom range, is easily reached from the Mt. Tom Station. On its summit is a well-kept hotel, and the view is nearly if not quite equal to that from Mt. Holyoke.

About a mile beyond Northampton the train passes in sight of **Hadley**, a venerable and interesting old village, lying in the Great Bend of the Connecticut, which here makes a *détour* of 7 miles in order to accomplish a mile of direct distance. Here the regicides, Smith and Whalley, were long concealed. Hadley is connected with Northampton by a bridge across the river. Here we take our last view of the river until South Vernon is reached, 33 miles distant. From *S. Deerfield* (11 miles from Northampton) a carriage-road leads to the Mountain House on the summit of *Sugar-Loaf Mountain*, a conical peak of red sandstone rising almost perpendicularly 500 ft. above the plain, and commanding broad and pleasing views. This peak is said to have been the headquarters of King Philip during the Indian wars, and the valley which it overlooks was the scene of some of the bloodiest incidents of those cruel wars. On the battle-field of Bloody Brook, where Captain Lathrop with 80 youths, "the flower of Essex County," were drawn into an ambuscade and slain, a monument has been erected. The train passes in sight of the monument, and in 5 miles reaches *Deerfield*, a pretty village near the foot of *Deerfield Mountain*, which is 700 ft. high, and commands a much-admired view. Stages run S. E. in 2 miles to *Sunderland*, whence a carriage-road leads to the summit of *Mt. Toby*, from which another beautiful view may be had. A tower 63 ft. high, containing rooms for a night's lodging, stands on the crest.

Nineteen miles above Northampton is the beautiful village of **Greenfield** (*Mansion House, American House*), with elm-shaded streets and garden-surrounded villas. The hill-ranges in the neighborhood open fine pictures of the valleys and windings of the great river; and the vicinity abounds in delightful drives. This is one of the most popular summer resorts in the valley. Directly E., on the Connecticut, is Turner's Falls, the site of an immense water-power, second only to that of Holyoke; and frequent excursions are made to the Coleraine, Shelburne, and Leyden Gorges. Just beyond *Bernardston* (7 miles from Greenfield) the river again comes in sight, and soon after the train crosses the boundary-line and enters the State of Vermont. From *South*

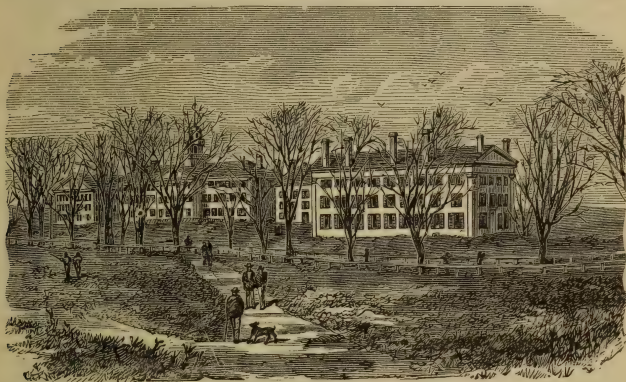
Vernon (14 miles from Greenfield) the summit of Mt. Monadnock (see p. 134) may be seen 30 miles E. through the valley of the Ashuelot. Here the Connecticut River R. R. ends, and the New London Northern R. R. is taken to **Brattleboro** (*Brooks House, Brattleboro House*), a large and handsomely-built village on the W. side of the Connecticut at the mouth of Whetstone Creek. The situation is very fine, and the scenery and drives in the vicinity romantic and pleasing. The Vermont Asylum for the Insane is located here, and numerous factories, including the Estey Cottage-Organ Works, the largest in the world. In the cemetery is a costly monument to James Fisk, Jr., and from Cemetery Hill there is a fine view of the Connecticut Valley and of Wantastiquet and Mine Mts. on the opposite side of the river. Across the river (reached by bridge) is the pretty town of *Hinsdale*, New Hampshire.

Twenty-four miles above Brattleboro (several small stations *en route*) is **Bellows Falls**, which has been described elsewhere (see p. 135). Here the Central Vermont R. R. is taken, and the train passes N. by *Charlestown, Claremont, and Windsor*. The latter is a pretty highland village, with considerable manufactures and trade, and surrounded by attractive scenery. At the Windsor House guides and horses may be procured for the ascent of **Ascutney Mountain**, in 5 miles by a good road. Ascutney (or "Three Brothers") is an isolated peak, 3,320 ft. high, and the view from its summit is the finest and most extensive of any in Eastern Vermont. At *White River Junction* (40 miles from Bellows Falls, 154 from Boston, and 259 from New York) the regular Montreal through route diverges from the present route and proceeds *via* Montpelier and St. Albans (see Route 27). Such Montreal passengers as prefer it can continue on present route to either Newport or Sherbrooke, *via* Passumpsic River R. R.

Just beyond the Junction the train crosses White River and passes in 4 miles to *Norwich*, whence stages run in $\frac{3}{4}$ mile to *Hanover, N. H.*, the seat of **Dartmouth College**, one of the most famous institutions of learning in America. It was founded in 1769; and Daniel Webster, Rufus Choate, and Chief-Justice Chase were among its alumni. The college buildings are grouped around a square of 12 acres in the center of the plain on which the village stands. The most notable are Dartmouth Hall, Reed Hall (containing the library of 50,000 volumes), Culver Hall, and the new Gymnasium. The college includes, besides the literary department, a medical school and the New Hampshire College of Agriculture and the Mechanic Arts. Still running N. along the boundary between Vermont and New Hampshire, the train passes several small stations, and in 30 miles reaches **Newbury**, one of the prettiest towns in the upper Connecticut Valley. It is built on a terrace 100 ft. above the river, and is much visited on account of its celebrated Sulphur Spring and its beautiful scenery. The great *Ox-Bow* of the Connecticut and *Mt. Pulaski* are both in this township. The latter is easily ascended from the village, and affords a noble view. **Wells River** (4 miles above Newbury) is at the junction of the B. C. & M. R. R. to the White Mts. (see Route 21 *b*).

The scenery now becomes more rugged and impressive, and fine

views are had from the car-windows on either side. Numerous small villages are passed, and then, at the head of the Connecticut Valley, comes **St. Johnsbury** (*St. Johnsbury House, Avenue House*), the most important and attractive town in this portion of Vermont. Many of the dwellings are elegant, there are several fine churches, and the Court-House is a handsome structure. In front of the latter is a Soldiers'



Dartmouth College.

Monument designed by Larkin G. Mead. The Athenæum contains 10,000 volumes and an art-gallery. Here the Connecticut Valley ends, and the train passes on through a picturesque hill-country toward Lake Memphremagog. From *W. Burke* (16 miles from St. Johnsbury) carriages run in 6 miles to **Willoughby Lake**, a lovely sheet of water 7 miles long and from $\frac{1}{2}$ to 2 miles wide, lying between Mt. Annanance (2,638 ft. high) and Mt. Hor (1,500 ft. high), and teeming with muscalonge and trout. A good hotel stands on the lake-shore, whence a bridle-path leads to the summit of Mt. Annanance, the view from which is extremely fine. Other small stations are passed, and the train speedily reaches **Newport** (*Memphremagog House, Bellevue House*), at the head of Lake Memphremagog. The village is built on Pickerel Point, and contains 1,000 inhabitants. *Prospect Hill*, just S., affords a fine view of the lake and surrounding elevations; and *Jay Peak* (12 miles W., 4,018 ft. high) commands a view which includes the Green and White Mts., Lake Champlain, and the Adirondacks. Pleasant excursions are to *Clyde River Falls* (2 miles), *Bear Mountain* (7 miles), and *Bolton Springs* (15 miles). The latter are in Canada.

Lake Memphremagog.

Lake Memphremagog is a beautiful sheet of water, 30 miles long and 2 to 4 miles wide, lying partly in Vermont and partly in Canada.

Its shores are rock-bound and indented with beautiful bays, between which jut out bold, wooded headlands, backed by mountain-ranges. Its waters are deliciously cool and transparent, and numerous picturesque islands dot its surface. Muscalonge, a fish peculiar to these waters, and trout are taken here in perfection, and other varieties of fish are abundant. A steamer leaves the pier in front of the Memphremagog House in Newport every morning, for Magog, at the other end of the lake, returning in the afternoon (fare to Magog, \$1.50; to Owl's Head, 75c.). In ascending the Lake, *Indian Point*, the *Twin Sisters*, and *Province Island* are passed within a few miles of Newport. E. of Province Island, and near the shore, is *Tea-Table Island*, a charming rural picnic resort; and on the W. shore the boundary-line between Vermont and Canada strikes the lake. About half-way down the lake, on the W. side, is the *Mountain House*, nestling in a lovely nook at the foot of ***Owl's Head** (2,743 ft. high). A footpath leads from the hotel to the summit, which can be reached in 1 to 2 hours. The view in clear weather is very extensive, including the entire length of Memphremagog, the White Mountains, Lake Champlain, Willoughby Lake and Mountain, the St. Lawrence River, and the white pinnacles of Montreal. At and near the Mountain House are the best fishing-grounds on the lake; and *Fitch's Bay* and *Whetstone Island*, *Magoon Point*, *Round* and *Minnow Islands*, are in the vicinity, affording pleasant picnic and excursion points for visitors sojourning there. *Skinner's Island* and *Cave*, said to have been the haunt of Uriah Skinner, "the bold smuggler of Magog," during the War of 1812, are also near by. *Balance Rock*, on the S. shore of Long Island, is frequently visited. The E. shore of the lake, in this vicinity, is much improved and adorned with some handsome summer villas. About a mile N. of the hotel, on the W. side, is a series of precipitous cliffs 700 ft. high, and the water beneath is of unfathomed depth. *Mt. Elephantis* (or Sugar-Loaf) is seen to advantage from Allen's Landing; its outline is supposed to resemble that of an elephant's head and back. *Concert Pond*, W. of Mt. Elephantis, abounds in brook-trout, and attracts numerous visitors. *Georgetown*, 20 miles from Newport and 12 from Magog, has a hotel (the *Camperdown House*) and several stores, and is a favorite summer resort with the Canadians. **Magog** is a small hamlet at the N. end of the lake, where the Memphremagog discharges its waters through the Magog River into the St. Francis. There is excellent trout-fishing in the vicinity of Magog; and from the summit of *Mt. Orford*, 5 miles W., and reached by carriage-road, an exceedingly striking outlook is obtained over the somber and far-stretching Canadian forests.

From Newport the Southeastern R. R. runs N. W. to Montreal in 65 miles, passing *Richford*, *W. Farnham*, and *St. Johns*. This road forms a part of the **Boston & Montreal Air Line**, which follows Route 26 to White River Junction, the present route thence to Newport, where the Southeastern R. R. is taken. The total distance from Boston to Montreal by this route is 314 miles.

Soon after leaving Newport an arm of the lake is crossed, and the train speedily passes the frontier and enters Canada, traversing for many miles the Eastern Townships, "as beautiful a tract of country

perhaps as any on the continent, both with regard to mountain and lake scenery, beautiful rivers, and fertile valleys." *Massawippi* (20 miles from Newport) is near the lovely and fish-teeming *Lake Massawippi*, and beyond this the train follows the Massawippi River for 16 miles, reaching **Sherbrooke** (40 miles from Newport), an important station on the Grand Trunk R. R. The route from Sherbrooke to Quebec and Montreal is described in Route 26.

30. New London to Brattleboro.

Via New London Northern R. R. Distance, 121 miles.

THIS route crosses the two States of Connecticut and Massachusetts, and forms part of a popular through route from New York to the north. **New London** is described in Route 12. It is connected with New York by the Shore Line R. R. and by the Norwich Line of steamers. The present route runs N., following the Thames River for 13 miles to **Norwich**, which has already been described (see p. 85). A seat on the right-hand side of the car on this portion of the route will afford some pleasing views. *Willimantic* (30 miles from New London) is a busy manufacturing town at the crossing of the New York & Boston Air Line R. R. (see Route 13). Beyond Willimantic the train follows the Willimantic River, and passing several small stations reaches **Stafford**, celebrated for its mineral springs, one of which is regarded as one of the best chalybeate springs in the United States. The Indians estimated the curative properties of these springs very highly, and the whites have used them for more than a hundred years. The springs and a large hotel (the *Stafford Springs House*) are close by the depot on the W. side of the track. The village is 2 miles distant.

Ten miles beyond Stafford the train crosses the State line and enters Massachusetts. *Monson* (61 miles from New London) is the first station in Massachusetts, and is near some excellent granite-quarries. *Palmer* (65 miles) is at the junction of the Boston & Albany with the New London Northern R. R., and has fine water-power which is extensively used for manufactories. Stations: *Barrett's Junction* at the crossing of the Athol Branch of the Boston & Albany R. R., *Belchertown* (76 miles), and *Amherst* (85 miles). Just beyond Belchertown a fine view of the Connecticut Valley and Mt. Holyoke appears on the W. of the road. **Amherst** (*Amherst House*) is charmingly situated, and is noted for its college, its picturesque surroundings, and its refined and cultivated society. It is irregularly built upon a hill, commanding extensive views, and has a population of about 4,000. Its leading interest is paper-manufacturing. *Grace Church* (Episcopal) and the *First Congregational* are fine edifices. **Amherst College** was founded in 1821, and is one of the leading educational institutions of New England. Its buildings occupy an eminence on the S. side of the village, and command a prospect of exceeding beauty. The college collections in zoölogy, botany, geology, mineralogy, etc., are among the richest in the country, and are accessible to visitors. The Shepard cabinet of minerals is of immense value, and is said to be surpassed only by those of the British Museum and the

Imperial Cabinet at Vienna; and the collection of 20,000 specimens of ancient tracks of birds, beasts, and reptiles in stone is without a rival. The Memorial Chapel is a fine building, and so are Walker and Williston Halls. The *Massachusetts Agricultural College* has extensive and handsome buildings about a mile N. of the village green, and possesses, besides other objects of interest, the Durfee Plant-House, containing many rare and beautiful plants. Founded in 1866, this institution has become the most successful agricultural school in the country. Amherst is within excursion distance (7 miles) of Northampton and Mt. Holyoke (see p. 138).

Beyond Amherst the scenery is very pleasing, and may be enjoyed from the left-hand side of the cars. From *Leverett* (90 miles) there is an impressive view of Mt. Toby (see p. 139). *Miller's Falls* (100 miles) is at the crossing of the Vermont & Massachusetts R. R. (Route 34). *Northfield* (109 miles) is an attractive village, and the last station in Massachusetts. Just beyond it, the train crosses the Connecticut River, affording fine views from the bridge, and passes to *South Vernon* (111 miles). From this point the route is the same as that described in Route 29, and passes on to the White Mts., the Green Mts., and Canada.

31. Boston to Plymouth.

Via Old Colony R. R. Distance, 38 miles.

FROM Boston to *S. Braintree* (11 miles), this is the same as Route 15 *a*, taken in reverse. *S. Abington* (20 miles) is noted for its shoe-factories. A short branch line runs thence in 7 miles to the ancient town of *Bridgewater*. Beyond S. Abington the road traverses the great forest and lake region of the Old Colony, skirts the W. shore of Plymouth Harbor, and stops at Plymouth.

Plymouth (*Samoset House*) is a flourishing manufacturing village of 7,000 inhabitants on Cape Cod Bay. Its interest is chiefly historical, and it will be forever famous as the landing-place of the Pilgrim Fathers (Dec. 22, 1620), and as the site of the first settlement made in New England. * **Plymouth Rock**, on which the Pilgrims first landed, is in Water St., and is covered by a handsome granite canopy, in the attic of which are inclosed the bones of several men who died during the first year of the settlement. A portion of the rock has been placed in front of Pilgrim Hall, and surrounded by an iron fence. * **Pilgrim Hall** is in Court St., and contains a large hall, the public library, portraits and busts, and many interesting relics of the Mayflower pilgrims and other early settlers of Massachusetts. Near the Hall are the County Court-House and House of Correction, both fine buildings. The Town Green is at the end of Main St. *Leyden St.*, the oldest street in New England, runs E. from Town Square to the water. The * **Burying Hill**, where some of the Pilgrims were interred, is a place of much interest. It contains some ancient and venerable tombs, and commands a wide view. *Cole's Hill*, W. of the canopied rock, is noted as the spot where nearly half the Mayflower pilgrims were buried the first winter; but no trace of their graves remains. The *National Monument to the*

Pilgrims, the corner-stone of which was laid Aug. 1, 1859, stands on a high hill near the Samoset House. It consists of a granite pedestal 40 ft. high, surrounded by statues 20 ft. high; and surmounted by a colossal granite statue of "Faith," 40 ft. high. (Not yet finished.)

The environs of Plymouth are very attractive, and in the township are about 200 ponds, one of the largest, *Billington Sea*, being stocked with fish. It is about 2 miles from the village.

32. Boston to Cape Cod.

Via Cape Cod Division of the Old Colony R. R. Distance, Boston to Provincetown, 120 miles. Fare, \$3.

As far as *S. Braintree*, this is the same as Route 30. The first station beyond *S. Braintree* is *Holbrook* (15 miles), a small manufacturing village, and 5 miles farther is **Brockton**, a prosperous town of 13,608 inhabitants, with extensive factories of shoes, furniture, carriages, etc. **Bridgewater** is 27 miles from Boston, and is the site of extensive iron-foundries, rolling-mills, machine-shops, and brick-yards. The Bridgewater Iron-Works are among the largest on the continent. At *Middleboro* (34 miles) the Cape Cod Div. of the Old Colony R. R. begins. Stations: *S. Middleboro* (42 miles), *Tremont* (45 miles), *Wareham* (49 miles), and *Cohasset Narrows* (54 miles). From the latter, a branch road diverges to Wood's Holl, whence steamers run to Martha's Vineyard (see Route 32). The present route continues on past the small stations of *N. Sandwich* (58 miles), *W. Sandwich* (59 miles), and *Sandwich* (62 miles). At Sandwich the Cape begins, and extends E. about 35 miles, with a width rarely exceeding 8 miles, and then bends N., and gradually N. W., extending about 30 miles farther. The curve still continues around to the W., S., and E., inclosing the fine landlocked harbor of Provincetown. This latter portion does not average half the width of the former, and is greatly indented by bays both on the outer and inner sides.

"The ride throughout the Cape," says Mr. Samuel Adams Drake, "affords the most impressive example of the tenacity with which a population clings to locality that has ever come under my observation. To one accustomed to the fertile shores of Narragansett Bay or the valley of the Connecticut, the region between Sandwich, where you enter upon the Cape, and Orleans, where you reach the bend of the forearm, is bad enough, though no desert. Beyond this is simply a wilderness of sand. The surface of the country about Brewster and Orleans is rolling prairie, barren, yet thinly covered with an appearance of soil. Stone-walls divide the fields, but from here down the Cape you will seldom see a stone of any size in going 30 miles. . . . Eastham, Wellfleet, and Truro grow more and more forbidding, as you approach the *Ultima Thule*, or land's end. . . . It was something to conceive, and more to execute, such a tramp as Thoreau's (from Orleans to Provincetown on the ocean side of the Cape), for no one ought to attempt it who can not rise superior to his surroundings, and shake off the gloom the weird and widespread desolateness of the landscape inspires. I would as lief have marched with Napoleon from Acre, by Mt. Carmel, through the moving sands of Tentoura."

Seven miles beyond Sandwich is *W. Barnstable*, whence stages run in 6 miles to *Cotuit Port*, on the S. shore, a favorite resort of sportsmen. *Yarmouth* (75 miles) is near a camp-meeting ground, and is the junction

of a branch road which runs in 4 miles to **Hyannis** on the S. shore, which is becoming a popular summer resort. Beyond Yarmouth are the small stations of *S. Yarmouth* (80 miles), *Harwich* (84 miles), *Brewster* (89 miles), *Eastham* (97 miles), and *Wellfleet* (109 miles). Near Truro (114 miles) is one of the most fatal beaches on the New England coast; and on Clay Pounds, on the outer shore of Truro, is the famous *Highland Light*, 200 ft. above high-water mark, and provided with Fresnel lenses. Six miles beyond Truro is **Provincetown**, a thriving fishing village, with a magnificent landlocked harbor, which is frequently crowded with shipping seeking a haven of refuge. Near here are the principal cod and mackerel fisheries on the coast, and nearly all the inhabitants are in one way or another connected with the sea-going business. From the summit of High Pole Hill there is a fine view, with the Atlantic Ocean on one side and Massachusetts Bay on the other. *Race Point* is the outermost land of the Cape, and has a revolving light 150 ft. above high water. It is reached from Provincetown by a walk of 3 miles across the sand-dunes. "Standing here," says Mr. Drake, "I felt as if I had not lived in vain. I was as near Europe as my legs would carry me, at the extreme of this withered arm with a town in the hollow of its hand. For centuries the storms have beaten upon this narrow strip of sand, behind which the commerce of a State lies intrenched. The assault is unflagging, the defense obstinate. Fresh columns are always forming outside for the attack, and the roll of ocean is forever beating the charge. Yet the Cape stands fast, and will not budge."

33. Boston to Martha's Vineyard and Nantucket.

Via Old Colony R. R. to Wood's Holl (78 miles), and thence by steamer.

FROM Boston to *Cohasset Narrows* (54 miles) this route is the same as Route 31. Beyond Cohasset Narrows, the train runs along the shore of Buzzard's Bay, passing the small stations of *Monument Beach*, *Pocasset*, and *Falmouth*. A mile S. E. of the latter is the popular summer resort of **Falmouth Heights** (*Tower's Hotel*), a line of high and picturesque bluffs fronting on Vineyard Sound, with a good beach and other attractions. At *Wood's Holl* (71 miles from Boston), connection is made with the steamer for Martha's Vineyard, 7 miles distant.

Martha's Vineyard.

From New York Martha's Vineyard is reached *via* Fall River steamers to Fall River (Route 14), thence *via* Old Colony R. R. to *Myrick's*, thence *via* New Bedford R. R. to *New Bedford*, and thence by a charming steamboat ride of 30 miles to Martha's Vineyard. Total distance, 225 miles; fare, \$4. Another route is by steamer to Fall River, as before, thence by rail to Wood's Holl, and thence by steamer.

Hotels.—The *Sea-View House* is a large, handsomely furnished hotel, with accommodations for about 300 guests. The *Pawnee House* is also first class. Prices, from \$3 to \$4 a day. Smaller hotels, in the village of Oak Bluffs, are the *Island*, the *Baxter*, the *National*, the *Central*, the *Grover*, and the *Wesley*. The last five are on the European plan, with restaurants attached.

Martha's Vineyard is an island 20 miles long and 6 miles in average width, lying off the S. coast of Massachusetts, and separated from the

mainland by Vineyard Sound. Its surface is generally level, though there are elevations rising to the height of 150 ft. above the sea. The soil is generally light, and a great part of the surface is covered with low forests. The inhabitants, of whom there were 3,688 in 1870, are chiefly engaged in navigation and fishing. Martha's Vineyard was discovered by Bartholomew Gosnold in 1602, was settled by Thomas Mayhew in 1642, and suffered much from the British during the Revolutionary War. Of late years it has become noted for its annual camp-meetings and as a summer resort.

Near the Sea-View Hotel is the great Methodist * **Camp-Meeting Ground**, where 20,000 to 30,000 people are gathered every August. The grounds are regularly and tastefully laid out, and comprise a tabernacle capable of seating 5,000 persons. E. of the camp-ground, on bluffs 30 ft. high, overlooking the sea, the village of **Oak Bluffs** was laid out in 1868, and has become a popular summer resort; besides the hotels named above, it contains numerous cottages of summer residents. A narrow-gauge railway connects Oak Bluffs with Edgartown and Katama, and the *Sea-View Boulevard*, an admirable drive along the coast, runs to the same places. **Edgartown** (*Atlantic House, Sea-Side House, and Vineyard House*) is a neat village, 6 miles E. of Oak Bluffs, containing several churches, a town-hall, the county buildings, and the Martha's Vineyard National Bank. Its harbor is well sheltered, and at the entrance is a lighthouse showing a fixed light 50 ft. above the sea, erected on a pier 1,000 ft. long. Beyond Edgartown the railway and the boulevard extend to **Katama Bay**, noted for its clam-bakes and for its attractive scenery. The *Mattakesett Lodge* here is one of the best hotels on the island. A short distance W. of Oak Bluffs is the East Chop Light, whence a fine view is obtained of **Vineyard Haven**, one of the most celebrated harbors on the coast. * **Gayhead**, the westerly end of Martha's Vineyard (20 miles from Oak Bluffs), is a spot well worth the attention of the visitor. It is of volcanic origin, and was pronounced by Prof. Hitchcock one of the most remarkable geological formations in America. "Never," said General Twiggs, as he looked from the top of this bold promontory, "since I stood on Table Rock, have I seen a sight so grand and beautiful as this!"

Nantucket.

Nantucket is about 30 miles from Martha's Vineyard, from which it is reached by steamer twice a day. The island is of an irregular triangular form, about 16 miles long from E. to W., and for the most part from 3 to 4 miles wide. It has a level surface in the S., and in the N. is slightly hilly. The soil is light, and, with the exception of some low pines and the shade-trees in the town, the island is treeless. Farming and fishing are the chief occupations of the inhabitants (of whom there were 3,727 in 1880), the surrounding waters abounding in fish of various kinds. The climate in summer is remarkably cool, and the island is fast becoming a favorite summer resort.

The town of **Nantucket** (*Ocean, Bay View, Sherburne, Veranda, The Nantucket, and Springfield Houses*, \$2 to \$3 a day) was at one time

the chief whaling-port of the world, and increased rapidly in size and prosperity until 1846, when it was visited by a severe conflagration that destroyed nearly a million dollars' worth of property. After this the whale-fishery, and with it the prosperity of the town, rapidly declined; and until the stream of summer visitors began to flow in, it had a distinct air of decrepitude and decay. It is picturesquely situated, and presents an appearance from the water which is hardly confirmed on closer scrutiny. The streets are cleanly, and, having trees and flower-gardens, are often pretty and cheerful. The roofs of many houses are surmounted by a railed platform, a reminder of old whaling-times. The town contains 9 churches, a town-hall, a national bank, a savings-bank, 5 public halls, a custom-house, and several good public schools. Among the schools is the celebrated Coffin School, founded and endowed by Sir Isaac Coffin, Bart. In the *Athenæum* is a public library of 5,000 volumes, and some interesting relics of whales and whaling. Three excursions must be made from the town before one can say that he has "seen Nantucket." One is to a cliff at the North Shore whence a wide view is had; and another to the beaches of the South Shore, where the waves roll in grandly after a storm. But "**Siasconset** (pronounced Sconset) is the paradise of the islander: not to see it would be in his eyes unpardonable." It is a quaint little fishing hamlet on the S. E. shore of the island, 7 miles from Nantucket. It is noted for the purity and salubrity of its air, and is much resorted to in summer by the denizens of Nantucket. On *Sankoty Head*, 1 mile N. of Siasconset, there is a lighthouse, and from the eminence on which it stands the broad Atlantic Ocean is visible on all sides of the island.

34. Boston to Hoosac Tunnel and Troy.

Via Fitchburg, Troy & Boston, and Boston, Hoosac Tunnel & Western Railways. Distance, to Hoosac Tunnel, 136 miles; to North Adams, 143 miles; to Troy, 191 miles.

As far as and including **Fitchburg** (50 miles), this route has been described in Route 28. (There is another division of the Fitchburg R. R., passing through Framingham, S. Marlboro, and Clinton, by which the distance from Boston to Fitchburg is only 37 miles.) Soon after leaving Fitchburg the train reaches *Wachusett*, whence stages run in 6 miles to **Mt. Wachusett**, from the summit of which (2,480 ft. high) there is one of the grandest views to be obtained in all New England. It is said that 300 villages and portions of 6 States are included in it. Stations, *Ashburnham* (60 miles), *Gardner* (65 miles), *Baldwinville* (71 miles), and *Athol* (83 miles). *Miller's Falls* (98 miles), where the Connecticut and Deerfield Rivers are crossed, and the beautiful village of **Greenfield** (106 miles) have been described in Route 28. Beyond Greenfield the route follows the Deerfield River, passing amid extremely picturesque scenery, the most striking feature of which is the narrow and romantic *Deerfield Gorge, traversed just before reaching the village of *Shelburne Falls* (119 miles). At Shelburne Falls the Deerfield River makes a descent of 150 ft. in a few hundred yards, roaring through

a narrow channel. The scenery beyond is very charming, and at *Charlemont* (128 miles) the Hoosac Mountains are in full view. Passing now for 8 miles through a savage, rugged, and desolate region, the train stops for a moment at Hoosac Tunnel Station, and then plunges into the profound darkness of the tunnel. The * **Hoosac Tunnel** is, next to that under Mt. Cenis, the longest in the world, and is one of the most wonderful achievements of modern engineering. It pierces the solid micaceous slate of the Hoosac Mountain, is $4\frac{3}{4}$ miles long, was nearly 20 years in constructing (1855 to 1874), and cost the State of Massachusetts about \$16,000,000. The cut-stone façade of the entrance is worthy of notice.

Just beyond the W. end of the tunnel is the town of *N. Adams* (see p. 156). Here connection is made with the Troy & Boston R. R., which runs past Williamstown (see p. 156), Pownal, Petersburg, Hoosic Falls, Johnsonville, and Lansingburg to **Troy** (in 48 miles). This forms the new through route between Boston and the West, to obtain which the vast expenditures for the Hoosac Tunnel were incurred.

35. Boston to Albany and the West.

Via Boston & Albany R. R. Distance to Albany, 200 miles.

THIS is the most popular passenger route from Boston to the West, and traverses some of the most attractive portions of New England. The Boston & Albany R. R. was among the first constructed in America, being completed to Worcester in 1835, to Springfield in 1839, and to Albany in 1842. Its completion was the occasion of festivities in both Boston and Albany, the memory of which has not yet died out. As far as **Springfield** (98 miles) the route is the same as Route 11 taken in reverse. Immediately after leaving Springfield the train crosses the Connecticut River on a long bridge, and follows the Agawam River to **Westfield**, a beautiful village on the bank of the river, surrounded by hills. In the center of the village is a neat public square, surrounded by churches and other buildings, and adorned with a handsome soldiers' monument. The State Normal School here has a wide reputation. The New Haven & Northampton R. R. crosses here. Beyond Westfield the route leads up Westfield River, amid picturesque scenery, which rapidly becomes mountainous. At *Chester* (28 miles from Springfield) the grades become very heavy, and the train enters the Berkshire hills, which are described in Route 36. The scenery along all this portion of the route is extremely fine, and at Summit the track is 1,211 ft. above the sea. *Becket*, *Washington*, and *Hinsdale* are high-perched mountain towns; and *Dalton* (146 miles from Boston) is a manufacturing village on the W. side of the range of hills that has just been crossed. Five miles beyond Dalton, in the heart of the Berkshire hills, is **Pittsfield** (described in Route 36). Three miles beyond Pittsfield is *Shaker Village*, one of the settlements of the curious sect of Shakers; and a short distance N. of the village is the mountain where, according to tradition, the Shakers hunted Satan through a long summer night, and finally killed and buried him. Eleven miles beyond Pittsfield the road crosses the State line and enters New York State, running by *Chatham*, where

connection is made with the Harlem, and the Hudson & Chatham Branch, *Kinderhook*, and *Schodack to Greenbush*, whence the train crosses a fine bridge and enters **Albany** (see p. 64).

36. Albany to Rutland.

a. Via Rensselaer & Saratoga Railroad. Distance, 100 miles.

FROM Albany to *Whitehall* (76 miles) this route is described in Route 40. Beyond Whitehall the line runs N. E. to *Fairhaven* (85 miles), where there are extensive slate-quarries, and *Hydeville* (86 miles), a pretty village at the foot of *Lake Bomoseen*, a beautiful sheet of water, 8 miles long and 1 to 1½ wide, famed for its boating and fishing. Four miles farther is **Castleton** (*Lake Bomoseen House*), a neatly-built village, situated on a plain near the Castleton River, and surrounded by pleasing scenery. The township in which it is located is noted for its slate-stone, which is extensively quarried, and from which is made an imitation of marble "so perfect that it challenges the closest scrutiny." There are 5 churches in the village and a State Normal School. *W. Rutland* (96 miles) is noted for its vast marble-works, and stages run thence in 4 miles to *Clarendon Springs* (see p. 135). **Rutland** (100 miles) has already been described (see p. 135).

b. Via Rutland & Washington Div. of the Hudson Canal Co.'s R. R. Distance, 98 miles.

As far as *Eagle Bridge* (23 miles) this route follows the Troy & Boston R. R., passing *Lansingburg*, a thriving manufacturing village on the Hudson River, and *Schaghticoke* (13 miles), a manufacturing village on the Hoosic River, which furnishes a fine water-power. *Salem* (41 miles) is a pretty village on White Creek. From this station the road makes a *détour* into Vermont, and runs near the boundary for some miles until at *Granville* (60 miles) it again enters New York, finally leaving the State near *Poultney* (68 miles). **Poultney** is a beautiful village, noted for its coolness in summer, and then much resorted to. It lies amid varied and picturesque scenery, and the walks and drives in the vicinity are very attractive. Among its many pleasant excursions are those to the *Gorge*, the *Bowl*, *Carter's Falls*, *Lake Bomoseen* (see above), and *Lake St. Catherine* (or *Austin*). The latter is 3 miles from *Poultney*, is about 6 miles long, and has a summer hotel at its lower end. Daily stages run in eight miles to **Middletown Springs** (*Montvert Hotel*), one of the most famous mineral springs in Vermont. The waters are impregnated with iron, and are an excellent tonic. Two miles beyond *Poultney* the present route connects with the preceding one at *Castleton*, and proceeds to *Rutland* in 12 miles.

37. The Housatonic Valley and the Berkshire Hills.

The point of departure for the trip up the Housatonic is **Bridgeport**, Conn., which is reached from New York *via* Route 11 (fare, \$1.70) or by steamboat daily from Pier 35 East River (fare, \$1). From Bridgeport to Pittsfield the

distance is 110 miles, and the fare \$3.30. But the through fare from New York to Pittsfield is only \$3.50.

THE Housatonic River rises in Berkshire Co., Massachusetts, and flowing S. enters the State of Connecticut, where, after winding through Litchfield Co., and forming the boundary between New Haven and Fairfield Counties, it meets the tide-water at Derby, about 14 miles from Long Island Sound. The sources of the stream are more than 1,200 ft. above the level of the sea, and in its course of 150 miles it offers some exquisitely beautiful scenery. The Housatonic Railway runs along its bank for about 75 miles. "Of all the railroads near New York," says Mr. Beecher in his "Star Papers," "none can compare, for beauty of scenery, with the Housatonic, from Newtown up to Pittsfield, but especially from New Milford to Lenox."

Bridgeport, our point of departure, has already been described (see p. 70). For some miles after leaving Bridgeport the route traverses a level and thinly-settled country, destitute of picturesque features; but at *Newtown* (19 miles) the hills begin to show mountainous symptoms, and the traveler obtains glimpses of forest-clad hills and lovely inter-*valles*. **New Milford** (35 miles) is a large and beautiful village, with broad, well-shaded streets, and surrounded by delightful scenery. It has some popularity as a summer resort, and is also the site of several manufactories. From New Milford to the terminus of the road, the scenery is ever changing and of rare beauty. **Kent** (48 miles, *Elmore House*) is a quiet little village, with the river running through it, situated in the midst of the charming Kent Plains. Hatch and Swift Lakes or Ponds are visible from the cars; and on a lofty plateau, W. of Kent, are the *Spectacle Ponds*, a pair of twin lakelets, of oval shape, fringed by dense woods and connected by a narrow strait. From the lofty hill just above them the view is grand. *Cornwall Bridge* (57 miles) is a small manufacturing village surrounded by exquisite scenery. Daily stages run thence to *Litchfield*, said to be the most beautiful village in Connecticut, and to *Sharon*. From *W. Cornwall* (61 miles) stages run to *Goshen*, a pretty highland town, celebrated for its butter and cheese. **Falls Village** (67 miles) is at the Great Falls of the Housatonic, which are the largest and finest in the State, descending 60 ft. over a ledge of limestone. About 2 miles N. W. of the village is *Mt. Prospect* (reached by carriage-road), from the summit of which there is a fine view over the valley and the outlying villages. At the foot of this hill is a deep, dark, and ugly fissure in the rocks, known as the *Wolf's Den*. Stages run from Falls Village to **Salisbury**, situated in the township of the same name, and noted for its varied and beautiful scenery.

In his "Star Papers," Mr. Beecher writes lovingly of all this region, and we quote a paragraph which may prove useful to the tourist: "If one has not the leisure for detailed exploration, and can spend but a week, let him begin, say, at *Sharon* (reached by stage from Cornwall Bridge on the Housatonic R. R.) or at *Salisbury*. On either side to the E. and to the W. ever-varying mountain-forms frame the horizon. There is a constant succession of hills swelling into mountains, and of mountains flowing down into hills. The hues of green in the trees, in

grasses, and in various harvests, are endlessly contrasted. There are no forests so beautiful as those made up of both evergreens and deciduous trees. At Salisbury, you come under the shadow of the Taconic range. Here you may well spend a week, for the sake of the rides and the objects of curiosity. Four miles to the E. are the Falls of the Housatonic, very beautiful and worthy of much longer study than they usually get. . . . On the W. of Salisbury you ascend *Mt. Riga* to *Bald Peak*, thence to *Brace Mountain*, thence to the *Dome*, thence to that grand ravine and its wild water, *Bash-Bish*, a ride in all of about 18 miles, and wholly along the mountain-bowl. On the E. side of this range, and about 4 miles from Salisbury, is *Sage's Ravine*, which is the antithesis of *Bash-Bish*. Sage's Ravine, not without grandeur, has its principal attraction in its beauty; Bash-Bish, far from destitute of beauty, is yet most remarkable for grandeur. I would willingly make the journey once a month to see either of them. Just beyond Sage's Ravine, very beautiful falls may be seen just after heavy rains, which have been named *Norton's Falls*. Besides these and other mountain scenery, there are the *Twin Lakes* on the N. of Salisbury, and the two lakes on the S., around which the rides are extremely beautiful."

Just beyond *Canaan* (73 miles), a pretty village at the intersection of the Housatonic and Hartford & Connecticut Western Railways, the train crosses the boundary-line of Massachusetts and enters the renowned

Berkshire Hills,

"a region not surpassed in picturesque loveliness, throughout its whole longitude of 50 miles and its average latitude of 20 miles, by any equal area in New England, and perhaps not in all this Western world." From *Sheffield* (138 miles), a quiet town at the base of the Taconic Mountains, the ascent of *Mt. Washington* is easily made and affords a far-viewing prospect. This mountain was once a part of the great Livingston Manor, and its summit overlooks the rich and lordly domain once included in that now forgotten name. Six miles above Sheffield is **Great Barrington** (*Berkshire House, Collins House, Miller House*), of which Mr. Beecher says that it "is one of those places which one never enters without wishing never to leave it. It rests beneath the branches of great numbers of the stateliest elms. It is a place to be desired as a summer residence." The Congregational and Episcopal Churches, and the High School, are handsome buildings, and there are several fine villas in the outskirts. The new Congregational Church just erected, the gift of Mrs. Mark Hopkins, is one of the finest country churches in New England, and was erected at a cost of upward of \$150,000. *South Egremont*, 4 miles S. E. of Great Barrington, is reached by daily stage from Great Barrington and also by 6 miles' staging from Hillsdale on the Harlem R. R. The *Mt. Everett House* here is an excellent summer hotel, situated just under the lofty crest of Mt. Everett, whose summit may be scaled by way of "its vast, uncultivated slope, to a height of 2,000 ft." From the summit the view is exceedingly fine, taking in half the whole stretch of the Housatonic Valley, the Catskills, and the Hudson. The trout-fishing in the vicinity of S. Egremont is

exceptionally good. The *Berkshire Soda Springs* are about 3 miles S. E. of Great Barrington, amid wild and romantic scenery. "Next to the north of Great Barrington," says Mr. Beecher, "is **Stockbridge**, famed for its meadow-elms, for the picturesque beauty adjacent, for the quiet beauty of a village which sleeps along a level plain just under the rim of hills. If you wish to be filled and satisfied with the serenest delight, ride to the summit of this encircling hill-ridge, in a summer's afternoon, while the sun is but an hour high. The Housatonic winds in great circuits all through the valley, carrying willows and alders with it wherever it goes. The horizon on every side is piled and terraced with mountains. Abrupt and isolated mountains bolt up here and there over the whole stretch of plain, covered with evergreens." The distance by railway from Great Barrington to Stockbridge is 8 miles, but it is only $6\frac{1}{2}$ miles by the highway, and this latter should be chosen, if the tourist have time. The entire ride is through the most delightful scenery, and about half-way is *Monument Mountain*, one of the special attractions of the vicinity. The view from the summit is very fine, resembling that from Mt. Everett. Stockbridge contains many handsome villa residences. The *Stockbridge House* is an excellent hotel, open all the year, and *Edwards Hall*, the house in which Jonathan Edwards wrote his treatise on "The Freedom of the Will," is also open as a summer hotel. Both are situated on the main street of the village, and near by are an elegant Italian fountain, a fine soldiers' monument, and a memorial monument to Jonathan Edwards. Among the most interesting features of Stockbridge are the old burying-ground of the Mohegan Indians, and the fine antique mansion built by Judge Theodore Sedgwick and afterward occupied by his famous daughter Catharine. There is a handsome stone library building containing 5,000 volumes, and the Hon. David Dudley Field has presented the town with a bell-tower of stone, containing a silvery chime of bells and a clock. The new Episcopal stone Church was the gift of Mrs. Charles Butler, of New York, a native of Stockbridge, and is a fine building, and the Congregational Church is also a noteworthy structure. On the heights above the village formerly stood an old Mission-House, erected early in the last century, but the site has now been given to the city as a park, by Cyrus W. Field. The view from these heights is one of the loveliest imaginable. The drives in the vicinity of Stockbridge are extremely picturesque, and there are several points of interest besides Monument Mountain, already mentioned. About 3 miles N. is *Lake Mahkeenac* (formerly called "Stockbridge Bowl"), a capacious basin of crystal-clear water, on whose margin Hawthorne once lived for a year and a half. About $1\frac{1}{2}$ mile from the village is the wonderful *Ice-Glen*, piercing the northern spur of Bear Mountain. "In its long and awesome corridors and crypts, formed by massive and gloomy rocks, and huge but prostrate trees, the explorer may sometimes find masses of ice in the heart and heat of midsummer."

Six miles N. of Stockbridge is the flourishing town of **Lee** (*Morgan House, Norton*), which owes its prosperity to its extensive paper-mills and woollen fabrics. It is also celebrated for its marble, which is

among the best in the world. Large quantities of it were used in constructing the new portions of the Capitol at Washington, and the public buildings at Philadelphia. The village contains several fine churches and private residences, and there are many attractive drives in the vicinity. That down the valley of the Hopbrook and up the mountain to *Monterey* is said not to be excelled in beauty in any part of Europe. *Tyringham*, 5 miles from Lee, is a lovely town lying snugly in a valley, on each side of which rise the hills. *Fernside*, a popular summer resort, was for many years the home of the Tyringham Shakers, who owned 4,000 acres in one body, and they were among the first societies of that sect to be organized. From what was their "Holy Ground" on the hill, one of the finest views in Berkshire is obtained. Otis, 13 miles E. from Lee, has a number of lovely drives in the Farmington River valley, and 3 large lakes and reservoirs. Farmington River and a number of mountain brooks make excellent fishing. It is quite a summer resort, as is *Sandsfield*, 8 miles S. of Otis. The views from these towns are grand. Three miles beyond Lee we come to **Lenox** (*Curtis's Hotel*), a favorite resort of Bostonians and New-Yorkers. It is a place of little business, except in that part called the Furnace, which lies near the railway, and contains extensive factories of plate-glass and iron; but it "is known for the singular purity and exhilarating effects of its air, and for the beauty of its mountain scenery." Beecher's "Star Papers," from which the above is a quotation, were written in a house which stood near the site now occupied by General Rathbone's mansion. Fanny Kemble Butler, who long resided here, said of the graveyard at Lenox: "I will not rise to trouble any one if they will let me sleep there. I will only ask to be permitted, once in a while, to raise my head and look out upon this glorious scene." Lenox having ceased to be the shire town of the county, the former court-house has been transformed into a handsome building containing a library, public hall, club-rooms, etc. There are numerous pleasant excursions from Lenox, a popular one being to the summit of *Bald Head* (carriages all the way), which commands a very fine view of the village, and of the valley to the south, including Monument Mountain. Other excursions are to the *Ledge*, *Richmond Hill*, and *Perry's Peak*. This isolated summit is 6 miles from the town, over 2,000 ft. high, and overlooks a vast range of country from the Catskills to the Green Mountains.

Six miles above Lenox (110 from Bridgeport, and 151 from Boston via Route 34) is **Pittsfield** (*American House*, *Burbank's*, *Maplewood Hall*, and *Springside*), a flourishing city of 13,367 inhabitants, the capital of the Berkshire region. It is beautifully situated on a lofty plateau, with the Taconics on the W. and the Hoosacs on the E.; and contains many handsome public and commercial buildings and private dwellings. The new *Court-House* is a costly white-marble edifice, and the *Roman Catholic Church* is the finest in Western Massachusetts. There are several other handsome churches, including the spacious and costly *Methodist Church*, the finest in the Troy Conference, and the famous First Church, of which "Fighting Parson Allen" of Revolutionary fame was once pastor. The *Maplewood Female Seminary* comprises

several admirable buildings situated in the midst of charming grounds. In the park, near the center of the town, is a *Soldiers' Monument*, which was dedicated with imposing ceremonies on September 24, 1872. The * *Berkshire Athenæum* is a unique building of bluestone, freestone, and red granite, and contains a valuable library, museum, cabinets, and reading-rooms, all free and open constantly. The drives in the vicinity of Pittsfield are very fine, especially those to Williamstown (20 miles), described below, and to Lebanon Springs (9 miles). On the charming mountain-road thither is *Lake Onota*, a lovely and romantic sheet of water, about 2 miles W. of Pittsfield, and a favorite excursion. Other drives which the stranger should not miss are those to *Waconah Falls*, in Windsor (10 miles), and to *Potter's Mountain* (6 miles). *Ashley Pond*, from which the water-supply of the town is drawn, lies E. on the crest of the Washington Hills; and near by is *Roaring Brook*, a wild mountain-torrent that dashes down the side of the mountain in a rugged cleft known as *Tories' Gorge*. N. of Onota, on the slopes of the Taconics, are the romantic *Lulu Cascade*; *Balance Rock*, a huge and nicely-poised boulder; and, on the plateau of a giant crest above, a lovely mountain lakelet called *Berry Pond*. About 3 miles N. of Pittsfield is *Pontoosuc Lake*, once known as Lanesboro Pond, and about 2½ miles S. is the *South Mountain*, from the summit of which there is a fine view. Six miles W. is *Richmond*, a pleasant resort; and here *Perry's Peak*, 2,077 ft. high, commands a fine view. *Dalton*, 4 miles E. of Pittsfield, is a busy paper-manufacturing town, and just on the Pittsfield line is the mill where the Government bank-note paper is manufactured. *Lanesboro*, a cozy town, has a number of delightful drives, and is noted as the birthplace of Josh Billings the humorist, and other eminent men, the late Governor Briggs, Judge Shaw, of the Massachusetts Supreme Court, etc. It has 4 churches, Episcopal, Methodist, Baptist, and Congregationalist. It has extensive iron-ore mines, and marble in abundance. It has within a few years come into prominence as a summer resort. **Lebanon Springs** (mentioned above) are among the most famous and frequented in the country, and the waters are regarded as remedial for rheumatism, liver-complaint, and cutaneous affections. Two miles from the Springs is **Shaker Village**, founded over a century ago by the disciples of Ann Lee, and now the headquarters of the "Millennial Church." On Sundays their singular form of worship may be witnessed.

At Pittsfield the Housatonic R. R. comes to an end, and the region N. of it (known as "Northern Berkshire") is penetrated by the Pittsfield & North Adams Branch R. R., which we shall now follow as far as Williamstown. If the tourist have time he can make his trip much more enjoyable by hiring a suitable conveyance and taking the highways instead of the railway. The road from Pittsfield to Williamstown through Lanesboro and New Ashford (20 miles) presents a continuous panorama of beautiful scenery, and other drives are scarcely less attractive. On the railroad, the first noteworthy station above Pittsfield is *Cheshire* (10 miles), famous for butter, cheese, and lumber. For 50 years the inhabitants were almost unanimously Democratic in politics;

and, to show their appreciation of President Jefferson, they made him a present, on January 1, 1802, of an enormous cheese weighing 1,450 pounds. From this point to N. Adams the road follows the valley of the Hoosac River, with the lofty Saddleback Range on the W. for the greater part of the way. *Adams* (5 miles from Cheshire) is the best point from which to visit ***Greylock Mountain**, which rises majestically over the valley to the height of 3,500 ft., and is the highest elevation in Massachusetts. The ascent is easily made by a carriage-road built a few years ago nearly to the summit, and the view is surpassingly grand, taking in all the Berkshire Hills, the valleys of the Hoosac and Housatonic, the Green Mountains on the N., and the Catskills on the S., and Mts. Monadnock, Tom, and Holyoke. There is a still longer and more difficult but very romantic route to the top of Greylock from North Adams. Adams is a thrifty manufacturing town, with extensive gingham-mills, and a factory for "xylonite," employing 500 hands. Five miles above Adams is **North Adams** (*Wilson House, Richmond House, Commercial*), a busy manufacturing village, where "Chinese cheap labor" was a specialty and a success for years in the shoe-shops, but it is now given up. The principal industries are the extensive print-works and gingham-mills. It is the metropolis of Northern Berkshire, and is even more thickly studded about with wild and romantic spots than its southern sister. The town is the terminus of the Fitchburg and New Haven & Northampton R. Rs. from the E.; Pittsfield & North Adams division of the Boston & Albany R. R. on the S.; and of the Troy & Boston, and Boston, Hoosac Tunnel & Western R. R. from the W. About a mile E. of the village is the *Natural Bridge*, a vast roof of marble through and under which Hudson's Brook has excavated a tunnel 15 ft. wide and 150 long. In the ravine of this brook there are several picturesque points; but next in interest to the bridge itself is a strange, columnar group of rocks, which at its overhanging crest assumes the aspect of gigantic features, and is called *Profile Rock*. The *Cascade* is in a romantic glen $1\frac{1}{2}$ mile from the hotel, and is 30 ft. high. About 2 miles S. is the W. entrance to the famous **Hoosac Tunnel** (see p. 149). The old stage-road across the Hoosacs from N. Adams to the E. end of the tunnel (8 miles) affords an interesting mountain-drive. Hawthorne says of it: "I have never driven through such romantic scenery, where there were such variety and boldness of mountain-shapes as this; and, though it was a sunny day, the mountains diversified the view with sunshine and shadow, glory and gloom."

Five miles W. of N. Adams is the academic **Williamstown** (*Manion House and Greylock Hall*), beautifully situated in a mountain-inclosed valley, and noted as the site of *Williams College*, founded in 1793, and a highly prosperous institution. The college buildings are the only architectural features of the town, and embrace 10 or 12 structures, of which the finest is Goodrich Hall. The library of 20,000 volumes is in Lawrence Hall; and the residence of President Carter is opposite West College, on the main street. Morgan Hall, a beautiful 3-story building of cut stone, built at a cost of \$50,000, is the gift of the late Hon. E. D. Morgan; and Clarke Hall, the observatory E. of the

College Hall, was also the gift of an alumnus. The late President Garfield was a graduate. Near by is *Mills's Park*, an inclosure of 10 acres, in which a marble shaft, surmounted by a globe, marks the spot where Samuel J. Mills and his associate students met by a hay-stack in 1807 to consecrate themselves to the work of foreign missions. There is a bronze soldiers' monument on a granite pedestal in the main street. Among the many attractive resorts in the vicinity of Williamstown are *Flora's Glen*, where Bryant, then a student at Williams College, wrote "Thanatopsis"; the *Cascades*, and *Snow Glen*, a gorge in the mountain where the snow never entirely melts. At *Sand Springs*, $1\frac{1}{2}$ mile N. of the village, is an excellent summer-hotel called *Greylock Hall*. The waters of the spring are thought to be efficacious in cutaneous diseases, and bathing-houses are provided for their use. *Mount Hopkins* (2,800 ft. high) is a short distance S. of Williamstown, and is often ascended for its broad and striking view. The ascent of Greylock is often made from this side. *The Hopper* is a stupendous gorge between Greylock, Prospect, and Bald Mountains, through which flows the picturesque Money Brook. In the remote recesses of this wild gorge is a series of cascades said to be the finest in Berkshire.

33. New York to Vermont via Harlem Division of the New York Central & Hudson River R. R.

THE Harlem division of the N. Y. C. & H. R. R. R. is no longer available as a through route between New York and Albany, but in connection with the Lebanon Springs and Bennington & Rutland R. Rs. forms a short and popular route to Vermont and the North. It skirts the eastern portions of all those counties lying upon the Hudson River and traversed by the Hudson River R. R. (see Route 9). The stations and towns along the line are, for the most part, inconsiderable places, many of them having grown up with the road. The country traversed is varied and picturesque in surface, much of it being rich agricultural land; but it does not compare with the river route in scenic attractions.

Leaving the Grand Central Depot, the train passes through long tunnels under the city, and at Harlem (4 miles) crosses the Harlem River. *Fordham* (9 miles) is the seat of St. John's College, a noted Jesuit institution; and $1\frac{1}{2}$ mile W. is **Jerome Park**, the finest race-course in America. *Williams Bridge* ($10\frac{1}{2}$ miles) is at the junction with the New York & New Haven R. R. (see Route 11). One mile beyond is *Woodlawn Cemetery*, one of the most beautiful near New York. *White Plains* (22 miles) was the scene of the eventful Revolutionary battle of Oct. 28, 1776. Stations, *Chappaqua* (32 miles), *Bedford* (39 miles), and *Katonah* (41 miles). From *Golden's Bridge* (44 miles) a branch road runs in 7 miles to **Lake Mahopac**, a highly popular summer resort. The lake is 1,000 ft. above the sea, is 9 miles in circumference, with very irregular shores, and is the center of a group of 22 lakes, lying within a circle of 12 miles' radius, and amid pleasing scenery. The boating on the lakes is excellent, and the fishing good.

The drives are fine, and there are many pleasant excursions. The leading hotel, the *Gregory House*, was burned down in 1878. *Thompson's Hotel* is first class, and there are many boarding-houses.

Beyond Golden's Bridge, the train passes the small stations of *Brewster's* (52 miles), *Paterson* (60 miles), *Pawling* (64), and *Dover Plains* (77). Beyond the latter, the scenery becomes mountainous and fine. From *Amenia* (85 miles), stages run in 3 miles to *Sharon* (see p. 151); and at *Boston Corners* (99 miles) the Berkshire Hills come in sight on the right. *Copake* (105 miles) is only 2 miles from the Bash-Bish Fall (see p. 152). At *Chatham Four Corners* (127 miles) connection is made with the Boston & Albany R. R. (see Route 35), by which the distance to Albany is 24 miles. Connection is also made here with the *Lebanon Springs R. R.*, which runs N. in 58 miles to Bennington, Vt., where connection is made with the Bennington & Rutland R. R., which runs in 55 miles to Rutland. Nineteen miles beyond Chatham Four Corners the train reaches **Lebanon Springs** (see p. 155). At *Petersburg* (166 miles) the Troy & Boston R. R. is intersected, and shortly beyond the train enters the State of Vermont, and soon reaches **Bennington** (*Putnam House*, *Gates House*), one of the prettiest towns in the State. It is situated in a picturesque mountain-inclosed valley, 800 ft. above the sea, is solidly and handsomely built, and contains about 7,000 inhabitants. Manufacturing is extensively carried on, the chief products being cotton goods and knit underclothing. *Bennington Center*, one mile distant, is the Revolutionary village, and was the site of the old Catamount Tavern which was burned in 1871. *Hoosac*, New York, the adjoining township, was the scene of the battle of Bennington (Aug. 16, 1777), in which a detachment of the British forces under Col. Baum was utterly defeated by the Green Mountain Boys, led by the intrepid Col. Stark. About 2 miles from Bennington, by footpath ($4\frac{1}{2}$ by carriage-road), is **Mt. Anthony*, on whose summit is a tower from which a broad and beautiful view may be obtained. Among numerous and pleasant drives in the vicinity are those to *Petersburg*, to *Prospect Mt.*, and to *Big Pond*.

Between Bennington and Rutland a mountainous region, affording much pleasing scenery, is traversed. There are several pretty towns *en route*, of which the only one requiring mention is **Manchester** (*Equinox House*, *Elm House*, *Taconic Hotel*), a beautiful village nestling in a valley between the Green and Equinox ranges. Many visitors are attracted thither in summer by its pure and invigorating air, fine scenery, trout-fishing, and driving. A noticeable feature of the village is its white-marble pavements, there being numerous marble-quarries in the vicinity. *Mt. Æolus* is 5 miles from the village, and to the S. E. is *Stratton Mountain*. Near the latter is *Stratton Gap*, a beautiful glen, which furnished the subject of one of A. B. Durand's best paintings. ***Mt. Equinox** (3,706 ft. above the sea) is ascended by a road from the village, and is noted for its glorious views, the following points being visible in clear weather: Lakes George and Champlain, Kearsarge and the Franconia Mountains in New Hampshire, Greylock in Massachusetts, Killington Peak in Vermont, and the Catskill Mountains and

Saratoga village in New York. *Skinner Hollow* is a deep gulf on the S. side of the mountain, containing a cave in which the snow never entirely melts, a stream which finds an outlet through a cavern, and a marble-quarry. **Rutland** (240 miles) is described on page 135.

39. New York to Buffalo and Niagara Falls.

Via New York Central & Hudson River R. R. Distance to Buffalo, 440 miles; fare, \$9.25. To Niagara Falls, 449 miles; fare, \$9.25.

FROM New York City to Albany (143 miles) this route has already been described in Route 9. The railway runs close along the E. bank of the Hudson River, affording good views of the river itself and of the opposite bank, and the continuous view of the river and its scenery from the cars makes the journey a most attractive one. Seats on the left-hand side of the cars should be obtained going N.; on the right-hand side going S. The railroad crosses the river to Albany on a fine bridge, whence it traverses from E. to W. the entire length of New York State, passing through the rich midland counties. It has two termini at the E. end, the main line at Albany and the branch at Troy, the branches meeting after 17 miles at Schenectady. It then continues in one line to Syracuse (148 miles from Albany), where it divides and is a double route to Rochester, whence the Niagara Falls branch diverges to the Falls and the main line passes on to Buffalo. The great Erie Canal traverses the State from Albany to Buffalo nearly on the same line with the railroad, and often in sight from the cars. The quadruple tracks of the road are laid with steel rails, and Wagner drawing-room cars and sleeping-cars are attached to the through trains.

Leaving Albany (which is described on p. 63), the train passes *W. Albany*, with its extensive machine-shops and cattle-yards, and in 17 miles reaches **Schenectady** (*Given's Hotel, Carley House*), a city of 13,675 inhabitants, situated on the right bank of the Mohawk River, on a spot which once formed the council-grounds of the Mohawks. It is one of the oldest towns in the State, a trading-post having been established here by the Dutch in 1620, and is distinguished as the seat of *Union College*, founded in 1795, and now an important institution. Here the Saratoga & Champlain division of the Delaware & Hudson Canal Co. R. R. diverges and leads to Saratoga Springs and Lakes George and Champlain (see Route 40). Leaving Schenectady, the train crosses the Mohawk River and the Erie Canal on a bridge nearly 1,000 ft. long, and traverses a rich farming country to *Amsterdam* (33 miles) and *Fonda* (44 miles). From Fonda a railway runs in 26 miles to *Northville*, where connection is made with daily stages which run in 29 miles to *Lake Pleasant* in the Adirondack region (Route 44). From *Palatine Bridge* (55 miles) carriages run in 8 miles to *Sharon Springs* (Route 50). *Fort Plain* (58 miles) is a flourishing village 2 miles from old Fort Plain of Revolutionary memory; and *St. Johnsville* (64 miles) is a prosperous manufacturing town on the banks of the Mohawk, with fine scenery in the vicinity. Ten miles beyond is **Little Falls** (*Girvan House*), which is remarkable for a bold passage of the river and canal through a wild

and most picturesque defile. The river falls 45 ft. in half a mile, and affords a water-power which is extensively used in manufactures. Twelve miles S. W. of Little Falls is *Richfield Springs* (Route 53). Stations, *Herkimer* (81 miles) and *Ilion* (83 miles), and then (95 miles from Albany) comes the large and handsome city of **Utica** (*Butterfield House, Bagg's, American*), situated on the S. bank of the Mohawk, on the site of old Fort Schuyler (built in 1756). The city has 33,913 inhabitants, extensive and varied manufactures, and is the center of an important railway and canal system. Genesee St. is the leading thoroughfare; on it are the handsome *City Hall* and many fine commercial buildings, churches, and private residences. The *State Lunatic Asylum* is a spacious building on a farm W. of the city (reached by horse-cars). At Utica direct connection is made for *Richfield Springs* (Route 53).

An easy and popular excursion from Utica is *via* Utica & Black River R. R. to Trenton Falls (distance 17 miles, fare 75c.). ****Trenton Falls** (*Moore's Trenton Falls Hotel, Perkins House*) are situated on the W. Canada (or Kanata) Creek, a tributary of the Mohawk. The descent of the stream, 312 ft. in a distance of 2 miles, is by a series of half a dozen cataracts, which have worn for themselves out of the limestone hills a bed which at some points is 200 ft. below the level of the surrounding country. The ravine is very narrow, with precipitous walls, and the path along the bottom, which was hewn out at considerable cost and is kept in admirable order by Mr. Moore, is passable only at low water. During high water the path along the cliff must be followed, and affords some striking views of the profound chasm below and of the torrent which in time of flood rages along with the force and tumult of a Niagara. It is difficult to say whether the falls are most impressive in times of high or low water, but those who can should see them under both conditions. The usual way of visiting them is by a stairway which descends the precipice a few rods from Moore's Hotel (fee 25c.). From the platform at the foot a pathway, difficult in places but entirely safe, leads up the ravine past **Sherman's Fall* (33 ft. high), **High Falls* (40 ft. high and extremely beautiful), *Mill-Dam Fall* (14 ft. high), and the **Alhambra*, a great natural hall or amphitheatre which "has been the despair of artists and descriptive writers." At *Rocky Heart* most visitors turn back, but the adventurous may pass on to *Prospect Fall* (20 ft. high), at the head of the chasm. An easier way of reaching Prospect Fall is by a walk or drive of 3 miles along the cliff from the hotel.

Beyond Trenton Falls the Utica & Black River R. R. runs N. to *Sackett's Harbor* (104 miles from Utica) on Lake Ontario, and to *Clayton* (108 miles) and *Ogdensburg* (134 miles) on the St. Lawrence River. From Clayton steamers run in connection with the trains to **Alexandria Bay** (see Route 58). *Boonville* (35 miles from Utica) is the most convenient entrance to the **John Brown Tract**, which forms the S. portion of the great Adirondack wilderness, and, being still unsettled and comparatively little visited, affords admirable sport both in hunting and fishing. Guides and outfit may be obtained at Boonville. The *Fulton Lakes* (Route 44) are 26 miles N. E. of Boonville, and there are many other lakes in the vicinity abounding in fish.

Beyond Utica the train passes in 14 miles to **Rome** (*Stanwix Hall, Commercial Hotel*), a thriving city of 12,045 inhabitants at the junction of the present route with the Rome, Watertown & Ogdensburg R. R. and of the Erie and Black River Canals. Large railroad-shops and rolling-mills are located here, there is excellent water-power, and Rome is one of the best lumber-markets in the State. There are a few fine buildings, of which the *Seminary* is the handsomest.

The *Rome, Watertown & Ogdensburg R. R.* runs N. W. from Rome to *Watertown* (72 miles), *Cape Vincent* (96 miles), and *Ogdensburg* (see Route 56), 142 miles. From Cape Vincent a steamer runs twice daily in summer to *Alexandria Bay* (see Route 56), and there is a steam-ferry to *Kingston*, Can. This is the favorite route from New York to Kingston, Alexandria Bay, and the Thousand Islands. Fare from New York to Cape Vincent, \$8.20.

Leaving Rome the train passes *Verona* (118 miles), with a mineral spring, and *Oneida* (122 miles), which is about 6 miles from **Oneida Lake**, a beautiful sheet of water 19 miles long and 6 miles wide, abounding in fish, and surrounded by a highly cultivated country. **Chittenango** (133 miles, *White Sulphur Springs Hotel*) lies at the entrance of the deep and narrow valley through which the waters of Cazenovia Lake are discharged into Oneida Lake, and is noted for its iron and sulphur springs, which are much frequented by invalids. The hotel and cottages will accommodate about 100 guests. Fifteen miles beyond Chittenango is **Syracuse** (*Vanderbilt House, Globe Hotel, Congress Hall, Empire House, Bemis Hotel*), one of the largest of the interior cities, with a population of 62,000, and important manufactures and trade. It is pleasantly situated at the S. end of *Onondaga Lake* (which is 6 miles long and about $1\frac{1}{2}$ wide), and is regularly laid out and handsomely built. The *New Government Building*, costing \$200,000, *City Hall, County Court-House, County Clerk's Office, Onondaga Co. Savings-Bank* and *Syracuse Savings-Bank Buildings, High School, St. Vincent's Asylum*, and *State Asylum for Idiots*, are all fine and very interesting to visit. The *Penitentiary* is a vast structure on a hill a mile N. E. of the city. The *Syracuse University* (Methodist) has a very fine building on a hill to the E. which commands a beautiful view. The famous *Salt Springs*, the most extensive in America, are on the shore of the lake N. W. of the city (reached by horse-cars). Through Syracuse also pass the *New York, West Shore & Buffalo*, the *Delaware, Lackawanna & Western*, the *Rome, Watertown & Ogdensburg*, and the *Oswego R. Rs.* Between Syracuse and Rochester the N. Y. Central R. R. has two lines: the "Old Road" *via* Canandaigua, 104 miles long, and the "Direct Route," 81 miles long. The through trains follow the latter, but we shall describe both.

Syracuse to Rochester via "Direct Route."

This is the route followed by the through trains, but it is less interesting than the other. Its runs parallel with the Erie Canal nearly all the way through a level country, with numerous small towns along the line, but none that require mention. *Lyons* (193 miles) is the largest, and is a pretty village of 3,500 inhabitants, capital of Wayne Co., which

produces more dried fruit than any other in the country. In a hill-side near *Palmyra* (207 miles) Joe Smith claimed to have found the golden plates of the Mormon Bible. *Rochester* (229 miles) is described below.

Syracuse to Rochester via "Old Road."

The distance by this route (Auburn Division) is 104 miles, and is traversed only by local trains. Leaving Syracuse the train passes several minor stations, and in 17 miles reaches *Skaneateles*, a thriving village at the foot of ***Skaneateles Lake**, a charming water 16 miles long and 1 to 1½ wide, 860 ft. above the sea, and surrounded by hills rising 1,200 ft. above the surface. Boating and fishing are excellent, and the lake is much visited in summer, when a small steamer plies between Skaneateles and the village of *Glen Haven* at the S. end. About 10 miles S. E. of Skaneateles is the picturesque and romantic *Otisco Lake*, 4 miles long and embosomed amid lofty hills. Eight miles beyond Skaneateles is **Auburn** (*Osborne House, Gaylord House*), a handsomely built city of 21,924 inhabitants, situated near Owasco Lake, which finds its outlet through the town. Genesee St. is the principal thoroughfare, and nearly all the streets are pleasantly shaded. On Genesee St. is the handsome *County Court-House*; and the churches of *St. Peter* (Episcopal), *St. Mary's* (Roman Catholic), and the *First Presbyterian* are very fine edifices. The *Theological Seminary* (Presbyterian) has substantial stone buildings in the N. E. part of the city. Near the depot is the vast and massive *Auburn State Prison*, covering 18 acres of ground, which are inclosed by a stone wall 30 ft. high. Auburn was long the home of the late Wm. H. Seward, and his grave is in the pleasant cemetery on Fort Hill (reached by Fort St.). **Owasco Lake** is 3 miles S. of Auburn, and is a favorite summer resort with the citizens. It is 11 miles long and about a mile wide, and is surrounded in part by bold hills. A little steamer plies in summer between *Owasco Village* and *Moravia*.

At *Cayuga* (11 miles beyond Auburn) the train crosses Cayuga Lake by a bridge nearly a mile long, affording a fine view from the cars to the left. From this point the Lehigh Valley R. R. runs S. in 38 miles to Ithaca, and steamboats also ply upon the lake. **Cayuga Lake** is 38 miles long and from 1 to 3½ wide, and affords every variety of sport in the way of fishing, boating, sailing, and bathing. At the N. end lies **Ithaca** (*Ithaca Hotel, Clinton House*), one of the most beautiful cities in the State, noted as the seat of Cornell University, and surrounded by most charming and picturesque scenery. The buildings of **Cornell University*, on the hills E. of the village, 400 ft. above the lake, are worth a visit. This institution was founded in 1865 and has already become one of the leading educational establishments of the country. In the immediate vicinity of the village there are said to be no less than 15 cascades and waterfalls, varying from 30 to 160 ft. in height, 5 of them being over 100 ft. The beautiful **Ithaca Fall**, 150 ft. broad and 160 ft. high, is about a mile distant in *Ithaca Gorge*, which is said to contain more waterfalls within the space of a mile than any other place in America. The celebrated ***Taghkanic**

Falls are 10 miles from Ithaca, and may be reached by a pleasant drive along the shore of the lake, by the lake-steamers, or by the Geneva, Ithaca & Sayre R. R. Near the Falls is the Taghkanic House. Taghkanic Creek flows through a comparatively level country until about $1\frac{1}{2}$ mile from the lake it encounters a rocky ledge lying directly across its course. But the stream has succeeded in excavating for itself a channel from 100 to 400 ft. in depth and 400 across at its lower extremity. Through this chasm the waters hurry on to the precipice, where they fall perpendicularly 215 ft. into a rocky basin, forming a cataract more than 50 ft. higher than Niagara. At the bottom of the Fall the walls of the ravine are nearly perpendicular and 400 ft. high. Paths and stairways assist the passage through the gorge. (Ithaca is also reached by the Cayuga division of the Erie R. R.)

Five miles beyond Cayuga is the manufacturing village of *Seneca Falls*, pleasantly situated at the falls of the Seneca River; and 10 miles farther is the academic city of **Geneva** (*Franklin House, American*), beautifully situated at the foot of Seneca Lake, and noted for its educational institutions, of which *Hobart College* (Episcopal) is the most important. ***Seneca Lake**, one of the largest and most beautiful in New York State, is 35 miles long and 1 to 4 miles wide, is very deep, and never freezes over. Steamboats run 3 times daily in summer from Geneva to *Watkins*, at the S. end of the lake, stopping *en route* at *Ovid* and *Dresden*. Near Watkins is the famous *Watkins Glen* (see Route 57).

Twelve miles beyond Geneva are the **Clifton Springs** (*Clifton Springs Sanitarium, Foster House*), one of the most frequented resorts on the line of the Central R. R. The waters are sulphurous in character, and are considered efficacious in bilious and cutaneous disorders. Eleven miles farther is *Canandaigua* (*Canandaigua Hotel*), a pretty village of 5,000 inhabitants at the N. end of Canandaigua Lake, 28 miles from Rochester. **Canandaigua Lake** is 16 miles long, narrow and deep, is bordered by numerous vineyards, abounds in fish, and is much visited in summer. Small steamers run down the lake to *Seneca Point* (Lake House) and *Woodville*. Canandaigua is the N. terminus of the Northern Central R. R. (see Route 57). Between Canandaigua and Rochester there are no important stations.

Rochester.

Hotels, etc.—The *New Powers*, in Main St.; the *New Osburn*, South St. Paul St., and the *Whitcomb House*, cor. Main and Clinton Sts. *Horse-cars* on the principal streets and to the suburbs; *stages* to adjacent towns. *Reading-room* at the Athenæum on W. Main St. *Post-Office* in the Arcade, W. Main St.

Rochester is situated on both sides of the Genesee River, 7 miles from its mouth in Lake Ontario. Soon after it enters the city the river makes a rapid descent, there being a perpendicular fall of 96 ft. near the center, and two others of 25 ft. near the northern limit. It is to the prodigious water-power thus afforded that much of the prosperity of the city is attributable, and it contains several of the largest

flour-mills in the country. Other important industries are the production of clothing, boots and shoes, engines and boilers, agricultural implements, trees, and garden and flower seeds. The immense *nurseries in which these latter are produced are well worth a visit (reached by Mt. Hope Ave.). Rochester was first settled in 1810, was incorporated as a city in 1834, and in 1880 had a population of 89,363. The streets are nearly all laid out at right angles, many of them are well paved with stone, and most of them are bordered with shade-trees. *Main St.* and *State Ave.* are the principal thoroughfares, and contain many fine buildings. At the cor. of W. Main and State Sts. are the ***Powers Buildings**, a tubular block of stores, built of stone, glass, and iron, 7 stories high. In the upper halls is a fine collection of paintings, and on the top is a tower (open to visitors) from which may be obtained a fine view of the city and its surroundings. Near the Powers Buildings is the *Arcade*, roofed over with glass, and containing numerous shops. Nearly opposite is the *County Court-House*, of brick with limestone trimmings, in which is the *Athenæum* with a library of 20,000 volumes. Back of the Court-House is the **City Hall**, a handsome building of gray limestone, 138 by 80 ft., with a tower 175 ft. high. In the same vicinity is the *High School*, a large brick building with sandstone trimmings. The most ornate business block in the city is the *Rochester Savings-Bank*, cor. W. Main and Fitzhugh Sts. Warner's New Building, built of iron and glass, in the Gothic style, 7 stories high, is a fine structure. The finest church edifices are the *First Baptist*, in Fitzhugh St., the *First Presbyterian*, in Spring St., and *St. Patrick's Cathedral* (Roman Catholic), in Frank St. The ***University of Rochester** was founded by the Baptists in 1850, and in 1875 had 9 professors and 160 students. It is situated in the E. part of the city (on University Ave.), where it has 23½ acres beautifully laid out, and occupies a massive building of red sandstone. The library contains 12,000 volumes, and the geological cabinets, collected by Professor Henry A. Ward, are said to be the finest in the country. The library and cabinets are in a handsome fire-proof building. There is also a Baptist *Theological Seminary*, founded in 1850. Its library numbers more than 15,000 volumes, including 4,600 which constituted the library of Neander, the German church historian. The *City Hospital* (West Ave.) has a fine building with accommodations for 150 patients. *St. Mary's Hospital* (in West Ave.) is an imposing edifice of cut-stone with accommodations for 500 patients. The *Western House of Refuge*, a State institution, is an extensive brick building surrounded by grounds 42 acres in extent, about one mile N. from the center of the city. Near this, on the S., is the *Reformatory for Girls*, a fine edifice. Other points of interest are ***Mount Hope Cemetery**, picturesquely situated in the S. part of the city (reached by horse-cars); and the cut-stone *Aqueduct*, 848 ft. long with a channel 45 ft. wide, by which the Erie Canal is carried across the Genesee River. A new boulevard, 300 ft. wide and 8 miles long, has just been opened to Lake Ontario, making a noble drive.

The ***Genesee Falls** are seen to the best advantage from the E.

side of the stream. The railroad-cars pass about 100 yards S. of the most southerly fall, so that passengers in crossing lose the view. To view the scene properly, the visitor should cross the bridge over the Genesee above the mill, and place himself immediately in front of the fall. By descending a stairway to the bottom of the ravine the impressiveness of the view is greatly increased. The first fall is 80 rods below the Aqueduct, and is 96 ft. high. From Table Rock, in the center of it, Sam Patch made his last and fatal leap. The river below the first cataract is broad and deep, with occasional rapids to the second fall, where it again descends perpendicularly 25 ft. A short distance below is the third fall, which is 84 ft. high.

Charlotte, the port of Rochester, is 7 miles distant on Lake Ontario (reached by branch R. R.). The adjacent beaches are much visited in summer, and daily steamers cross the lake to Toronto (70 miles).

The distance from Rochester to Buffalo is 69 miles. Of the five small towns *en route* the only one requiring mention is **Batavia**, a pretty village of 4,000 inhabitants, noted as the site of the *State Institution for the Blind*, one of the finest structures of its kind in the country. The village is laid out in broad streets which are beautifully shaded, and the County Court-House is a handsome building.

Buffalo.

Hotels, etc.—The best are the *New Genesee*, the *Tifft House*, and the *Mansion House*, in Main St. Good houses on a smaller scale are *Bonney's*, the *Broezel House*, and the *St. James*. *Horse-cars* run through the principal streets and to the suburbs. *Stages* to the adjacent towns. *Steamboats* run to the principal ports on the Great Lakes (see Route 96). *Reading-rooms* at the Young Men's Association, cor. Main and Eagle Sts., and at the Y. M. C. A., 319 Main St. *Post-Office* at the cor. of Washington and Seneca Sts.

Buffalo, the third city in size in the State of New York, is situated at the mouth of Buffalo Creek and head of Niagara River, at the E. end of Lake Erie, and possesses the largest and finest harbor on the lake. It is the terminus of the Erie Canal, the New York Central R. R., the Erie R. R., the New York, West Shore & Buffalo R. R., and eight other railroads, connecting it with all parts of the country. The city has a waterfront of about 5 miles, half of which is upon the lake and half upon Niagara River. Its commerce is very large, as its position at the foot of the great chain of lakes makes it the entrepot for a large part of the traffic between the East and the great Northwest. The population, by the census of 1880, was 155,134. The lake navigation of the city is the most important element of business. The manufactures are also large, the most important being of iron, tin, brass, and copper ware. Malting and brewing, for which the climate is highly favorable, are extensively carried on. Buffalo was first settled in 1801; it became a military post during the War of 1812, and was burned by a force of Indians and British in 1814; and it was incorporated as a city in 1832. Since the completion of the Erie Canal in 1825 its growth has been very rapid, and the increase from 1870 to 1880 was 37,420.

Buffalo, in the main, is handsomely built. Its streets are broad and straight, and for the most part laid out at right angles. *Main, Niagara,*

and *Delaware Sts.* are the principal thoroughfares. The streets in the more elevated portions of the city are bordered with a profusion of shade-trees, and the more important avenues have many fine residences. Shade-trees adorn the public squares, 5 in all, named respectively Niagara, Lafayette Place, Franklin, Washington, Johnson's, and the Terrace. The latter is a broad, open square in the busiest section of the city. A portion of the river front is a bold bluff, 60 ft. above the level of the river, and the more elevated portions afford fine views of the city, river, lake, Canada shore, and the hilly country to the S. E. On this bluff are the ruins of old Fort Porter, and several companies of U. S. infantry are stationed here in barracks. The prominent public buildings are: the *Custom-House* and *Post-Office*, a large but plain freestone edifice, at the cor. of Washington and Seneca Sts.; the ***State Arsenal**, a handsome turreted structure of stone in Broadway; the *State Armory* in Virginia St., a large plain edifice of brick; the *Erie County Penitentiary*, a capacious building of brick and stone; and the *General Hospital*, in High St., which has recently been completed. The **Court-House* and *City Hall*, a splendid and spacious granite edifice fronting on Franklin St., was completed in 1880 at a cost of nearly \$1,500,000. Several of the bank buildings in the city are costly and imposing edifices, especially those of the Erie County, the Buffalo, and the Western savings-banks. The most notable church edifices are **St. Paul's Cathedral** (Episcopal), in Pearl St., built of red sandstone in the early English style and containing a fine chime of bells; ***St. Joseph's Cathedral** (Roman Catholic), in Franklin St., of blue-stone trimmed with white-stone, in the florid Gothic style, with a stained-glass chancel-window and a chime of 42 bells; the *Church of the Messiah* (Universalist), in Main St.; the *North Presbyterian*, in Main St., and the *Calvary Presbyterian*, in Delaware St., which has a lofty spire. The leading educational institutions are the *Medical College*, of the University of Buffalo, in Main St.; *Canisius College*, a Jesuit institution, occupying a handsome building of stone and brick in Washington St. near Tupper; *St. Joseph's College*, on the terrace in the rear of St. Joseph's Cathedral, a flourishing institution, conducted by the Christian Brothers; *St. Mary's Academy*, on the same square, in Franklin and Church Sts.; the *Buffalo Female Academy*, in Delaware St.; the *Heathcote School*, in Pearl St., a classical academy established under the patronage of the Episcopal Church; and the *State Normal School*, in North St., a large and imposing building. The *Young Men's Association* (cor. Pearl and Genesee Sts.) has a fine new building in which are a circulating library of 30,000 volumes and a well-supplied reading-room. The Buffalo Historical Society, with a large library and cabinets, and the Society of Natural Sciences, which has a very complete and valuable collection of minerals, a good botanical and conchological cabinet, and a complete set of Prof. Ward's fossil casts, are located over the Western Savings-Bank. Adjoining the library building is *St. James's Hall*, where lectures, concerts, etc., are given. *Grosvenor Library* is a public library for reference, founded by a bequest of Seth Grosvenor, of Buffalo. It is liberally endowed, and contains about 12,000 volumes, chiefly important books not easy of access

elsewhere. The new Music Hall on Main St. is a notable structure. The *Church Charity Foundation* (Episcopal), in Rhode Island St., near Niagara, is a fine building, embracing a home for aged and destitute women, and an orphan ward. The *Ingleside Home*, with an excellent building in Seneca St., is designed for the reclamation of fallen women, and has been very successful since its organization in 1849. The *Buffalo Orphan Asylum* (Protestant) has a commodious building in Virginia St.; and the *St. Vincent Female Orphan Asylum*, cor. Batavia and Ellicott St., and the *St. Joseph's Boys' Orphan Asylum*, at Limestone Hill, are large and successful Roman Catholic institutions. The ***State Insane Asylum**, half completed, will be the largest institution of the kind in the United States if not in the world; it will have a front of about 2,700 ft. The grounds attached to it embrace 203 acres, and are laid out in harmony with the plan of the Buffalo Park, which they adjoin. Visitors are allowed to enter every Thursday.

A superb public ***Park**, or system of parks, has been designed and laid out by Frederick Law Olmsted, the architect of Central Park in New York City. The land embraces about 530 acres, and is divided into three plots, situated in the western, northern, and eastern parts of the city, with broad boulevards connecting them, forming a continuous drive of nearly 10 miles. The *Forest Lawn Cemetery*, bounded on two sides by the Park, is tastefully laid out and contains some fine monuments. From Black Rock, a suburb of Buffalo (reached by Niagara St.), the magnificent ***International Bridge**, completed in 1873 at a cost of \$1,500,000, crosses the Niagara River to the Canadian village of Fort Erie. *Niagara Falls* (see p. 168) are 22 miles from Buffalo *via* N. Y. Central R. R., 23 miles *via* Erie R. R., and 26 miles *via* Canada Southern Division of the Michigan Central R. R.

No visitor should leave Buffalo without having seen the great canal-basins, the piers, the grain-elevators, and some of the iron-works. The *Buffalo River*, on which concentrate so many important interests, may be seen to good advantage by going to the foot of Main St. The spacious passenger depots of the Central and Erie R. R., and the immense freight depots of the same roads, are also worth a visit.

Rochester to Niagara Falls.

At Rochester the Niagara Falls branch of the Central R. R. diverges from the main line and runs to the Falls in 77 miles. A very large portion of the through travel and traffic between the East and the West passes over this line by way of the new Niagara Cantilever Bridge and the Michigan Central R. R. to Detroit. Rochester is described on p. 163. Leaving Rochester the train runs through a rich agricultural region, passing two or three small stations to *Brockport* (17 miles from Rochester), a pretty village of 3,000 inhabitants on the Erie Canal, containing the fine building of the State Normal School. *Albion* (30 miles) is another attractive village, capital of Orleans County, with a handsome Court-House and substantial jail, and a costly Soldiers' Monument. *Medina* (39 miles) is noted for its quarries of dark-red sandstone, known as "Medina sandstone"; and 16 miles beyond is **Lockport**

(*Judson House*), a prosperous city of 14,000 inhabitants, famous for its limestone-quarries and its manufacture of flour. It is situated at the point where the Erie Canal descends by ten double locks from the level of Lake Erie to the Genesee level. These locks may be seen from the cars. By means of them an immense water-power is obtained, which is utilized by the factories and flour-mills. Nineteen miles beyond Lockport is *Suspension Bridge* (448 miles from New York), which has been regarded as one of the triumphs of modern engineering. Over this all trains, except those *via* the Michigan Central R. R., cross the Niagara River within full view of the Falls and of the Whirlpool. It is 821 ft. long from tower to tower, is 245 ft. above the water, and was finished in 1855 at a cost of \$500,000. A carriage and foot way is suspended 28 ft. below the railway-tracks. A still more remarkable triumph of engineering, however, is the new * **Niagara Cantilever Bridge**, built by the Michigan Central R. R. and completed in November, 1883, over which all trains of this road pass. It is located about 300 ft. above the Railroad Suspension Bridge, just over the head of the Whirlpool Rapids and in full front of the cataract. It is constructed entirely of steel, and is the first bridge of the kind built in the world. Its essential principle is that of a trussed beam supported at its center on a steel tower, the landward end being securely anchored. The cantilever arms meet each other at the center of the bridge. The bridge is designed to bear a running load of a ton per foot. The total length of the bridge is 895 ft.; length of fixed span, 125 ft.; height of abutments, 50 ft.; height of clear span above the river, 245 ft.; length of clear span across the river, 500 ft.; height of steel towers, 130 ft.; length of cantilevers, 375 and 395 ft.; total weight resting on columns, 1,600 tons. There is a double track over the bridge. The engineers were Messrs. C. C. Schneider and Edmund Hayes.

Niagara Falls.

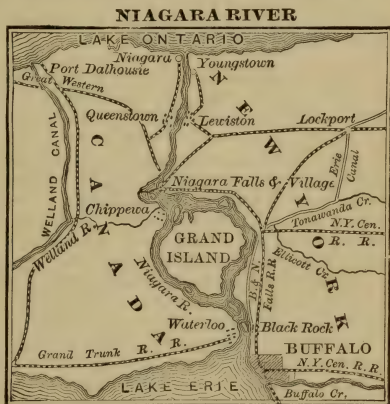
Hotels, etc.—On the American side are the *International Hotel* and the *Cataract House*, both close to the Falls and alongside the rapids; the *Spencer House*, near the R. R. station, and the *Park Place Hotel*. The range of prices at these different hotels varies from \$3 to \$4 a day. In the village are several small hotels at which the charges are \$7 to \$12 a week. On the Canadian side are the *Clifton House* and the *Prospect House*, close to and commanding an excellent view of the Falls (open summer and winter).

The extortions practiced at Niagara Falls have become proverbial, but are much exaggerated. The hackmen are the most troublesome feature, but it is easy to thwart their impositions by making an explicit agreement before starting, designating the places to be visited and the total charge to be paid. The legal tariff is \$2 per hour, but special terms can be made. Besides the price agreed upon for the carriage, the tourist will have to pay all tolls and fees. A still better way of avoiding the annoyances and impositions of the hackmen is to walk, and this is becoming quite customary. There are scarcely any points of interest connected with the Falls which are not within the compass of an easy walk; especially if a day or two can be devoted to the American side and the same length of time to the Canadian side. Moreover, in the number and variety of the attractions seen, the pedestrian will be apt to enjoy a marked advantage over the carriage-traveler. As far as the fees and tolls are concerned, it should be remembered that they secure for the visitor the enjoyment of conveniences and facilities which have cost immense amounts of money and which are profitable for only a brief portion of the year. Season-tickets at a price much lower than the regular rates can be had by those proposing to spend several days at the Falls.

The Falls of Niagara are situated on the Niagara River, about 22 miles from Lake Erie and 14 miles from Lake Ontario. This river is the channel by which all the waters of the four great upper lakes flow toward the Gulf of St. Lawrence, and has a total descent of 333 ft., leaving Lake Ontario still 231 ft. above the sea. From the N. E. extremity of Lake Erie the Niagara flows in a N. direction with a swift current for the first 2 miles, and then more gently with a widening current, which divides as a portion passes on each side of Grand Island. As these unite below the island, the stream spreads out to 2 or 3 miles in width, and appears like a quiet lake studded with small, low islands. About 16 miles from Lake Erie the current becomes narrow and begins to descend with great velocity. This is the commencement of the Rapids, which continue for about a mile, the waters accomplishing in this distance a fall of 52 ft. The Rapids terminate below in a great cataract, the descent of which is 164 ft. on the American side and 158 ft. on the Canadian. At this point the river, making a curve from W. to N., spreads out to an extreme width of 4,750 ft. Goat Island, which extends down to the brink of the cataract, occupies about one fourth of this space, leaving the river on the American side about 1,100 ft. wide, and on the Canadian side about double this width. The line along the verge of the

Canadian Fall is much longer than the breadth of this portion of the river, by reason of its horseshoe form, the curve extending up the central part of the current. The waters sweeping down the Rapids form a grand curve as they fall clear of the rocky wall into the deep pool at the base. In the profound chasm below the fall, the current, contracted in width to less than 1,000 ft., is tossed tumultuously about, and forms great whirlpools and eddies as it is borne along its rapidly descending bed. Dangerous as it appears, the river is here crossed by small row-boats. For 7 miles below the Falls the narrow gorge continues, varying in width from 200 to 400 yards. The river then emerges at Lewiston into a lower district, having descended 104 ft. from the foot of the cataract.

The gorge through which the Niagara River flows below the Falls bears evidence of having been excavated by the river itself. Within comparatively recent



years changes have taken place by the falling down of masses of rock, the effect of which has been to cause a slight recession of the cataract, and extend the gorge to the same extent upward toward Lake Erie. Thus in 1818 great fragments descended at the Horseshoe Fall, and since 1855 several others, which have materially changed the aspect of the Falls. Table Rock, once a striking feature, has wholly disappeared. Lyell estimates the rate of recession to be about a foot a year, but the rate is not uniform. For several successive years there will be no apparent change; and then, the soft underlying strata having been gradually worn away, great masses of the upper harder ones fall down, causing a very noticeable change in a very brief time. At the present site of the Falls a layer of hard limestone rock, of the formation known as the Niagara limestone, covers the surface of the country, and forms the edge of the cataract to the depth of between 80 and 90 ft. Professor Hall, of the State geological survey, points out that, after a further recession of about 2 miles, this limestone layer, with the soft layers under it, will have been swept away, and the Fall will become almost stationary on the lower sandstone formation, with a height of only 80 feet. As, however, it will take rather more than 10,000 years to excavate this 2 miles, the tourists of our day need feel no alarm lest the stupendous torrent dwindle beneath their gaze! In regard to the volume of water which passes over the Falls, Lyell estimates it at 90,000,000,000 cubic ft. per hour, and Dwight at 100,000,000 tons per hour.

* **Goat Island** is the point usually visited first. It is reached by a bridge 360 ft. long, the approach to which is just in rear of the Cataract House. The charge for crossing to the island is 50 cents for each person, or \$1 for a season-ticket. The bridge itself is an object of interest, from its apparently dangerous position. It is, however, perfectly safe, and is crossed constantly by heavily laden carriages. The view of the * **Rapids** from the bridge is one of the most impressive features of the Niagara scenery. The river descends 52 feet in a distance of three quarters of a mile by this inextricable turmoil of waters. Below the bridge, a short distance from the verge of the American Fall, is *Chapin's Island*, so named in memory of a workman who fell into the stream while at work on the bridge. He lodged on this islet and was rescued by a Mr. Robinson, who gallantly went to his relief in a skiff. About midway of the stream the road crosses *Bath Island*, on which is an extensive paper-mill, run by water-power. From the island end of the bridge three paths diverge, that to the right being the one usually followed. A short walk brings us to the foot-bridge leading to **Luna Island**, a huge rock-mass of some three quarters of an acre, lying between the Center Fall and the American Fall. The exquisite lunar rainbows seen at this point, when the moon is full, have given it the name it bears. A little girl, eight years old, fell into the torrent here in 1848, and was swept over the Falls, together with a gentleman who jumped in to rescue her. The width of the **American Fall** from Luna Island is over 1,100 ft., and the precipice over which it plunges is 164 ft. high. Just beyond Luna Island a spiral stairway (called "Biddle's Stairs," after Nicholas Biddle, of United States Bank fame, by whose order they were built) leads to the foot of the cliff. From the foot of the stairs, which are secured to the rocks by strong iron fastenings, there are two diverging paths. That to the right leads to the * **Cave of the Winds**, a spacious recess back of the Center Fall. Guides and water-proof suits for visiting the Cave may be obtained at the stairs (fee, \$1.50), and the excursion is well worth making. You can pass safely into the recess

behind the water, to a platform beyond. Magical rainbow pictures are found at this spot; sometimes bows of entire circles, and two or three at once, are seen. A plank-walk has been carried out to a cluster of rocks near the foot of the fall, and from it one of the best * views of the American Fall may be obtained. The up-river way, along the base of the cliff toward the Horseshoe Fall, is difficult, and much obstructed by fallen rocks. It was from a point near Biddle's Stairs that the renowned jumper, Sam Patch, made two successful leaps into the waters below (in 1829), saying to the throng of spectators, as he went off, that "one thing might be done as well as another." Reascending the stairs, a few minutes' walk along the summit of the cliff brings us to a bridge leading to the islet on which stood the famous Terrapin Tower, which, having become dangerous, was blown up with gunpowder in 1873. The view of the * **Horseshoe Fall** from this point is surpassingly grand. The mighty cataract is here 2,200 ft. across, with a perpendicular plunge of 158 ft., and it was estimated by Lyell that 1,500,000,000 cubic feet of water pass over the ledges every hour. One of the condemned lake-ships (the *Detroit*) was sent over this Fall in 1829; and though she drew 18 ft. of water, she did not touch the rocks in passing over the brink of the precipice, showing that the water is at least 20 ft. deep *above* the ledge.

At the other end of Goat Island (reached by a road from the Horseshoe Fall), a series of graceful bridges leads to the * **Three Sisters**, as three small islets lying in the Rapids are called. The islands are rugged masses of rock, covered with a profuse and tangled vegetation, and afford fine views of the Rapids at their widest and wildest part. On Goat Island, near the Three Sisters, is the *Hermit's Bathing-Place*, so called after Francis Abbott, "the Hermit of Niagara," who used to bathe here, and who was finally drowned while doing so. At the foot of Grand Island, near the Canada shore, is *Navy Island*, which was the scene of some interesting incidents in the Canadian Rebellion of 1837-'38, known as the Mackenzie War. *Chippewa*, which held at that period some 5,000 British troops, is upon the Canadian shore, nearly opposite. It was near *Schlosser Landing*, about 2 miles above the Falls, on the American side, that during the war the American steamer *Caroline*, which had been perverted to the use of the insurgents, was set on fire and sent over the Falls, by the order of Sir Allan McNab, a Canadian officer. Above Navy Island is *Grand Island* (17,000 acres), somewhat noted as the spot on which, in 1820, Major Mordecai M. Noah founded "Ararat, a city of refuge for the Jews," in the vain hope of assembling there all the Hebrew population of the world.

Returning to the mainland, the next point of interest is * **Prospect Park** (entrance fee, 20c.; season ticket, 50c.), which lies beside the American Fall, of which it affords a noble and impressive view. A "vertical railway," running on a steep incline, leads from the Park to the base of the cliff; and from its foot the river may be crossed in a large row-boat (railway, and ferriage over and back, 25c. each). The passage across the river is perfectly safe, and is worth making for the very fine * view of the Falls obtained in mid-stream. A winding road

along the cliff-side leads from the landing on the Canadian side to the top of the bluff, near the Clifton House. By climbing over the rocks at the base of the cliff on the American side (turn to the left after descending the railway), the tourist may penetrate to a point within the spray of the American Fall, and get what is perhaps, on the whole, the finest view of it to be had.

The usual way of crossing to the Canadian side is over the * **New Suspension Bridge**, which arches the river about $\frac{1}{3}$ of a mile below the Falls, and is one of the curiosities of the locality (fee for pedestrians, 25c.). It was finished in 1869, at a cost of \$175,000; is 1,190 ft. from cliff to cliff, and 1,268 ft. from tower to tower; and is 190 ft. above the river. The view of the Falls and of the gorge below from the bridge is much admired; and a still finer one may be obtained by ascending one of the towers. The tower on the American side is 100 ft. high (fee for ascent, 10c.), and that on the Canadian side 105 ft. high (ascent by elevator, 25c.). A road to the left from the bridge terminus leads along the cliff, affording good views of the American and Center Falls. On the terrace, near the Falls, is the **Museum** (admission, 50c.), containing more than 10,000 specimens of minerals, birds, fishes, and animals; a collection of coins; some Egyptian and Assyrian curiosities; and a few wax-figures. The view from the upper balconies is comprehensive, overlooking both Falls. A short distance above the Museum is the spot still called ** **Table Rock**, though the immense overhanging platform originally known by that name has long since fallen over the precipice. From this point the best front view of the Falls is obtained, and that of the Horseshoe Fall is incomparably grand. The concussion of the falling waters with those in the depths below produces a spray that veils the cataract two thirds up its height. Above this impenetrable foam, to the height of 50 ft. above the Fall, a cloud of lighter spray rises, which, when the sun shines upon it in the proper direction, displays magnificent solar rainbows. The appropriateness of the name Niagara ("Thunder of Waters") is very evident here.

Guides and water-proof suits for the passage under the Horseshoe Falls may be procured at the Museum (fee, \$1). This passage (which no nervous person should attempt) is described as follows by a writer in "Picturesque America": "The wooden stairways are narrow and steep, but perfectly safe; and a couple of minutes brings us to the bottom. Here we are in a spray-land indeed; for we have hardly begun to traverse the pathway of broken bits of shale when, with a mischievous sweep, the wind sends a baby cataract in our direction, and fairly inundates us. The mysterious gloom, with the thundering noises of the falling waters, impresses every one; but, as the pathway is broad, and the walking easy, newcomers are apt to think there is nothing in it. The tall, stalwart negro, who acts as guide, listens with amusement to such comments, and confidently awaits a change in the tone of the scoffers. More and more arched do the rocks become as we proceed. The top part is of hard limestone, and the lower of shale, which has been so battered away by the fury of the waters that there is an arched passage behind the entire Horseshoe Fall, which could easily be traversed if the currents of air would let us pass. But, as we proceed, we begin to notice that it blows a trifle, and from every one of the 32 points of the compass. At first, however, we get them separately. A gust at a time inundates us with spray; but the farther we march the more unruly is the Prince of Air. First, like single spies, come his winds; but soon they advance like skirmishers; and, at last, where a thin column of water falls across the path, they

oppose a solid phalanx to our efforts. It is a point of honor to see who can go farthest through these corridors of Æolus. It is on record that a man, with an herculean effort, once burst through the column of water, but was immediately thrown to the ground, and only rejoined his comrades by crawling face downward, and digging his hands into the loose shale of the path-way. Professor Tyndall has gone as far as mortal man, and he describes the buffeting of the air as indescribable, the effect being like actual blows with the fist."

Termination Rock is a short distance beyond Table Rock at the verge of the Fall. The spray here is blinding and the roar of waters deafening. On an island in the Rapids above the Fall is a tower (*Prince of Wales's Tower*), from whose summit there is an imposing view of the Falls, Rapids, and adjacent islands and shores (fee, 50c.). The island is reached by a pretty bridge. Two miles above the Falls (reached by the river road) is the famous * **Burning Spring**, whose waters emit into the air sulphureted-hydrogen gas, which burns with a brilliant flame when ignited. The spring is so arranged as to show off the phenomenon to the best advantage (admission, 40c.).

Below the Falls are several points of interest, which are best visited on the American side. The first of these is the old *Suspension Bridge*, which spans the gorge 2 miles below the Falls, and supports railway-tracks, a roadway, and footways. The bridge is 245 ft. above the water, and supported by towers on each bank, the centers of which are 821 ft. apart. It was built in 1855 by the late John A. Roebling, and cost \$500,000. The fee for crossing the bridge is 25c. for pedestrians, which confers the right to return free on the same day. From one side of this bridge a fine distant view of the Falls is had, and from the other a bird's-eye view of the seething and tumultuous * *Whirlpool Rapids*. Three hundred feet above may be seen the new Michigan Central R. R. Cantilever Bridge (see p. 168). By descending the elevator (50c.) which leads from the top to the base of the cliff near the site of the old Monteaule House, a nearer view is obtained of these wonderful Rapids, in which the waters rush along with such velocity that the middle of the current is 30 ft. higher than the sides. Three miles below the Falls is the * **Whirlpool**, occasioned by a sharp bend in the river which is here contracted to a width of 220 ft. The water rushes against the bank with prodigious fury, and being turned back almost at a right angle is converted into an angry and swirling eddy.

In the vicinity of Niagara is *Lewiston* (7 miles N.), at the head of navigation on Lake Ontario; and directly opposite (on the Canadian side) is *Queenston*. *Queenston* is well worth a visit, and affords a pleasant drive from the Falls. It is historically as well as pictorially interesting. Here General Brock and his aide-de-camp McDonnell fell, October 11, 1812. * **Brock's Monument**, which crowns the heights above the village, is 185 ft. high, surmounted by a dome of 9 ft., which is reached by a spiral flight of 250 steps inside. The remains of Brock and his comrade lie in stone sarcophagi beneath, having been removed thither from Fort George. This is the second monument erected on the spot, the first having been destroyed by the scoundrel Lett, in 1840. At *Drummondville*, 1½ mile W. of the Falls, is a tower which overlooks the battle-field of Lundy's Lane.

40. New York to Buffalo and Niagara Falls via Erie Railway.

Distances : To Middletown, 67 miles ; to Port Jervis, 88 ; to Susquehanna, 193 ; to Binghamton, 215 ; to Elmira, 274 ; to Hornellsville, 332 ; to Buffalo, 423 ; to Niagara Falls, 442. The time to Buffalo or Niagara Falls is about 14 hours, and the fare \$9.25.

THE Erie Railway is one of the greatest triumphs of engineering skill in this or any other country, and affords some of the grandest and most varied scenery to be found E. of the Rocky Mountains. Prior to its construction, portions of the line were considered impassable to any other than a winged creature, yet mountains were scaled or pierced and river-cañons passed by blasting a path from the face of stupendous precipices ; gorges of fearful depth were spanned by bridges swung into the air ; and broad, deep valleys crossed by massive viaducts. The road was begun in 1836 and completed in 1851, and has cost to date upward of \$60,000,000. Pullman palace drawing-room and sleeping cars are attached to all the through trains.

The terminal station in Jersey City is reached by ferry from foot of Chambers St. and W. 23d St. Leaving Jersey City the train traverses a series of salt marshes, and in 17 miles reaches **Paterson** (*Hamilton House, Franklin*), a busy manufacturing city of 50,887 inhabitants, situated on the right bank of the Passaic River immediately below the falls. It was founded in 1791 by Alexander Hamilton, in the cotton interest, and its cotton-factories are now very extensive. Its most important interest, however, is silk-manufacturing, for which it has 30 factories, employing about 8,000 persons, and turning out a product of \$4,000,000. It has also extensive manufacturing interests in velvet, woolen, linen, locomotives, heavy machinery. The total product of Paterson manufactures is upward of \$20,000,000, employing a capital of about \$10,000,000. Next to Newark it is the largest manufacturing city of New Jersey. The * *Passaic Falls* have a perpendicular descent of 50 ft., and the scenery in the vicinity is very picturesque. A small and rugged park surrounds them ; and on a hill in the vicinity are a costly Soldiers' Monument and a belvedere tower whence there is a fine view. Beyond Paterson the route traverses a fertile but uninteresting country, and just this side of *Suffern* (32 miles) crosses the boundary-line and enters New York State. From Suffern a branch line runs in 18 miles to Piermont on the Hudson River (see p. 61). Here the beautiful Ramapo Valley begins, and the scenery becomes increasingly picturesque and impressive. *Ramapo* (34 miles) is near Torn Mountain, from the summit of which there is a wide-extended view. During the campaign of 1777 Washington often ascended this mountain to watch the movements of the British army and fleet around New York. Beyond *Sloatsburg* (36 miles), on the right, are seen the ruins of the Augusta Iron-Works, where was forged the chain that was stretched across the Hudson to check the advance of the British ships. At *Turner's* (48 miles) a branch road diverges to Newburg on the Hudson (see p. 63). From

Monroe (50 miles) and also from *Greycourt* (54 miles) stages run in 8–10 miles to * **Greenwood Lake** (*Windermere House, Brandon, Traphagen*), a highly popular summer resort, which is also reached from New York *via* New York & Greenwood Lake R. R. (50 miles). This “miniature Lake George” is a beautiful, river-like body of water, 10 miles long and 1 mile wide, nearly inclosed by mountains, and offering some extremely picturesque scenery. Its waters are clear and deep, and abound in fish. A small steamer plies on the lake, making two trips daily. In the vicinity are the smaller but scarcely less charming Lakes Macopin, Sterling, and Wawayanda. **Turner’s** is the most attractive station on this portion of the line, and is near some lovely little lakelets. The view from the hill N. of the station is superb, the Hudson River, with Fishkill and Newburg, being in sight.

From Greycourt another branch line runs to Newburg in 18 miles, and the Warwick branch diverges to Warwick. On the main line, 6 miles beyond Greycourt, is the pretty little village of *Goshen*, one of the capitals of Orange County, and celebrated for its milk, butter, and cheese. Here the Wallkill Valley Branch diverges and runs in 43 miles to Kingston and Rondout on the Hudson (see p. 64), passing *New Paltz*, whence stages run in 6 miles to *Lake Mohonk* (see p. 64). Seven miles beyond Goshen, at the crossing of the New York, Ontario & Western R. R., is the busy manufacturing village of **Middletown** (see p. 181). Four miles beyond, at *Howell’s* (71 miles), the most picturesque section of the line begins, and fine views are had all the way to Port Jervis. On approaching *Otisville* (76 miles), the eye is attracted by the bold flanks of the Shawangunk Mountain, the passage of which great barrier (once deemed insurmountable) is a fine achievement of engineering skill. A mile beyond Otisville, after traversing an ascending grade of 40 ft. to the mile, the road runs through a rock-cutting 50 ft. deep and 2,500 ft. long. This passed, the summit of the ascent is reached, and thence we go down the mountain’s side many sloping miles to the valley beneath, through the midst of grand and picturesque scenery. Onward the way increases in interest, until it opens in a glimpse, away over the valley, of the mountain-spur known as the *Cuddeback*; and at its base the glittering water is seen, now for the first time, of the Delaware & Hudson Canal. Eight miles beyond Otisville we are imprisoned in a deep cut for nearly a mile, and, on emerging from it, there lie spread before us (on the right) the rich and lovely valley and waters of the *Neversink*. Beyond sweeps a chain of blue hills, and at their feet, terraced high, gleam the roofs and spires of the town of *Port Jervis* (88 miles); while to the S. the eye rests upon the waters of the Delaware, along the banks of which the line runs for the next 90 miles.

Port Jervis (*Delaware House, Fowler House*) is situated at the confluence of the Delaware and Neversink Rivers, and contains about 9,000 inhabitants. Extensive railroad-shops are located here, and it is the terminus of the E. division of the Erie road. The scenery in the vicinity is delightful, and the village itself is a very pretty one. Riding, driving, hunting, and fishing may be enjoyed to any extent, and many summer visitors are attracted to it. *Point Peter* is ascended

from the village, and affords a pleasing outlook over the Delaware and Neversink Valleys. Six miles distant are the *Falls of the Sawkill*, where a mountain-brook is precipitated 80 ft. over two perpendicular ledges of slate-rock into a wild and romantic gorge. **Milford** is a lovely mountain-surrounded town about an hour's stage-ride S. W. of Port Jervis. Shortly beyond are the beautiful falls of the *Raymondskill*, and there are fine trout-streams in the neighborhood.

Three miles beyond Port Jervis the train crosses the Delaware into the State of Pennsylvania, which it traverses for 26 miles to Delaware Bridge, where it again enters New York. Near *Shohola* (107 miles) some of the greatest obstacles of the entire route were encountered, and for several miles the roadway was hewed out of the solid cliff-side at a cost of \$100,000 a mile. *Lackawaxen* (111 miles) is a pretty village at the confluence of the Lackawaxen Creek and Delaware River. Here the Delaware is spanned by an iron suspension-bridge supporting the aqueduct by which the D. & H. Canal crosses the river. The country around *Narrowsburg* (123 miles) was the theatre of the stirring incidents of Cooper's novel, "The Last of the Mohicans." Beyond *Narrowsburg* for some miles the scenery is uninteresting and the stations unimportant. Near *Callicoon* (136 miles) is the romantic and trout-teeming Callicoon Brook; and *Hancock* (164 miles) is attractively situated. At *Deposit* (177 miles) the train leaves the valley of the Delaware and begins the ascent of the high mountain-ridge which separates it from the lovely valley of the Susquehanna. As the train descends into the latter valley there opens suddenly on the right a * picture of rare and bewitching beauty. This first glimpse of the Susquehanna is esteemed one of the finest points of the varied scenery of the Erie route. A short distance below, the train crosses the great * *Starucca Viaduct*, 1,200 ft. long and 110 ft. high, constructed at a cost of \$320,000, and spanning the Starucca Valley with 18 arches. From *Susquehanna* (193 miles) the viaduct itself is a most effective feature of the valley views. **Susquehanna** (*Starucca Hotel*, at the station) contains the vast repair-shops of the company, and is one of the stopping-places for meals.

For a few miles beyond Susquehanna the route still lies amid mountain-ridges, but these are soon left behind, and the train enters upon a beautiful hilly and rolling country, thickly dotted with villages and towns. At *Great Bend* (201 miles) the Delaware, Lackawanna & Western R. R. comes in from the Pennsylvania coal-fields. *Kirkwood* (207 miles) claims rivalry with Sharon, Vt., as the birthplace of Joe Smith, the Mormon prophet. Eight miles beyond Kirkwood is **Binghamton** (*Hotel Bennett, Exchange Hotel, Lewis House, Crandell House*), an important railroad and manufacturing center, pleasantly situated on a wide plain in an angle formed by the confluence of the Susquehanna and Chenango Rivers. It contains 18,300 inhabitants, and is a leading seat of the coal and iron industry. Six railways converge here, and, besides large manufacturing interests, there is an extensive trade with the adjacent country. The *Court-House* (on Court St.) is a handsome building, the *Bank Building* (cor. Court and Chenango Sts.) is another, and there

are several fine churches. The *New York State Military Store-House* is a fine new structure. The *Asylum for the Chronic Insane* is a vast stone structure on a commanding eminence a mile from the city (reached by horse-cars). Other interesting institutions are the *Susquehanna Orphan Asylum* and *St. Mary Orphan Asylum*. This place is the third largest cigar-manufacturing city in the United States, and it is also noted for its leather and boot and shoe interests. On the far-viewing *Mt. Prospect* is a popular water-cure hotel.

Twenty-two miles beyond Binghamton is **Owego** (*Ahwaga House, Central House*), a prosperous town of about 10,000 inhabitants, situated on the Susquehanna at the mouth of Owego Creek, and surrounded by pleasing scenery. The Southern Central R. R. connects here, and the Cayuga Division of the Del., Lack. & Western R. R. runs N. E. 35 miles to Ithaca (see Route 39). *Evergreen Cemetery* is on the N. side of the Susquehanna River on a hill 200 ft. high, which commands fine views. On Owego Creek, a short distance from the village, is *Glenmary*, once the home of N. P. Willis and the place where he wrote his charming "Letters from under a Bridge." Beyond Owego, passing several small stations of which *Waverly* (256 miles) is the principal, the train runs in 37 miles to **Elmira** (*Rathbun House, American*), the largest city of the Southern Tier, with 26,000 inhabitants, and extensive manufactures, among which are the vast car-shops of the Erie R. R., and the *Elmira Iron and Steel Rolling-Mills*. *Water St.* is the business thoroughfare. The *Court-House* is a handsome edifice, and the *Elmira Female College* has a spacious brick building in the N. portion of the city. On a hill E. of the city is the *Elmira Water-Cure*, which is well patronized. The *State Reformatory* and the *Southern Tier Orphans' Home* are also located here. The Northern Central R. R. (Route 55) intersects the present route at Elmira. The Lehigh Valley R. R. also comes in from the coal-regions of Pennsylvania; and the Utica, Ithaca & Elmira R. R. runs in 50 miles to Ithaca (see Route 39). The manufactures are largely on the increase, and among them the La France Fire-Engine Works are noted. **Corning** (291 miles) is a busy manufacturing village of about 7,000 inhabitants on the Chemung River. The Corning & Blossburg R. R. connects here, and the Rochester Division of the Erie R. R. diverges from the main line. The town is also intersected by the Tioga R. R. from the S. W., and the Delaware, Lackawanna & Western R. R. from the W. and from New York

The *Rochester Division* of the Erie R. R. runs N. W. to Rochester in 95 miles and to Attica (111 miles), where a junction is made with the Buffalo Div. described below. The distance from New York to Buffalo by this route is 433 miles, being 10 miles longer than the route *via* Hornellsville. There are many small towns between Corning and Rochester, of which the most important is *Bath*, a thriving manufacturing village, surrounded by a rich and populous agricultural country. *Avon* (76 miles from Corning and 19 from Rochester) is noted as the site of the much-frequented **Avon Springs** (*Knickerbocker Hall, Congress Hall, the Sanitarium*). The springs, 3 in number, are about a mile S. W. of the station, and the Lower Spring discharges 54 gallons a minute. The waters are saline-sulphurous, are taken both internally and in the form of baths, and are considered remedial in rheumatism, indigestion, and cutaneous diseases. **Rochester** (386 miles from New York) is described in Route 39,

Beyond Corning the main line runs for 2 miles parallel with the Rochester Division, then passes six small stations, and in 41 miles reaches **Hornellsville**, a village of about 5,000 inhabitants, with extensive repair-shops, engine-houses, etc. Here the Buffalo and Western Divisions diverge; the former running N. W. to Buffalo and Niagara Falls (described below), and the latter running almost due W. to Dunkirk on Lake Erie. The section between Hornellsville and Dunkirk is the least attractive of the Erie line, the country being comparatively unsettled, and no important towns having grown up within it. Soon after leaving Hornellsville the train enters the valley of the Canisteo River, on the banks of which are the hamlets of Almon and Alfred. At *Tip-Top Summit* the road reaches its highest point (1,760 ft. above tide-water), and the descent is begun into the valley of the Genesee. The country *en route* is peculiarly wild and lonely, desolate and somber forest tracts alternating with the stations and little villages along the line. At *Cuba Summit* the train crosses the Alleghany water-shed, 1,680 ft. above the sea, and just beyond are many brooks and glens of rugged beauty. Passing *Olean* (395 miles) and *Carrollton* (408 miles) the route enters the Reservation of the Seneca Indians (embracing 42 square miles) and follows the wild banks of the Alleghany River, flowing amid hills as wild and desolate as itself. At *Salamanca* (414 miles) the New York, Pennsylvania & Ohio R. R. connects with the Erie and forms the route taken by the "through trains" to the West (see Route 65). Beyond Salamanca the Erie traverses for nearly 50 miles a dreary and monotonous forest region, and reaches its terminus at **Dunkirk**, a village of 5,000 inhabitants on Lake Erie, 460 miles from New York. Dunkirk has a safe and commodious harbor, protected by a breakwater, considerable trade, and some manufactures. Connection is made here with the Lake Shore & Michigan Southern R. R., which begins at Buffalo and runs W. to Cleveland and Chicago (see Route 64).

The Buffalo Division.

Leaving Hornellsville the train passes a number of small stations, and in 30 miles (362 miles from New York) reaches **Portage** (*Cascade House, Ingham House*), the most attractive point on the entire Erie line. Here are the * **Portage Falls**, 3 in number, and each of sufficient beauty to repay the tourist for the journey from New York. They are formed by the descent of the Genesee River from the plateau on which it has flowed tranquilly for many miles to the lake-level. The Upper or *Horseshoe Falls* are just below the R. R. bridge and have a vertical descent of 70 ft. Half a mile below is the * *Middle Fall*, where the river plunges 110 ft. into a chasm formed by perpendicular ledges of rock. The action of the water has worn a cave or hollow in the W. bank, which is called the *Devil's Oven*. In time of high water this cavern is submerged; but when the river is low it will hold 100 people. For 2 miles below the Middle Fall the river rushes through a deep and narrow gorge, and at the * *Lower Falls* roars down a wonderful series of cascades and rapids, descending 150 ft. in $\frac{1}{2}$ mile. The railroad crosses the river on an iron * bridge, 818 ft. long and 234 ft. high. The Upper

Falls are visible from the bridge, but no idea of their grandeur can be formed until they are seen from below. Also visible from the bridge is the long *Aqueduct* by which the Genesee Canal crosses the river.

Six miles beyond Portage is *Gainesville* (368 miles), whence a railway runs in 7 miles to the lovely **Silver Lake**, where the sea-serpent was said to have been seen in 1855. *Warsaw* (375 miles) is a pleasant village, at the entrance of the romantic O-at-ka Valley, and surrounded by rich pastoral scenery. It is much visited in summer. At *Attica* (392 miles) the Rochester Div. (see above) joins the main line, which then passes on to **Buffalo** (423 miles) and **Niagara Falls** (442 miles). Both these places are described in Route 39.

41. New York to Buffalo and Niagara Falls via New York, West Shore & Buffalo R. R.

Distances : Albany, 141 miles ; Utica, 232 miles ; Syracuse, 278 miles ; Palmyra, 338 miles ; Rochester, 366 miles ; Elba, 387 miles ; Buffalo, 426 miles ; Suspension Bridge, 444 miles. Fare to Buffalo and Niagara Falls, \$9.25.

THE New York, West Shore & Buffalo R. R., completed during the fall of 1883, furnishes a new and desirable route between New York, Albany, Buffalo, and the West. It traverses the W. shore of the Hudson, running nearly parallel for the most of its course with the N. Y. C. & Hudson River R. R., and touches many of the same important cities. The track is double, laid with steel rails, well ballasted, and thoroughly built throughout. The rolling-stock is of the best, consisting, besides the ordinary passenger-cars, of Pullman buffet, sleeping, and day cars. The sleeping-cars, it is claimed, surpass in comfort and elegance any ever built before. All express trains are mounted on 42-inch paper wheels, insuring great steadiness of movement.

The W. shore of the Hudson has already been described in Route 9, but a brief account of the route pursued by the New York, West Shore & Buffalo R. R. to Albany will be of interest. Leaving the R. R. depot in Jersey City, the trains passing through *Weehawken* (designed to be the S. terminus of the road when terminal facilities are completed) reach **Hackensack** (12 miles), the first station of importance, passing in rear of the Palisades. This is the county town of Bergen County, and contains a population of 4,248. It is also on the line of the New York, Susquehanna & Western and New Jersey & New York Railroads. It is a considerable manufacturing place, and has 8 churches and several banks and newspaper-offices. *Tappan* (19 miles) is a small village about 1½ mile W. of the Hudson River, where the unfortunate Major André was tried and executed as a spy, in October, 1780. *Nyack* (24 miles) is described on page 61. The next point of importance is **Haverstraw** (33 miles), a town of 3,506 inhabitants. Situated on Haverstraw Bay (daily steamboats ply hence to New York), and at the foot of the Ramapo Hills, the scenery is exceedingly picturesque here, showing the Highlands in the distance. Passing *Caldwell's*, *Iona Landing*, and *Fort Montgomery*, * **West Point** is reached (51 miles). This beautiful spot, noted as the seat of the U. S. Military Academy, and as a charming summer resort,

is described on page 62. *Cornwall Landing*, 5 miles above, is one of the most popular summer-places on the river. From West Point to this spot the scenery of the Hudson River reaches its most striking aspect. * **Newburg**, on the W. shore of Newburg Bay (see page 62), is a prosperous city, round which many interesting Revolutionary memories cluster. Here the New York, West Shore & Buffalo R. R. connects with a branch of the Erie R. R. and with the New York & New England R. R. (by ferry to Fishkill Landing on the E. side of the river). *Marlboro*, *Highland*, and *West Park*, are small stations intervening before we reach **Esopus** (80 miles), a thriving town of 4,736 population. Kingston, 8 miles beyond, is described on page 64. Here the railway connects with the Ulster & Delaware and Wallkill Valley Railroads, giving easy access to several popular resorts in the Catskill Mts. **Catskill**, 22 miles N., is the point of departure for the mountains *via* the Catskill Mts. R. R., which connects here (see page 66). The branch to Albany (see page 64) diverges from *Coeysman's Junction*, 18 miles N., reaching that city in a run of 13 miles.

After leaving the Junction (128 miles N. of New York), the first station of importance is the city of * **Schenectady** (see Route 39), the seat of Union College and an important manufacturing town, the New York, West Shore & Buffalo station being in what is known as South Schenectady (152 miles). At *Rotterdam Junction*, 7 miles beyond, connection is made with the Boston, Hoosac Tunnel & Western R. R., giving a through line from Boston and other eastern points to the West. The road now begins to skirt the S. bank of the Mohawk River. There are a number of small stations, *Pattersonville*, *Fort Hunter*, *Auriesville*, *Fultonville*, and *Downing*, before we reach *Canajoharie*, a thriving town of 2,000 inhabitants (190 miles). From *Fort Plain*, 3 miles beyond, to **Utica**, the railroad passes through the same towns with the New York Central & Hudson River R. R. (see Route 39). Small towns intervene, among which may be mentioned *Oneida Castle*, where connection is made with the New York, Ontario & Western R. R., and *Canastota*, a thrifty and beautiful manufacturing town of 2,000 inhabitants, through which also pass the Utica, Ithaca & Elmira R. R., the New York Central & Hudson River R. R., the Erie Canal, and the Cazenovia & Canastota R. R. *Chittenango* is described in Route 39, and there are no towns of moment till we reach the city of **Syracuse** (278 miles), one of the most important interior towns in the State (see Route 39). Here the railroad makes connection with the Delaware, Lackawanna & Western, the Rome, Watertown & Ogdensburg, and Syracuse, Ontario & New York Railroads, which radiate in different directions and give access to important points. *Weedsport* (299 miles) has about 1,500 population, and is a place of some manufacturing interest. It is on the Erie Canal, and the South Central R. R. passes through it. At *Montezuma* (307 miles) the navigable outlet of Cayuga Lake flows into the Erie Canal. *Clyde*, *Lyons*, *Newark*, *Palmyra*, *Macedon*, *Fairport*, and *Pittsford*, are the most important towns on the road between Weedsport and Rochester, all being thriving manufacturing places. At Genesee Junction, 5 miles before we reach Rochester, the New York, West Shore & Buffalo R.

R. makes connection with the Buffalo, New York & Philadelphia R. R. **Rochester** (366 miles) is described in Route 39. Between this city and Buffalo (426 miles), described in Route 39, there are no places of much importance on the present route. From Buffalo the New York, West Shore & Buffalo R. R. runs over the track of the Suspension Bridge Division of the Erie R. R. to *Suspension Bridge* (see Route 39), where it makes through connection with the Great Western Division of the Grand Trunk R. R. for points West.

The *New York, Ontario & Western R. R.* uses the tracks of the New York, West Shore & Buffalo R. R. as far as Cornwall, and thence passes in a N. W. direction to Oswego on Lake Ontario, nearly bisecting the State. The route is through a less densely settled portion of the State, but the country is very beautiful and picturesque, the sport with rod and gun excellent along the whole line of the road from Cornwall, and the many small towns which dot the route are rapidly attracting summer visitors who wish to unite economy with pleasure and comfort. After leaving Cornwall (52 miles), a number of small stations intervene before we reach *Campbell Hall*, whence the Wallkill Valley R. R. runs to Kingston on the river. The first station of importance is **Middletown** (77 miles), a flourishing town of 8,500 population. It is at the junction with the Erie R. R., the New York, Susquehanna & Western R. R., and Middletown & Crawford R. R., has several iron and woolen manufactures, and is the seat of the * *Homœopathic State Insane Asylum*. At *Sidney* (202 miles) is the junction with the Albany and Susquehanna R. R., Delaware & Hudson Canal Co. R. R., and the New Berlin branch. **Norwich**, a town of 5,800 population (226 miles), is at the junction with the Del., Lack. & Western R. R., and contains a number of blast-furnaces, tool-works, machine-shops, foundries, breweries, tanneries, etc. It has a handsome stone court-house, eight churches, and several banks and newspaper offices. At *Randallsville* (245 miles) is the crossing with the Rome & Clinton Div. of the Delaware & Hudson Canal R. R. *Oneida Castle*, 23 miles farther on, is at the crossing with the N. Y., W. S. & Buf. R. R., and at *Oneida* (269 miles, see page 161), we reach the junction with the N. Y. Central R. R. *Constantia* (292 miles) is a prosperous manufacturing village of 4,000 inhabitants. In a ride of 34 miles farther we reach the beautiful city of **Oswego** on the lake (326 miles, see Route 53), a visit to which will repay the tourist.

42. New York to Montreal via Saratoga Springs and Lake Champlain.

Via steamboat, Hudson River R. R., or N. Y., W. S. & B. R. R. (Route 9) to Albany or Troy, and thence *via* Delaware & Hudson Canal Company's R. R. Distances : To Albany, 143 miles ; to Saratoga Springs, 181 ; to Whitehall, 219 ; to Rouse's Point, 341 ; to Montreal, 391. This is the shortest and most direct route between New York and Montreal, and the through trains make the journey in 15 hours. Wagner drawing-room and sleeping cars are attached to the through trains.

As far as Albany or Troy this route has already been described in Route 9. At Albany (143 miles) the cars take the track of the Delaware & Hudson Canal Co. R. R. and run N. past the Rural Cemetery to *W. Troy* (149 miles) ; *Cohoes* (152 miles), a busy manufacturing city at the crossing of the Mohawk River ; *Waterford* (154 miles), a large manufacturing village on the Hudson ; and *Albany Junction* (155 miles), where the Albany Div. joins the main line from Troy, 6 miles distant. *Round Lake* (168 miles) is a celebrated Methodist camp-meeting ground ; and 6 miles beyond is **Ballston Spa** (*Sans-Souci Hotel, Ballston House*),

a once fashionable and still frequented resort, noted for its mineral springs, whose fame, however, has been overshadowed by the more popular Saratoga waters. The village of 5,000 inhabitants is situated upon the Kayaderoseras Creek, and contains several factories. Seven miles beyond (181 from New York) the train stops at

Saratoga Springs.

Hotels, etc.—The hotels of Saratoga are among the largest in the world. The *United States Hotel* is a spacious brick edifice, containing 1,100 rooms, with a capacity for nearly 2,000 guests. It is surrounded by spacious piazzas and delightful promenades, and is richly furnished. The *Grand Union Hotel*, on Broadway opposite Congress Hall, is another vast building. It has a frontage of 1,364 ft. on Broadway, contains 1,000 rooms, and can accommodate 1,800 guests. It is handsomely furnished, and the parlors, office, and dining-room are richly decorated. Its grounds are beautifully shaded by elms, under which the band plays every afternoon. *Congress Hall* is an immense brick structure on Broadway, adjoining Congress Park, with a front of 5 stories on 3 streets, and contains 800 rooms, accommodating 1,200 guests. There are broad piazzas, roof promenades, observatories, an immense dining-room, a handsome ball-room, and spacious parlors. The *Clarendon* fronts Congress Park, and accommodates 500 guests. It is aristocratic, and is patronized by the wealthy visitors who prefer to keep a little outside of the whirl of gayety and dissipation which characterizes the larger hotels. The *Windsor Hotel*, opposite the Clarendon, is new, and can accommodate 500 guests. The *Kensington* is a new hotel of the first class, on Union Avenue, one door from Congress Park (400 guests). These hotels are the most noted, and charge from \$3 to \$5 a day. The *Arlington House*, corner of Broadway and Division St., accommodates 250 guests; the *American*, 450; the *Everett*, 200; the *Columbian*, 200; the *Continental*, 200; and the *Adelphi*, 350. *Dr. Strong's Remedial Institute*, on Circular Street, has fine grounds and cultured society. It is near the principal springs, hotels, and Congress Park, and accommodates about 200 guests. Besides those enumerated, there are upward of 40 hotels of various kinds; and there are numerous boarding-houses in Franklin St. and the upper part of the town, where good board can be obtained at from \$8 to \$20 a week. From the R. R. station to most of the hotels is only a short walk. Hotel omnibuses convey passengers from the station to the hotels free of charge.

SARATOGA SPRINGS is one of the most famous places of summer resort in the United States, and is frequented by Americans from all sections, and by foreign tourists from all parts of Europe. Its resident population is about 11,000, but during the season, which lasts from June 15th to September 15th, there are often not less than 30,000 people in the village. The Mineral Springs, which have given the place its celebrity, and the magnificent elms which shade many of its streets, are almost the only natural attractions. The site is a level and somewhat barren plateau, and the spot would be uninteresting enough but for the virtues of its waters and the dissipations of its society; yet as a mere spectacle America has nothing more brilliant to show than Saratoga at the height of the season (August).

The medicinal properties of the High Rock Spring were known to the Iroquois Indians at the period of Jacques Cartier's visit to the St. Lawrence in 1535. In 1767 Sir William Johnson was carried thither on a litter by the Mohawks, and he is believed to have been the first white man to visit the spring. The first log cabin was erected in 1773, and the first framed house in 1784 by General Schuyler, who in the same year cut a road through the forest to the High Rock from Schuylerville. Hotels began to be erected about 1815, and since then the fame of the Springs has spread so widely that, in addition to the

hosts of visitors, immense quantities of the waters are bottled and sent to all parts of the United States and Europe. The name Saratoga (Indian, *Saragho-ga*) signifies "the place of the herrings," which formerly passed up the Hudson into Saratoga Lake.

The principal street of the village is *Broadway*, on which are situated the large hotels, the Park, several of the leading springs, and, at its upper and lower ends, fine private residences. There are also handsome residences on *Circular St.*, on *Lake Ave.*, and on *Franklin St.* The *Boulevard*, 100 ft. wide and lined with three rows of trees, leads from Broadway to Saratoga Lake (4 miles), and is the grand drive. * **Congress Park** is a low ridge in the shape of a horseshoe, encircling the lower ground on which the Congress and Columbia Springs are situated. It is opposite the principal hotels, is shaded by noble trees and laid out in smooth walks, and is the favorite ramble. A small entrance-fee is charged. The *Indian Camp* lies a short distance N. of the Park, and here during the summer a band of Indians and Canadian half-breeds ply a lucrative traffic in moccasins, bead-work, baskets, etc. Near by is the *Circular Railway*, a favorite resort for "exercise."

There are in all at Saratoga 28 springs (including 6 spouting); some chalybeate, others impregnated with iodine, sulphur, and magnesia, and all powerfully charged with carbonic-acid gas. The most popular is the *Congress Spring*, which is in Congress Park, protected by a neat canopy. Each pint of its waters contains 75 grains of mineral constituents, and 49 cubic inches of carbonic-acid gas. The water is cathartic and alterative, and should be drunk in the morning before breakfast. The *Columbian Spring* is but a few rods S. W. of the Congress, in Congress Park. It contains much more iron than the Congress Spring, and acts as a tonic and diuretic. It should be drunk after dinner; if taken on an empty stomach it is apt to cause headache. The *Washington Spring* is situated in the grounds of the Clarendon Hotel, 600 ft. S. W. of Congress Spring. It is less ferruginous than the Columbian, but is an excellent tonic and is pleasant to take. The *Hathorn Spring*, one of the most popular, is in Spring St., opposite Congress Hall. The water contains nearly 94 grains of mineral constituents and 47 cubic inches of carbonic-acid gas in each pint, is a powerful cathartic, and acts also as a tonic and diuretic. The *Hamilton Spring* is at the cor. of Spring and Putnam Sts. (back of Congress Hall); its water is mildly cathartic and alterative. About 20 rods N. of the Hamilton (approached through an alley-way from Broadway) is the *Putnam Spring*, which is chalybeate, and has a bathing-establishment attached. Still to the N., in a trim little park on Lake Ave., near Broadway, is the *Pavilion Spring*, which is one of the best of the cathartic waters. Close by is the *United States Spring*; its water is tonic and alterative, and very agreeable to drink. Next to the N. is the *Seltzer Spring*, which rises through a glass tube 3 ft. in height, over the rim of which it flows. Its water closely resembles the celebrated Seltzer of Germany, and is a sparkling and invigorating drink. Less than 100 ft. N. of the Seltzer is the *High Rock Spring*, the earliest known of the Saratoga

Springs. It bubbles up through an aperture in a conical rock 4 ft. high, which has been formed by deposits of the mineral substance of the water. A tasteful pagoda has been erected over it, and a bottling-house stands by its side. The water contains 69.5 grains of mineral constituents and 51 cubic inches of carbonic-acid gas to each pint, and is strongly cathartic and tonic. The *Star Spring* (formerly called the "President" and the "Iodine") is a few rods N. of the High Rock; and next comes the celebrated *Empire Spring*, whose water closely resembles that of the Congress Spring. Near by is the *Red Spring*, containing an unusual proportion of iron; and the *Saratoga Spring*, whose waters are mildly cathartic. The *Excelsior Spring* is situated in Excelsior Park, nearly 2 miles N. E. of the hotels, and is reached by a beautiful walk through woods and by a pleasant drive. It is one of 10 springs, none of which are used except this, and its waters are mildly cathartic. The *Eureka Spring* is a short distance beyond, and is surrounded by charming scenery (reached by stages: fare, 20c.). Its waters also are cathartic. Near by is the *Eureka White Sulphur Spring*, strongly impregnated with sulphureted hydrogen, and used chiefly for bathing. There are bath-houses in the vicinity, where a bath may be had for 50c. The *Geyser Spring* is situated on Ballston Road, 1½ mile from Saratoga (reached by stages: fare, 20c.). Its water rises through a tin pipe and "spouts" 25 ft. into the air. The water is so highly charged with carbonic-acid gas that it foams like soda-water when drawn from a faucet, and exhilarates like champagne, and it is deliciously cold. The *Glacier Spring* is near the Geyser, and was formed by sinking an artesian well to the depth of 300 ft. The water spouts high above the pipe, and is powerfully cathartic. There are numerous other springs, but none calling for special mention. (R. L. Allen's "Analysis of the Principal Mineral Fountains at Saratoga" is a good guide to the use of the waters.)

Among buildings of interest at Saratoga, aside from the splendid hotels and fine private residences, are the High-School Building, which cost \$300,000; *Grover Seminary for Young Ladies*, on Circular St.; *Yates Institute for Young Men*, on North Broadway; and the *Central Fire Department Building*, on Broadway, which is admirably equipped with all modern appliances. Among the fine summer residences, Judge Hilton's country-seat may be especially mentioned. It is on North Broadway, and the house is in the midst of a park of 200 acres, which is a fine specimen of landscape-gardening. It contains 7 miles of macadamized drive-ways, many of which show fine views of the mountains S. E. and W. Every year sees more fine private residences erected.

The favorite resort in the vicinity of the Springs is ***Saratoga Lake**, a beautiful body of water, 8 miles long by 2½ wide, lying about 4 miles from the village (reached by omnibus: fare for the round trip, 75c.). On the shore of the lake is *Moon's Lake House*, where excellent fish and game dinners may be obtained at high prices. The fried potatoes of this house are famous, and are sold done up in papers like confectionery. On either side of the lake the drive is pleasant, and the view from *Snake Hill*, an eminence on the E. side, is the most attractive

in the neighborhood. *Lake Lovely*, a pretty lakelet with wooded shores, lying near the Boulevard, and between Saratoga Lake and the village, is a favorite resort for picnics and rambles. The *Race-Course* is also on the Boulevard, $\frac{1}{2}$ mile from the hotels. It is the finest mile-track in the country, has commodious stands, and is kept in excellent order. The *Saratoga Battle-Ground* is at Stillwater, 15 miles S. E. of the Springs (reached by a good carriage-road). A drive of 16 miles on the road to Mt. Pleasant leads to *Waring Hill*, which commands a fine view. *Lake Luzerne*, one of the loveliest lakes in the Adirondack region, may be visited from Saratoga, either by a carriage-drive or by the Adirondack Railway (see Route 44, IV). The Greenfield Hills and the falls at Corinth are also within excursion-distance. The Delaware & Hudson R. R. Co. have arranged a series of excursions to Lake George and Lake Champlain, particulars of which may be obtained at their ticket-offices.

Another agreeable resort is **Mt. McGregor**, 11 miles from the village, lying 1,000 ft. higher than the Springs, and 1,200 ft. above the sea. The Saratoga, Mt. McGregor & Lake George R. R. gives access to it in 40 minutes. The heavy ascending grades on the railway give magnificent views from the Catskills to the Adirondacks. There is a large hotel on the top of the mountain (*Hotel Balmoral*, \$3 to \$4.50 *per diem*), in the midst of a park of a thousand acres, all belonging to the railroad company. There are roads, drives, and walks laid out through the park and the adjoining forests, and within a mile of the hotel are Artist Lake, Lake Anna, and Lake Bonita, well stocked with fish, and equipped with good boats for rowing and angling. Mt. McGregor is said to be a specially desirable resort for those troubled with hay-fever and similar complaints.

Leaving the spacious depot at Saratoga, the train runs N. E. through an uninteresting country, and in 16 miles reaches **Fort Edward** (*Eldridge's Hotel, St. James*), whence a branch line diverges to Glens Falls on the way to Lake George (see Route 43). Beyond Fort Edward there is no important station until Whitehall (219 miles from New York) is reached. **Whitehall** is a lumbering village of 4,500 inhabitants, situated at the head or S. end of Lake Champlain. It lies in a rude, rocky ravine at the foot of Skene's Mt., and was a point of much importance during the French and Indian Wars and the Revolution, but contains nothing now to detain the traveler. From Whitehall one route to Montreal passes N. E. *via* Castleton and Rutland, Vt. (see Routes 28 and 36). The present route runs almost due N. along the W. shore of Lake Champlain. The lake and the principal points of interest on its shores are described in Route 43. Here we shall only mention the special features which make the railway journey enjoyable.

Soon after leaving Whitehall the fine scenery begins (seats should be obtained on the right-hand side of the cars). The R. R. track runs close along the margin of the lake at the foot of steep bluffs, with fine views across the water of the Vermont shore. At *Fort Ticonderoga* (see Route 43) a branch line diverges and runs in three miles to Baldwin on Lake George (Route 43). At *Addison Junction*, 2 miles from Ti-

conderoga, connection is made with a railroad which connects with the Central Vermont R. R. at Leicester Junction, and affords a direct through route between Lake George and the White Mountains, the trip being made in a day. From Ticonderoga to *Port Kent* (Route 43), a distance of about 55 miles, the scenery is remarkably varied and beautiful, the train running now on high terraces along the mountain-sides, now through black tunnels and deep rock-cuttings, now at the base of towering cliffs, and affording at frequent intervals the most exquisite lake-views. *Port Kent* is one of the entrances to the Adirondack region (Route 44, II). Between *Port Kent* and *Plattsburg* (309 miles from New York) the scenery is less impressive, but fine views are had of the distant mountains. *Plattsburg* is described in Route 43. Beyond *Plattsburg* the route leaves the lake and traverses a comparatively flat and uninteresting country. At *Rouse's Point* (334 miles) the train takes the track of the Champlain Div. of the Grand Trunk R. R. and passes in 50 miles to Montreal (see Route 27). For description of **Montreal**, see Route 58.

43. Lake George and Lake Champlain.

THE direct approach to Lake George is by Route 42 to Fort Edward, whence a branch road runs in 15 miles to Caldwell, at the head of the lake, passing through **Glens Falls** (*Rockwell House, American*), a village of 9,000 inhabitants, situated on the Hudson River, at a fine cataract 50 ft. high, at which many travelers might feel an interest in stopping before they reach Lake George. The falls are very fine, and the spot is of peculiar interest as the scene of some of the most thrilling incidents of Cooper's romance, "The Last of the Mohicans," which all lovers of American literature will remember. About 2 miles from the lake, in a dark glen, the road passes in sight of the *Williams Monument*, a plain marble shaft erected on the spot where Col. Williams, of Massachusetts, founder of Williams College, fell in a battle with the French and English, Sept. 8, 1755. Near by is the storied *Bloody Pond*, into which the bodies of the slain were cast after the battle, tingeing its waters for many years (according to the legend) with a sanguine hue. The approach to the lake is very impressive, fine but fleeting glimpses being caught of its gleaming waters and blue hills. Finally, as the train reaches **Caldwell** (*Fort William Henry Hotel, Lake House, Nelson's, Carpenter's*, and *Fort George Hotel*, the latter two near the ruins of old Fort George; the rates at all these hotels are from \$3 to \$4 per day), the whole glorious scene bursts upon the view. Caldwell is a small village at the S. end of Lake George, much visited in summer, and chiefly noted for its hotels. The *Fort William Henry Hotel* has long ranked as one of the largest and finest summer hotels in the country. It stands on the site of the old Fort William Henry, remnants of which are still visible, and from its spacious piazzas an unrivaled view of the lake is obtained. About $\frac{1}{2}$ mile to the S. E. are the picturesque ruins of Fort George, and the outlook embraces French and Prospect Mountains, and Rattlesnake Hill, all of which may be ascended

from the village. Many persons spend the season at Caldwell, making excursions to the various points of interest on the lake. The fishing is excellent, and pleasure-boats may be obtained in any numbers.

Lake George is a picturesque sheet of water in Warren and Washington Counties, N. Y., 33 miles long from N. E. to S. W., and from $\frac{3}{4}$ of a mile to 4 miles wide. It is the most famous and most frequented of American lakes, and is remarkable alike for the pellucid clearness of its water, its multitude of little islands, popularly supposed to correspond in number with the days of the year, and the beautiful scenery of its banks. The lake is bordered on either side by high hills, which here recede from the undulating shore, there lift their wooded crests in the distance, and again hang rugged cliffs over the water, or project bold promontories into its placid depths. It empties to the N. into Lake Champlain, from which it is separated by a narrow ridge only 4 miles wide; and, except in its widest part, seems more like a river than a lake. The Indian name of Lake George was "Horicon," meaning "silvery waters," and it is a great pity that this picturesque and expressive designation should have been superseded by its present commonplace title. When the French discovered it, early in the seventeenth century, they named it "Le Lac du St. Sacrement" (Lake of the Holy Sacrament), but its English conquerors called it after King George II, then on the throne.

Lake George fills a conspicuous and romantic place in American history. For more than a century it was a channel of communication between Canada and the settlements on the Hudson. In the French and Indian War it was repeatedly occupied by large armies, and was the scene of several battles. In an engagement near the S. end of the lake, September 8, 1755, between the French and the English, Colonel Williams, of Massachusetts, the founder of Williams College, was killed, Baron Dieskau, the French commander, severely wounded, and the French totally defeated (see above). In 1757 Fort William Henry, at the same end of the lake, was besieged by the French General Montcalm, at the head of 8,000 men. The garrison capitulated after a gallant defense, and were barbarously massacred by the Indian allies of the French. In July, 1758, the army of General Abercrombie, about 15,000 strong, passed up the lake in 1,000 boats, and made an unsuccessful attack on Ticonderoga. A year later (July, 1759) General Amherst, with an almost equal force, also traversed the lake, and took Ticonderoga and Crown Point. The head of Lake George was the depot for the stores of the army of General Burgoyne before he began his march to Saratoga.

Two steamers daily (one in the morning and one in the afternoon) run between Caldwell and Baldwin at the N. end of the lake (fare either way \$2, which entitles the passenger to return free the same day). Leaving the pier in front of Fort William Henry Hotel, the steamer touches at the docks of the Lake House and Fort George Hotel, and then crosses to *Crosbyside*, opposite Caldwell, and the site of the spacious and popular *Crosbyside Hotel* (250 guests). About a mile N. of Crosbyside is *St. Mary's on the Lake*, the summer retreat of the Paulist Fathers. The nearest island to Caldwell, about 1 mile distant, is *Tea Island*, so called from a "tea-house" once erected there for the entertainment of visitors, but of which only the stone walls now remain. This island is covered with noble trees, and bordered with picturesque rocks, and is a favorite resort for picnic and boating parties. A mile and a half beyond is **Diamond Island**, so named on account of the

beautiful quartz-crystals found on it in abundance. Here, in 1777, was a military depot of Burgoyne's army, and here a severe skirmish occurred in that year between the garrison and a detachment of New England militia, in which the latter were signally worsted. Next beyond are the two diminutive islets known as the *Two Sisters*, and along the E. shore is *Long Island*, which appears from the boat to be part of the main shore. Just above is *Ferris's Bay*, where Montcalm moored his boats and landed his troops in 1757. **Dome Island**, a richly wooded island, is about 10 miles from Caldwell, near the center of the widest part of the lake. Putnam's troops took shelter here, while he went to apprise General Webb of the movements of the enemy at the mouth of *Northwest Bay*, which here runs in to the W. A little W. of Dome Island is the "Hermitage," or * *Recluse Island*, where a gentleman from New York has erected a neat villa among the trees, and thrown a graceful bridge to a little dot of an island close at hand, named *Sloop Island*, from its fancied resemblance to a sloop, when seen from a certain point of view. *Pilot Mountain* is a precipitous peak on the E. shore, at the foot of which are the *Trout Pavilion* and the *Kaatskill House*, favorite resorts for anglers and sportsmen. Near these hotels are the best fishing-places on the lake, and the wooded mountains in the rear afford good hunting. From this point, the steamer runs nearly due N. to Bolton, passing between Dome and Recluse Islands, already mentioned. **Bolton** is a snug little village on the W. shore, the largest on the lake after Caldwell, and has fine hotels (the *Mohican House*, *Bolton*, *Lake View*, and *Wells*). Back of the village is *Prospect Mountain*, whence there is a fine view, and on the high plateau to the W. are several charming little lakelets. *Ganouskie Bay* extends for 5 miles above Bolton, and is closed in on the E. by *Tongue Mountain*, which comes in literally like a tongue of the lake, into the center of which it seems to protrude, with the bay on one side, and the main passage of the waters on the other. On the right or E. shore, nearly opposite the Tongue, is the bold semicircular palisade called *Shelving Rock*. Passing this picturesque feature of the landscape, and afterward the point of Tongue Mountain, we come to *Fourteen-Mile Island*, at the entrance of the "Narrows," where there is a large hotel of the cheaper sort. On the mainland, about 1 mile S. of Fourteen-Mile Island, is *Shelving-Rock Fall*, situated on a small stream, which empties into Shelving-Rock Bay. It is a very picturesque cascade, and is much resorted to by picnic-parties. At * **The Narrows** the shores of the lake approach each other, the space between being crowded with islands. This is the most picturesque and striking portion of the lake scenery, and enthusiastic visitors have declared it to be unsurpassed for beauty by any of the famous lakes of Switzerland or Scotland. On the E. is *Black Mountain*, the highest of the peaks that line the lake-shore. It is well wooded at its base, though frequent fires have swept over its surface, while the summit of the mountain stands out rocky and bare. Its height is 2,878 ft., and the view from the summit is very extensive. The ascent is easy from either Black Mountain Point or Hulett's Landing. Beyond Black Mountain the steamer passes *Sugar-Loaf Mountain*, on the E.; *Bosom Bay*, with

the little village of Hulett's Landing; and *Deer's-Leap Mountain*, on the W., said to be so named from the tragical fate of a buck, which, being hotly pursued by a hunter and his dogs, leaped over the precipitous side of the mountain facing the lake, and was impaled on a sharp-pointed tree below.

Emerging from the Narrows on the N., we approach a long, projecting slip of fertile land known as *Sabbath-Day Point*. This spot is memorable as the scene of a fight in 1756 between the colonists and a party of French and Indians. The former, sorely pressed, and unable to escape across the lake, made a bold defense and defeated the enemy, killing very many of their men. In 1776 Sabbath-Day Point was again the scene of a battle between some American militia and a party of Indians and Tories, when the latter were repulsed and some 40 of their number were killed and wounded. This part of Lake George is even more charming in its views, both up and down the lake, than it is in its numerous historical reminiscences. On a calm, sunny day the romantic passage of the Narrows, as seen to the S., is wonderfully fine; while in the other direction is the broad bay or widening of the lake, entered as the boat passes Sabbath-Day Point. On the W. side of this widening of the lake (which is here 4 miles across) is the picturesque little village of **Hague**, which has several good hotels, and near which are some excellent bass-fishing grounds and two trout-streams. Below Hague the lake contracts again to a narrow pass between the precipitous *Anthony's Nose*, on the E., and *Rogers's Slide*, on the W. This pass is not unlike that of the Highlands of the Hudson as approached from the S. Rogers's Slide is a rugged and steep promontory, about 400 ft. high, down which the Indians, to their great bewilderment, supposed the bold ranger, Major Rogers, to have slid, when they pursued him to the brink of the cliff. A short distance N. of it, on a bold promontory, is the *Rogers's Rock Hotel*, one of the largest and best on the lake. Stages run from the hotel to Addison Junction, where connection is made with the White Mountain trains (Route 42). Beyond Rogers's Slide the lake is narrow, the shores low and uninteresting, and soon the voyage terminates at *Baldwin* (33 miles from Caldwell). E. of the landing is the low-lying *Prisoners' Island*, where, during the French War, those taken captive by the English were confined; and to the N. is *Lord Howe's Point*, where the English army under Lord Howe, consisting of 16,000 men, landed previous to the attack on Ticonderoga.

From the steamboat-landing at Baldwin, a branch of the Delaware & Hudson Canal Co.'s R. R. (see Route 43) runs to Fort Ticonderoga, on Lake Champlain, 5 miles distant. At Ticonderoga village, about midway between the two lakes, the stream which discharges Lake George into Lake Champlain tumbles down a rocky descent in a highly picturesque fall.

Lake Champlain.

Lake Champlain lies between New York and Vermont, and extends from Whitehall in the former State to St. John's in Canada. It is 126 miles long, and varies in breadth from 40 rods to $12\frac{1}{2}$ miles. Its outline is very irregular, the shores being indented by numerous bays, and

there are upward of 50 islands and islets. Its depth varies from 54 to 399 ft., and vessels of 800 or 1,000 tons navigate its whole extent. The principal rivers entering the lake are Wood Creek, at its head; the outlet of Lake George, the Ausable, Saranac, and Chazy, from New York; and Otter, Winooski, Lamoille, and Missisquoi, from Vermont. The outlet of the lake is the Sorel or Richelieu River, sometimes called the St. John's, which empties into the St. Lawrence, and, with the Chambly Canal, affords a passage for vessels to the ocean. On the south it communicates, by means of the Champlain Canal, with the Hudson River at Troy. Navigation is usually closed by ice about the end of November, and opens early in April. The waters of the lake abound with bass, pickerel, muscalonge, and other varieties of fish. This lake, filling a valley inclosed by high mountains, is celebrated for its magnificent scenery, which embraces the Green Mountains of Vermont on the E. and the Adirondack Mountains of New York on the W. Several pleasant villages and watering-places, with one or two important cities, are situated on its shores, and it has always been one of the most attractive features of the Northern Tour.

A writer in "Picturesque America" institutes the following comparison between the sister lakes: "On Lake George the mountains come down to the edge of the waters, which lie embowered in an amphitheatre of cliffs and hills; but on Lake Champlain there are mountain-ranges stretching in parallel lines far away to the right and left, leaving between them and the lake wide areas of charming champaign country, smiling with fields and orchards and nestling farmhouses. There are on Lake Champlain noble panoramas; one is charmed with the shut-in sylvan beauties of Lake George; but the wide expanses of Lake Champlain are, while different in character, as essentially beautiful. It is in every way a noble lake. Ontario is too large—a very sea; Lake George is perhaps too petty and confined; but Lake Champlain is not so large as to lose, for the voyager upon its waters, views of either shore, nor so small as to contract and limit the prospect." The name of the lake is derived from that of Samuel de Champlain, the French Governor of Canada, who discovered it on the 4th of July, 1609.

Whitehall, at the head or S. end of the lake, has already been described in Route 42. The Lake Champlain steamers used to start from Whitehall, but, since the completion of the railway along the W. shore (described in Route 43), they come no higher than Fort Ticonderoga (24 miles below). The narrowness of this upper portion of the lake gives it much more the appearance of a river than of a lake. For the first 20 miles the average width does not exceed $\frac{1}{2}$ mile, and at one point it is not more than 40 rods across. Fort Ticonderoga is the point where the lake widens and becomes a lake in fact as well as in name.

Fort Ticonderoga (Fort Ticonderoga Hotel) is a station on the lake at the foot of Mt. Defiance, whence a branch railroad runs in 5 miles to Baldwin on Lake George (as described above), and whence the Lake Champlain steamers run daily in summer to Plattsburg. Ticonderoga village is 2 miles from the landing, and the ruins of the famous old ***Fort Ticonderoga** are on a high hill about a mile to the N. The view from the crumbling ramparts is extremely fine; and a still finer one may be obtained from the top of **Mt. Defiance*, which is easily ascended from the village. *Mt. Independence* lies in

Vermont opposite Ticonderoga, about a mile distant; remains of military works are still visible there. *Mt. Hope*, an elevation about a mile W. of Ticonderoga, was occupied by Burgoyne previous to the recapture of the fort in 1777.

Fort Ticonderoga was first built by the French in 1756, and was called by them "Carillon." We have already mentioned Abercrombie's attempt to capture it in 1758, and Lord Amherst's more successful campaign in the following year. (See "Lake George.") The French, being unable to hold the fort, dismantled and abandoned it at the approach of the English forces; and soon afterward Crown Point was also abandoned. The English enlarged and greatly strengthened the two fortifications, expending thereon \$10,000,000, which was at that time an immense sum for such a purpose. The fort and field-works of Ticonderoga embraced an area of several miles. After the cession of Canada to the English, in 1763, the fort was allowed to fall into partial decay; and at the outbreak of the Revolution it was one of the first strongholds captured by the Americans. Colonel Ethan Allen, of Vermont, at the head of the Green Mountain Boys, surprised the unsuspecting garrison, penetrated to the very bedside of the commandant, and, waking him, demanded the surrender of the fort. "In whose name and to whom?" exclaimed the surprised officer. "In the name of the great Jehovah and the Continental Congress!" thundered the intrepid Allen, and the fort was immediately surrendered. Afterward, however, in the campaign of 1777, Burgoyne easily reduced it by placing a battery of artillery on the summit of *Mount Defiance*, on the south side of the Lake George outlet and 750 feet above the lake, from which shot could be thrown into the midst of the American works. After the surrender of Burgoyne, the fort was dismantled, and from that time was suffered to fall into ruin and decay.

Leaving the landing at Fort Ticonderoga (about 1 P. M.) the steamer runs N. to *Shoreham*, on the Vermont shore, and thence crosses the lake to the village of *Crown Point*, with fine mountain-views all the way. Six miles below, on the W. side, is the rugged promontory of ***Crown Point**, which was the site of Fort St. Frederic, erected by the French in 1731, and of a much stronger work subsequently erected by the English, the massive ruins of which are still plainly visible. The history of this fort is strikingly similar to that of Fort Ticonderoga, the fate of either fortress generally determining that of the other. In 1759 the English took possession of the whole region; in 1775 Crown Point was taken by Ethan Allen at the time he captured Ticonderoga; and in 1777 Burgoyne retook it and made it his chief depot of supplies in the advance to Saratoga. A lighthouse now stands on the peak of the promontory, but otherwise all is desolation. Fine views are obtained from the bastions of the old fort. Opposite Crown Point, on the Vermont shore, is *Chimney Point*. Between them the lake is very narrow, but opens out above into the broad Bulwagga Bay, on the W. shore of which is the pretty village of *Port Henry* (20 miles from Fort Ticonderoga), with extensive iron-works and ore-beds. Just beyond Port Henry the scenery is exceedingly fine. To the E. the Green Mountains with their lofty peaks, Mt. Mansfield and Camel's Hump, rise against the distant horizon; and on the W. "the Adirondack Hills mingle their blue tops with the clouds." Eleven miles below Port Henry, on Northwest Bay, is **Westport** (*Weed House*), a favorite entrance to the Adirondack region by way of Elizabethtown (Route 44, III). Ten miles below Westport, on the same side, is the small village of *Essex*, and between them the steamer passes ***Split**

Rock, where a portion of the mountain, $\frac{1}{2}$ acre in extent and 30 ft. high, is isolated by a remarkable fissure and converted into an island. Leaving Essex, the steamer passes out into the broadest reach of the lake, bears over toward the Vermont shore, passes the islets called the Four Brothers and Rock Dunder, and soon reaches the beautiful city of **Burlington** (described in Route 28). The view of the city as approached from the lake is remarkably pleasing. Leaving Burlington, the steamer runs across the lake 10 miles to **Port Kent**, where tourists take the stage for Keeseville in visiting the famous **Ausable Chasm** (see Route 44, II). From this point, whether on land or water, the views in every direction are striking and beautiful. The most interesting feature of the town is the old stone mansion of Elkanah Watson, on a hill near the lake. Port Kent is one of the entrances to the Adirondack region.

Three miles below Port Kent, the Ausable River comes in on the W., and 5 miles farther the steamer enters the narrow channel between the mainland and *Valcour Island*, which was the scene of the desperate naval battle between Arnold and Carleton, in 1776. Beyond, the steamer enters Cumberland Bay, and stops at **Plattsburg**, a prosperous and beautiful village of 8,000 inhabitants on the W. shore of the lake, at the mouth of the Saranac River. A branch railroad runs from Plattsburg to Ausable (20 miles), and this is a favorite entrance to the Adirondacks (see Route 44, I). The Plattsburg & Dannemora State R. R. (narrow gauge) runs up the Saranac Valley 16 miles to *Dannemora*, the site of Clinton Prison; and from this point the Chateaugay R. R. runs S. W. by Mts. Johnson and Lyon to the trout-teeming *Chazy Lake* (4 miles long by $1\frac{1}{2}$ wide, and 1,400 ft. high), near *Bradley Pond*, also famous for its abundance of trout, and terminates at *Lyon Mt. Station* (34 miles from Plattsburg). This station is the site of a valuable iron-mine, and is nearly in the center of the great Chateaugay wilderness, 4 miles from the upper **Chateaugay Lake** (5 miles long and 2 miles wide), whence a navigable stream leads in 4 miles to the *Lower Lake*, $2\frac{1}{2}$ miles long. Two trains daily run each way on this line, and it forms an excellent route into the Adirondacks.

Cumberland Bay, on which Plattsburg is situated, was the scene of the victory of Macdonough and Macomb over the British naval and land forces, under Commodore Downie and Sir George Provost, familiarly known as the *Battle of Plattsburg*. It occurred on Sept. 11, 1814, and resulted in the capture of the British fleet and the defeat of their army with the loss of 2,500 men.

The Lake Champlain steamers do not run beyond Plattsburg, so that the tourist loses the opportunity of seeing the interesting and diversified scenery of the N. portion of the lake. Those desiring to go farther can do so by Route 42. Daily steamers run across the lake in 25 miles to **St. Albans** (Route 28), passing among beautiful islands.

44. The Adirondacks.

THIS remarkable tract, which, thirty years ago, was known even by name only to a few hunters, trappers, and lumbermen, lies in the north-

Longitude East 3 from Washington



Longitude West 74 from Greenwich

1945

ern part of New York State, between Lakes George and Champlain on the E., and the St. Lawrence on the N. W. It extends on the N. to Canada and on the S. nearly to the Mohawk River. The mountains rise from an elevated plateau, which extends over this portion of the country for 150 miles in latitude and 100 in longitude, and is itself nearly 2,000 ft. above the level of the sea. Five ranges of mountains, running nearly parallel, traverse this plateau from southwest to northeast, where they terminate on the shores of Lake Champlain. The most westerly, which bears the name of the Clinton Range, though it is also sometimes called the Adirondack Range, begins at Little Falls and terminates at Trembleau Point, on Lake Champlain. It contains the highest peaks of the entire region, the loftiest being Mt. Marcy (or Tahawus), 5,337 ft. high, while Mts. Seward, McIntyre, McMartin, Whiteface, Dix Peak, Colden, Santanoni, Snowy Mountain, and Pharaoh are none far from 5,000 ft. high. Though no one of these peaks attains to the height of the loftiest summits of the White Mountains of New Hampshire, or the Black Mountains of North Carolina, their general elevation surpasses that of any range east of the Rocky Mountains. The entire number of mountains in the Adirondack region is supposed to exceed 500, of which only a few have received separate names. They are all wild and savage, and covered with the "forest primeval," except the stony summits of the highest, which rise above all vegetation but that of mosses, grasses, and dwarf Alpine plants.

In the valleys between the mountains lie many beautiful lakes and ponds, more than 1,000 in number. The general level of these lakes is about 1,500 ft. above the sea, but Lake Perkins, the highest of them, has nearly three times that elevation. Some of them are 20 miles in length, while others cover only a few acres. The largest of these lakes are Long Lake, the Saranacs, Tupper, the Fulton Lakes, and Lakes Colden, Henderson, Sanford, Blue Mountain, Raquette, Forked, Newcomb, and Pleasant. "Steep, densely wooded mountains," says a writer in "Picturesque America," describing these lakes, "rise from their margins; beautiful bays indent their borders, and leafy points jut out; spring brooks trickle in; while the shallows are fringed with water-grasses and flowering plants, and covered sometimes with acres of white and yellow water-lilies. The lakes are all lovely and romantic in everything except their names, and the scenery they offer, in combination with the towering mountains and the old and savage forest, is not surpassed on earth. In natural features it greatly resembles Switzerland and the Scottish Highlands, as they must have been before those regions were settled and cultivated." This labyrinth of lakes is connected by a very intricate system of rivers, rivulets, and brooks. The Saranac and the Ausable run in nearly parallel lines toward the N. E., discharging their waters into Lake Champlain. They define upon the map the position of the valleys, which have the same general arrangement throughout the whole chain, and to some extent the position of the ranges of mountains also. In the other direction, the Boreas, the Hudson, and the Cedar Rivers, which all unite below in the Hudson, define the extension of the valleys of the Ausable and its branches on the southern

declivity of the great plateau; and farther W. the chain of lakes, including Long Lake, Raquette Lake, and the Fulton Lakes, lie in the same line with the valley of the Saranac, and mark its extension from the central elevation of the plateau toward the S. W. The largest and most beautiful river of the Adirondack region—its great highway and artery—is the Raquette, which rises in Raquette Lake, in the W. part of Hamilton County, and after a devious course of 120 miles flows into the St. Lawrence.

The mountains of the entire region are covered with forests, groves of birch, beech, maple, and ash, succeeding to the evergreens, among which the most common are the hemlock, spruce, fir, and cedar, with the valuable white pine intermixed with and overtopping the rest. In the lower lands along the streams a denser growth of the evergreens is more common, forming almost impenetrable swamps of cedar, tamarack or hackmatack, and hemlock. In these woods and mountain solitudes are found the panther, the great black bear, the wolf, the wild-cat, the lynx, and the wolverine. The moose is said to be extinct, but deer are abundant; and so, also, are the fisher, sable, otter, mink, muskrat, fox, badger, woodchuck, rabbit, and several varieties of the squirrel. There are scarcely any snakes, and none large or venomous. Among the birds are the grand black war-eagle, several kinds of hawk, owl, loon, and duck; the crane, heron, raven, crow, partridge, and numerous smaller birds. The salmon-trout and the speckled trout swarm in the lakes, and the latter also in the brooks and rivers. The lake-trout are caught sometimes of 20 pounds and more in weight; but the speckled trout are seldom large.

Outfit and Guides.—Nearly all traveling in the Adirondacks is done by means of boats of small size and slight build, rowed by a single guide, and made so light that the craft can be lifted from the water and carried on the guide's shoulders from lake to lake or from stream to stream. Competent guides, steady and intelligent men, can be hired at all the hotels for \$2 to \$3 a day, who will provide boats, tents, and everything requisite for a trip. Each traveler should have a guide and a boat to himself, and the cost of their maintenance in the woods is not more than \$1 a week for each man of the party. The fare is chiefly trout and venison, of which an abundance is easily procured. A good-sized valise or carpet-bag will hold all the clothes that one person needs for a two months' trip in the woods, besides those he wears in. The following list comprises the essentials of an outfit for a man: A complete undersuit of woolen or flannel, with a "change"; stout pantaloons, vest, and coat; a felt hat; two pairs of stockings; a pair of common winter-boots and camp-shoes; a rubber blanket or coat; a pair of pliable buckskin gloves, with chamois-skin gauntlets tied or buttoned at the elbow; a hunting-knife, belt, and a pint tin cup; a pair of warm blankets, towel, soap, etc. A lady's outfit should comprise: A short walking-dress, with Turkish drawers fastened with a band tightly at the ankle; a flannel change throughout; thick balmoral boots, with rubbers; a pair of camp-shoes, warm and loose-fitting; a soft felt hat, rather broad in the brim; a water-proof or rubber coat and cap; a pair of buckskin gloves with armlets of chamois-skin or thick drilling, sewed on at the wrist of the glove and buttoned near the elbow so tightly as to prevent the entrance of flies; and a net of fine Swiss mull as a protection against mosquitoes, gnats, etc.

Game Laws.—By the laws of New York, the killing of *quail* is prohibited between Jan. 1st and Nov. 1st; of *partridge*, between Jan. 1st and Sept. 1st; of *woodcock*, between Jan. 1st and Aug. 1st; of *wood-duck*, *wild duck*, *wild goose*, or *brant*, between May 1st and Sept. 1st. The killing of *moose* and *deer* is prohibited between Dec. 1st and Sept. 1st. It is unlawful to kill deer with

any kind of trap or spring-gun ; to kill fawns in the spotted coat ; or to chase deer with dogs. The taking of *speckled trout* is prohibited between Sept. 1st and April 1st ; of *black bass*, between Jan. 1st and May 20th ; of *salmon* or *lake trout*, between Oct. 1st and March 1st. "No person shall use any swivel or punt gun, or net, for killing or capturing any wild duck, goose, or brant ; nor use any gun, except such as are habitually fired from the shoulder, under penalty of \$100 ; nor shoot at wild fowl from a sail or steam vessel, or by the light of a lantern during the night, under penalty of \$25. No blind, trap, net, or snare shall be used for taking any of the above-named birds, nor trout, black bass, or pickerel. Penalty, \$25 to \$50."

Fares.—From New York to Plattsburg, \$9.05 ; to Ausable Chasm, \$9 ; to Elizabethtown, \$8.50 ; to Port Kent, \$8.50 ; to Westport, \$7.50 ; to Lake Placid, \$11 ; to Keeseville, \$9 ; to Paul Smith's, \$13.55 ; to Prospect House, \$14.55 ; to Miller's, \$13.55 ; to Bartlett's, \$14.55 ; to Luzerne, \$5.15 ; to North Creek, \$6.40 ; to Blue Mt. Lake, \$8.90 ; to Long Lake Village, \$10.90 ; to Schroon Lake Village, \$7.90 ; to Root's, \$8.70. Local fares are given in the description of the routes.

There are several routes by which the Adirondack Wilderness may be entered. Route No 1 is *via* Plattsburg, on Lake Champlain, though this is no longer the direct popular route from New York and points south. From New York, Plattsburg is reached by Route 42 or Route 43 ; from Boston, by Route 27 or 28 to Burlington, and thence by steamer across the lake. The route above mentioned is from N. E. to S. W. Route No. 4 almost directly reverses the preceding, and is from S. W. to N. E. It is the favorite route for tourists and travelers approaching from the south, who wish to make the most direct entrance into the heart of the wilderness. This is *via* the Adirondack R. R., from Saratoga Springs to North Creek, and thence by stage. The other routes mentioned are of less importance, though pursued by many tourists every summer, either in going or coming, as they intersect the preceding routes, or furnish agreeable minor excursions.

I. From Plattsburg into the Heart of the Wilderness.

From Plattsburg (see Route 43) a railway runs S. W. to *Ausable*, on the Ausable River (20 miles, fare \$1). At Ausable, stages connect with the trains, and convey the traveler either to Miller's (fare, \$3.50), to Paul Smith's (fare, \$3.50), or to Keeseville (fare, \$1.50). The ride to Martin's (37 miles) is over a good road, amid picturesque scenery, **Whiteface Mountain**, the great outpost of the Adirondacks, being in sight for a considerable portion of the way. At the village of *Ausable Forks*, 3 miles from the railway terminus, the traveler can (by hiring a special conveyance) turn off into a road which leads through the famous * **Wilmington Pass**, and can regain the main road about 2 miles before it reaches Saranac Lake. The distance by this route is not much longer than by the main road, and the scenery is incomparably finer. The view of Whiteface from Wilmington was pronounced by Prof. Agassiz to be one of the finest mountain-views he had ever seen. The mountain is easily ascended from *Wilmington*, where guides may always be had. A carriage-road leads nearly to the summit, and the remainder of the ascent is on horseback. There is a house near the summit, where a comfortable night's lodging may be obtained. The * view from Whiteface (4,918) ft. high, is indescribably grand, only

surpassed by that from the top of Mount Marcy. The "Pass" is 6 miles beyond Wilmington. It is a profound chasm cloven boldly through the flank of Whiteface, scarcely wide enough for the road and the river, and 2 miles long. Through the Pass flows the Ausable River, with a succession of rapids and cataracts, and on either side rises a majestic mountain-wall, so high that the crowded row of pines along its broken and wavy crest is diminished to a fringe. At the foot of Whiteface, on the S. W. side (reached by a road which branches off to the right just beyond the Notch), lies * **Lake Placid**, one of the loveliest lakes of the Wilderness, 5 miles long and about 2 miles wide. There are several large hotels here (*Lake Placid House*, *Stevens*, *Grand View*, and *Nash's*, each \$8 to \$10 per week), and it is a favorite summer resort, the fishing being good, and the scenery delightful. One of the best views of Whiteface is obtained from Lake Placid, and near its southern shore is one of the curiosities of the region, *Paradox Pond*, whose outlet in high water flows back on the lake. Also near by is *Mirror Lake*, formerly called Bennett's Pond. Two miles S., on the road to Elizabethtown, is the hamlet of *North Elba* (*Mountain View House*), close to which (on the S.) is the house and farm "of John Brown, of Ossawattomie," who lies buried close by. The usual route to Lake Placid is by way of Westport (see Route 43) and Elizabethtown (Sub-Route III).

The regular stage-route to Paul Smith's and Miller's leads from Ausable Station by Ausable Forks to *French's Hotel* (18 miles), where a stop is made for dinner. The Saranac River is then followed for 10 miles to **Bloomingdale** (*St. Armand House*), which is a convenient center from which to visit several resorts. Miller's is 8 miles distant, and Paul Smith's 10 miles. Seven miles N., reached by private conveyance) is the fish-abounding *Rainbow Lake* (*Wardner's Rainbow House*), 3 miles long and about 1 mile wide. Near Wardner's are Jones Pond, Round and Mud Ponds, Loon Lake (all famous fishing-grounds); and 9 miles N. E. is Lewis Smith's *Hunter's Home*, on the N. Saranac. At Bloomingdale the road forks, one arm extending S. W. to Miller's (8 miles) and the other N. W. to Paul Smith's (10 miles). The route to Miller's passes up the valley of the Saranac.

Miller's Saranac House (200 guests) is a large and comfortable hotel on the very edge of the beautiful *Lower Saranac Lake*, which is 7 miles long and 2 miles wide, studded with romantic islands, 52 in number. This is one of the best places in the Adirondacks to procure guides, boats, and camp-equipage, and is also an excellent point from which to make excursions. The Saranac River connects the lake with *Round Lake*, 3 miles W. Round Lake is about 2 miles in diameter, is a beautiful sheet of water, dotted with islets, and is famous for its storms. It is in turn connected with the *Upper Saranac Lake* by another stretch of the Saranac River, on which stands *Bartlett's Hotel*, one of the best and most frequented of the Adirondack taverns. A small steamer plies on the Lower Saranac, running from Miller's to the rapids below Round Lake, whence row-boats carry the passengers to Bartlett's. From a point near Bartlett's a fine view can be obtained of Round Lake and the surrounding mountains, and a guide will conduct the traveler to the

summit of *Ampersand Mountain*, whence the view is superb. At the foot of the mountain, on the S., lies the sequestered *Ampersand Lake*, where Agassiz, Lowell, and Holmes used, a few years ago, to pitch their "Philosophers' Camp." A short "carry" of $\frac{1}{2}$ mile conducts from Bartlett's to the ***Upper Saranac Lake**, the largest and one of the most beautiful of the Adirondack lakes. It is 8 miles long and from 1 to 3 miles wide, and its surface is studded with little islands. At its head is **Prospect House**, another favorite resort, commanding delightful views, and situated in the vicinity of good hunting-ground and excellent fishing-waters. A telegraph line connects the hotel with the outer world, and good roads run out to Miller's (16 miles) and Paul Smith's (17 miles), and continue to the main stage-road already described. A small steamer plies on the lake, making the circuit from the Prospect House twice daily, and touching at the Sweeney Carry, Corey's, and Bartlett's (fare \$1). The "Route of the Nine Carries" conducts from the Upper Saranac to *St. Regis Lake*, on which is situated ***Paul Smith's**, the largest and by many considered the best hotel in the Wilderness (300 guests). It is equally popular with Miller's as a rendezvous and outfitting-point, for which it offers many advantages. It has a telegraph-office, and is connected by stage-road with Ausable, at the terminus of the Plattsburg R. R. (38 miles), with Miller's (14 miles), and with the Prospect House (17 miles). *St. Regis Lake* is one of the most picturesque of the group, and is surrounded by numerous small ponds. A short distance N. E. lies the *Rainbow Lake*, a favorite resort with fishermen (see above).

The "Round Trip" from Paul Smith's comprises a circuit of about 45 miles, including the *St. Regis* and *Saranac Lakes*, and the principal adjacent points of interest, and affording every variety of locomotion known to the Wilderness, without enough of any to become wearisome. The route is as follows: By boat across Lower *St. Regis Lake*, *Spitfire Pond*, and Upper *St. Regis Lake*, with connecting streams (4 miles); on horse or foot over the *St. Germain Carry*, $1\frac{1}{2}$ mile (horse \$1.50); boat across *Big Clear Pond* (2 miles); carriage to the Prospect House at head of Upper *Saranac Lake*, 3 miles (boat \$1.50, passengers 50c. each); on small steamer through *Saranac Lake*, 8 miles (fare \$1); short carry to Bartlett's (50c.) and thence by river and Round Lake (3 miles); by steamer on *Saranac River* and Lower *Saranac Lake* to Miller's (9 miles); carriage from Miller's to Paul Smith's (14 miles). From Miller's the "Round Trip" may be made in reverse order.

At Bartlett's (see above) three great Wilderness routes diverge: one N. to Paul Smith's, already described in the "Round Trip"; another W., to the Tupper Lake region; and a third S., to Long and Raquette Lakes. The route to the Tupper Lakes is from Bartlett's or the Prospect House to the S. W. end of the Upper *Saranac Lake*, whence *Sweeney's Carry* leads across in 3 miles to the Raquette River (boats hauled across for \$1.50). From the W. terminus of the carry a small steamer runs down the river to Cronk's on ***Tupper Lake**, which is so named from the guide or hunter who first discovered it. It is a lovely sheet of water, 7 miles long by 1 to 3 miles wide, surrounded by primeval forests, and containing many picturesque rocky islands, covered with evergreens. At its head the wild and little-explored Bog River flows into the lake over a romantic cascade, which forms one of the great attractions of

the Adirondacks, being a famous place for trout, and having near by one of the most popular hotels in the Wilderness (*Cronk's Lake-Side House*). At the N. end of the lake is *Moody's Tupper Lake House*, and from this point the Raquette River may be descended to the pretty *Piercefield Falls* (9 miles), or to *Big Wolf Pond* (10 miles). The latter is reached by turning off from the river into Raquette Pond 2 miles below Lake Tupper, and then ascending Wolf Brook to *Little Wolf Pond*, whence a carry of $\frac{1}{2}$ mile leads to Big Wolf Pond. From the S. end of Tupper Lake an easy route leads 9 miles S. through the lovely *Round Pond* to **Little Tupper Lake**, a lonely and sequestered sheet of water, 6 miles long, dotted with islands, and hedged in by rugged and precipitous shores. It is comparatively little visited on account of its remoteness, but affords excellent sport. On Sand Point, near the foot of the lake, is a small tavern and store. From Little Tupper a series of small ponds and carries leads E. to Long Lake.

From Cronk's a route leads over a 3-mile carry to *Horseshoe Pond*, and thence through a chain of ponds with an occasional short carry 12 miles farther to the dismal and deer-abounding **Mud Lake**, 4 miles in circumference. This lake is covered in their season with lily-pads and margined with rank wild grass, which attracts deer in greater numbers than any other spot in the Wilderness. It is also said to have been a favorite feeding-ground of the moose before they were exterminated. Seven miles N. of Mud Lake is **Cranberry Lake**, one of the largest of the Adirondack series, being 15 miles long and 1 to 5 miles wide. It discharges to the N. through the Oswegatchie River, and is usually visited from the W. via *Gouverneur*, a station on the Rome, Watertown & Ogdensburg R. R., 108 miles from Rome (see Route 39). The distance from Gouverneur to the lake is 36 miles. *Silver Lake*, *Pleasant Lake*, and numerous other ponds and lakelets lie scattered in every direction over this remote and desolate region.

The usual route from the Saranac region to Long Lake and Raquette Lake is via *Corey's*, a beautifully situated hotel at the S. end of the Upper Saranac Lake (2 miles from Sweeney's Carry), whence the *Indian Carry* leads across in 1 mile (75c. a load) to the *Stony Creek Ponds* (sometimes called Spectacle Ponds). *Farmer's Hotel* (40 guests) stands at the S. terminus of the carry close by the first of the Stony Creek Ponds, which are three in number and discharge by Stony Creek into the Raquette. The river is entered at a point 20 miles from Tupper Lake and about 13 miles from Long Lake. The route is up-stream, and in 7 miles *Mother Johnson's* tavern, rendered famous by Murray, is reached. Mother Johnson died in 1875. A few rods above the house are the *Raquette Falls*, about 12 ft. high, around which the boats are hauled ($1\frac{1}{4}$ mile, \$1.50 a load). About 4 miles above Johnson's Carry, the mouth of Cold River, coming down from Mt. Seward, is passed; and a mile beyond the boat enters * **Long Lake**, with Buck Mt. on the right and the Blueberry Mts. on the left. Long Lake is the longest, though not the widest, of the Adirondack lakes, and for 20 miles resembles a great river. The scenery on the lake itself is varied and exquisite, and from it a noble view can be had of *Mt. Seward*, 4,348 ft. high. On the E. side of the lake ($3\frac{1}{2}$ miles from the head) is *Long Lake Village* (*Long Lake Hotel*), the center of supplies for all the adjacent region and the starting-point for routes radiating in all directions. Many noted guides

live here, and the vicinity is much frequented by sportsmen. Stages run twice weekly in the sporting season *via* Newcomb and Minerva to *N. Creek* on the Adirondack R. R. and *Pottersville* at the foot of Schroon Lake (Sub-Route IV), each about 40 miles distant (fare, \$4.50). The Carthage road runs S. W. past the N. end of Raquette Lake. *Little Tupper Lake* (see above) is visited from Long Lake by a route of 15 miles leading through Slim and Clear Ponds. *Blue Mountain Lake* (see p. 200) is about 8 miles from the village *via* South Pond. *Grampus Lake* is reached from Long Lake by ascending the Big Brook; and the Handsome and Mohegan Ponds may be visited from Grampus. Near the head of the lake on the W. is * *Owl's-Head Mountain* (2,789 ft. high), which is easily ascended with guides, and which affords a fine view. At its base lie Clear Pond and Owl's-Head Pond, famous for trout.

From the S. end of Long Lake an easy route of 10 miles with two carries leads through *Forked Lake*, a lovely sheet of water 5 miles long, to * **Raquette Lake**, the last of the great chain of lakes we have been following. Shortly after leaving Long Lake the picturesque *Buttermilk Falls* are passed, and the entire journey is through the midst of fine forest scenery with occasional mountain-views. Raquette Lake is 12 miles long and 5 miles wide at the widest part, and its surface is sprinkled with the most beautiful little islets. Dense forests close in on every side, and as it is comparatively unfrequented it makes rich returns to the sportsman. A short distance from its N. end is *Cary's Hotel*, which is connected by a rough stage-road with Long Lake Village (14 miles). *Hathorn's Forest Cottages* are in a pleasant grove at South Beach, and *Blanchard's Camp* is at the head of Marryatt's Bay. Most visitors to the lake encamp on one of its projecting points. There is a multitude of lakelets and ponds in the vicinity of Raquette Lake, but only two or three require special mention. *Shallow Lake* (reached by an inlet from Marryatt's Bay) and *Queer Lake* (2 miles S.) are noted for trout. *Beach's Lake*, a fine sheet of water, $3\frac{1}{2}$ miles long, lies 4 miles N. W., and is reached by a long and tedious "carry." A series of ponds and carries leads from Beach's Lake to Little Tupper Lake (already described), but the route is long (15 miles) and difficult. *Salmon Lake* is N. of Beach's Lake, and may be reached by a carry of 2 miles. A pull of 4 miles up the Brown Tract Inlet, from the S. W. point of Raquette Lake, and a carry of $1\frac{1}{2}$ mile lead to the upper or eighth of the chain of **Fulton Lakes**, which extend southwestward into the "John Brown Tract" (see p. 160). From the *Eighth Lake* a short portage leads to the *Seventh*, from which the *Sixth* can be reached by boat. There is a portage between *Sixth* and *Fifth*, and also one between *Fifth* and *Fourth*. * **Fourth Lake** is the largest of the chain; it is studded with islands and surrounded by rugged and precipitous shores. Hemlock grows down to the edge of the water; and in the undisturbed repose of the waters the fringes of foliage are clearly reflected. In the center of the lake is a beautiful rocky islet known as *Elba*. There is a passage for boats into *Third Lake*, close by which Bald Mountain frowns down; and the passage continues open to *Second Lake*. *Second* is hardly distinguishable from *First Lake*, there being a mere sand-bar between

them. This section is seldom visited save by hunters and fishermen, to whom it yields rich returns. It is most easily reached from stations on the Utica & Black River R. R. (see Route 39). *Boonville* on this railway is about 55 miles from Raquette Lake *via* the Fulton Lakes.

The Marion River (also called the E. Inlet) is the largest feeder of Raquette Lake, and by ascending it and passing through the Utowana and Eagle Lakes (total distance 12 miles, with but one carry of $\frac{1}{2}$ mile) we reach ***Blue Mountain Lake**, one of the loveliest of the Adirondack chain, 3 miles in diameter, irregular in shape, and 1,821 ft. above the sea. It is surrounded by dense forests, and in the lake and adjacent ponds are abundance of trout. The hotels are the elegant *Prospect House* (500 guests), the *Blue Mt. Lake House* (200 guests), and the *Blue Mt. House*. **Blue Mountain** (3,824 ft. high) overlooks the lake, and is ascended by a well-defined trail. The view from its summit is extremely fine. From the hotels on the lake a line of steamers make daily trips through the intervening lakes, Eagle, Utowana, and Raquette, Forked Lake and Long Lake to Saranac, making a total distance of 20 miles.

Daily stages run in 30 miles to *N. Creek* on the Adirondack R. R. (fare, \$2.25), and the tourist may either pass out in this direction, or return toward Long Lake and visit the Indian Pass by a very rough journey through the wildest part of the Wilderness (see Sub-Route IV).

II. Port Kent to Ausable Chasm and the Saranac Lakes.

Port Kent is on the W. shore of Lake Champlain, 12 miles above Plattsburg and nearly opposite Burlington, with which it is connected by steamer (see Route 43). Here stages connect with trains and steamers and convey passengers to the *Lake-View House* (3 miles) and to *Keeseville* (5 miles). The Lake-View House stands on a far-viewing eminence just above the hamlet of Birmingham, and is the most convenient point from which to visit the Chasm. Near Keeseville, the Ausable River flows over the Alice Falls, and then descends a line of swirling rapids to the ***Birmingham Falls**, where it plunges over a precipice 70 ft. high into a semicircular basin of great beauty. A few rods farther down are the Horseshoe Falls, near which the gorge is entered from above by a stairway of 166 steps leading down a cleft in the rock (fee 50c.). Below this the stream grows narrower and deeper, and rushes through ***Ausable Chasm**, where at the narrowest point a wedged boulder cramps the channel to the width of 6 or 8 ft. Still lower down the walls stand about 50 ft. apart and are more than 100 ft. high, descending to the water's edge in a sheer perpendicular line. The chasm is nearly 2 miles long, and from the main stream branches run at right angles through fissures, some of which offer very striking and beautiful effects. Stairways, walks, and galleries enable the visitor to reach the principal points of interest; and with the aid of boats constructed especially for the purpose the entire Chasm can be traversed. The entrance fee of 50c. entitles the traveler to visit all points reached by the galleries and walks, including the boat-ride from Table Rock to the

Pool; for the boat-ride from the Pool down the rapids to the basin at the end of the gorge an additional fee of 50c. is charged.

Stages run from the Lake-View House and Keeseville to Martin's or Paul Smith's (fare \$4.50). From *Ausable Station* the route is the same as that described in the preceding route. The only difference between these two entrances to the Adirondack region is that *Ausable Station* is reached by a railway-journey of 20 miles from Plattsburg and by a stage-ride of 13 miles from Port Kent. The latter is usually taken only by those who wish to include the *Ausable Chasm en route*.

III. Westport to Elizabethtown and Keene Valley.

Westport is on the shore of Lake Champlain, a few miles S. of Port Kent, and is reached by railway (Route 43) or by steamer (Route 44). It is described in Route 43. From Westport stages run 8 miles W. to **Elizabethtown**, a favorite summer resort, lying just within the borders of the mountain-region amid singularly picturesque and impressive scenery. The *Mansion House* and the *Valley House* are good hotels, and there are several large boarding-houses. The village stands on a plateau, closed in on all sides by lofty hills and mountain-peaks, most of which may be ascended without difficulty. The *Hurricane Peak* lies 5 miles W., and may be ascended with guides. The view from its summit is one of the most pleasing that the Adirondacks afford. The *Giant of the Valley* is also sometimes ascended from this place, though the route is long and difficult; and a singularly lovely view may be obtained from *Cobble Hill*, a dome-like elevation about a mile S. W. of the town. *Raven Hill* is a lofty peak to the E., from the summit of which Lake Champlain and the Green Mountains are combined in a noble view. A delightful drive from Elizabethtown is down Pleasant Valley to the romantic cascades of the Boquet River; or 8 miles S. W. to the *Split-Rock Falls*, where a mountain-brook descends 100 ft. through a rugged and resounding gorge. There is good fishing in the vicinity of the village, in the Boquet River, in Black and Long Ponds, and in the trout-abounding New Pond.

Elizabethtown is the center from which several important stage-routes diverge. The State Road through the mountains here intersects the Great Northern Highway which runs S. to Schroon Lake (32 miles) and N. to Keeseville (21 miles). Stages connect with all trains at Westport, 8 miles distant (fare, \$1). Daily stages run to the head of Keene Valley (17 miles, fare \$1.50). Daily stages also run to Miller's on Saranac Lake, *via* Keene, N. Elba, and Lake Placid (distance, 35 miles; fare, \$3). Stages run to Schroon Lake *via* Root's on Mondays, Wednesdays, and Fridays, returning alternate days (fare, \$2.50).

About 10 miles W. of Elizabethtown is the beautiful * **Keene Valley**, nestling between two lofty mountain-ranges, and watered by the S. branch of the Ausable River. From the village of *Keene* (Bell's Hotel) at the N. end to Beede's at the S. end the valley is nearly 8 miles long; and at different points in it are the *Tahawus House*, the *Maple-Grove Mountain House*, *Crawford's*, *Hull's* (\$7 per week), the *Astor House* (\$6 to \$8 per week), *Beede's*, and several others. Beede's, at the S. end, affords an excellent starting-point for several interesting excursions.

sions. Close by are * *Roaring-Brook Falls*, where a brawling mountain-brook dashes over a cliff 500 ft. high in a succession of cascades. Four miles away is the romantic *Hunter's Pass*; and nearer at hand is the lovely *Chapel Pond*, nestling at the base of Giant of the Valley, Camel's Hump, and Bald Peak, which almost close it in. About 5 miles from Beede's, reached by a rude forest-path, are the lonely and sequestered * **Ausable Ponds**, which are among the loveliest of the smaller Wilderness lakes. They are separated from each other by an easy "carry" a mile long. Near the Lower Pond are the beautiful *Rainbow Falls*; and it is only 7 miles from the Upper Pond to the summit of * **Mount Marcy**, the monarch of the Adirondack group. Guides and an outfit may be obtained at the hotels in Keene Valley, and the ascent, which with the return requires 2 days, well repays the labor. The trail itself is wonderfully picturesque, and the view from the summit (5,337 ft. high) embraces the entire Adirondack region, together with Lake Champlain and the Green Mountains of Vermont.

Other routes to the summit of Mt. Marcy are from Adirondack by a trail 12 miles long; from Root's Inn by a road, bridle-path, and trail in 20 miles; and from *Scott's* by way of the Indian Pass in 23 miles. All these are described in Sub-Route I.

The stages from Elizabethtown to Miller's cross Keene Valley at its N. end, traverse the picturesque pass between Pitch-Off and Long Pond Mountains, and stop for dinner at *Edmond Ponds* (4 miles from Keene). Seven miles farther (22 miles from Elizabethtown) is the *Mountain-View House*, formerly known as *Scott's*, commanding fine views and a convenient center for excursions. About 2 miles beyond is John Brown's farm and grave, near which is the hamlet of *N. Elba*, and in 2 miles more *Lake Placid* is reached (fare from Elizabethtown, \$2.50). Lake Placid and the route thence to Miller's (13 miles) are described in Sub-Route I.

IV. Saratoga Springs to Schroon, Long, and Raquette Lakes.

By this route, the most popular one, as before stated, from the S., the tourist enters the Adirondack region in the reverse direction to that followed in No. 1. Far more tourists enter by this route than by any other. The Adirondack R. R. runs northward from Saratoga Springs to North Creek (58 miles; fare, \$2.50), and when completed will extend to Lake Ontario, opening up immense iron and lumber regions. It is a most picturesque route, running straight up the lovely Kaderosseras Valley, from Saratoga, and passing at one place over a trestle-work 1,310 ft. long. It crosses the Sacandaga River by a bridge 450 ft. long and 96 ft. high, and passes near *Corinth Falls*, where the Hudson, with a width of only 50 ft., makes a leap of 60 ft. over the precipice. At *Hadley* (22 miles) passengers leave the train for **Lake Luzerne**, which, with the village of the same name, lies just across the Hudson. Lake Luzerne is a small but exceedingly picturesque body of water, and is a popular summer resort, and a favorite excursion

from Saratoga Springs. There are several hotels in the village, of which the *Wayside Hotel* and *Rockwell's* are the best; and the fishing, hunting, and boating are excellent. From *Potash Hill*, near the lake, an admirable view is obtained, and Lake George is only 10 miles distant (reached by a good road). From *Thurman* (36 miles from Saratoga) stages run in 9 miles to Caldwell, at the head of Lake George (see Route 43); and from *Riverside* (50 miles) stages run in 6 miles to **Pottersville**, which is only a mile from Schroon Lake (fare, \$1).

***Schroon Lake** is 10 miles long and about $2\frac{1}{2}$ wide, and is surrounded by lovely scenery. A boat plies on its waters, connecting the landing at Pottersville with *Schroon Lake Village*, the principal summer resort in this vicinity. The village lies on the W. shore of the lake, and, besides numerous boarding-houses, has several summer-hotels (the *Leland House*, *Schroon Lake House*, and *Ondawa House*). The boating and fishing on the lake are unsurpassed, and excursions may be made (with guides) to the summit of *Mt. Pharaoh*, to the top of *Mt. Severn*, and to the beautiful **Paradox Lake**, which lies 4 miles above the N. end of Schroon Lake. At the foot of Mt. Pharaoh is *Pharaoh Lake*, famous for the abundance of its trout.

Daily stages run from N. Creek *via* Indian Lake to *Blue Mt. Lake* (Sub-Route I). Stages also run twice a week from N. Creek (and also from Pottersville) to Minerva, Tahawus, Newcomb, and Long Lake Village (40 miles; fare, \$4.50). The Long Lake and Raquette Lake region is described in Sub-Route I. *Tahawus* (Lower Iron Works) is a decayed hamlet in the very heart of the Adirondack mountain-system. At this point the road to Long Lake turns directly W. and soon reaches the village of **Newcomb** (*Newcomb House*, *Aunt Polly's Inn*), which is a good point at which to procure guides, boats, and camp equipage. Near Newcomb are *Lakes Harris*, *Delia*, and *Catlin*, and 12 miles W. is *Long Lake Village* on Long Lake (Sub-Route I).

From Tahawus, a picturesque road leads 11 miles N. to the hamlet of *Adirondack* (or Upper Iron Works), once a thriving mining town, but now in ruins, save a few buildings used as the headquarters of a hunting and fishing club. It lies in the midst of singularly wild and impressive scenery. A mile S. of the village is *Lake Sandford*, skirted by the road from Tahawus, and 5 miles long. On the N. are Henderson Mountain and Lake, and beyond these ($2\frac{1}{2}$ miles from the village) are the lovely *Preston Ponds*, which afford as good trout-fishing as is to be had in the entire region. *Mount Seward*, one of the loftiest of the group (4,348 ft.), lies 8 miles to the N. W., and *Mount Marcy*, the monarch of the region (Sub-Route III), may be ascended by an easy but devious path 12 miles long. The trail to the summit leads past the exquisite *Lake Colden*, and near **Avalanche Lake**, which is one of the highest of the Adirondack lakes (2,846 ft. above the sea). The greatest attraction, however, and perhaps the finest sight in the Adirondacks, is the ***Indian Pass**, a stupendous gorge between Mts. Wallface and McIntyre, in the wildest part of that lonely and savage region which the Indians rightly named "Conyacrage," or the Dismal Wilderness, the larger part of which has never yet been visited by white men, and

which still remains the secure haunt of the wolf, the panther, the great black bear, and the rarer lynx and wolverine. The springs which form the source of the Hudson are found at an elevation of more than 4,000 ft. above the sea, in rocky recesses, in whose cold depths the ice of winter never melts entirely away. Here, in the center of the pass, rise also the springs of the Ausable, which flows into Lake Champlain, and whose waters reach the Atlantic through the mouth of the St. Lawrence, several hundred miles from the mouth of the Hudson; and yet, so close are the springs of the two rivers, that "the wild-cat, lapping the waters of the one, may bathe his hind-feet in the other; and a rock rolling from the precipice above could scatter spray from both in the same concussion." In freshets, the waters of the two springs actually mingle. The main stream of the Ausable, however, flows from the N. E. portal of the pass; and the main stream of the Hudson from the S. W. The latter is locally known as the Adirondack River, and after leaving the pass flows into Lakes Henderson and Sanford. The Indian Pass is reached from Adirondack by an easy and well-marked trail; and after traversing it the visitor may descend in 10 miles by a path blazed on the trees to *N. Elba* (see Sub-Route I). A long and arduous trail leads from Adirondack to Keene Valley by way of the Ausable Ponds.

V. Schroon Lake to Elizabethtown and Keeseville.

From Pottersville (see p. 194) the Great Northern Highway runs almost due N. to Elizabethtown (32 miles; fare, \$2.50) and Keeseville (53 miles; fare, \$4). Stages run on this route three times a week (Tuesdays, Thursdays, and Saturdays, returning alternate days), leading for the first 10 miles along the shores of Schroon Lake, and then up the valley of Schroon River, passing for the greater part of the entire distance amid picturesque and striking scenery. Ten miles from Schroon Lake the stage stops at **Root's Inn**, one of the favorite resorts of sportsmen. Roads from Ticonderoga (23 miles distant) and Crown Point (18 miles distant) intersect at this point; and several of the Adirondack attractions are within easy excursion-distance. *Mt. Marcy* (Sub-Route III) is visited by a wagon-road leading in 10 miles to Mud Pond, whence a forest bridle-path leads in 9 miles to the foot of the mountain, and a well-defined trail to the summit. Beyond Root's the road traverses the beautiful Schroon Valley to its head, climbs the mountain-pass, and descends into Pleasant Valley, passing the Split-Rock Falls. *Elizabethtown* (32 miles from Schroon) is described in Sub-Route III. Beyond Elizabethtown the road traverses the picturesque gorge of Poke-o'-Moonshine, and passes in 22 miles to *Keeseville* (Sub-Route II). At Elizabethtown and Keeseville connection is made with the usual routes into the Adirondack lake-region.

VI. Skeleton Tours or "Round Trips."

The following tour can be made in ten days or two weeks, and will embrace the most striking "sights" of the Wilderness: From Crown Point, on Lake Champlain, to *Root's Inn* (see above), 18 miles; thence

to *Tahawus*, 20 miles; thence to *Long Lake*, 20 miles. From *Tahawus* to *Adirondack*, 11 miles. From *Adirondack* to the summit of *Mt. Marcy* (with guides); also to the *Indian Pass*, the most majestic natural wonder, next to *Niagara Falls*, in the State. From the *Indian Pass* to *N. Elba*, on the *Elizabethtown* road (10 miles through the woods). From *N. Elba* to *Miller's*, on the *Saranac Lake*. From *Miller's* to *Keeseville* and the famous *Ausable Chasm*.

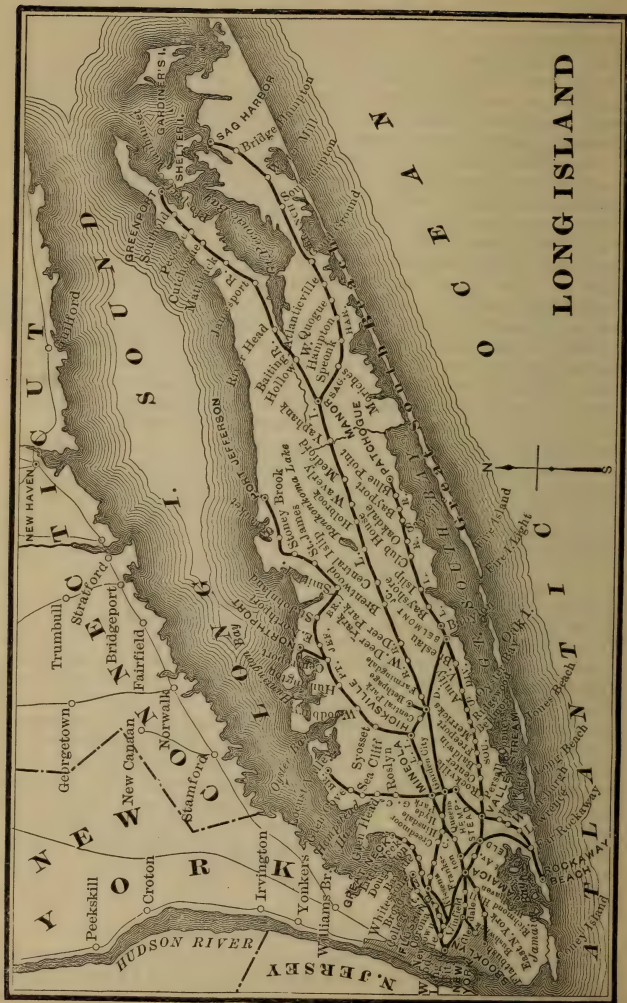
The following is a very popular "round trip" (all tramping), which embraces the "Heart of the Adirondacks": Start from *Beede's* at the head of *Keene Valley*, and go by forest-path 4 miles to *Lower Ausable Pond*; boat through pond 2 miles; trail 1 mile to the *Upper Ausable Pond*; boat through *Upper Pond* 3 miles; trail 7 miles to summit of *Mt. Marcy* through *Panther Gorge* and past *Cathedral Rocks*; trail 7 miles to *Lakes Colden* and *Avalanche*, past *Lake Perkins* or "Tear of the Clouds" (the highest of the *Adirondack* waters, 4,312 ft. above the sea) and *Opalescent Flume*; from *Lake Colden* 5 miles past *Calamity Pond* to *Adirondack*; thence up the *Hudson* 5 miles to the *Indian Pass*; thence down the *Ausable* to *N. Elba* and *John Brown's* grave, 10 miles; thence to *Lake Placid*, 5 miles; through *Lake Placid*, 5 miles; to summit of *Whiteface Mt.*, $3\frac{1}{2}$ miles; thence to *Wilmington*, and out by any route that may be selected. This trip takes in some of the wildest and most characteristic scenery of the *Adirondacks*, including the wonderful *Indian Pass*, the hardly less wonderful *Panther Gorge* on the E. of *Mt. Marcy*, and that great geological curiosity, the mammoth trap-dike of *Lake Avalanche*. There are good "camps" at *Upper Ausable Pond*, *Panther Gorge*, *Lake Perkins*, near the summit of *Mt. Marcy*, and at *Lake Colden*.

VII. Lake Pleasant.

Lake Pleasant is in *Hamilton County*, *New York*, on the borders of the *Adirondack* region, and is reached from *Amsterdam* on the *New York Central R. R.* by a stage or carriage ride of 50 miles. There are numerous lakes in the vicinity besides *Pleasant*, the chief of which are *Round* and *Piseco*; and the *Saranac* region is connected with *Lake Pleasant* by intermediate waters and portages. Deer and other game are abundant in the forests, and fine trout may be taken in all the brooks and lakes. *Sageville* is a thriving little village, situated on elevated ground between *Lakes Pleasant* and *Round*, and the *Lake Pleasant House* there is a favorite resort. The *Sturgis House* is a large hotel at the outlet of the lake. **Piseco Lake** is larger than *Lake Pleasant*, and lies about 8 miles W. *Raquette Lake* (see p. 199) is 30 miles distant by boat on *Jessup's River* and *Indian* and *Blue Mt. Lakes*. Guides and camp equipage may be obtained at the hotels.

45. Long Island.

LONG ISLAND, part of the State of *New York*, is 115 miles in extreme length from E. to W., with an average width of 14 miles, and an area of 1,682 square miles. It is bounded on the N. by *Long Island*



Sound, which separates it from Connecticut, and on the S. by the Atlantic Ocean, while East River separates it from New York City. The northern half of the island is agreeably diversified with hills, but the surface is, for the most part, strikingly level. The coast is indented with numerous bays and inlets; and delicious fresh-water ponds, fed by springs, are everywhere found on terraces of varying elevation. These little lakes, and the varied coast-views, give Long Island picturesque features which, if not very imposing, are certainly of a most attractive and pleasing character, heightened by the rural beauty of the numerous quiet little towns and charming summer villas. Along the southern shore of the island, which is a network of shallow, landlocked waters extending 70 miles, fine shooting and fishing may be had. Hotel and boarding-house accommodation is ample. The leading city of Long Island (*Brooklyn*) and the two most frequented resorts (*Coney Island* and *Rockaway Beach*) have already been described in Routes 1 and 2.

a. Long Island R. R. Main Line and Branches.

The entire railway system of Long Island is under one management, but there are three divisions so distinct that it will be convenient to follow them here. The Main Line of the Long Island R. R. extends along the central line of the island, branching at its E. end, as the island itself does. There are three depots at the W. end: one in Long Island City (Hunter's Point), reached from New York by ferries from Pier 17, East River, at the foot of Wall St., from James's Slip, from the foot of E. 7th St., and from the foot of E. 34th St.; and two in Brooklyn (at the cor. of Flatbush and Atlantic Aves., and in Bushwick Ave. cor. of Montrose).

Leaving Long Island City, the train passes several small suburban villages and in 10 miles reaches **Jamaica** (*Jamaica Hotel*), an interesting old town on Jamaica Bay, settled in 1656, and containing now about 4,000 inhabitants. The South Shore Division passes through the town, and it is connected with East New York and Brooklyn by the Atlantic Div., which runs frequent local trains. The hamlet of *Queens* (13 miles) is somewhat visited in summer; and, just beyond, the road branches, one branch going to *Garden City* (19 miles), the residence-city built by the late A. T. Stewart as a sort of model for suburban homes, while the main line passes on to *Mineola* (19 miles), where the Glen Cove Branch crosses. There is a fine cathedral at Garden City, and the model houses are worthy of notice. Just S. of Garden City is the ancient village of *Hempstead* (21 miles), situated on the wide-spreading Hempstead Plains.

The *Glen Cove Branch* runs N. by Garden City and Mineola to **Roslyn** (23 miles from New York), a pretty village at the head of Hempstead Bay. Near Roslyn is *Cedarmere*, for many years the country residence of the late William Cullen Bryant. It is a spot of great though quiet picturesque beauty, overlooking the Bay and the Connecticut shore across the Sound. Bryant's grave is in the adjacent cemetery. Near Roslyn are many lovely lakelets, and a short distance S. E. is Harbor Hill, the highest land on Long Island, from the summit of which (319 ft. high) there is a pleasing view. *Glen Head*, 2 miles beyond Roslyn, is the station for **Sea Cliff**, which is 1 mile distant on a picturesque bluff overlooking the Sound, and noted for its camp-meetings. The Sea Cliff House accommodates 400 guests at reasonable prices; there are over 100 cottages, and

the camp-meeting tabernacle seats 4,000. Four miles beyond Roslyn is **Glen Cove** (*Pavilion Hotel*), which is a highly popular resort in summer. The hotel here is excellent. Glen Cove, Sea Cliff, and Roslyn are also reached from New York by steamer from Peck Slip (Pier 24), East River (Sub-Route *c*). Two miles beyond Glen Cove is *Locust Valley*, where the road terminates, and whence stages run in 4 miles to **Oyster Bay** (also called *Syosset Bay*), a deep inlet from the Sound, which is numerously visited in summer. The *Nassau House* is a small summer hotel, and there are many farmhouses where board may be had at moderate rates.

Beyond Mineola the Main Line runs to *Westbury* (22 miles), and *Hicksville* (25 miles), which is named for Elias Hicks, the Quaker schismatic, who lived and preached in this region from 1771 to 1830, riding 10,000 miles on his missionary journeys, and preaching over 1,000 times. The Port Jefferson Branch diverges here and runs N. E. in 34 miles to Port Jefferson.

The Port Jefferson Branch (formerly called the Northport Branch) runs N. E. from Hicksville, and in 4 miles reaches *Syosset*, whence stages run to Oyster Bay, which is described above. From *Woodbury* (3 miles beyond Syosset), Stages run to **Cold Spring** (*Laurelton House, Forest Lawn House*), a pleasant village on Cold Spring Harbor, which attracts many summer visitors. Three miles beyond Woodbury is *Huntington*, a village of 2,500 inhabitants, pleasantly situated on Huntington Harbor; and 6 miles farther is **Northport** (*Northport House*), situated on another deep inlet from the Sound. Near Northport is the famous Beacon farm, comprising 1,000 acres on the borders of the Sound. Stations: St. Johnland, Smithtown, Stony Brook, and Setauket. **Port Jefferson** (34 miles from Hicksville) is the terminus of the road, and is a village of 1,500 inhabitants.

Beyond Hicksville the Main Line runs nearly due E. to *Farmingdale* (30 miles), *Brentwood* (41 miles), *Central Islip* (43 miles), and *Lakeland* (48 miles). One mile N. of Lakeland is **Ronkonkoma Lake**, a peculiar sheet of water about 3 miles in circumference, situated nearly in the center of the island. It has neither inlet nor outlet, and for 4 years its waters steadily fall, and then for another 4 years gradually rise again, and this peculiarity has been noticed from the time it was discovered. The perch-fishing in the lake is good, the boating excellent, and near the shore are several hotels and boarding-houses. Ten miles beyond Lakeland is *Yaphank*, whence stages run to the pretty village of **Center Moriches** (*Moriches House, Ocean, Long Island, Baldwin*), which is extensively visited in summer. Both fishing and hunting are excellent, and surf-bathing may be enjoyed by sailing across the Bay to the outer beach, where is a summer hotel (the *Havens House*). There are many summer boarding-houses in Moriches and also in E. Moriches, which lies across the Tenillo River. At *Manor* (65 miles) the road forks, the Sag Harbor Branch (which will be described below) running S. of the Great Peconic Bay to Sag Harbor, while the Main Line runs N. E. in 29 miles to Greenport. Between Manor and Greenport are the pleasant villages of *Riverhead* (73 miles), *Mattituck* (83 miles), *Cutchogue* (85 miles), and *Southold* (90 miles), each of which attracts many summer visitors. **Greenport** (*Clark House, Wyandank, Booth's*) is a lively village of 2,000 inhabitants near the E. end of the island, with a snug harbor and a large fishing-fleet. It affords excellent still-water bathing, boating, sailing, and fishing; and in their season wild ducks

are abundant. Greenport may also be reached, as a general thing, by steamers from New York, New London, and Hartford. Daily stages run in 9 miles to *Orient Point*, where there is a large summer hotel (300 guests), and *Orient Village*, where there are several summer boarding-houses. Ferry-boats connecting with every train run from Greenport to **Shelter Island**, on which are two spacious summer hotels (the *Manhasset House* and the *Prospect House*). The island is about 14 miles long by 4 wide, and has a gently diversified surface, with fresh-water lakelets and picturesque bays. It is also the site of a Methodist camp-meeting ground, and is being rapidly improved. Eight miles E. lies *Gardiner's Island* (3,300 acres), on which the pirate Kidd buried vast treasures, part of which was recovered in 1699 by Gov. Bellamont, of Massachusetts.

The *Sag Harbor Branch* diverges at Manor and runs by *Moriches* (70 miles), *Speonk* (73 miles), and *W. Hampton* (65 miles), to **Quogue** (78 miles), which is another popular summer resort with several large boarding-houses. It is situated on Shinnecock Bay, and the bathing and fishing are good. Stations, *Southampton* (90 miles) and *Bridgehampton* (95 miles), and then, 100 miles from New York, the train stops at **Sag Harbor**, a prosperous village of about 2,000 inhabitants with several excellent hotels, situated at the head of the picturesque Gardiner's Bay. It was once a leading whaling-station, but its maritime importance has long since ceased, though its coasting-trade is still large. A steamer runs from Pier 25, East River, New York, to Sag Harbor, Greenport, and Orient, 3 times a week (Tuesday, Thursday, and Saturday), and another tri-weekly line connects Sag Harbor with New London and Hartford, Conn. Daily stages from Bridgehampton run in 6 miles to **East Hampton**, "the quietest of all quiet towns," with quaint old houses, and a street of noble elms, which were planted at the instigation of Dr. Lyman Beecher, who was pastor here from 1798 to 1810. The surf-bathing at Napeague Beach (1 mile from the village) is excellent. A short distance N. E. is the sequestered village of *Amagansett*. About 15 miles E. (reached by private conveyance) is *Montauk Point*, the eastern extremity of Long Island. On it is a lighthouse with a powerful revolving light.

b. The Brooklyn & Montauk R. R.

This division of the Long Island R. R. has the same terminal stations in Brooklyn and Long Island City as the main line (see Sub-Route c). *Jamaica* (10 miles) has already been described. From *Valley Stream* (16 miles) a branch road runs N. E. to Hempstead (see above), and another runs S. W. to Rockaway Beach, passing the beach-villages of *Woodsburgh* (19 miles) and *Far Rockaway* (21 miles), with their spacious summer hotels and cottages. **Rockaway Beach** is described on p. 21. Near Pearsall's the Long Beach Branch diverges, and runs to **Long Beach**, a favorite point for summer excursions, with a vast hotel, bathing, music, etc. On the main line, 20 miles from Valley Stream, is the small village of **Babylon**, which is much resorted to for its fishing. Here there are several comfortable hotels and many summer boarding-houses. From Babylon a small steamer runs 8 miles across the Great

South Bay to **Fire Island** (*Surf House, Old Dominyn House*), which offers the attractions of surf and still-water bathing, boating and sailing, superb fishing, and cool ocean-breezes, and draws many summer visitors. The beach is admirable, and occupies the W. end of a remarkable sand ridge which is only a few rods wide but runs for 40 miles along the coast to Quogue Neck, inclosing a series of broad bays and estuaries. Six miles beyond Babylon is **Islip** (*Pavilion, Lake House*), a pretty village on the Great South Bay, containing many tasteful villas. It is much visited in summer, and besides the hotels there are a number of boarding-houses. **Patchogue** is the terminus of the Southern Div., 54 miles from New York. It is a prosperous manufacturing village of 3,000 inhabitants, about a mile from the Great South Bay. Stages run thence in 4 miles to *Bellport*, a much-visited village on Bellport Bay.

c. *The North Shore.*

The North Shore Div. of the Long Island R. R. begins at Long Island City, and its depot is reached from New York by ferries from James Slip and E. 34th St., and from Brooklyn by horse-cars. Leaving Long Island City (or Hunter's Point) the train passes the pretty suburban towns of *Woodside* (3 miles), *Winfield* (4 miles), and *Newtown* (5 miles), and in 8 miles reaches **Flushing**, a beautiful village of nearly 16,000 inhabitants at the head of Flushing Bay, near the entrance of Long Island Sound. Many business men from New York make their homes in Flushing, and the village is noted for its wealth and culture, for its umbrageous streets and finely kept gardens, and for its educational institutions. In the N. part of the village is a neat monument to the soldiers of the country who died in the civil war. The extensive nurseries of the Parsons & Sons Co. here are worth a visit, and the drives in the vicinity are very attractive. At Flushing the road divides, one branch running by *Bayside, Douglaston, and Little Neck* to *Great Neck* (6 miles beyond Flushing), while the other diverges to *College Point* and *Whitestone* (3 miles beyond Flushing). All these points and the adjacent localities are much visited in summer, and several of them may be reached from New York by steamer, leaving Pier 24, East River, at 4 p. m. for *Whitestone, Great Neck, Sea Cliff, Mott's Dock, Sands Point, Glen Cove, Glenwood, and Roslyn*, returning next morning. At *Creedmoor*, 5 miles beyond Flushing, is the famous *Creedmoor Rifle-Range*, the most perfectly appointed in America (reached by frequent trains from Hunter's Point).

A new Fast Day-Line to Newport, Narragansett Pier, and Rocky Point will be run during the summer season (beginning in June). The route from New York will be *via* Long Island R. R. to Greenport, and thence by steamer.

46. New York to Delaware Water-Gap.

Via Morris & Essex Division of the Delaware, Lackawanna & Western R. R. Distance, 92 miles; time, $2\frac{1}{4}$ hours; fare, \$2.55.

PASSENGERS take the ferry-boat from foot of Barclay St. or Christopher St. to the station in Hoboken. Leaving Hoboken, the train

traverses the Bergen Tunnel, and passes in 9 miles to **Newark** (see p. 26) across wide marshes. Four miles beyond Newark is **Orange** (*Park House, Central Hotel*), a beautiful city of 13,206 inhabitants, surrounded by lovely scenery, and a favorite suburban home of business men from New York. A short distance to the W. lies *Llewellyn Park*, a small inclosure laid out in the best style of landscape-gardening and containing fine villas and mansions which have the park in common. A little farther W. is the *Orange Mountain*, the crest of which is crowned by costly residences standing amid highly cultivated grounds. From various points of the mountain there are remarkably fine views, including the lake and mountain region of New Jersey and New York City and Harbor. The drives about Orange are extremely picturesque and attractive.

Two miles beyond Orange the train stops at *S. Orange*, and at *Milburn*, 4 miles farther, rounds the extremity of Orange Mt. and begins the steep ascent of Second Mt., on the crest of which is **Summit** (*Blackburn House, Park House*), a popular summer resort, noted for the extent and beauty of its views. At *Madison* (27 miles) the road first enters the borders of the mountain-region, which continually grows more picturesque as the train proceeds westward. The Drew Theological Seminary is located at Madison, and 5 miles beyond is **Morristown** (*Mansion House, U. S. Hotel*), the capital of Morris County, beautifully situated on the Whippany River, upon a plain surrounded by hills. It is noteworthy as having been, during the Revolution, the headquarters of the American army upon two occasions. In the rear of the Court-House the ruins of old Fort Nonsense may still be seen; and *Washington's Headquarters*, owned and preserved by the State, is $\frac{1}{2}$ mile E. of the village. In the public square is a Soldiers' Monument, and on Pigeon Mt. is the vast and massive *State Insane Asylum*, built of granite at a cost of \$3,000,000. Beyond Morristown the train crosses Morris Plains and at *Denville* (38 miles) meets the Boonton Branch.

The *Boonton Branch*, which diverges from the Morris & Essex line shortly after passing through the Bergen Tunnel, is the route taken by the through trains from New York, but is much less interesting than the one described above. The only important stations passed are **Paterson** (Route 40) and **Boonton** (30 miles), a manufacturing town of 4,000 inhabitants on the Rock-away River and Morris Canal, in the midst of a very mountainous region. By this route *Denville* is 37 miles from New York.

Five miles beyond Denville is the prosperous little manufacturing city of **Dover** (*Mansion House*), whence a branch road runs to the pleasant village of *Chester* in 13 miles. From *Drakesville* (48 miles from New York) stages run in 4 miles to ***Lake Hopatcong**, loftily situated among the Brookland Mts., 725 ft. above the sea. The lake is about 9 miles long by 4 miles wide, is dotted with islands, affords excellent fishing, and is surrounded by varied and beautiful scenery. The name (Hopatcong) means "Stone over the Water," and was given it by the Indians on account of an artificial causeway of stone which once connected one of the islands with the shore, but which is now submerged. Two small steamers ply on the lake, and there are several summer

hotels (*Lake Hopatcong House, Lake View, etc.*). Near the former is *Southard's Peak*, from the summit of which the Delaware Water-Gap and the Bloomfield Mts. are both visible. Five miles beyond Drakesville is *Stanhope* (53 miles), whence stages run in $2\frac{1}{2}$ miles to **Budd's Lake** (also called *Lake Senecawana*), a beautiful sheet of water nearly circular in form, $3\frac{1}{2}$ miles in circumference, deep, clear, and abounding in fish, and surrounded by a picturesque country, with fine views and mountains in the distance. This attractive spot is much frequented by excursion parties during the summer season. Schooley's Mt. is 8 miles distant, and Lake Hopatcong is easily visited from Budd's Lake. From *Hackettstown* (62 miles) stages run in $3\frac{1}{2}$ miles to ***Schooley's Mountain**, a favorite summer resort of New-Yorkers. It is not an isolated peak, but a ridge of considerable extent, Budd's Lake being upon one part of its summit. It is about 1,200 ft. high, and even amid the "August ardors" its air is cool, pure, and bracing. The *Heath House* and *Belmont Hall* are first-class hotels. The drives in the vicinity are delightful, and the scenery picturesque and pleasing. Another route from New York to Schooley's Mt. (and also to Lake Hopatcong) is *via* High Bridge Branch of the New Jersey Central R. R. (See Route 47.)

Washington (71 miles) is the junction of the Morris & Essex Div. with the Main Line of the Delaware, Lackawanna & Western R. R. The Morris & Essex R. R. passes on *via* Stewartsville and Phillipsburg to *Easton, Pa.* (85 miles from New York), which is described in Route 47. Our present route takes the Del., Lack. & Western R. R. at Washington, and leads in 11 miles to *Manunka Chunk*, just before reaching which the train passes through the Manunka Chunk Mt. by the Voss Gap Tunnel, 1,000 ft. long. At Manunka Chunk the Belvidere Delaware R. R. comes in. This road, with the continuation of the present route to the Delaware Water-Gap, Scranton, Binghamton, and Oswego, is described in Route 53. **Delaware Water-Gap** (see Route 53).

47. New York to Central Pennsylvania.

By the "Allentown Line" (the Central R. R. of New Jersey, with connecting roads). Distances : to Easton, 75 miles ; to Allentown, 91 miles ; to Reading, 128 miles ; to Harrisburg, 182 miles ; to Scranton, 193 miles ; to Williamsport, 231 miles. This was formerly one of the great through routes to the West, with trains running through to Chicago without change of cars. It is now no longer so used, but is simply a local route.

As far as *Bound Brook* (31 miles) this route has already been described in Route 3, *b.* Here the Raritan Valley is reached, and *Somerville* (36 miles) is a flourishing village on the Raritan River, with fine views and drives in the vicinity. From *High Bridge* (54 miles) the High Bridge Branch diverges to Chester, Schooley's Mt., Budd's Lake, and Lake Hopatcong (all described in Route 46). Here the road crosses the S. Branch of the Raritan on an embankment 1,300 ft. long and 105 ft. high, the view from which is remarkably fine. At the *Junction* (58 miles) connection is made with the Delaware, Lackawanna & Western R. R., which comes in from Philadelphia and leads N. through the Delaware Water-Gap to Scranton, Binghamton, and Oswego (see Routes 46

and 53). *Asbury* (61 miles) and *Valley* (63 miles) are small stations in the Musconetcong Valley, in the midst of exquisite scenery. Just beyond *Bloomsburg* (66 miles) the road runs along the side of the Pohatcong Mt. into the Pohatcong Valley, and passes in 7 miles to **Phillipsburg**, an important iron-manufacturing town on the Delaware River opposite Easton, Pa., with which it is connected by 3 bridges. Phillipsburg is an important railway center, and the Morris & Essex R. R. (Route 46) and the Belvidere Delaware Div. of the Pennsylvania R. R. connect here. It is also the terminus of the Morris Canal. **Easton** is situated on some steep hills, at the confluence of the Delaware and Lehigh Rivers and Bushkill Creek. It is a well-built and wealthy town, with a population of 12,000, and extensive iron-works, mills, distilleries, etc. The Court-House, the County Prison, and the Opera-House are handsome buildings, and there are several fine churches. To the E. on Mt. Lafayette is **Lafayette College*, a richly endowed institution, with 30 instructors and 350 students, an extensive library, and fine scientific collections. Pardee Hall is a handsome building, and from its tower there is a noble view. The curious *Durham Cave* is near Easton, and *Mt. Jefferson* is an abrupt peak in the center of the town. Easton is one of the great railroad centers of the country. It is the W. terminus of the Central R. R. of New Jersey, of the Morris & Essex R. R. (Route 46), and of the Morris Canal. The Lehigh Valley R. R. (Route 49) and the Lehigh Coal Navigation Co.'s Railroad and Canal extend from here to the coal-regions. By the Belvidere Delaware Div. of Pennsylvania R. R. (Route 53) it is connected with Philadelphia on the S. and with the Water-Gap and Central New York on the N.; while the present route connects it through Allentown and Harrisburg with all points West.

At Easton we take the Lehigh Valley R. R., which runs along the Lehigh River amid pleasing scenery, and in 12 miles reach **Bethlehem**, a town of about 10,000 inhabitants, noted as the chief seat in the United States of the Moravians, or United Brethren, who settled here under Count Zinzendorf in 1741. The old Moravian buildings for the most part still remain, and the principal ones, which are built of stone and stand in Church Row at the foot of Broad St., are in a good state of preservation. The *Moravian Church* is a spacious stone structure capable of seating 2,000 persons. Near the church is the *Moravian Boys' School*, and there is also a *Moravian Female Seminary* of high repute, founded in 1749, and still flourishing. In Main St. is a *Museum* (fee, 25c.) containing many curious relics and trophies of the old days. The *Sun Hotel* was opened as an inn in 1760, and, though greatly enlarged in 1851, still retains its ancient and massive walls. On a spur of the Lehigh Mts. above the town is the **Lehigh University*, founded in 1865 and liberally endowed by the Hon. Asa Packer. It is under the control of the Protestant Episcopal Church, and tuition in all branches is free. From the park around the buildings there is a view of 20 miles. Five miles beyond Bethlehem the train reaches **Allentown**, a thriving city of 18,000 inhabitants, built upon an eminence between Jordan Creek and Lehigh River. It is regularly laid out and well built, with horse-cars on the principal streets. The County Court-

House and County Prison are handsome edifices, and several of the school-buildings are noteworthy. *Muhlenberg College* (Lutheran) stands amid ample grounds in the S. E. part of the city. * *Mammoth Rock*, 1,000 ft. high and commanding broad views, is near the city, as are also several mineral springs. (The continuation of the Lehigh Valley R. R. beyond Allentown is described in Route 49.)

On our present route we take at Allentown the E. Penn. Div. of the Philadelphia & Reading R. R., and, passing up the valley of the Little Lehigh, reach in 21 miles **Lyons**, a small village much visited in summer. Beyond Lyons the road traverses a picturesque and exceedingly fertile country, and in 15 miles reaches **Reading** (see Route 54), at the crossing of the main line of the Phila. & Reading R. R. The Schuylkill River and Union Canal are now crossed, and the road traverses a mountainous country for 28 miles (several small stations *en route*) to the prosperous village of **Lebanon**, situated on the Swatara River, substantially built, and having 7,000 inhabitants. Seven miles S. of the town (reached by N. Lebanon R. R.) are the *Cornwall Ore Banks*, which are three hills formed of masses of iron-ore, and called Grassy, Middle, and Big Hill. It has been estimated that Big Hill contains 40,000,000 tons of ore above the surface of the ground, yielding 70 per cent of pure iron. Veins of copper are found among the iron, and 6 miles from Lebanon, near the Swatara River, are quarries of fine gray marble. *Hummelstown* (16 miles beyond Lebanon) is the site of a remarkable cave which is 4 miles long and filled with curious stalactites and stalagmites. **Harrisburg** (182 miles) is the end of our route. Here the traveler westward bound takes the Pennsylvania R. R. (Route 48), or if going N. or S. takes the Northern Central R. R. (Route 57). (For description of Harrisburg, see Route 48.)

48. Philadelphia to Harrisburg and Pittsburg.

By the Pennsylvania R. R. Distances : to Downingtown, 32 miles ; to Lancaster, 69 ; to Middletown, 96 ; to Harrisburg, 105 ; to Huntingdon, 203 ; to Altoona, 237 ; to Pittsburg, 354. This was formerly the Pennsylvania Central R. R., but is now part of a vast system which includes upward of 1,700 miles of railway under the management of one corporation. It is one of the great routes from New York to the West, and through trains, with Pullman palace drawing-room and sleeping cars, run without change from New York via Philadelphia to Chicago, Cincinnati, St. Louis, and Louisville. The time from Philadelphia to Pittsburg is about 10 hours.

LEAVING the station in W. Philadelphia (cor. Market and 32d Sts.), the train passes through a pleasant suburban region and enters one of the richest agricultural districts in America, which is traversed for nearly 100 miles. The size and solidity of the houses and barns, and the perfection of the cultivation, will be apt to remind the tourist rather of the best farming districts of England than of what he usually sees in the United States. *Paoli* (19 miles) was the scene of a battle fought Sept. 20, 1777, in which the British under Gen. Gray surprised and defeated the Americans under Gen. Wayne. The battle is commonly called the "Paoli massacre," because a large number of the

Americans were killed after they had laid down their arms. A marble monument, erected in 1817, marks the site of the battle-field. Beyond Paoli the scenery grows more picturesque, and fine views are had of the beautiful Chester Valley. *Downingtown* (32 miles) is the terminus of the Chester Valley Div. of the Reading R. R., and is near the marble-quarries which supplied the marble from which Girard College (in Phila.) was built. At *Coatesville* (38 miles) the W. branch of the Brandywine is crossed on a bridge 835 ft. long and 75 ft. high. *Parkesburg* (44 miles) and *Christiana* (48 miles) are busy manufacturing villages. *Gap* (51 miles) is so named because it lies in the gap through which the road passes from the Chester Valley to the Pequea Valley. The scenery in the vicinity is attractive. **Lancaster** (*Stevens House, Grape, Cooper*) is pleasantly situated near the Conestoga Creek, which is crossed in entering the city. It was incorporated in 1818, and was at one time the principal inland town of Pennsylvania, being the seat of the State government from 1799 to 1812. It is now a prosperous manufacturing city of 25,769 inhabitants, containing many fine buildings, public and private. The *Court-House* (on E. King St.) is an imposing edifice with a Corinthian portico; and the *County Prison* (also on E. King St.) is a handsome building in the Norman style. *Fulton Hall*, near the market-place, is a noteworthy structure used for public assemblies. On James St. are the substantial buildings of *Franklin and Marshall College* (Dutch Reformed), organized in 1853 by the union of Marshall with the old establishment of Franklin College, which was founded in 1787. It has a library of 13,000 volumes, and about 80 students. The oldest turnpike road in the United States terminates at Lancaster, to which it runs from Philadelphia. Besides its extensive manufactures of locomotives, axes, carriages, etc., Lancaster derives considerable trade from the navigation of the Conestoga Creek, which descends in 18 miles by 9 locks and slack-water pools to Safe Harbor on the Susquehanna. With the help of Tidewater Canal, to Port Deposit, a navigable communication is thus opened to Baltimore.

The only station between Lancaster and Harrisburg which requires mention is *Middletown* (96 miles), an important shipping-point on the Susquehanna River at the mouth of Swatara Creek. It has extensive iron-works and machine-shops, and is the terminus of the Union Canal. Nine miles beyond is **Harrisburg** (*Lochiel House, Jones House, Bolton's*), the capital of the State of Pennsylvania, beautifully situated on the E. bank of the Susquehanna River, which is here a mile wide and spanned by 2 bridges. Harrisburg was laid out by John Harris in 1785, was incorporated as a borough in 1791, became the State capital in 1812, received a city charter in 1860, and in 1880 had a population of 30,762. The city is handsomely built, and is surrounded by magnificent scenery. The **State-House*, finely situated on an eminence near the center, is a handsome brick building 180 ft. long by 80 ft. wide, with a circular Ionic portico in front surmounted by a dome commanding a fine view. In the second story is the State Library of 30,000 volumes, with numerous portraits and cabinets of curiosities. On each side of the State-House is a smaller building of similar design devoted to gov-

ernment uses, and in the grounds is a beautiful *monument to the soldiers who fell in the Mexican War. The *State Arsenal* is a spacious building a short distance outside of the city limits, surrounded by a grove of large trees about 5 acres in extent. The *Court-House*, in Market St., is a stately brick edifice surmounted by a dome, and the *State Lunatic Asylum* is a vast and imposing building $1\frac{1}{2}$ mile N. of the city. The other principal public buildings are the market-houses, county prison, 8 large brick school-houses, a fine Masonic hall, an opera-house, and several churches. *Front St.*, overlooking the river, affords the most attractive promenade in the city, and contains many of the finest residences. *Harris Park*, at the intersection of Front St. and Washington Ave., contains the trunk of the tree to which John Harris, the founder of the city, was bound by the Indians, who were about to burn him to death when a rescuing party arrived and drove them away. *Harrisburg Cemetery* (reached by State St.) occupies a commanding situation and affords fine views. The iron manufactures of Harrisburg are extensive, and 6 important railways converge here.

About 5 miles above Harrisburg the railroad crosses the Susquehanna on a splendid bridge 3,670 ft. long; the view from the center of this bridge is one of the finest on the line. Near Cove Station, 10 miles from Harrisburg, the Cove Mt. and Peter's Mt. are seen, and from this point to within a short distance of Pittsburg the scenery is superb, and in places grand beyond description. *Duncannon* (120 miles) is at the entrance to the beautiful Juniata Valley, which is followed for about 100 miles to the base of the Alleghany Mts. The landscape of the Juniata is in the highest degree picturesque; the mountain background, as continuously seen across the river from the cars, being often strikingly bold and majestic. The passage of the river through the Great Tuscarora Mt., 1 mile W. of *Millerstown* (138 miles), is especially fine. Four miles beyond *Mifflin* (154 miles) the train enters the wild and romantic gorge known as the ***Long Narrows**, which is traversed by the railway, highway, river, and canal. *Mount Union* (191 miles) is at the entrance of the gap of Jack's Mt. Three miles beyond is the famous Sidling Hill, and still farther W. the Broad Top Mt. *Huntingdon* (203 miles) is a flourishing village on the Juniata, finely situated and surrounded by beautiful scenery.

The *Huntingdon & Broad Top R. R.* runs S. W. from Huntingdon to Mt. Dallas, connecting at that point with the Bedford Div. of the Pennsylvania R. R. *Bedford* (52 miles from Huntingdon) is a pretty village on the Rays-town branch of the Juniata, whence stages run in $1\frac{1}{4}$ mile to the **Bedford Springs** (*Springs Hotel*). The springs are pleasantly situated in a picturesque mountain glen, and their great altitude and delightful summer climate, together with the beautiful mountain scenery of the neighborhood, have long made them a popular resort for pleasure-seekers as well as invalids. The waters are saline-chalybeate, and are considered beneficial in dyspepsia, diabetes, incipient consumption, and skin diseases.

At *Petersburg*, 7 miles W. of Huntingdon, the railroad parts company with the canal and follows the Little Juniata, which it again leaves at *Tyrone* (223 miles) to enter the Tuckahoe Valley, famous for its iron-ore. At the head of the Tuckahoe Valley and at the foot of the Alle-

ghanies is **Altoona** (*Logan House, Brant's, St. Charles*), a handsome city of 20,000 inhabitants, built up since 1850, when it was a primitive forest, by being selected as the site of the vast machine-shops of the Pennsylvania R. R. The trains usually stop here for refreshments, and many travelers arriving here in the evening remain over-night in order to cross the Alleghanies by daylight. Just beyond Altoona the ascent of the Alleghanies begins, and in the course of the next 11 miles some of the finest scenery and the greatest feats of engineering on the entire line are to be seen. Within this distance the road mounts to the tunnel at the summit by so steep a grade that, while in the ascent double power is required to move the train, the entire 11 miles of descent are run without steam, the speed of the train being regulated by the "brakes." At one point there is a curve as short as the letter U, and that, too, where the grade is so steep that in looking across from side to side it seems that, were the tracks laid contiguous to each other, they would form a letter X. The road hugs the sides of the mountains, and from the windows next to the valley the traveler can look down on houses and trees dwarfed to toys, while men and animals appear like ants from the great elevation. Going W. the left-hand, and coming E. the right-hand, side of the cars is most favorable for enjoying the scenery. The summit of the mountain is pierced by a tunnel 3,612 ft. long, through which the train passes before commencing to descend the W. slope. The much-visited **Cresson Springs** are $2\frac{1}{2}$ miles beyond the tunnel, 3,000 ft. above the sea. There are 7 springs here, and the waters are highly esteemed, but the place is visited rather for the delicious coolness of its summer climate than for the curative virtues of its mineral waters. The thermometer rarely reaches 75° during the hottest part of the hottest days of summer; and the nights are so cool that blankets are requisite for comfortable sleep. The hotels (of which the *Mountain House* is the principal) and the cottages accommodate about 2,000 guests. The drives in the vicinity are very attractive; and the Pennsylvania R. R. runs special trains at small cost for the benefit of those who wish to view carefully the magnificent scenery along the mountain division of the road.

In descending the mountains from Cresson the remains of another railroad are constantly seen, sometimes above and sometimes below the track followed by the trains. This was the old Portage R. R. by which, in the ante-locomotive days, loaded canal-boats were carried over the mountain in sections by inclined planes and joined together at the foot. The stream which is almost continuously in sight during the descent is the Conemaugh Creek, which is crossed by a stone viaduct near *Cone-maugh Station* (273 miles), the terminus of the mountain division of the road. *Johnstown* (276 miles) is a busy manufacturing borough at the confluence of the Conemaugh and Stony Creeks. The Cambria Iron-Works, seen to the right of the road, are among the most extensive in America. At *Blairsville Intersection* (300 miles) the road branches, the main line running to Pittsburgh by *Latrobe* (313 miles) and *Greensburg* (323 miles); while the Western Division runs to Allegheny City by *Blairsville* (303 miles). The scenery along both routes is pleasing but not striking.

Pittsburg.

Hotels, etc.—The *Monongahela House*, cor. Water and Smithfield Sts., and the *Seventh Ave. Hotel*, near the depot, are the principal hotels. Other good houses are the *Central*, cor. Smithfield St. and 3d Ave., the *St. Charles*, *St. James*, and *Robinson House*, all in business portions of the city. Prices from \$2 to \$4 per diem. *Horse-cars* run on the principal streets and to the suburbs. *Reading-rooms* at the Mercantile Library in Penn St. near 6th, and at the Y. M. C. A., cor. Penn Ave. and 7th St. *Post-Office* at the cor. of Smithfield St. and 5th Ave.

Pittsburg, the second city of Pennsylvania in population and importance, and one of the chief manufacturing cities in the United States, is situated at the confluence of the Alleghany and Monongahela Rivers, which here form the Ohio. The city occupies the delta between the two rivers, with several populous suburbs annexed in 1872 and 1874, and the population is now estimated at 190,000. Pittsburg was laid out in 1565 on the site of the old French Fort du Quesne, famous in colonial annals, and on its capture by the British the name was changed to Fort Pitt, in honor of William Pitt. The city charter was granted in 1816. The city is substantially and compactly built, and contains many fine residences, particularly in the E. section. All the principal avenues are graded and paved. Seven bridges span the Alleghany River and 5 the Monongahela. From its situation, Pittsburg enjoys excellent commercial facilities, and has become the center of an extensive commerce with the Western States; while its vicinity to the inexhaustible iron and coal mines of Pennsylvania has raised it to great and merited distinction as a manufacturing center. The extent of its steel, glass, and iron manufactures have given it the appellation of the "Iron City," while the heavy pall of smoke that constantly overhangs it, produced by burning bituminous coal in all the dwelling-houses and manufacturing establishments, has caused it to be styled the "Smoky City." The stranger will have missed the city's most characteristic sights if he fails to visit some of its great manufacturing establishments, particularly those of iron, steel, and glass. In these three interests alone are employed over 35,000 hands, a number of the works employing from 1,000 to 3,000 hands each. The coal and coke interest of the city gives employment also to over 20,000 men.

Market, *Wood*, and *Smithfield Sts.* are the principal business thoroughfares, and trade is very active in *Penn* and *Liberty Sts.* and *5th Ave.*, which contain many handsome retail stores. Among the public buildings are the * **Municipal Hall**, cor. Smithfield and Virgin Sts., costing \$750,000, with a granite front and a massive central tower; the *Custom-House* and *Post-Office*, a fine structure of stone, cor. Smithfield St. and 5th Ave. (new and more adequate accommodations are now being provided by the Government in a large structure, building close to the present site); and the **United States Arsenal**, a group of spacious buildings standing in the midst of ornamental grounds in the N. E. section of the city. Of the 160 churches, the most imposing is the Roman Catholic *Cathedral of St. Paul*, a large edifice of brick, with 2 spires and a dome over the choir. * **Trinity Church** (Episcopal) is a fine building in the English-Gothic style, in 6th St. near Smithfield St.

St. Peter's (Episcopal), in Grant St., is also a handsome structure. The *First Presbyterian*, near Trinity Church, is a massive stone edifice with 2 towers; and the *United Evangelical* (German) church, cor. Smith Ave. and Smithfield St., is a handsome building. Other notable church edifices are the *First Baptist* and the *Third Presbyterian*. The spacious and handsome building of the **Mercantile Library** is in Penn St. near 6th St.; it cost \$250,000, and contains 15,000 volumes and a well-supplied reading-room. In the same building are the rooms and collections of the *Pittsburg Art Association*. The *Young Men's Christian Association* have just erected a fine building cor. Penn Ave. and 7th St. at a cost of about \$100,000. The upper rooms are occupied by the *School of Design for Women*. There are in the city 2 theatres, an Opera-House, an Academy of Music, and several public halls. The Court-House, which was destroyed by fire about 2 years since, will shortly be replaced by a new building, which will cost from \$2,000,000 to \$3,000,000.

The *Pittsburg Female College* (Methodist) and the *Pennsylvania Female College* (Presbyterian) are both flourishing institutions. Several of the public-school buildings are large and substantial. Among the principal charitable institutions are the *Western Pennsylvania Hospital*, an immense building located on the side of the hill fronting the Pennsylvania R. R., with a department for the insane at Dixmont, on the Pittsburg, Fort Wayne & Chicago R. R.; the *City General Hospital*; the *Homœopathic Hospital*, on 2d Ave. above Smithfield St., a new establishment, just completed at a cost of \$225,000, containing rooms for patients; the *Mercy Hospital*, in Stephenson St.; the *Episcopal Church Home*; and the Roman Catholic *Orphan Asylum*. The *Convent of the Sisters of Mercy* (Webster Ave. cor. of Chatham) is the oldest house of the order in America.

Birmingham is a portion of the city lying across the Monongahela from Pittsburg (reached by bridge). It has important manufactories of glass and iron, which are worth a visit. An inclined plane R. R. (fare, 6c.) leads to the summit of Mt. Oliver, 250 ft. high, which affords a fine panoramic view; and another inclined plane leads to the summit of Mt. Washington (370 ft. high), whence a still better view is had. *Manchester*, now a part of Allegheny City, is 2 miles below Pittsburg, on the Ohio. Here is located the new *Riverside Penitentiary*; and the *Pas-sionist Monastery of St. Paul* and the *Franciscan Convent* are near by. *East Liberty*, a part of the city known as the East End, 5 miles from Pittsburg, on the Pennsylvania R. R., is a thriving suburb, containing fine residences, and affording a delightful drive of five miles over fine roads to the E. wards of the city.

Allegheny City (*Central Allegheny House*) is situated on the W. bank of the Alleghany River, opposite Pittsburg, with which it is connected by bridges. Its manufacturing interests are large, and the costly residences of many Pittsburg merchants may be seen here, occupying commanding situations. In 1880 the city had a population of 78,681. The *City Hall* is on the square at the crossing of Ohio and Federal Sts., and the *Allegheny Library* is close by. The finest church in the city is

* **St. Peter's** (Catholic), which has a bas-relief of the Ascension over the entrance. The * **Western Penitentiary** is a large stone building, in the ancient Norman style, situated on the "common." It was completed in 1827, at a cost of \$183,000. Visitors are admitted from 2 to 4½ P. M. every day except Saturdays and Sundays. This is soon to be taken down, as a much larger building on the banks of the Ohio, known as the *Riverside Penitentiary*, is nearly completed. The *Western Theological Seminary* (Presbyterian) was established here in 1827. It is situated on a lofty, isolated ridge, 100 ft. above the river (reached by Ridge St.), and affords a magnificent prospect. The *Theological Seminary of the United Presbyterian Church*, established in 1826, and the *Allegheny Theological Institute*, organized in 1840 by the Synod of the Reformed Presbyterian Church, are also located here. The *Western University*, founded in 1819, formerly located in Pittsburg, sold its buildings to the city for court purposes, after the burning of the Court-House in the Park. It has a valuable geological and natural-history collection, and 275 students. The *Allegheny Observatory*, situated on an elevated site N. of the city, is a department of this institution. The *Public Park* lies around the center of the city; it contains 100 acres, and is adorned with several tiny lakelets, numerous fountains, and a monument to Humboldt. On the lofty crest near the Alleghany in the E. part of the city stands the * **Soldiers' Monument**, erected to the memory of the 4,000 men of Allegheny County who lost their lives in the civil war. It consists of a graceful column, surrounded at the base with statues of an infantry man, a cavalry man, an artillerist, and a sailor, and surmounted by a bronze female figure of colossal size. Here is also the *Hampton Battery Monument*. A fine * view is obtained from this point.

49. Philadelphia to Central New York.

Via North Pennsylvania R. R. to Bethlehem, and thence via Lehigh Valley R. R. to Elmira, on the Erie R. R. Distances: to Bethlehem, 54 miles; to Allentown, 59; to Mauch Chunk, 83; to Wilkesbarre, 138; to Elmira, 264; to Buffalo, 413; to Niagara Falls, 435. This route affords a great variety of scenery, and enables the tourist to visit the great iron-works of Lehigh County and some of the most interesting portions of the Pennsylvania coal-region.

THE Philadelphia depot of the N. Penn. R. R. is at the cor. of Berks and American Sts. For 6 miles the road runs through the northern suburbs of the city and then enters Montgomery County, which it traverses for many miles, entering then the rich farming and dairy region of Bucks County. *Gwynedd* (18 miles) is a Welsh village, with a population of about 2,000. Just beyond it the train runs through one of the most extensive and costly tunnels on the entire line (500 ft. long). At *Sellersville* (32 miles) the road crosses the Landis Ridge, which divides the waters of the Schuylkill and Delaware Rivers. From the summit, 1 mile W. of the station, a fine view of Limestone Valley and Quakertown is obtained. *Hellertown* (50 miles) has extensive iron-works, and in the vicinity are extensive iron and zinc mines. Near here there are fine views of the hills skirting the Lehigh Valley. Four miles beyond Hellertown is **Bethlehem**, which has already been described (Route 47). Here the

Lehigh Valley R. R. is taken, which begins at Easton, 12 miles from Bethlehem. The section of this road between Easton and Allentown forms part of Route 47, and is there described. From Easton to Pittston the Lehigh Valley R. R. and the Lehigh and Susquehanna R. R. (both of which connect with the N. Penn. R. R. at Bethlehem) run parallel to each other, generally on opposite banks of the Lehigh River. **Allentown** (see Route 47). Leaving Allentown, the Lehigh Valley R. R. runs by a number of huge blast-furnaces, and in 3 miles reaches *Catasauqua* (62 miles from Phila.), a thriving village of 3,000 inhabitants, with vast iron-works, furnaces, and car-works. *Hokendauqua* (63 miles) and *Coplay* (64 miles) are also the site of immense iron-works. *Slatington* (76 miles) is near the most extensive slate deposits ever discovered. The slate on the Capitol at Washington, $\frac{1}{2}$ inch in thickness, came from this place. The village is charmingly situated about $\frac{1}{2}$ mile from the station, and is a pleasant summer resort. Two miles beyond Slatington is the * **Lehigh Water-Gap**, a picturesque gorge, in which the Lehigh River flows through the Blue Mountains. Steep, forest-clad cliffs rise from the water on either side, and there is barely room in the narrow pass for the river, railroad, highway, and canal. The scenery in the vicinity is remarkably wild and impressive. *Lehigh* (85 miles) is a large village on the Lehigh River at the mouth of Mahoning Creek. The old Moravian Cemetery is on a hill from which may be had a fine view of the Mahoning Valley, and at the foot of which 12 settlers were murdered by the Indians in 1775. At *Weisport*, on the opposite side of the river, formerly stood Fort Allen, erected by Benjamin Franklin in 1756 as a frontier defense. Its site is now occupied by the Fort Allen Hotel. At *Packerton* (88 miles) are the vast scales, 122 $\frac{1}{2}$ ft. long with a capacity of 103 tons, which weigh loaded coal-trains while in motion, and the car-shops of the Lehigh Valley R. R. Co.; and just beyond the train crosses the Lehigh River on an iron bridge, runs along the base of Bear Mt., and stops at

Mauch Chunk.

Mauch Chunk is reached from New York by Route 47 to Allentown, and thence by present Route (total distance, 121 miles). The principal hotels are the *Mansion House* (300 guests) and the *American* (300 guests). There are private houses where board may be had at reasonable rates.

Mauch Chunk is noted for being situated in the midst of some of the wildest and most picturesque scenery in America, the village lying in a narrow gorge between and among high mountains, its foot resting on the Lehigh River and its body lying along the hillsides. The village is but one street wide, and the valley is so narrow that the dwelling-houses usually have their gardens and outhouses perched above the roof, and there is barely room for the 2 railroads, street, river, and canal, which pass through the gorge side by side. The chief architectural feature of the village are * *St. Mark's Church* (Episcopal), a fine edifice of cream-colored stone with stained-glass windows and massive tower, and the fine new railroad building erected by the Packer estate. *Prospect Rock* is a projecting bluff near the Mansion House, from which a pleasant view

may be had; but the view from *Flag-staff Peak*, just above, is much finer, and the ascent is easily made. * *Glen Onoko* is a wild and beautiful ravine in the side of *Broad Mt.*, about 2 miles from the village. It is 900 ft. long and from 10 to 80 ft. wide, and presents a continuous



Mauch Chunk.

succession of cascades, rapids, and pools, which afford a fine spectacle in seasons of high water. From the upper end of the Glen a path leads to the *Rock Cabin* and to *Packer's Point*, whence there is an extensive view.

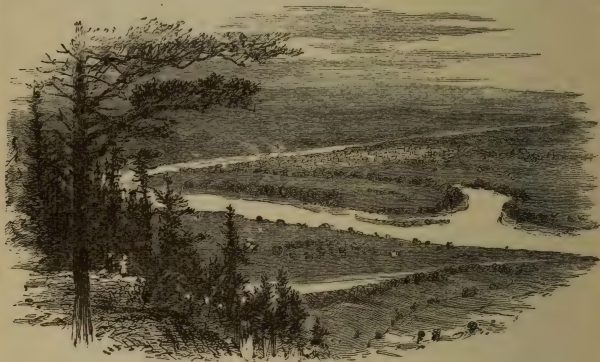
Mauch Chunk lies in the very heart of the Pennsylvania coal-region, and the coal-traffic sends many trains through the village every day and a constant procession of canal-boats. The coal-mines which supply this traffic are situated in the Wyoming, Hazelton, Beaver Meadow, Mahanoy, and Lehigh regions, 9 miles back from the river, on Sharp and Black Mts. The coal from Panther-Creek Valley used to be brought this dis-

tance by the celebrated "Switch-Back" Gravity Road (now the *Mauch Chunk & Summit Hill R. R.*). At present the coal is brought by rail through a large tunnel, thus doing away with the old route. The "Switch-Back" is now used only as a pleasure road. It is run by gravity. The cars are drawn to the top of Mt. Pisgah by a powerful engine on the summit, whence they descend 6 miles, by gravity, to the foot of Mt. Jefferson, where they are again taken up by means of a plane, which ascends 462 ft. in a length of 2,070 ft., and then run on to Summit Hill. From that point the cars return, all the way, by the "back-track," or gravity road, to Mauch Chunk, landing the passengers but a short distance from the spot where they commenced the ascent over Mt. Pisgah. Several passenger-trains daily run between the station at the foot of Mt. Pisgah and the mines; and the excursion is both novel and enjoyable. The time required for the circuit is about three hours; fare, round trip, 75c.; commutation tickets for large parties, 50 cents each for the round trip. An omnibus, connecting with the trains, runs from the Mansion House to the foot of the inclined plane (fare, 25c.). The first plane is 2,322 ft. long, and leads to the summit of **Mt. Pisgah** (850 ft. above the river), from which a noble view is obtained. Mt. Jefferson is the highest point on the road, which descends thence on a slight grade to **Summit Hill**, on which is a mining village of 2,000 inhabitants, with a church, several hotels, and other evidences of civilization. Summit Hill is a good deal resorted to in summer. Beyond Summit Hill the center of the coal-region is reached. Visitors desirous of enjoying the experience of being "down in the mines" can do so by lying over here for a few hours. The return to Mauch Chunk is by a descending grade of 96 ft. to the mile, and the entire 9 miles is traversed in about 25 minutes.

Beyond Mauch Chunk the road passes amid wild and picturesque scenery, and in 7 miles reaches *Penn Haven Junction* (95 miles), whence 3 branch roads diverge to different portions of the coal-region. Near here the road crosses the Lehigh on an iron bridge from which can be seen the tunnel of the Lehigh & Susquehanna R. R., and still following the Lehigh through rugged scenery reaches *Whitehaven* (113 miles), an important lumbering village, where large dams are thrown across the river. Here the ascent of the mountains begins with heavy grades, and at *Fairview* (127 miles) the summit is reached and the descent to the Wyoming Valley commences. *Newport* (134 miles) stands high, and affords a magnificent view of the Wyoming Valley, the Susquehanna being visible for more than 20 miles from its entry through Lackawannock Gap near Pittston to its exit through Nanticoke Gap near Shickshinny. Six miles beyond Newport, picturesquely situated on the Susquehanna River, in the center of the Wyoming Valley, is **Wilkesbarre** (*Wyoming Valley Hotel, Luzerne House, Exchange*), a prosperous city of 23,339 inhabitants, with broad, well-shaded streets, and handsome public and private buildings. The Court-House, County Prison, and Opera-House are all fine structures; and there are a good public library and several costly churches. Many fine villa residences front upon the esplanade along the river. Back of the city

and about 2 miles distant is **Prospect Rock*, which is 750 ft. high and affords the best view of the entire Wyoming Valley. A small steamer runs on the Susquehanna from Wilkesbarre to Nanticoke (9 miles) and affords fine views of the lower portion of the valley, which, however, is best seen by a drive along the river-road. A bridge across the river connects Wilkesbarre with **Kingston**, 4 miles above which, near the hamlet of Troy, is the site of *Fort Forty*, where the unfortunate battle of Wyoming was fought. Near by is the ***Wyoming Monument**, a massive granite obelisk 62½ ft. high, with appropriate inscriptions. About 3 miles above Fort Forty is *Queen Esther's Rock*, so called from the half-breed Indian woman (queen of the Senecas) who there avenged her son's death by tomahawking 14 American soldiers with her own hand.

The Valley of Wyoming is about 20 miles long and 3 miles wide, being formed by two parallel ranges of mountains, averaging on the west about 800 and on the east 1,000 ft. in height. It is traversed by the Susquehanna River, which enters its upper end through a bold mountain-pass known as the Lacka-



Wyoming Valley, from Campbell's Ledge.

wannock Gap, and passes out of its lower end through another opening in the same mountain called Nanticoke Gap. The river is in most places about 200 yards wide, and from 4 to 20 ft. deep; and moves with a very gentle current, except at the rapids or when swollen with rain or melted snows. Near the center of the valley it has a rapid, called the Wyoming Falls, and another at the lower gap, called the Nanticoke Falls. Several tributary streams fall into it on each side, after traversing rocky passes, and forming beautiful cascades as they descend to the plain. Describing this valley, Dr. Silliman (the elder) says: "Its form is that of a very long oval or ellipse. It is bounded by grand mountain-barriers, and watered by a noble river and its tributaries. The first glance of a stranger entering it at either end, or crossing the mountain-ridges which divide it (like the Happy Valley of Abyssinia) from the rest of the world, fills him with peculiar pleasure, produced by a fine landscape, containing richness, beauty, and grandeur. . . . Few landscapes that I have beheld can vie with the Valley of Wyoming." The Massacre of Wyoming, which has given the valley a melancholy prominence in history, and which forms the theme of Campbell's "Gertrude of Wyoming," occurred on July 3, 1778. The settlers, who had pre-

viously been at variance on account of being interested in charters from different authorities, had, at the outbreak of the Revolution, united in an effort to form a home-guard for self-protection. Two of the companies thus formed were ordered to join General Washington, and a third, imperfectly organized and equipped, was unequal to the terrible need that soon arose. A body of 400 British and 700 Indians, chiefly Senecas, under Colonel John Butler, entered the valley June 30, 1778; and the inhabitants, having taken refuge in Fort Forty (so called from the number in one of the bands of settlers), gave battle on the 3d of July and lost. Then followed the terrible massacre, which, though it was exaggerated at the time, has had few parallels in American history. Neither age nor sex was spared, and but few of the ill-fated people escaped by fleeing over the mountains to Stroudsburg. The village of Wilkesbarre was burnt, and its inhabitants either killed, taken prisoners, or scattered in the surrounding forests. Upward of 300 persons are estimated to have perished on that fatal day.

Nine miles beyond Wilkesbarre is **Pittston**, situated at the head of the Wyoming Valley, on the Susquehanna, just below the mouth of Lackawanna Creek. W. of the town are the Lackawannock Mts., filled with rich coal-mines which here find an outlet. A prominent object of interest in the vicinity is *Campbell's Ledge*, from which a charming view of the Valley is obtained. At Pittston the Lehigh & Susquehanna Division of the Philadelphia & Reading R. R., which has run parallel with the present route from Easton, diverges and runs N. E. to Scranton.

The portion of the present route beyond Pittston is much less attractive than that already traversed, though the scenery continues varied and pleasing and at times impressive. *Tunkhannock* (23 miles from Pittston and 175 from Philadelphia) is the capital of Wyoming County, and is picturesquely situated on the Susquehanna at the mouth of Tunkhannock Creek. From Triangle Hill, near by, there is a broad view. Still following the Susquehanna amid changing forest and hill scenery, the train passes a number of small stations and reaches **Towanda**, a busy manufacturing village of 3,000 inhabitants, situated on the river at the mouth of Towanda Creek. It is much visited in summer, and has a lucrative trade in farm and dairy produce with the surrounding region. Fifteen miles beyond Towanda is **Athens** (244 miles), a flourishing village at the confluence of the Susquehanna and Chemung Rivers. It occupies the site of the important Indian village of *Diahoga*, which was the rendezvous of the Tory-Indian forces that perpetrated the massacre of Wyoming. Near by is *Spanish Hill*, on which ancient Spanish coins are said to have been found. Crossing the Chemung River at Athens, the train enters the State of New York and speedily reaches *Waverly Junction* (248 miles) and **Elmira** (264 miles), where connection is made with the Erie Railway and all points E. and W. (see Route 41).

50. Philadelphia to Albany, N. Y.

By the North Pennsylvania R. R. to Bethlehem; thence by the Lehigh & Susquehanna Div. of the Philadelphia & Reading R. R. to Green Ridge; thence by the Pennsylvania Div. of the Delaware & Hudson Co.'s R. R. to Nineveh; and thence by the Albany & Susquehanna Div. of the same road to Albany. Distances: to Bethlehem, 54 miles; to Mauch Chunk, 88; to Wilkesbarre, 142; to Scranton, 160; to Green Ridge, 163; to Carbondale, 177; to Nineveh, 231; to Albany, 350; to Saratoga Springs, 388. This is a popular route from Philadelphia to Saratoga Springs and Montreal, and the variety of scenery which it offers makes it very attractive in summer.

As far as Bethlehem (54 miles) this route is identical with Route 47. From Bethlehem to Pittston the Lehigh & Susquehanna Division of the Reading R. R., and the Lehigh Valley R. R. (described in Route 49) run so close together, on opposite sides of the Lehigh River, that the same description serves for both. At *Pittston* (151 miles) the Lehigh & Susquehanna Division diverges to the N. E. and runs in 9 miles to **Scranton** (*Wyoming House, Forest House*), a flourishing city of 45,850 inhabitants, occupying the plateau at the confluence of Roaring Brook and the Lackawanna River. It is handsomely laid out, with broad, straight streets, and contains many fine residences and public buildings, but its general appearance is somber. Its importance is due to its situation in the most northern of the anthracite basins, and to its railroad facilities. The Del., Lack. & Western R. R. (Route 53) connects here, and there are several other important lines. The trade in mining supplies is extensive, and the shipments of coal are immense. Its iron-manufactures are very important, and there are vast blast-furnaces, rolling-mills, foundries, machine-shops, etc. Lackawanna, Penn, and Wyoming Aves. are the principal streets. In the suburb of Dunmore is the Forest Hill Cemetery, whence fine views are obtained; and from the N. suburbs may be seen the collieries on the opposite side of Pine Creek Valley. At *Green Ridge* (2 miles beyond Scranton) the train passes on to the track of the Pennsylvania Division of the Delaware & Hudson Canal Co.'s R. R., and, ascending the valley of the Lackawanna amid numerous collieries and mining-villages, in 15 miles reaches **Carbondale**, a city of 8,000 inhabitants, at the N. end of the anthracite-coal region, near several extremely rich coal-mines. The chief object of interest here is the *Gravity Railroad*, a series of inclined planes on which immense coal-trains are sent over the mountains to and from *Honesdale* (16 miles), on the Delaware & Hudson Canal, with no impelling force but gravity, save at one point. Beyond Carbondale, the road traverses a mountainous, rugged, and sparsely-settled region, crosses the Alleghanies at an elevation of 2,500 ft., and descends amid picturesque scenery to the valley of the Susquehanna. At *Jefferson Junction* (35 miles from Carbondale) the Erie R. R. (Route 41) is crossed near Binghamton, and the Albany train passes on by several small stations to *Nineveh* (231 miles from Philadelphia and 119 from Albany). Here the Albany & Susquehanna Division of the Delaware & Hudson Canal Co. R. R. is taken, and the train passes N. E. up the smiling valley of the Susquehanna River by a number of pretty villages and hamlets. From *Afton*, 5 miles beyond Nineveh, stages run to **Vallonia Springs** (*Spring House*), a picturesque highland village, 700 ft. above the river, and surrounded by beautiful scenery. The waters are impregnated with sulphur, iron, and magnesia, and are beneficial in cutaneous diseases. At *Sidney Plains* (247 miles) the New York, Ontario & Western R. R. is intersected.

One mile beyond *Colliers* (75 miles from Albany and 67 from Binghamton) the Cooperstown & Susquehanna Valley R. R. diverges, and runs N. in 16 miles to **Cooperstown** (*Cooper House, Hotel Fenimore, Central*), a village of 2,000 inhabitants, at the S. end of Otsego

Lake. The beautiful situation of the village, high up in the hills, with a bracing atmosphere and delightful scenery, renders it a charming summer resort, and attracts many visitors. Cooperstown was the home of J. Fenimore Cooper, the novelist, and his pen has rendered the whole region classic. "The same points still exist which Leather-Stocking saw; there is the same beauty of verdure along the hills; and the sun still glints as brightly as then the ripples of the clear water." The site of the old Cooper mansion (burned in 1854) is still pointed out; and the *Tomb of Cooper* is near Christ Church, which also contains beautiful memorial windows. The *Cooper Monument* is in Lakewood Cemetery, a mile from the village; it is of Italian marble, 25 ft. high, and is surmounted by a statue of Leather-Stocking. Two miles from the village, on the W. shore of the lake, is *Hannah's Hill* (named after Cooper's daughter), whence a fine view is obtained. On the E. shore (2 miles from the village) is *Mt. Vision*, which commands a very beautiful view of the lake and of the country adjacent. * *Rum Hill* (7 miles distant) is said to command a prospect of over 60 miles. *Leather-Stocking's Cave* is on the E. shore, $1\frac{1}{2}$ miles from the village; and the *Leather-Stocking Falls* (or Panther's Leap) are on the same side, at the head of a wild gorge. The *Mohegan Glen* is on the W. shore (3 miles from the village), and contains a series of small but picturesque cascades. There are many pleasant drives in the vicinity of Cooperstown; and highways lead to *Cherry Valley* (13 miles), to *Richfield Springs* (14 miles), and to *Sharon Springs* (20 miles). **Otsego Lake** is about 9 miles long and 1 to $1\frac{1}{2}$ wide, and is described by Cooper as "a broad sheet of water, so placid and limpid that it resembles a bed of the pure mountain atmosphere compressed into a setting of hills and woods. Nothing is wanted but ruined castles and recollections, to raise it to the level of the Rhine." The shores are bold and diversified, and the clear waters teem with fish. Two small steamers ply on the lake, affording a delightful excursion, and connecting at the upper end with stages for Cherry Valley and Richfield Springs. (See Route 53).

Beyond Colliers the road passes a number of small villages, crosses the watershed between the Susquehanna and the Mohawk, and descends by gentle grades into the latter valley. At *Cobleskill* (305 miles from Philadelphia and 45 miles from Albany) a branch line diverges and runs N. W. in 14 miles to **Sharon Springs** (*Pavilion Hotel, Union Hall, United States, Sharon House, Mansion House, American, Frethus*), a village of Schoharie Co., New York, which is visited by more than 10,000 invalids and pleasure-seekers annually. The village is situated in a narrow valley surrounded by high hills, and is chiefly noted for its mineral springs, of which there are four: chalybeate, magnesia, white sulphur, and blue sulphur. These, together with a spring of pure water, are near each other and near a wooded bluff W. of the village, and flow into a small stream below. The waters are pure and clear, and though they flow for $\frac{1}{4}$ mile from their source with other currents, they yet preserve their own distinct character. They tumble over a ledge of perpendicu-

lar rocks, with a descent of 65 ft., in sufficient volume and force to turn a mill. The Magnesia and White Sulphur Springs closely resemble the White Sulphur Springs of Virginia. The waters are drunk to a considerable extent, especially the Magnesia; but the specialty of the place is its baths, for which there are spacious and admirably appointed bath-houses (40c. a bath). Besides the water-baths, mud-baths are administered (in which the patient is covered with mud saturated with sulphur and heated to about 110°). These baths are considered remedial for rheumatism and kindred ailments. Other baths, prepared by mixing the magnesia-water with extract of pine from the Black Forest of Germany, are administered for pulmonary, neuralgic, and paralytic diseases. There are pleasant drives and rambles in the vicinity of the hotels, and from the summit of the hill over the village a beautiful view may be obtained, including the Mohawk Valley, the Adirondacks, and the Green Mountains of Vermont. Sharon Springs is connected by stage (9 miles) with Palatine Bridge on the N. Y. Central R. R. (see Route 39).

Cherry Valley, a pretty little village at the head of Cherry Valley Creek, is 9 miles from Sharon Springs by railway and 7 miles by road. It is a place of great interest as the scene of one of the most atrocious massacres that have ever disgraced any war. Here, in August, 1778, the Tories and Indians fell upon the unprotected settlers, and, without making any distinction of age or sex, either killed or took captive the entire population. A monument now marks the site of the old fort and the grave of the slaughtered settlers. The valley is a popular but not fashionable summer resort, and besides the hotels there are numerous houses at which board may be obtained at from \$7 to \$12 a week. In the village is a young ladies' academy, the first principal of which was the Rev. Solomon Spaulding, whose fanciful antiquarian novel, written solely for his own amusement, was made the basis of the "Book of Mormon." Near the center of the township is *Mt. Independence*, a rocky eminence rising 2,000 ft. above the sea. On a small creek near by (2 miles from the village) are the *Tekaharawa Falls*, a picturesque cascade 160 ft. high. In the vicinity of these falls (1½ mile from the village) are the *Cherry Valley White Sulphur Springs*, which are becoming a popular resort. In the village of Salt Springsville, near by, are a number of salt-springs; and there are also chalybeate and magnesia waters in the vicinity. Cherry Valley is famous for the coolness, salubrity, and tonic effect of its summer climate.

On the main line, 6 miles beyond Cobleskill and 39 miles from Albany, is **Howe's Cave** (*Cave House*), the most remarkable cavern known, after the Luray Cavern of Virginia and great Mammoth Cave of Kentucky. It was discovered in 1842 by Lester Howe, who is said to have penetrated to a distance of 12 miles, but the farthest point usually visited is about 4 miles from the entrance. The entrance is near the hotel (fee, including guide, \$1.50). A stairway descends from the entrance to the Reception Room, after which follow in succession Washington Hall, the Bridal Chamber, the Chapel, Harlequin Tunnel,

Cataract Hall, Ghost Room or Haunted Castle, and Music Hall. Stygian Lake is crossed in a boat, and beyond are Plymouth Rock, Devil's Gateway, Museum, Geological Rooms, Uncle Tom's Cabin, Grant's Study, Pirate's Cave, Rocky Mts., Valley of Jehoshaphat, Winding Way, and Rotunda. As far as the lake the cave is lighted with gas, and beautiful stalactites and stalagmites are everywhere seen. There are other remarkable caves in this vicinity, the most noteworthy of which is *Ball's Cave*, 4 miles E. of Schoharie.

Three miles beyond Howe's Cave is *Central Bridge*, whence a branch line runs in 5 miles to the pretty hill-village of *Schoharie*; and 9 miles farther is *Quaker Station*, where through passengers for Saratoga and the north who wish to save the *détour* by Albany take a branch road which runs N. E. *via* Schenectady to **Saratoga Springs** in 37 miles. Between Quaker Station and Albany the train runs for a considerable portion of the way in sight of the far-viewing Helderberg Mountains, descends the picturesque valley of Norman's Kill, passes 5 small stations, and reaches Albany (350 miles), where connection is made with railroads leading in all directions. **Albany** is described on p. 64.

51. Philadelphia to Erie.

By the Philadelphia & Erie Division of the Pennsylvania R. R. Distances: to Harrisburg, 106 miles; to Sunbury, 163; to Williamsport, 203; to Lock Haven, 228; to Emporium, 301; to Corry, 413; to Erie, 451. Two through trains daily run on this line, making the journey in 24 hours, and this is a favorite route from Philadelphia to Western New York and the Oil Regions of Pennsylvania.

FROM Philadelphia to Harrisburg this route follows the Pennsylvania R. R. and has been described in Route 48. From Harrisburg to Sunbury it follows the Northern Central R. R., and this section is described in Route 57. *Sunbury* (163 miles) is pleasantly situated on the E. bank of the Susquehanna River, at the intersection of the Philadelphia & Erie and Northern Central Railways. The former road is taken here, and the train passes in 2 miles to the pleasant village of *Northumberland*, built upon a point of land formed by the confluence of the N. and W. branches of the Susquehanna. The Bloomsburg Div. of the Delaware, Lackawanna & Western R. R. connects here, and by means of it a pleasant excursion can be made to the Wyoming Valley (Route 49). *Milton* (176 miles) is a thriving village at the junction of the present route with the Catawissa R. R. (Route 54). About 10 miles beyond Milton the two railroads cross each other and run on nearly parallel lines to Williamsport. The scenery along this portion of the road is strikingly picturesque. **Williamsport** (*Park Hotel*, *Hepburn House*) is a city of 18,934 inhabitants, picturesquely situated on the W. Branch of the Susquehanna, surrounded by high hills and much fine scenery. The streets are wide and straight, lighted with gas, and traversed by horse-cars. The business quarter is substantially built, and numerous handsome residences and gardens make the place attractive. The suburbs of Rocktown and Duboistown lie across the river under the Bald Eagle Mts., and are connected with the city by a graceful suspension bridge. The county buildings are handsome

structures, and *Trinity Church* is a very fine edifice. The *Dickinson Seminary*, with spacious buildings in Academy St., is a noted educational institution. Williamsport owes its prosperity to the lumber business, of which it is a leading mart. The great *Susquehanna Boom* extends from 3 to 4 miles up the river, has a capacity of 300,000,000 ft. of lumber, and in spring is filled with pine and hemlock logs. The annual shipments of lumber average 250,000,000 ft., and there are vast saw-mills, planing-mills, machine-shops, etc.

Leaving Williamsport, the train crosses in succession the Lycoming Creek and the W. Branch, and still following the river passes in 25 miles to **Lock Haven**, a city of 8,000 inhabitants, also famous as a lumber-mart. Immense numbers of logs are annually received in the boom here, and furnish employment to extensive saw-mills. The charming scenery about Lock Haven, especially that of the adjacent Bald Eagle Valley, attracts many summer visitors. Beyond Lock Haven the road runs for 27 miles through wild scenery to **Renovo** (*Renovo Hotel*), a creation of the railroad which here has extensive construction-shops and foundries. The village lies in a beautiful, mountain-surrounded valley, and the loveliness of the scenery combined with the excellent trout-fishing in the adjacent streams has made it a popular summer resort. A few miles beyond Renovo the railroad leaves the Susquehanna and for the next 50 miles traverses what, until its construction, was an unknown land even to its nearest neighbors—a favorite refuge of outlawed criminals. It is the section of country known as the *Great Horse-shoe of the Alleghanies*, which encompassed and isolated it, and it is still a desolate wilderness save where a few straggling settlements have sprung up along the railway. *Cameron* (296 miles) is a small village near some rich veins of bituminous coal. Five miles beyond is **Emporium**, an important lumbering town on the Driftwater, a tributary of the Susquehanna, built in a narrow valley, the sides of which rise abruptly to the height of 700 ft. to 1,000 ft. Valuable salt-springs have been discovered in the vicinity, and it is expected that the manufacture of salt will prove profitable. At Emporium the Buffalo, New York & Philadelphia R. R. (Route 52) diverges. Twenty-two miles beyond Emporium is the flourishing village of **St. Mary's**, surrounded by numerous veins of the richest bituminous coal, and near deposits of iron-ore and fire-clay, with abundance of timber at hand. There are 2 religious houses here: St. Mary's Convent of Benedictine Nuns and St. Mary's Priory, a Benedictine monastery. The convent is the oldest of the order in the United States and is called the "Mother House." *Wilcox* (347 miles) is noted as the site of the largest tannery in the world, and *Kane* (356 miles) is where the road leaves the *Wild-cat Country*, or "unknown land." It is situated on the Big Level, a narrow plateau which forms the boundary from N. to S. of the great coal and oil region of Northwestern Pennsylvania, and is the summit whence trains descend by heavy grades to the level of Lake Erie. *Warren* (385 miles) is an attractive town of 2,000 inhabitants at the confluence of the Conewango and the Alleghany River, at the head of navigation on the latter. It is the site of extensive tanneries, has an abundance of light sandstone for building

purposes, and lies between the coal and iron and the oil regions of Pennsylvania. The Dunkirk, Alleghany Valley & Pittsburg R. R. connects here. At *Irvineton* (390 miles) the River Division of the Buffalo, New York & Philadelphia R. R. comes in from the Oil Regions (see Route 55). **Corry** (413 miles) is at the junction of the Philadelphia & Erie, Atlantic & Great Western, and Pittsburg, Titusville & Buffalo Railways. It came into existence as a result of the discovery of oil, and prior to June, 1861, its site was covered with forest. The first house was erected in August, 1861; the great Downer Oil Works were erected shortly afterward, and the place has now a population of about 8,000, with 8 churches, 2 banks, several good hotels, and 2 daily papers. Beyond Corry are *Union* (424 miles) and *Waterford* (432 miles), and the road traverses a pleasant farming country to its terminus at Erie (451 miles from Philadelphia).

Erie (*Reed House, Moore's Hotel, Morton House, Wilcox House*) is a city and port of entry on Lake Erie, with a population of 31,000, a flourishing commerce, and extensive manufactures, the invested capital of which is \$7,126,500, the annual product \$11,875,500. It stands upon an elevated bluff commanding a fine view of the lake, and is regularly laid out with broad streets crossing each other at right angles. *The Park* is a finely shaded inclosure in the center of the city, surrounded by handsome buildings, and intersected by State St., which is the principal business thoroughfare. In the Park are a *Soldiers' Monument*, with 2 bronze statues of heroic size, and 2 handsome fountains; and near by is the *Court-House*, a neat building in the classic style. The new *Opera-House* is a costly and handsome edifice, and the *Custom-House* is a substantial white-marble building near the water. The *Marine Hospital* has extensive but unused buildings at the cor. of Ash and 2d Sts., which have been tendered to the United States for a Soldiers' Home. *St. Vincent Hospital* (Catholic) and the *Hamat Hospital* and *Home for the Friendless* (Protestant) are flourishing institutions. The *Union Depot* is of brick in the Romanesque style, 480 ft. long, 88 ft. wide, and 2 stories high, and is surmounted by a cupola 40 ft. high. The city has 28 churches, 16 public schools, a public library of 6,000 volumes, 4 daily and 11 weekly newspapers, and is the only naval station on the chain of the lakes. A new Government building for the U. S. Court, Post-Office, etc., is about to be erected at an expense of \$100,000. The *Erie Cemetery*, in Chestnut St., comprises 75 acres beautifully laid out with walks and drives, and adorned with trees, flowers, and shrubbery. The harbor is the best on Lake Erie, being $4\frac{1}{2}$ miles long, from $1\frac{1}{2}$ to 2 miles wide, and 9 to 25 ft. deep, and is inclosed by Presque Isle, lying in front of the city. At the entrance are 2 lighthouses, and there are several large docks furnished with railroad tracks, so that the transfer of merchandise takes place directly between the vessels and the cars. The principal articles of shipment are lumber, coal, iron-ore, and grain. The leading manufactures are of iron-ware, machinery, cars, leather, brass, furniture, organs, boots, shoes, etc. It was from Erie that Perry's fleet sailed on the occasion of his memorable victory, and thither he brought his prizes. Several of his ships sank in Lawrence Bay, and the hull of the Niagara

is still visible in fair weather. At Erie the traveler can take the Lake Shore & Michigan Southern R. R. and go E. to Buffalo (88 miles) or W. to Chicago (451 miles).

52. Philadelphia to Buffalo.

By the Pennsylvania R. R. to Harrisburg; thence by the Northern Central R. R. to Sunbury; thence by the Philadelphia & Erie Div. of the Pennsylvania R. R. to Emporium; and thence by the Buffalo, New York & Philadelphia R. R. to Buffalo. Distances: to Harrisburg, 106 miles; to Sunbury, 163; to Williamsport, 203; to Emporium, 301; to Buffalo, 422. This is the shortest route between Philadelphia and Western New York.

As far as **Emporium** (301 miles) this route is identical with the preceding one. At Emporium the Buffalo, New York & Philadelphia R. R. is taken, and the train runs N. through a sparsely-settled forest-region to *Port Alleghany* (325 miles), a small village on the Alleghany River. Beyond Port Alleghany the river is followed amid rugged scenery to **Olean** (353 miles), where the Erie R. R. (Route 41) is crossed. Olean is an important shipping-station at the head of navigation on the Alleghany River. Twelve miles beyond Olean is *Ischua*, E. of which is the Oil Creek Reservation of the Seneca Indians. Near *Franklinville* (373 miles) is the pretty Lime Lake, which may be seen from the cars on the left; and during the remaining 50 miles the road traverses a pleasant agricultural district of rolling hills and fertile intervalles with small rural hamlets *en route*. **Buffalo** is described on p. 165.

53. Philadelphia to Lake Ontario.

By the New York Div. of the Pennsylvania R. R. to Trenton; thence by the Belvidere Div. to Manunka Chunk; and thence by the Delaware, Lackawanna & Western R. R. to Oswego. Distances: to Trenton, 30 miles; to Manunka Chunk, 98; to Delaware Water-Gap, 103; to Scranton, 165; to Binghamton, 226; to Syracuse, 306; to Oswego, 341; to Buffalo, 434; to Niagara Falls, 456. This is a direct and pleasant route from Philadelphia to the Delaware Water-Gap, Schooley's Mt., Central and Western New York, Buffalo, and Niagara Falls. There is only one change of cars between Philadelphia and Oswego, at Manunka Chunk.

FROM Philadelphia to **Trenton** (30 miles) this route is described in Route 3 *a*. At Trenton the Belvidere Division is taken, and the train follows the N. bank of the Delaware River to Manunka Chunk amid varied and picturesque scenery. Four miles beyond Trenton the New Jersey Lunatic Asylum is passed, and 5 miles farther is *Washington's Crossing*, where General Washington made the celebrated passage of the Delaware, when he surprised and defeated the Hessians at Trenton (Dec. 26, 1776). *Lambertville* (46 miles) is a large manufacturing village of 3,000 inhabitants, with a fine water-power derived from a feeder of the Delaware & Raritan Canal. Beyond Lambertville the scenery is very pleasing, and 8 small stations are passed before reaching *Phillipsburg* (81 miles), where connections are made with the Morris and Essex Div. of Del., Lack. & Western R. R. (Route 46), and the N. J. Central R. R. (Route 47). For description of Phillipsburg, see Route 47. Fourteen

miles beyond Phillipsburg is *Belvidere* (American House), a pretty village situated on both sides of Pequest Creek, where it empties into the Delaware. It has a fine water-power, with considerable manufactures, and a population of about 2,500. **Manunka Chunk** (98 miles) is the junction with the (main line of the) Del., Lack. & Western R. R., and passengers for the north here change cars. (The Del., Lack. & Western R. R. has its E. terminus at Hoboken, and the route from New York to Manunka Chunk is described in Route 46.) *Delaware* (100 miles) is the last station in New Jersey, the train crossing the Delaware into Pennsylvania on a long bridge. All trains stop at Delaware for refreshments. Eight miles beyond Delaware station is the celebrated

Delaware Water-Gap.

Hotels, etc.—The *Kittatinny House*, standing on the mountain-side above the railway station, is an old and favorite resort. The *Water-Gap House* is a spacious hotel on the summit of Sunset Hill. The *Mountain House* and the *Glenwood* are smaller. Prices at these hotels are from \$2 to \$3 a day, \$10 to \$16 a week. Fare from New York to the Water-Gap, \$2.55; excursion, \$3.80. From Philadelphia, \$2.95. Delaware Water-Gap may also be reached from New York *via* the New York, Susquehanna & Western R. R. Distance: 99 miles.

The Delaware Water-Gap is where the Delaware River, after a journey of about 200 miles through a wild, rugged, and romantic country, forces its way through the Kittatinny or Blue Mountains. The Gap is about 2 miles long, and is a narrow gorge between walls of rock some 1,600 ft. in height, and so near to each other at the S. E. entrance as hardly to leave room for the river and the railroad. The valley N. of the Blue Ridge and above the Gap bore the Indian name of Minnisink, or "Whence the waters are gone." "Here a vast lake once probably extended; and whether the great body of water wore its way through the mountain by a fall like Niagara, or burst through a gorge, or whether the mountains uprose in convulsion upon its margin, it is certain that the Minnisink country bears the mark of aqueous action in its diluvial soil, and in its rounded hills, built of pebbles and boulders."

Of the two grand mountains which flank the mighty chasm of the Gap, the one on the Pennsylvania (W.) side is named *Minsi*, in memory of the Indians; that on the New Jersey (E.) side bears the name of *Tammany*, an ancient Delaware chief, who was canonized during the last century, and proclaimed the patron saint of America. Mt. Minsi is soft in outline, and densely wooded, but Tammany exhibits vast, frowning masses of naked rock. Successive ledges, or geological terraces, mark the face of Minsi, and upon the lowest of these, 200 ft. above the river, stands the old Kittatinny House. The stream that issues beneath the hotel and falls in a cascade into the river has come down the mountain-side through a dark and picturesque ravine. Far up the ascent it takes its rise in the *Hunter's Spring*, a cool and sequestered spot, reached by a path from the hotel. Under the name of *Caldeno Creek* it continues its downward course by cascade and waterfall to the river. Along the face of Minsi, about 500 ft. above the river, runs a grand horizontal plateau of red shale, extending for several miles along the mountain, and known as the *Table Rock*. Extensive views are obtained from this

point, and the Caldono flows over the ledge at an angle of 45 degrees in a charming succession of miniature falls and rapids. The rocky strata beneath are densely covered with moss, which gives the spot its name of *Moss Cataract*. Below the cataract, in a secluded, deeply-shaded glen, is the placid rock-basin known as *Diana's Bath*; and at a still lower range the stream dashes at *Caldono Falls* over a rugged, rocky precipice. All these points are reached from the Kittatinny House by a path marked in *white* lines on rocks and trees. The summit of *Mt. Minsi* is reached from the hotel by a path 3 miles long, marked by *red* lines. The ascent is easy, and the view from the summit the finest to be obtained in this region. Paths diverging from the main path to the summit lead to various points of interest. A short distance from the hotel a path marked with *blue* lines, and turning off to the left, leads to the *Lover's Leap*, whence the best view of the Gap is obtained. Half a mile farther, a *white*-lined path to the right leads to *Hunter's Spring*, already mentioned; and still beyond a *yellow*-lined path (to the left) leads to *Prospect Rock* (2 miles from the hotel), whence another noble view is obtained. *Mt. Tammany* may be ascended from the hotels by a rugged path $2\frac{1}{2}$ miles long, but it should not be undertaken except by a vigorous climber. The view from the summit is fine, but does not differ materially from that from the summit of *Mt. Minsi*. On the apex of the lofty peak is a picturesque mountain-lake, of which popular superstition declares that it has no bottom.

The best near view of the Gap is obtained by descending the river in a boat to *Mather's Spring*, on the New Jersey shore ($1\frac{1}{2}$ mile from the hotel). The *Indian Ladder Bluff*, at the foot of *Mt. Tammany*, the *Cold Air Cave*, *Benner's Spring*, and the *Point of Rocks*, are favorite excursion-points along the river. A few miles above the Gap the Delaware is joined by the Bushkill Creek, upon which is one of the most beautiful waterfalls of the district—the *Bushkill Falls*. On a small affluent of the same stream are the *Buttermilk Falls* and the picturesque *Marshall Falls*. All these falls are within 7 miles of the hotels. There is a pleasant drive from the Gap up the *Cherry Valley*.

The Water-Gap is traversed on a narrow shelf between the river and mountain, and as the train emerges at the N. end it crosses Broadhead Creek, and passes through a cut in Rock Difficult, so called from the difficulty encountered in making a passage through its flinty mass. *Stroudsburg* (112 miles) is the first station beyond the Gap, and is a pleasant summer resort. At *Spragueville* (117 miles) the ascent of the Pocono Mt., the E. slope of the Alleghanies, begins, the grade for 25 miles being at the rate of 65 ft. to the mile. Just beyond *Oakland* (125 miles) the Pocono Tunnel is traversed near the top of the mountain, a point from which the view, extending more than 30 miles, is most impressive. At *Tobyhanna* (138 miles) the descent of the W. slope of the mountains begins. In the vicinity of *Moscow* (152 miles) game and trout abound; and, just beyond, the valley of Roaring Brook is entered, and the train descends by steep grades into the Lackawanna Valley and soon reaches **Scranton** (see Route 49). Beyond Scranton the train runs N. through a mountainous and thinly-settled region to *Great Bend* (212

miles), a small village on the Erie R. R. and the Susquehanna River whence the two roads run parallel to each other on opposite sides of the river 14 miles to **Binghamton** (see Route 40).

At Chenango Forks, 11 miles beyond Binghamton, the *Utica Division* diverges from the main line and runs N. E. in 95 miles to **Utica** on the N. Y. Central R. R. (see Route 39). From *Richfield Junction* (14 miles from Utica) a branch line runs in 21 miles to **Richfield Springs**, a popular summer resort in Otsego County, near the head of Schuyler's Lake, and within a few miles, drive of Cooperstown and Cherry Valley (see Route 53). The village is neat, but the hotels constitute Richfield. The leading hotels are the *Spring House* and the *American*, which face each other on opposite sides of the main street, and accommodate each about 400 guests (rates, \$2.50 to \$4.50 a day, \$15 to \$25 per week). Smaller houses are the *Tuller House*, the *National*, *Canadarago*, *Cary's*, *Davenport*, *Central*, and others (\$12 to \$25 per week). There are 17 mineral springs near the village, the most important being that within the grounds of the Spring House. The main constituents of its waters are bicarbonate of magnesia and lime, sulphate of magnesia and lime, chloride of sodium and magnesia, and sulphureted-hydrogen gas. They are considered especially efficacious in diseases of the skin. There are delightful walks and drives in the vicinity of the Springs, and fine boating and fishing on **Schuyler's Lake**, which is 1 mile from the village. This lake is $\frac{3}{4}$ miles long, and is inclosed by gentle hills which combine with it in many attractive landscapes. The *Lake House* is celebrated for its fish and game dinners. Stages run several times daily to *Otsego Lake*, connecting with the steamers; also connecting at Springfield Center with stages to *Cherry Valley* and *Sharon Springs*.

Leaving Binghamton, the train follows the Chenango River for 10 or 12 miles, then ascends the Tioughnioga River, and then traverses a rich farming region to Syracuse on the N. Y. Central R. R. There are numerous villages *en route*, but the only ones requiring mention are *Cortland* (269 miles), a pretty place of 3,500 inhabitants, seat of a State Normal School; and *Homer* (271 miles), a prosperous village, near the Little York Lakes. **Syracuse** (306 miles) is described in Route 39. Beyond Syracuse the road skirts the W. shore of Onondaga Lake, and soon reaches the Oswego River, which it follows for 17 miles to **Oswego** (*Lake Shore Hotel*, *Doolittle House*). Oswego is the largest and handsomest city on Lake Ontario, with a population in 1880 of 21,117, and extensive commerce and manufactures. Immense quantities of grain and lumber are received and shipped here, and, with the exception of Rochester, more flour is made here than in any other city in the country. *Kingsford's Oswego Starch Factory* is the largest in the world, and there are important foundries, iron-works, etc. The city is divided into two nearly equal parts by the Oswego River, which is spanned by 3 iron drawbridges. The streets are regularly laid out with a width of 100 ft., and contain many fine public and commercial buildings and private residences. There are two public parks, one on each side of the river, which, as well as the residence-streets, are beautifully shaded. The principal public buildings are the *Custom-House and Post-Office*, of Cleveland limestone, costing \$120,000; the *City Hall* and the *County Court-House*, of Onondaga limestone; the *State Armory*, of brick, with stone and iron facings; and the *City Library*, costing \$30,000 and containing 12,000 volumes. There are also several handsome school-buildings, and 2 public halls. The *Deep Rock Spring* (in First St., W.), discovered in 1865, has attained a wide celebrity, and the spacious *Doolittle House*

has been erected over it to accommodate invalids and others. The naturally good harbor of Oswego has been artificially improved, and now has 3 miles of wharfage. It is defended by *Fort Ontario*, a strong work on the E. shore (open to visitors). Besides the present route, Oswego is the terminus of the New York, Ontario & Western R. R., and of the Delaware, Lackawanna & Western R. R. It is also the headquarters of the Rome, Watertown & Ogdensburg R. R., on which road it is located about midway between the *Thousand Isles* and *Niagara Falls*.

54. Philadelphia to Reading, Pottsville, and Williamsport.

By the main line of the Philadelphia & Reading R. R. and the Catawissa Div. Distances : to Reading, 53 miles ; to Port Clinton, 78 ; to Pottsville, 93 ; to Tamaqua, 98 ; to Williamsport, 199. The Phila. & Reading R. R. is the most important coal-road in the country, connecting the great anthracite coal-fields with tide-water ; and vast quantities of coal are transported over it. The road was finished in 1842 at a cost of over \$16,000,000. It traverses the valley of the Schuylkill River a distance of 58 miles to Reading, and thence 35 miles to Pottsville.

The passenger station in Phila. is at the cor. of Broad and Callowhill Sts., and, leaving the city, the fine stone bridge over the Schuylkill is crossed in full view of Fairmount Park, Laurel Hill, and other objects of interest mentioned in our description of Philadelphia. The Schuylkill River is now followed, and in 17 miles the train reaches *Bridgeport*, opposite which is **Norristown** (*Montgomery House*), a handsomely built town of 13,064 inhabitants, with a fine marble Court-House, several handsome school-buildings, and important manufactures. The *Chester Valley R. R.* runs in 22 miles from Bridgeport to Downingtown on the Penn. R. R. (Route 48). *Valley Forge* (23 miles) is memorable as the headquarters of Gen. Washington and the American army during the dismal winter of 1777. The building occupied by Washington is still standing near the railroad, whence it can be seen. **Phoenixville** (27 miles) is a flourishing town of 7,000 inhabitants, noted for its rolling-mills and furnaces. The Phoenix Iron-Works are the largest in America, and it was here that the iron dome of the Capitol at Washington was made. Just beyond Phoenixville the train traverses a tunnel 2,000 ft. long, and passes in 12 miles to *Pottstown*, a pretty tree-embowered village of 5,000 inhabitants, surrounded by charming scenery. The railroad passes through one of its streets and crosses the Manatawny Creek on a lattice bridge 1,071 ft. long. **Reading** (*Mansion House, American, Keystone*) is the third city of Pennsylvania in manufactures and the fifth in population, which in 1880 was 43,280. It is pleasantly situated on an elevated and ascending plain, backed on the E. by Penn's Mt. and on the S. by the Neversink Mt., from both of which flow streams of pure water, abundantly supplying the city. The streets cross each other at right angles, and in the center of the city is *Penn Square*, on which are the chief hotels and stores. The *Court-House*, on N. 6th St., is a very handsome edifice with a fine portico supported by 6 columns of red sandstone. The *City Hall* is at

the cor. of Franklin and S. 5th Sts., and near by is a public library with 3,000 volumes. The *County Prison* is a substantial structure in Penn St.; and the *Grand Opera-House* and *Mishler's Academy of Music* are fine buildings. Of the 31 churches the most noteworthy are *Trinity* (English Lutheran), an antique building with a spire 210 ft. high, and *Christ* (Episcopal), an imposing Gothic edifice of red sandstone in N. 5th St., with a spire 202 ft. high. Reading is surrounded by a rich farming country, with which it has a lucrative trade. The inhabitants of this district are chiefly of German origin, and a dialect of German, known as Pennsylvania Dutch, still prevails to some extent. The city is especially noted for its manufactures, among which the production and working of iron hold the first rank. The shops of the Phila. & Reading R. R. employ 2,800 men. The principal places of interest in the vicinity of Reading are the *Mineral Spring*, 1½ mile E.; the *Switch-back*, on Neversink Mountain, and *Miller's City Park Hotel*. *White Spot*, on Penn's Mt., 1,000 ft. above the river, is famed for its view. At Reading the present route is intersected by the Allentown Line (see Route 47).

Beyond Reading the road still follows the Schuylkill amid picturesque mountain scenery, and in 20 miles reaches *Port Clinton* (75 miles), a pleasant place at the mouth of the Little Schuylkill. Here the Little Schuylkill Div. of the Reading R. R. connects. From Port Clinton the Pottsville trains pass on by *Auburn* (83 miles) and *Schuylkill Haven* (89 miles) to **Pottsville**, the terminus of the Phila. & Reading main line. Pottsville is situated upon the edge of the great Schuylkill coal-basin, in the gap by which the river breaks through Sharp's Mt. The annual yield of the Schuylkill coal-fields is about 6,000,000 tons, and this enormous product is conveyed to market by the Reading R. R. and the Schuylkill Canal. The city dates from 1825, and in 1880 had a population of 13,253. The chief public buildings are the Court-House, Jail, Town-Hall, Union Hall, and Opera-House. The coal-traffic is the principal source of the city's prosperity, but there are also extensive foundries, rolling-mills, and machine-shops. The great collieries lie to the N. and N. E., and are reached by numerous branch roads which converge upon Pottsville.

At *Port Clinton* (see above) the through trains for Williamsport take the Catawissa & Williamsport Branch of the Phila. & Reading R. R., which traverses a wild and desolate region for twenty miles to **Tamaqua** (98 miles), a prosperous town of 6,000 inhabitants, attractively situated on the Little Schuylkill, in the midst of a rich coal-region, from which it draws a large trade. Beyond Tamaqua the train traverses for fifty miles a rugged and mountainous region which is fairly gridironed with the numerous intersecting branches of the great coal roads. The scenery of this section of the route is varied and impressive, and the Catawissa Valley, which is traversed for 30 miles, offers scenes of singular beauty. **Catawissa** is 145 miles from Phila., and is picturesquely situated at the confluence of the Catawissa Creek and the Susquehanna River. Nine miles beyond is **Danville**, a flour-

ishing manufacturing town of 10,000 inhabitants. The Montour Iron Works here make vast quantities of railroad iron, and on a hill near by is a State Insane Asylum with extensive buildings. *Milton* (170 miles) is the junction of the present route with the Phila. & Erie R. R., which is described in Route 51. **Williamsport** (see the same).

55. Pittsburg to Titusville and Buffalo. The Pennsylvania Oil Regions.

By the Alleghany Valley R. R. and Pittsburg Div. of the Buff., N. Y. & Phila. R. R. Distances: to Red Bank, 64 miles; to Oil City, 132; to Titusville, 150; to Corry, 178; to Chautauqua Lake, 207; to Buffalo, 275. Through trains from Pittsburg to Buffalo *via* Oil City and Brocton accomplish the distance in 12 hours.

PITTSBURG has been described, and the route thither from Phila., in Route 48. Leaving the Union Depot, the train passes for several miles among smoke-discolored factories and iron-works, and then reaches the Alleghany River, whose banks are followed for more than 100 miles amid picturesque and varied scenery. *Kittaning* (44 miles) is a flourishing manufacturing borough of 2,000 inhabitants, in the midst of a rich coal-region, which is extensively worked. From *Red Bank* (64 miles) the Low Grade Division of the Alleghany Valley R. R. runs in 110 miles to Driftwood on the Phila. & Erie R. R. (Route 51), passing the remote forest-town of *Brookville*, which offers great attractions to the sportsman. *Brady's Bend* (68 miles), *Parker* (83 miles), *Emlenton* (89 miles), and *Scrubgrass* (107 miles) are small stations. All along this section of the route the apparatus of oil-wells, some in operation and others deserted, may be seen from the cars. Sixteen miles beyond Scrubgrass is **Franklin**, a city of 6,000 inhabitants, built on the site of the old French *Fort Venango*, at the confluence of French Creek and the Alleghany River. Several railroads connect here. Nine miles beyond Franklin is **Oil City** (*Collins House, Taylor, National*), the center and headquarters of the Oil Region. It is situated on the Alleghany River at the mouth of Oil Creek, the city being built along a narrow shelf between the river and a high bluff which is crowned with residences. Oil City was founded in 1860, incorporated in 1871, and now has a population of about 8,000. It is not particularly attractive to either the eye or the nose, but it will afford the visitor in a few short rambles the best opportunity of witnessing the various operations of obtaining, refining, barreling, gauging, and shipping the precious petroleum. The wells in the vicinity yield 600 barrels daily, and about 2,000,000 barrels are annually sent thence to market. The great iron tanks for storing the oil are worth a visit.

From Oil City the River Div. of the Buffalo, New York & Philadelphia R. R. follows the Alleghany River to *Irvineton* (50 miles), where the Philadelphia & Erie Div. of the Pennsylvania R. R. is intersected (see Route 51). The most important points on this line are *Oleopolis* (9 miles), once a flourishing center of trade, *Tionesta* (20 miles), and *Tidioute* (35 miles), the latter being quite a manufacturing place. The scenery on this division of the road is highly picturesque.

From Oil City the train for Buffalo follows the valley of Oil Creek, famous as the scene of the earliest "operations in oil." The old derricks and tanks are still standing, mementos of a former activity, and an occasional pumping-well is seen, while most of the stations *en route* are decadent relics of a lost prosperity. Eighteen miles beyond Oil City the train reaches **Titusville**, a city of 10,000 inhabitants, and the largest place in the Oil Regions. It is situated in a broad and beautiful valley, through which flows Oil Creek. The streets are broad and well paved; the business blocks are of brick and stone; and there are quite a number of fine residences. The place owes its rapid growth and prosperity mainly to the oil-wells in the vicinity, which are very productive; and here are the capacious refineries of the Standard Oil Company. Besides the oil-works there are extensive iron-works, foundries and machine-shops, and various other manufactories. The Union & Titusville Branch runs in 25 miles from Titusville to *Union City* on the Philadelphia & Erie R. R. (see Route 51); and the Dunkirk, Alleghany Valley & Pittsburg R. R. runs in 90 miles to *Dunkirk* (see Route 40).

Leaving Titusville, a picturesque ride of 28 miles past a number of small villages brings us to **Corry** (see Route 51). Six miles beyond Corry the train crosses the boundary-line between Pennsylvania and New York, and then in about 20 miles reaches *Mayville*, picturesquely situated at the head of **Chautauqua Lake**, the highest navigated body of water on the continent (1,291 ft. above the sea), and one of the most frequented of summer resorts. At *Chautauqua* (3 miles from Mayville) the National Sunday-school Assembly hold their annual session during July and August, and at *Point Chautauqua* (1½ mile from Mayville) the National Baptist Association have extensive grounds. Several steamers ply on the lake, and there are numerous hotels. From Mayville the ride to *Brocton* (89 miles from Oil City) is through a pleasant country. At Brocton the train takes the Lake Shore & Michigan Southern R. R., which skirts the shore of Lake Erie to **Buffalo** (see Route 39).

The first wells ever bored in order to obtain petroleum were sunk at Titusville in 1859. The occurrence of the oil about the head-waters of the Alleghany River in New York and Pennsylvania was known to early settlers, and the name Oil Creek was given to a stream in Alleghany Co., N. Y., and also to one in Venango Co., Pa. The Indians collected it on the shores of Seneca Lake, and the settlers collected it at various points, and it was long sold as a medicine by the name of Seneca or Genesee Oil. In 1854 its commercial value for illuminating purposes began to be suspected, and Col. E. L. Drake went to Titusville to see if it could be obtained in sufficient quantities. He bored the first well about 1 mile S. of Titusville, and on Aug. 26, 1859, oil was struck at a depth of 71 ft. The drill suddenly sank into a cavity of the rock, and the oil rose within 5 inches of the surface. A small pump being introduced, a supply of oil amounting to 400 gallons a day was obtained; and with a large pump the flow was increased to 1,000 gallons a day. Though a steam-engine was applied to the work and kept in constant operation, the supply continued uninterrupted for weeks. This success gave a new value to every spot where oil had ever been found or which was thought likely to produce it. Many other wells were sunk soon after, and there began that great petroleum traffic which has since attained such vast dimensions. By the end of the year 1860 there were 2,000 wells in operation, and the production became so enormous that the price fell to 25c. a barrel. The number of wells now in operation in the Pennsylvania Oil Region is about 4,000, employing about 5,000 steam-engines, representing \$25,000,000 invested capital, and yielding about 400,000,000 gallons a year.

56. Harrisburg to the Cumberland Valley.

By the Cumberland Valley R. R., which runs S. W. from Harrisburg to Martinsburg on the Baltimore & Ohio R. R. Distances : to Carlisle, 18 miles ; to Shippensburg, 41 ; to Chambersburg, 52 ; to Hagerstown, 74 ; to Martinsburg, 94.

LEAVING the Harrisburg station of the Pennsylvania R. R., the train crosses the Susquehanna, and passes for several miles amid strikingly picturesque scenery. *Mechanicsburg* (8 miles) is a pretty town of 3,000 inhabitants, with several neat churches, a number of prosperous factories, and two favorably-known educational institutions—the Cumberland Valley Institute and the Irving Female College. A branch railroad extends south from this place to Dillsburg. Beyond Mechanicsburg the scenery is very pleasing, with the Kittatinny or Blue Mountains on the right and South Mountain on the left ; and in 9 miles the train reaches **Carlisle**, a borough of 7,500 inhabitants, situated nearly in the center of the Cumberland Valley. The surrounding country is level, productive, and highly cultivated. The town is well built, with wide and well-shaded streets, and a public square on which front the county buildings and public edifices of a superior order. In the square is a handsome *Monument* erected to the memory of the soldiers of Cumberland County who fell in the civil war. *Dickinson College*, founded in 1783, and now under the care of the Methodists, is one of the oldest and most flourishing institutions in the State. It has plain buildings on Main St., W. of the public square, with valuable scientific collections and a library of 26,000 volumes. The *Carlisle Barracks* were built in 1777 by the Hessian prisoners captured at Trenton, and have accommodations for 2,000 men. Washington's headquarters were at Carlisle in 1794, at the time of the Whisky Rebellion ; and the town was shelled by the Confederates on the night of July 1, 1863, during Lee's invasion of Pennsylvania. It was captured by the Southern troops, who, at the same time, occupied Mechanicsburg and advanced to within 4 miles of Harrisburg. Six miles S. of Carlisle are the **Mt. Holly Springs** (*Mt. Holly Springs Hotel*), which are much patronized by families from Philadelphia, Harrisburg, and Baltimore, who find here a bracing climate, picturesque scenery, pleasant walks and drives, and good fishing in the adjacent streams. The waters are mildly sulphurous in character, tonic in effect, and recommended for chronic diseases of which general debility is a feature. At the base of Pisgah Mt., 14 miles N. of Carlisle, are the **Perry Warm Springs**, a quiet and inexpensive resort amid attractive scenery. The waters have a temperature of 70° to 72°, and, when taken internally, are aperient and diuretic. They are most esteemed as a bath, and employed in this way are beneficial in diseases of the skin. The Springs are also reached by stage in 12 miles from Duncannon on the Pennsylvania R. R. (see Route 48).

Eleven miles beyond Carlisle, on the railroad, is *Newville*, whence stages run to the *Doubling Gap Springs*, a quiet resort. There are two mineral springs here, a sulphur and a chalybeate ; and the adjacent scenery of the Doubling Gap, where the Blue Mt. turns on itself and

forms a gigantic *cul-de-sac*, is peculiarly picturesque and striking. *Shippensburg* (41 miles) is the market and shipping-point for the productive farming region of which it is the center, and has a population of about 3,000. The Cumberland Valley Normal School stands on a far-viewing hill to the N. Eleven miles beyond Shippensburg is **Chambersburg**, a borough of 7,000 inhabitants pleasantly situated on the Conococheague Creek. The surrounding country, which forms part of the great limestone valley at the S. E. base of the Blue Mts., is populous and highly cultivated. The town is well built, the houses being mostly of brick or stone; and there are manufactories of cotton, wool, flour, paper, and iron. The *Court-House* is a handsome edifice, and *Wilson College* (for young ladies) is a flourishing institution. Chambersburg was captured and set on fire by the Confederates under Gen. Early, on July 30, 1864, during a raid into Pennsylvania. Two thirds of the town was destroyed, inflicting a loss of \$2,000,000. Daily stages from Chambersburg run to Gettysburg (see Route 57).

Ascending the valley from Chambersburg, the train soon reaches the pretty village of *Greencastle* (63 miles), and 5 miles beyond crosses the famous Mason and Dixon's Line and enters the State of Maryland. Six miles beyond the line is **Hagerstown**, capital of Washington County, with a population of 6,000. It is pleasantly situated on the W. bank of Antietam Creek, 22 miles above its entrance into the Potomac, at the intersection of the present route with the Western Maryland R. R. and the Washington Co. Branch of the Baltimore & Ohio R. R. The city is regularly laid out and well built, with a handsome Court-House, erected at a cost of \$77,000. It is surrounded by a rich agricultural region, from which it draws considerable trade; and there are prosperous foundries and factories. About 7 miles S. of Hagerstown is the *College of St. James* (Episcopal). Hagerstown was the scene of several severe conflicts during the civil war, being captured a number of times by the Confederates, and as often retaken by the National forces. *Williamsport* (81 miles) is where Lee recrossed into Virginia after the battle of Gettysburg (see Route 57). Here the train crosses the Potomac on a long bridge, enters W. Virginia, and passes in 14 miles to **Martinsburg**, a town of 6,000 inhabitants, on the Tuscarora Creek, at the junction of the present route with the Baltimore & Ohio R. R. (see Route 67). The latter road has vast machine-shops here, and there are several factories. There are here a commodious Court-House, a Town-Hall, a Market-House, and spacious agricultural fair grounds.

57. Baltimore to Niagara Falls.

By the Northern Central R. R., which traverses northern Maryland, central Pennsylvania, and western New York, intersecting all the great lines of E. and W. travel. At Harrisburg it crosses the Pennsylvania R. R.; at Williamsport, the Philadelphia & Erie Div. of the Pennsylvania R. R.; at Elmira, the Erie R. R.; and terminates at Canandaigua on the N. Y. Central R. R. It is the favorite route of travel from the South to Niagara Falls and all the great Northern resorts, and runs Pullman drawing-room and sleeping cars on all the through trains. Distances: to Hanover Junction, 46 miles; to York, 57; to Harrisburg, 85; to Sunbury, 138; to Williamsport, 178; to Ralston, 202; to Elmira,

256; to Watkins Glen, 278; to Canandaigua, 325; to Rochester, 354; to Buffalo, 422; to Niagara Falls, 431. The time from Baltimore to Canandaigua is 18 hours; to Buffalo, 23 hours; to Niagara Falls, 24 hours.

THE terminal station in Baltimore of the Northern Central R. R. is on Calvert St. near Madison. The Maryland section of the road traverses a rich but monotonous farming region, with numerous small stations *en route*, but nothing to call for special notice. Just beyond *Freelands* (35 miles) the train crosses the State line and enters Pennsylvania. From *Hanover Junction* (46 miles) a branch road diverges and runs W. in 30 miles to

Gettysburg.

From Philadelphia, Gettysburg is reached *via* Pennsylvania R. R. to Lancaster (Route 48), thence by a branch road to York, and thence by present route. Total distance, 136 miles. From New York it is reached *via* Philadelphia, or by Route 47 to Harrisburg, and thence by present route. Total distance from New York, 250 miles.

Hotels.—*Eagle Hotel, Keystone House, McClellan House.*

Gettysburg is a borough of 2,800 inhabitants, capital of Adams Co., and is pleasantly situated on a gently rolling and fertile plain, surrounded by hills, from which extensive and pleasing views are obtained. The *Court-House* and *Public Offices* are commodious brick structures, and the residences are generally neat and substantial. *Pennsylvania College*, founded in 1832, and the *Lutheran Theological Seminary*, founded in 1825, are among the institutions of the place. Both have large and beautiful buildings, and the former has a library of 18,300 volumes, and the latter a library of 10,100 volumes. One mile W. of the borough are the **Gettysburg Springs**, whose waters, denominated Katalysine, have acquired a wide reputation for their medicinal qualities. They are said to resemble the celebrated Vichy water, and are considered remedial in gout, rheumatism, dyspepsia, and affections of the kidneys. The *Springs Hotel* accommodates the patients who resort here during the summer for treatment.

The chief interest of Gettysburg is historic, and this it is that attracts tourists from all parts of the world. A great battle, perhaps the most important of the civil war, was fought here on the 1st, 2d, and 3d of July, 1863, between the National forces under General Meade and the Confederate army under General Lee. The battle is described below, and it is only necessary now to point out the principal objects of interest. *Cemetery Hill*, so named from having long been the site of the village cemetery, forms the central and most striking feature at Gettysburg. Here General Howard established his headquarters, and standing on its crest the visitor has the key to the position of the Union forces during those eventful three days of July. Flanking Cemetery Hill on the W., about a mile distant, is *Seminary Ridge*, on which were General Lee's headquarters and the bulk of the Confederate forces. Other spots usually visited are *Benner's Hill*, *Culp's Hill*, *Round Top*, and *Little Round Top*; also *Willoughby Run*, where Buford's cavalry held A. P. Hill's column in check during two critical hours. The ***National Cemetery**, containing the remains of the Union soldiers who fell in the

battle of Gettysburg, occupies about 17 acres on Cemetery Hill adjacent to the village cemetery, and was dedicated with imposing ceremonies, and an impressive address by President Lincoln, Nov. 19, 1863. A ***Soldiers' Monument**, dedicated July 4, 1868, occupies the crown of the hill, 60 ft. high, and is surmounted by a colossal marble statue of Liberty. At the base of the pedestal are 4 buttresses bearing colossal marble statues of War, History, Peace, and Plenty. Around the monument, in semicircular slopes, are arranged the graves of the dead, the space being divided by alleys and pathways into 22 sections: one for the regular army, one for the volunteers of each State represented in the battle, and three for the unknown dead. The number of bodies interred here is 3,564, of which 994 have not been identified. Near the entrance to the cemetery is a bronze statue of Major-General Reynolds, who was killed in the battle. Opposite the cemetery, an observatory, 60 ft. high, has been erected, commanding a fine view of the entire battle-field and the surrounding country for many miles.

The **Battle of Gettysburg** was fought July 1, 2, and 3, 1863, between the Union army under General Meade, and the Confederate Army of Northern Virginia under General Lee. Having resolved upon an invasion of the North, the Confederates had early in June concentrated a force of nearly 100,000 men, including 15,000 cavalry, in the vicinity of Culpepper, Va. They moved down the valley of the Shenandoah, and on the 24th and 25th crossed the Potomac in two columns, which, uniting at Hagerstown, Md., pressed on toward Chambersburg, Pa. The Union army, having broken up its camp opposite Fredericksburg and moved N., crossed the river lower down on the 28th, on which day Hooker, having resigned the command, was succeeded by Meade. Lee's communications being threatened, he resolved to concentrate his whole force at Gettysburg, already (unknown to him) occupied by a part of the Union army under Reynolds. The first collision occurred on July 1, about 2 miles N. W. of Gettysburg, between the Confederate advance under A. P. Hill and a reconnoitering party of cavalry (afterward supported by infantry) sent out by Reynolds. The Union forces, at first superior, were soon outnumbered, and were driven back in confusion through Gettysburg, losing 5,000 prisoners and as many killed and wounded. The Confederate loss in killed and wounded was probably somewhat greater, in prisoners much less. Both sides hurried up their forces, and on the morning of the 2d the bulk of the two armies was in position, the Union on Cemetery Ridge S. of Gettysburg, and the Confederate on Seminary Ridge opposite (to the west), except Ewell's corps, which lay 2 miles distant at the foot of Culp's Hill on the Union right. The forces present or close at hand were about equal, each numbering from 70,000 to 80,000 infantry and artillery. Lee resolved to attack the Federal position. The main attack was made by Longstreet's corps on the Union left, where considerable ground was gained. On the right Ewell effected a lodgment within the Union intrenchments. The Union loss in this action was fully 10,000, half in Sickles's corps, which lost nearly half its numbers. Lee determined to continue the assault on the 3d. Early in the morning Meade took the offensive against Ewell, and forced him from the foothold which he had gained, but of this Lee was not informed. The Confederates spent the morning in preparation, and at 1 o'clock opened fire from 120 guns, which was immediately returned, though Meade, owing to the rugged nature of the ground, was able to use at once only 80 of his 200 guns. After two hours the Union fire was gradually suspended, and Lee, supposing that their batteries had been silenced and that the infantry must be demoralized, ordered the grand attack of the day, which was directed against the Union center. The attacking column numbered about 18,000, consisting of Pickett's division and Pettigrew's brigade. Though met by a terrible fire of artillery and musketry, it pressed on, Pettigrew reaching within 300 yards of Hancock's line, when he was driven back in disorder; while Pickett's division charged through Gibbon's front line among the Federal batteries, where for a

quarter of an hour there was a struggle with pistols and clubbed muskets. The Union troops hurried from all sides and drove the enemy back down the slope, not one in four escaping. Meade with his right then drove back Hood from the ridge he had won the preceding day. The Confederate loss this day was about 16,000 in killed, wounded, and prisoners; the Union loss was about 3,000. Both armies remained inactive the next day, and during the night Lee began his retreat to the Potomac, which he reached on the 7th. Here he was compelled to halt by the swollen stream. On the 12th Meade came in front of the Confederate intrenchments, but an attack was postponed till the 14th, when Lee was found to be safe on the other side, having succeeded in crossing during the night. The Union loss at Gettysburg was 23,190, of whom 2,834 were killed, 13,713 wounded, and 6,643 missing. The Confederate loss has never been officially stated; but by the best estimates it was about 36,000, of whom about 5,000 were killed, 23,000 wounded, and 8,000 unwounded prisoners. The entire number of prisoners was about 14,000.—APPLETONS' CONDENSED AMERICAN CYCLOPEDIA.

On the main line, 11 miles beyond Hanover Junction, is the ancient city of **York**, situated on Codorus Creek; and containing 14,000 inhabitants. York was settled in 1741, incorporated in 1787, and the Continental Congress sat here from Sept. 30, 1777, to July, 1778. During the Confederate invasion of Pennsylvania in 1863 it was occupied by Early, who levied a contribution of \$100,000 on the citizens, but left the place unharmed. The city is pleasantly situated in a rich agricultural region, and is regularly laid out, with streets crossing each other at right angles. At the intersection of Main and George Sts., the leading thoroughfares, is Center Square. The Court-House is a handsome edifice with granite front and Corinthian columns. York contains several large car-shops, some of the most extensive manufactories of agricultural implements in the country, a shoe and a match factory, and the Codorus paper-mills. The train traverses the streets of York for some distance, descends the rich Codorus Valley, and a few miles below Harrisburg reaches the Susquehanna River, which is followed as far as Williamsport amid extremely beautiful scenery. From *Bridgeport* (84 miles) a long bridge crosses the river to **Harrisburg**, the capital of Pennsylvania, which is described in Route 48. The scenery along the line from Harrisburg to Williamsport is very fine, but none of the stations possess any special attractions for the tourist. *Sunbury* (138 miles) is at the intersection of the present route with the Philadelphia & Erie R. R. (Route 51), and has already been described. **Williamsport** (178 miles) is the converging point of the present route, Route 51, and Route 54, and has been described.

Leaving Williamsport, the train ascends the narrow valley of Lycoming Creek, and traverses for many miles a picturesque and sparsely-settled region, dear to sportsmen. The station of *Trout Run* (192 miles) is near a fish-abounding stream; and 10 miles beyond is **Ralston**, a sequestered hamlet, 1,800 ft. above the sea, and surrounded by lofty hills covered with primeval forest. The scenery is extremely picturesque, many romantic cascades are found in the mountain-gorges, and near by are numerous trout-streams which afford excellent sport. The McIntire Coal-Mine is just N. of the village, and the gravity railroad up the mountain-side is a great curiosity. *Minnequa* (220 miles) is near the **Minnequa Springs** (*Springs Hotel*; 500 guests), which have lately become popular as a summer resort. They are situated in a lovely

mountain-surrounded valley, 1,500 ft. above the sea, with excellent trout-brooks in the vicinity, and abundance of game in the adjacent woods. The waters contain oxide of iron, are tonic in quality, and are said to be efficacious in dyspepsia, rheumatism, consumption, and cutaneous diseases. *Columbia Cross-Roads* (236 miles) is the last station in Pennsylvania, and a short distance beyond the train crosses into New York and passes in 20 miles to **Elmira**, at the intersection of the Erie R. R. (see Route 41). Beyond Elmira the line traverses a quiet rural district and passes in 22 miles to *Watkins* and the famous

Watkins Glen.

From New York, Watkins is reached either by the Erie R. R. (Route 40), or Del., Lack. & Western R. R., or Bound Brook and Lehigh & Susquehanna Div. of the Reading R. R. to Elmira, and thence by the Northern Central R. R. or by the N. Y. Central R. R. (Route 39) to Geneva on Seneca Lake, and thence by steamer or by Syracuse, Geneva & Corning R. R. (fare by either route, \$7.90). From Philadelphia by the North Pennsylvania Div. of the Reading R. R. and connecting roads, or by Pennsylvania R. R. to Harrisburg, and thence by the Northern Central R. R. (fare, \$8.15).

Hotels.—In the village are the *Jefferson House* and the *Fall Brook House*, open all the year. On a high hill overlooking the village and commanding a broad and lovely view, is the *Lake View Hotel*. Near the entrance of the Glen is the *Glen Park Hotel*. Perched on a rocky ledge within the Glen itself, is the *Glen Mountain House*, connecting with a picturesque Swiss *chalet*. The rates at these houses range from \$2 to \$4 a day; reduction by the week. The *Lake House*, near Seneca Lake, charges lower rates.

Watkins is a village of 3,000 inhabitants, at the head of Seneca Lake, and within the shadow of Glen Mt. *Franklin St.*, running parallel with the mountain-ridge, leads in $\frac{1}{2}$ mile from the station to the entrance of the * **Glen**, which is simply a vertical rift or gorge in a rocky bluff, some 700 or 800 ft. in height, through which tumbles a roaring mountain-brook. The length of the Glen is about 3 miles, and the cliffs at the deepest part of the gorge have an altitude of nearly 300 ft. First entering a huge amphitheatre to which there is no apparent exit, the visitor follows the path to its W. end, where he finds that, instead of meeting, the walls of rock overlap each other, leaving a narrow passage, through and up which he passes by steep stairways, running diagonally along the face of the wall, braced strongly to it, and also propped firmly from beneath. This first section is called *Glen Alpha*, and at its upper end are the *Minnehaha Falls*, beyond which the path traverses the narrow gorge, called the *Labyrinth*, to the *Cavern Cascade*, and ascends the *Long Staircase*, which is flung at an angle of 90 degrees across the tremendous chasm. From the head of the Long Staircase a path ascends a succession of steep stairways to a shelf of mountain on the N. side of the ravine. On this shelf is perched the **Mountain House**, consisting of a cottage built in the style of a Swiss *chalet*, on one side of the gorge, while on the other side (connected by a graceful iron suspension-bridge) is the main building. The *chalet* is a favorite point for rest and refreshment, and is in all respects one of the most attractive features of the Glen scenery. Its balconies overhang the gorge, with trees jutting up above them from ledges in the rocks below; and the visitor looks down from his advantageous position into depths of the Glen that remain

inaccessible. Close at hand is Captain Hope's *Glen Art Gallery* (admission, 25c.), containing upward of 100 paintings by himself, chiefly of the Glen scenery.

Leaving the Mountain House, the path descends gradually almost to the bed of the stream, through the gloomy *Glen Obscura*, and, passing the *Sylvan Rapids*, enters the * **Glen Cathedral**, an enormous amphitheatre, which is considered the most imposing feature of the wonderful gorge. It is 1,000 ft. long, with a floor as level as if paved with human hands, and walls rising to a height of nearly 300 ft. In the center is the lovely *Pool of the Nymphs*, and at the W. end (called the "Chancel") the *Central Cascade* pours its waters into the gorge over a ledge 60 ft. high. From the N. side of the Cathedral the *Grand Staircase* leads to the *Glen of the Pools*, so named from the number of its water-worn basins. Beyond the Glen of the Pools the *Giant's Gorge* is reached, at the upper end of which are the exquisite * **Rainbow Falls**, where three cascades drop from one rocky ledge to another, foaming and seething, while to one side a thin stream, falling from a great height, spreads itself out like a silver mist, and mingles its waters with those in the rock-bound channel far below. The path passes behind the fall and leads up another stairway to the *Shadow Gorge*, which is narrow, rugged, and somber, the pathway being hewn out of the cliff-side, and at the head of which the **Pluto Falls** plunge over the rocky parapet into a deep, black pool. Near the Pluto Falls there is a rustic stairway leading to *Glen Arcadia*, from the entrance of which there are beautiful views both up and down the gorge, and at the head of which are the *Arcadian Falls*, spanned by a bridge from which the retrospect down *Elfin Gorge* is remarkably fine. Next above is *Glen Facility*, near the head of which is the iron bridge of the Syracuse, Geneva & Corning Railway, 450 ft. long and 165 ft. above the stream; and then come *Glen Horicon*, *Glen Elysium*, with steep wooded banks 400 ft. high, and *Glen Omega*, with *Omega Falls*. The last two are little more than open forest-glades, and contain scarcely a hint of the wild scenes below.

Those who do not care to retrace their steps to the entrance, on their return (the descent of the stairs is even more trying than the ascent), can leave the Glen at the Mountain House by a path leading out to the open country and through the beautiful Glenwood Cemetery, from the heights of which is presented one of the finest landscape views in this part of the State.

Havana Glen, 3 miles S. of Watkins (reached by carriages), is $1\frac{1}{2}$ mile long, ascends 700 ft., and is preferred by some to the Watkins Glen. It is very picturesque, is more airy and open, and is quite easily traversed; and yet it is not wanting in those elements of gloom and vastness which are the peculiar characteristics of its better-known rival. The same system of stairways and ladders prevails as at Watkins, but these aids of progress are fewer and the paths broader. (Admission, 25c.) The *Montour Glen* and the *Excelsior Glen* are also in the vicinity of Havana and Watkins, and are very striking.

Beyond Watkins the line skirts the W. shore of Seneca Lake (see Route 39) for 12 miles, and soon reaches *Penn Yan* (301 miles), a pretty village of 3,000 inhabitants at the foot of **Lake Keuka** (formerly called *Crooked Lake*), which is a beautiful sheet of water, 18 miles long, $1\frac{1}{2}$ mile wide at the widest part, 718 ft. above the sea, and 277 ft. above Seneca Lake, which is only 7 miles distant. At the foot or N. end it is divided by a promontory into two branches, one 5 and the other 8 miles long. The scenery along the shores is extremely picturesque, and the waters are clear and full of fish. From Penn Yan several steamers run twice a day each to *Hammondsport*, a neat village at the head of the lake, whence a narrow-gauge railway runs to *Bath* on the Erie R. R. Hammondsport is the center of an extensive grape-growing and wine-making region, and the adjacent hill-slopes are clothed with vineyards. In the cellars of the Urbana and Pleasant Valley Wine Cos. are hundreds of thousands of bottles of Catawba, Isabella, claret, and native champagnes. The *Grove Spring House*, a well-known summer resort, is 5 miles N. of Hammondsport. Beyond Penn Yan the Northern Central R. R. passes several obscure hamlets, and soon reaches its terminus at **Canandaigua** (Route 39), on the N. Y. Central R. R. From this point the traveler can go W. to Rochester, Buffalo, and Niagara Falls, or E. to Albany and Troy. The route in both directions is described in Route 39.

58. The St. Lawrence River.

THE trip down the St. Lawrence usually begins at **Kingston** (*Albion Hotel, City Hotel*), a flourishing Canadian city of 13,000 inhabitants, at the foot of Lake Ontario, on the line of the Grand Trunk R. R., 172 miles from Montreal, 343 from Quebec, 392 from Detroit, and 469 from Portland. It is reached from New York *via* Route 39 to Rome, and thence *via* the Rome, Watertown & Ogdensburg R. R. to *Cape Vincent* (distance, 347 miles; fare, \$8.80). From Cape Vincent a steam-ferry connects with Kingston. The Royal Mail steamers of the Richelieu & Ontario Navigation Co. leave Kingston daily at 5 A. M., and reach Montreal at 6.45 P. M.

The Thousand Islands.

Almost immediately after leaving Kingston the steamer enters that portion of the St. Lawrence known as the *Lake of the Thousand Islands*, from the continuous groups of islands and islets amid which the river threads its tortuous way toward Ogdensburg. According to the Treaty of Ghent these islands are 1,692 in number, and they extend for 40 miles below Lake Ontario. They are of every imaginable shape, size, and appearance, some of them barely visible, others covering many acres; some only a few yards long, others several miles in length; some presenting little or nothing but bare masses of rock, while others are so thickly wooded that nothing but the most gorgeous green foliage is to be seen in summer, while in autumn the leaves present colors of different hues hardly imaginable. You pass close to, and near enough, often, to cast a pebble from the deck of the steamer on to them, cluster after

cluster of circular little islands, whose trees, perpetually moistened by the water, have a most luxuriant leaf, their branches overhanging the current. The numerous lighthouses which mark out the navigable channel are a picturesque feature, but they are drearily alike—fragile wooden structures about 20 ft. high, uniformly whitewashed. Many summer visitors remain at *Gananoque*, on the Canadian side of the river, and at *Clayton* (Hubbard House), opposite; but the chief summer resort of the Thousand Islands is **Alexandria Bay** (*Thousand Islands House* and *Crossmon House*). This is a small village on the New York side of the river, the hotels, which are large and fine, being the most conspicuous feature. The *Thousand Islands House* accommodates 600 and the *Crossmon House* 300 guests. On the islets near the bay are numerous elegant villas, among them one owned by Mr. Pullman, of palace-car fame. The boating is excellent, and the fishing in the vicinity is very fine, including pickerel, muscalonge, black bass, and dory. There are also myriads of wild fowl in their season. About 8 miles S. E. of Alexandria Bay are the romantic *Lakes of Theresa* (Clear, Crystal, Mud, Butterfield, and Lake of the North), with good fishing, and shores and islands abounding in rare minerals. Frequent steamers ply between Cape Vincent, Clayton, and Alexandria Bay, on the arrival of trains at the two former. *Morristown* is a post-village of New York, below Alexandria, and 14 miles from Ogdensburg. On the Canadian shore opposite (reached by ferryboat) lies *Brockville*, an important town of nearly 6,000 inhabitants. At this point in the river the Lake of the Thousand Islands ends, and we come somewhat unexpectedly upon the open river, 2 miles wide. During the remainder of the great river's course the islands are large, and for the most part in the midst of the rapids.

Thirteen miles from Brockville, on the Canadian side, lies **Prescott**, and immediately opposite (connected by steam-ferry) the flourishing American city of **Ogdensburg** (*Seymour House*, *Johnson House*). The city has 11,500 population, is attractively situated and handsomely built, and is connected by railroad with a number of prominent points east, west, and south. It is the N. terminus of the Rome, Watertown & Ogdensburg R. R., and the Utica & Black River R. R. (see Route 58), and is at the W. end of the Ogdensburg & Lake Champlain R. R. A few miles below Ogdensburg the descent of the first rapids (*Gallopas Rapids*) is made, and immediately afterward of the *Rapide de Plat*. The descent of these rapids is made with full steam on, and there is scarcely anything to indicate that the steamer is not pursuing its usual placid course. Thirty miles below Ogdensburg is *Louisville*, whence stages run to **Massena Springs**, 7 miles distant. These springs are on the banks of the Raquette River, in New York State, and are five in number, the largest being named St. Regis, in honor of the tribe of Indians who first discovered its virtues. They are a popular resort in summer, their attractiveness being greatly enhanced by the beautiful scenery by which they are surrounded, and by their proximity to the Long Sault Rapids, about 5 miles distant. The *Hatfield House* and the *Harrowgate* are large and excellent hotels. The springs are also reached by the Central Ver-



REFERENCE TO FIGURES.

Hotels.

- 1 Windsor B 2
- 2 St. Lawrence Hall D 3

- 5 Richelieu E 4
- 6 Albion D 2

Prominent Buildings.

- 7 Custom House E 3
- 8 Court House E 4
- 9 City Hall E 5
- 10 Post Office D 3
- 11 Y. Men's Christ. Ass. D 3
- 12 Bonsecours Market E 5
- 13 Merchants' Exchange D 3
- 14 Bank of Montreal D 4
- 15 Masonic Hall D 4
- 16 Molson's Bank D 3
- 17 Victoria Skating Rink B 2
- 18 McGill College A 4
- 19 Mus. of the Nat. Hist. Soc. E 5
- 20 Geological Museum E 4
- 21 Sem. of St. Solignac D 4
- 22 Asylum for the Blind C 5
- 23 Hotel Dieu A 6
- 24 Grey Nunnery A 1
- 25 Black or Cong. Nunnery E 4
- 26 Nelson Monument E 5
- 27 Victoria Square D 3
- 28 Champ de Mars E 5

Churches.

- 29 Notre-Dame E 4
- 30 Cathedral of St. Peter B 3
- 31 Christ Ch. Cathedral B 4
- 32 St. James D 6
- 33 St. Patrick's C 3
- 34 Church of the Gesù C 4
- 35 St. George's B 2
- 36 St. Andrew's C 3
- 38 Church of the Messiah C 3

CITY OF
MONTREAL

Scale of Yards

mont R. R., with a stage-ride of either 9 miles from Brasher Falls or of 14 from Potsdam Junction.

Dickinson's Landing is at the head of the famous ***Long Sault Rapids**, which are 9 miles in length, and through which a raft will drift in 40 minutes. Here the tourist experiences the celebrated sensation known as "shooting the Rapids." Until 1840 this passage was considered impossible; but by watching the course of rafts down the river, a channel was discovered, and steamboats then attempted it, for the first time, under the guidance of the Indian pilot *Teronhiahéré*. Some of the pilots are still Indians, and they exhibit great skill and courage in the performance of their dangerous duties. Yet no one need fear the undertaking, for there has never yet occurred a fatal accident in making this course. The *Cornwall Canal*, 11 miles long, enables vessels to go round the Rapids in ascending the river. *Cornwall* is a thriving town at the foot of the Rapids, opposite which is the large Indian village of *St. Regis*. Just below this place the *St. Lawrence*, now entirely in Canada, expands into **Lake St. Francis**, which is 25 miles long and about 5 miles wide, and is dotted with islets, especially at the lower end. *Coteau du Lac*, 30 miles below Cornwall, is at the head of the *Coteau Rapids*, which, 9 miles below, take the name of the *Cedars*, and, still farther on, of the *Cascades*. At the foot of the *Cascades* is *Beauharnois*, at the lower end of a canal $11\frac{1}{4}$ miles long, around the Rapids. The village is prettily situated on a bay, and is a favorite resort for picnics from Montreal. The expanse of the river from this point to the head of the *Lachine Rapids* is called **Lake St. Louis**, which is 12 miles long by 5 wide. One of the most noticeable features of this lake is *Nun's Island*, 5 miles below *Beauharnois*. It was formerly an Indian burying-ground, but is now the property of the Grey Nunnery at Montreal, and in a high state of cultivation. *Lachine* is at the head of the ***Lachine Rapids**, which, though the shortest, are the most turbulent and dangerous on the river. "In the descent of these we are wrought to a feverish degree of excitement, exceeding that produced in the descent of the Long Sault. It is an intense sensation, terrible to the faint-hearted, exhilarating to the brave. As we reach calm water again, we can fairly distinguish in the growing night the prim form of the Victoria Bridge, and the spires, domes, and towers of Montreal, the commercial metropolis of British North America."

Montreal.

From New York, Montreal is reached by either Route 29, or Route 30, or Route 42. From Philadelphia by Route 50. From Boston by Route 27 or Route 28. From Portland by Route 26. From Quebec by Grand Trunk R. R. or by steamer on the *St. Lawrence*.

Hotels.—The leading hotels are the *Windsor*, in *Dorchester St.*; the *St. Lawrence Hall*, in *St. James St.*; the first-named is one of the finest hotels in America. Other hotels are the *American*, in *St. Joseph St.*; the *Richelieu Hotel*, in *St. Vincent St.*; and the *Albion*, in *McGill St.* Besides these there are numerous *cafés*.

Modes of Conveyance.—*Horse-cars* traverse the city in different directions, and afford easy access to principal points. *Carriages* wait at the depots and steamboat-landings, and at various stands in the city. Their charges are: One-horse carriage for 1 or 2 persons, 25c. a course within the city limits, or 75c.

an hour ; for 3 or 4 persons, 40c. a course, 70c. an hour. Two-horse carriage, for 1 or 2 persons, 40c. a course, 75c. an hour ; for 3 or 4 persons, 50c. a course, \$1 an hour. *Stages* run to all the adjacent villages.

Montreal, the largest city and commercial metropolis of British North America, is situated on an island of the same name, at the confluence of the Ottawa and St. Lawrence Rivers, in lat. 45° 31' N. and lon. 73° 35' W. It derives its name from *Mont Réal*, or *Mount Royal*, which rises 750 ft. above the river, and closes the city in on that side. Including its suburbs, Montreal stretches along the river for 4 miles from S. E. to N. W., and for some distance extends from one to two miles inland. The houses are built of a grayish limestone from adjacent quarries, and with its tall spires and glittering roofs and domes, and the beautiful villas that stud its lofty background, the city presents as picturesque a panorama as is to be seen on the entire continent. The quays of Montreal are built of solid limestone, and, uniting with the locks and cut-stone wharves of the Lachine Canal, they present for about 2 miles a display of continuous masonry which has few parallels. The important business streets are St. James, McGill, Notre-Dame, St. Paul, and Commissioner Sts. The fashionable promenades are Great St. James, Notre-Dame, and Ste. Catherine Sts. The finest private residences are in Dorchester and Sherbrooke Sts. There are many fine parks and squares.

The first visit to Montreal dates from 1535, when Jacques Cartier arrived, who named its mountain. In 1642 arrived the first installment of European settlers, and just one century later the original Indian name ("Hochelaga") gave place to the French one of "Ville Marie." This name, in due course of time, was replaced by the present one. Though Montreal was well peopled and fortified, it was captured by the Americans under General Montgomery, in November, 1775, and held until the following summer. In 1779 Montreal contained about 7,000 inhabitants. In 1861 the population had increased to 90,323, and in 1880 to 140,747. The commerce of Montreal is very large, as, though it is 500 miles from the sea, its advantageous position at the head of ship-navigation on the St. Lawrence, and at the foot of the great chain of improved inland waters extending from the Lachine Canal to the western shores of Lake Superior, has made it the chief shipping-port of the Dominion of Canada. In 1880 its imports were valued at \$37,103,869, and its exports at \$30,224,904. The manufactures are various and important, the principal being axes and saws, steam-engines, printing-types, India-rubber shoes, paper, furniture, woollens, cordage, and flour.

The **Victoria Square** is a neat public ground at the intersection of McGill and St. James Sts., containing a fountain and a bronze statue of Queen Victoria. Fronting on the square are a number of fine buildings, including the *Albert Buildings* and the beautiful Gothic structure of the *Young Men's Christian Association*. Of the numerous public buildings in the city one of the handsomest is the ***Bonsecours Market**, a spacious stone edifice in the Doric style, fronting on the river at the cor. of St. Paul and Water Sts. It is 3 stories high, and is surmounted by a dome, the view from which is extremely fine. The *Custom-House*, between St. Paul St. and the river, is a massive structure, with a fine tower. The *Post-Office* is a beautiful cut-stone edifice in St. James St., near the Place d'Armes. The ***Court-House**, in Notre-Dame St., is a large and beautiful building in the Ionic style, 300 by 125 ft., erected at a cost of over \$300,000. It contains a law library of 6,000 volumes.

Back of it is the *Champ de Mars*, a fine military parade-ground. The new ***City Hall** is a spacious and splendid edifice at the head of Jacques Cartier Square; in it are the offices of the various civic and corporation functionaries. The *Merchants' Exchange* is a handsome structure, in the modern Italian style, in St. Sacrement St. The handsome buildings of the **Bank of Montreal** and of the Canada Pacific R. R. stand side by side on the Place d'Armes. The first is a fine example of the Corinthian style. Fronting on the same square are several of the principal banks. In St. James St., E. of Victoria Square, are the elegant **Molson's Bank**, the *Merchants' Bank*, the *Post-Office*, the principal Fire and Life Ins. Offices, and other notable structures. The huge *Victoria Skating-Rink*, in Drummond St., is used in summer for horticultural shows, concerts, etc. *Mechanics' Institute*, in St. James St., is a plain structure in the Italian style, with an elaborately decorated lecture room. The *Windsor Hotel* is one of the finest edifices of the kind in America.

Few American cities equal Montreal in the size and magnificence of its church edifices. The Roman Catholic Parish Church of ***Notre-Dame**, fronting on the Place d'Armes, next to the Cathedral of Mexico is the largest on the continent, being 255 ft. long and 135 ft. wide, and capable of seating from 10,000 to 12,000 persons. It is of stone, in the Gothic style, and has six towers, one at each corner and one in the middle of each flank. The two on the main front are 220 ft. high, and in one of them is a fine chime of bells, the largest of which (the "Gros Bourdon") weighs 29,400 pounds. The view from the tower, which is generally open to visitors, is very extensive. Even this huge structure will be surpassed in size by the new **Cathedral of St. Peter**, now in course of erection at the cor. of Dorchester and Cemetery Sts., after the plan of St. Peter's at Rome. It will be 300 ft. long by 225 ft. wide at the transepts, and is to be surmounted by 5 domes, of which the largest will be 250 ft. high, supported on 4 piers (each 36 ft. thick) and 32 Corinthian columns. The portico will be surmounted by colossal statues of the Apostles, and will afford entrance to a vestibule 200 ft. long and 30 ft. wide. The interior colonnades will support lines of rounded arches, and there are to be 20 minor chapels. ***Christ Church Cathedral** (Episcopal), in St. Catherine St., is the most perfect specimen of English-Gothic architecture in America. It is cruciform, built of rough Montreal stone with Caen-stone facings, and is surmounted by a spire 224 ft. high. The Bishop's Church (Roman Catholic), in St. Denis St., is a very elegant structure in the pointed Gothic style, known as the *St. James*. *St. Patrick's Church* (Roman Catholic) occupies a commanding position at the W. end of Lagauchetière St. It has seats for 5,000 persons, and its handsome Gothic windows are filled with stained glass. The ***Church of the Gesù** (Jesuit), in Bleury St., has the finest interior in the city. The vast nave (75 ft. high) is bordered by rich composite columns, and both walls and ceilings are beautifully painted and frescoed. Other important Roman Catholic churches are *Notre-Dame de Lourdes*, in Catherine St.; the *Bonsecours*, near the great market; and *St. Ann's*, in Griffintown. There are also chapels attached to all the

nunneries, in some of which excellent pictures may be seen. Besides Christ Church Cathedral, the principal Episcopal churches are *Trinity*, a fine stone edifice in the early English-Gothic style, in St. Denis St.; *St. George's*, in Dominion Square; *St. James the Apostle*, in Catherine St.; *St. Martin's*, in Upper St. Urbain St.; and *St. Stephen's*, in Griffintown. ***St. Andrew's Church** (Presbyterian), in Radegonde St., is a beautiful specimen of Gothic architecture, being a close imitation of Salisbury Cathedral, though of course on a greatly reduced scale. Near by is the *Church of the Messiah* (Unitarian), a lofty and spacious building. The *Wesleyan Methodist*, in Dorchester St., is a graceful building in the English-Gothic style; and the same denomination has a large and handsome building in St. James St., and another in Griffintown.

First among the educational institutions is the University of **McGill College**, which is beautifully situated at the base of Mount Royal, overlooking the city. The museum of this college is one of the finest in the country. The *Museum of the Natural History Society*, another valuable collection, is at the cor. of Cathcart and University Sts. (admission, 25c.). Some distance W. of McGill College, in Sherbrooke St., is the large and stately college building of the *Seminary of St. Sulpice*, for the education of Catholic priests. The Seminary of St. Sulpice (founded in 1657), adjoining the church of Notre-Dame, is 132 ft. long by 29 deep, and is surrounded by spacious gardens and court-yards. The *Asylum for the Blind*, in St. Catherine St., near St. George, has a fine chapel in the Romanesque style with richly frescoed interior. The ***Hôtel Dieu**, founded in 1844 for the cure of the sick, is a vast and imposing building just outside the city limits (reached by Mauve St.). *St. Patrick's Hospital*, in Dorchester St., at the W. end of the town, is another spacious structure. Both of these establishments are under the charge of the Sisters of St. Joseph. The *Montreal General Hospital* and the *Deaf and Dumb Asylums* (Protestant and Catholic) are noble charities.

The ***Grey Nunnery** (founded in 1692 for the care of aged and infirm persons and children) is a vast cruciform building in Dorchester St. The *Black or Congregational Nunnery*, in Notre-Dame St. near the Place d'Armes, dates from 1659, and is devoted to the education of young persons of the female sex. At Hochelaga (at the N. W. end of the Montreal horse-car line) is the great *Convent of the Holy Name of Mary*. The stranger desirous of visiting either of the nunneries should apply to the Lady Superior for admission, which is seldom refused.

"The lion *par excellence* of Montreal, the eighth wonder of the world," as it has been called, is the ***Victoria Bridge**, which spans the St. Lawrence, connecting the city on the island with the mainland to the S. Its length is 9,194 ft., or nearly 2 miles. It rests, in this splendid transit, upon 24 piers and 2 abutments of solid masonry, the central span being 330 ft. long. The massive iron tube through which the railway-track is laid is 22 ft. high and 16 ft. wide. The total cost of the bridge was \$6,300,000. It was formally opened with great pomp and ceremony by the Prince of Wales, during his visit to America in the summer of 1860. The *Water-Works*, a mile or so above the city, are extremely interesting for their own sake, and for the delightful scenery





in the vicinity. The old *Government House*, in Jacques Cartier Square, and the *Nelson Monument* near by, are objects of interest, though the monument is in a rather dilapidated condition. The *Mount Royal Cemetery* is 2 miles from the city, on the N. slope of the mountain. From the high-road round its base, a broad avenue gradually ascends to this pleasant spot. The best views of Montreal and its neighborhood are obtained by taking the famous drive "*Around the Mountain*," 9 miles long. The **Mt. Royal Park* should be taken *en route*. No visitor to Montreal should fail to see the **Lachine Rapids** (see present route). The most advantageous way of seeing them is to take the 7 A. M. train (from Bonaventure station) to Lachine, get on the steamer there, and return through the Rapids to Montreal, arriving at 9 A. M.

The Richelieu & Ontario Navigation Co. run daily steamers to Quebec and the lower river ports. Distance to Quebec, 180 miles; fare, first class (including supper and berth), \$2.50; second class, without meals, \$1.25. *Varennnes* (15 miles below Montreal) lies between the St. Lawrence and Richelieu Rivers. It is connected with Montreal by a steamboat line, and is coming into notice on account of its mineral springs. **Sorel** (45 miles from Montreal) is situated at the confluence of the St. Lawrence and Richelieu Rivers, and is the first point at which the through steamers for Quebec make a landing. It is a small place, but there is good fishing in the vicinity, and in the autumn excellent snipe-shooting. Five miles below Sorel, the river expands into **Lake St. Peter**, which is 25 miles long and 9 wide, and very shallow, except in the main channel, which is crooked and narrow, but which will permit the passage of the largest ships. This lake is noted for its storms, in which the immense lumber-rafts that may be constantly seen drifting down stream are sometimes wrecked. **Three Rivers** (*St. James Hotel*) is about half way between Montreal and Quebec, and is the third city in size in the E. section of the Province. It is at the mouth of the St. Maurice River, which runs through a rich lumber-district, and brings to Three Rivers large quantities of logs and manufactured lumber. The city contains about 9,000 inhabitants and several fine buildings. The **St. Leon Springs**, which are among the most famous in Canada, are reached by a stage-ride of 26 miles from Three Rivers (fare, \$1.50); and the *Falls of the Shawanegan*, 30 miles up the St. Maurice River, may be visited by engaging canoes and guides for the purpose. The Falls have a sheer descent of 150 ft., and in magnitude are second only to Niagara. Below Three Rivers there is nothing worthy of notice until Quebec comes in sight, looming up majestically from the river.

Quebec.

From New York, Quebec is reached direct by Route 29. Distance, 637 miles; fare, \$14.50. From Boston by Route 27, connecting with Route 29 at White River Junction; or *via* Portland. From Portland by Route 26. The Grand Trunk R. R. has its terminus at Point Levi, and passengers cross to Quebec by ferry. The North Shore R. R. runs from Quebec to Montreal (172 miles). The Quebec and Lake St. John R. R. runs to St. Raymond (42 miles). The Quebec

Central R. R. runs to Beance and Sherbrooke. The Intercolonial R. R. runs to Halifax, N. S. (687 miles).

Hotels.—The *St. Louis Hotel*, in St. Louis St. near Dufferin Terrace; the *Russell House*, cor. Ann and Garden Sts.; the *Albion Hotel*, in Palace St.; *Henchey's Hotel*, in St. Anne St.; *Mountain Hill House*, on Mountain St.; and *Blanchard's*, in the Lower Town. The three latter are quiet and inexpensive.

Modes of Conveyance.—*Horse-cars* (fare 5c.) traverse the streets along the river in the Lower Town and extend to the suburbs. *Carriages* or *calèches* may be hired at the livery-stables, and on the cab-stands near the hotels and markets. The *calèche*, a two-wheeled one-horse apparatus, is the usual vehicle, and costs about 75c. an hour. *Ferries* connect the city with South Quebec, New Liverpool, and Point Levi, on the opposite side of the St. Lawrence, and run three times a day to the Isle of Orleans.

Quebec, the oldest, and after Montreal the most important, city in British North America, is situated on the N. W. bank of the St. Lawrence River, at its confluence with the St. Charles, nearly 300 miles from the Gulf of St. Lawrence. The city is built on the N. extremity of an elevated tongue of land which forms the left bank of the St. Lawrence for several miles. Cape Diamond, so called from the numerous quartz-crystals formerly found there, is the loftiest part of the headland, 333 ft. above the stream, and is crowned with the vast fortifications of the *Citadel*. These occupy about 40 acres, and were once considered so impregnable that they obtained for Quebec the appellation of the "Gibraltar of America." From the citadel a line of wall runs W. toward the cliffs overhanging the valley of the St. Charles, and is thence continued around the brow of the promontory till it connects once more with Cape Diamond near the Governor's Garden. This circuit is nearly 3 miles in extent. The city is divided into the Upper and Lower Town, the ascent from the latter being by a very steep and winding street (Mountain St., or Côte de la Montagne). The Upper Town comprises the walled city with the two suburbs of St. Louis and St. John, between the walls and the Plains of Abraham. The Lower Town is built around the base of the promontory, and constitutes the business quarter. A very large part of the city within the walls, or the Upper Town proper, is taken up with the buildings and grounds of the great religious corporations. Over the remaining irregular surface, not covered by fortifications, are crowded the quaint mediæval streets and dwellings, built generally of stone, two or three stories high, and roofed, like the public buildings, with shining tin. The five original gates in the city-wall were removed some years ago, but then new ones of a more ornamental character have since been built. *Kent Gate*, named in honor of the Duke of Kent, father of Queen Victoria, is situated in St. Patrick St. *St. Louis Gate*, which bore the same name, and *St. John's Gate* are in St. John St. Castellated gates will be constructed on the sites of Palace and Hope Gates; and over the site of the former Prescott Gate is to be thrown a light iron bridge, to extend from in front of the Parliament House to Durham Terrace.

The site of Quebec was visited by Cartier in 1534, and the city was founded by Champlain in 1608. It was taken by the English in 1629, and restored to France by the treaty of 1632. In 1690 the neighboring English colonies made an unsuccessful maritime expedition against it; and in 1711 the attempt was renewed, with no better success. In 1734 the city had, including its suburbs,

4,603 inhabitants. In 1759, during the Seven Years' War, the English, under General Wolfe, attacked the city and bombarded it. On Sept. 13th took place the first battle of the Plains of Abraham, in which both Wolfe and Montcalm, the French commander, fell, and England gained at one blow an American empire. The French, indeed, recaptured the city the next spring, but at the treaty of peace in 1763 Louis XV ceded the whole of New France to the English. In December, 1775, a small American force, under General Montgomery, attempted its capture, but failed, after losing 700 men and their commander. The population of the city at that time was only 5,000. In 1861 it was 59,990, and in 1871, 59,699, the decrease being attributed to the withdrawal of the British troops forming the garrison. In 1881 the population of Quebec was 62,500, according to local estimate. Quebec has a large maritime commerce, and is one of the greatest lumber and timber markets on the American Continent. The principal articles of manufacture are ships, saw-mill products, boots and shoes, bakery products, furniture, foundry products and machinery, cutlery, leather, paper, India-rubber goods, and musical instruments.

The point to which the attention of the stranger in Quebec is first directed is * **Dufferin Terrace**, which lies along the edge of the cliff, towering 200 ft. above the river, and overlooking the Lower Town. Part of it occupies the site of the old Château of St. Louis, built by Champlain in 1620, and destroyed by fire in 1834. Dufferin Terrace, which was opened to the public in June, 1879, by the Marquis of Lorne and Princess Louise, is an unequaled promenade over $\frac{1}{4}$ mile long. The outlook from the Terrace is one of the finest in the world, and is of itself worth a trip to Quebec. The *Esplanade*, near the St. Louis Gate, is another attractive promenade; and the walk along the Ramparts, between the St. Louis Gate and St. John's Gate, affords prospects rivaled by few in America. The view from the **Grand Battery**, near the Laval University, is considered by many to be finer even than that from Dufferin Terrace; and that from the vast balcony of the University building is still more impressive. The *Place d'Armes*, or Parade-Ground, is a pretty little park adorned with a fine fountain, lying between Dufferin Terrace and the **Anglican Cathedral**, which is a plain, gray-stone edifice, surmounted by a tall spire, standing in St. Anne St. on the site to which tradition points as the spot where Champlain erected his first tent. Adjoining the Cathedral is the rectory and the pretty little *Chapel of All Saints*. Des Carrières St., running S. from the Place d'Armes, leads to the *Governor's Garden*, containing an obelisk 65 ft. high to the memory of Wolfe and Montcalm. Des Carrières St. also leads to the inner *glacis* of **The Citadel**, a powerful fortification, covering 40 acres of ground on the summit of Cape Diamond.

The old *Market Square*, in the center of the Upper Town, is surrounded by more or less striking buildings. On the E. side is the * **Basilica of Quebec** (formerly the Cathedral), a spacious cut-stone building, 216 ft. long and 180 ft. wide, and capable of seating 4,000 persons. The exterior of the edifice is very plain, but the interior is richly decorated, and contains several original paintings of great value by Vandyke, Caracci, Hallé, and others. In this Basilica lie the remains of Champlain, the founder and first governor of the city. Adjoining the Basilica on the N., standing amid spacious and well-kept grounds, are the quaint and irregular buildings of the *Seminary of Quebec*, founded in 1663 by M. de Laval, first bishop of Quebec. The Seminary

Chapel contains some fine paintings. Adjoining the Seminary is its offshoot, the * **Laval University**, founded in 1852, and occupying three very imposing buildings. They are of cut stone, 576 ft. long (the main building being 286 ft.), five stories high, and costing \$240,000. The chemical laboratory is spacious, fire-proof, and provided with complete apparatus; the geological, mineralogical, and botanical collections are very valuable; the museum of zoölogy contains upward of 1,300 different birds and 7,000 insects; and the museum of the medical department is especially complete. The *Library* numbers over 80,000 volumes, and the * *Picture Gallery* (lately thrown open to the public) is the richest in Canada, and is said to be "by far the finest N. of New York." On the W. side of Market Square is the site of the old Jesuits' College buildings. *Morrin College* occupies the old stone prison at the cor. of St. Anne and Stanislas Sts. In one of its halls are the extensive library and museums of the *Quebec Literary and Historical Society*, which is open to the public. The *High School* has 200 students and an excellent library.

In Garden St., S. of Market Square, is the * **Ursuline Convent**, with a striking series of buildings surrounded by extensive and beautiful grounds. This establishment was founded in 1639, and now has 40 nuns, who are devoted to teaching girls, and also to painting, needlework, etc. The parlor and chapel are open to visitors, and in the latter are some fine paintings by Vandyke, Champagne, and others. The remains of the Marquis de Montcalm are buried here in an excavation made by the bursting of a shell within the precincts of the convent. The *Grey Nunnery* is a spacious building on the *glacis* W. of the ramparts, and contains about 75 Sisters. The * *Chapel* adjoining the nunnery is a lofty and ornate Gothic edifice, with a rich interior. Near by (in St. John St. near St. Clair) the new Roman Catholic church of *St. John* is being built to replace the large structure destroyed by fire a few years ago. The * **Hôtel Dieu**, with its convent and hospital, stands on Palace St., near the rampart. It was founded in 1639 by the Duchess d'Aiguillon, and in 1875 comprised 45 Sisters of the Sacred Blood of Dieppe, who minister gratuitously to 10,000 patients yearly. In the Convent Chapel are some valuable paintings. The *Black Nunnery* is in the suburbs of St. Roch. Application to the Lady Superiors will usually secure admittance to the nunneries.

The new **Post-Office** is a handsome stone edifice at the cor. of Buade and Du Fort Sts. Near by is the *Bishop's Palace*, a stately and handsome structure. The *Parliament House*, a large but plain building, to the right from Mountain St., just inside the ramparts, was destroyed by fire April 19, 1883. Part of the very valuable library was burned. Other noteworthy buildings in the Upper Town are the *City Hall*, the *Quebec Music Hall*, and the *Masonic Hall*, in St. Louis St. On Grande Allée are situated the new * **Parliament and Departmental Buildings**, which were begun in 1878. A new *Court-House* is being built on the cor. of St. Louis St. and Place d'Armes. Among noteworthy churches not already mentioned are the *Wesleyan Church* in St. Stanislas St., a fine specimen of the flamboyant Gothic style; *St. Andrew's* (Pres-

byterian), at the intersection of St. Anne and St. Stanislas Sts., a spacious stone structure in the Gothic style; *Chalmers* (Presbyterian), in St. Ursula St.; *St. Patrick's* (Roman Catholic), in Ste. Hélène St., and *St. Sauveur* and *St. Roch's*, in the suburbs. The fine and spacious *Y. M. C. A. Hall* is on St. John St., just without St. John's Gate. There are a good library, reading-rooms, etc. The *Institut Canadien* is on Fabrique St.

Just N. of Dufferin Terrace is the head of Mountain Hill St., which descends the steep slope of the cliff to the Lower Town. To the right, about a third of the way down, is a picturesque stairway, called the * *Champlain Steps*, or *Côte de la Montagne*, which leads down to the venerable church of *Notre Dame des Victoires*, erected in 1690 on the site of Champlain's residence. S. of the church is the *Champlain Market*, a spacious structure on the river-bank, near the landing of the river steamers. *St. Peter St.*, running N. between the cliff and the river, is the main business thoroughfare of this quarter, and contains the great commercial establishments, banking-houses, wholesale stores, etc. *St. Paul St.* stretches W. on the narrow strand between the cliff and the St. Charles, amid breweries, distilleries, and manufactories, till it meets, near the mouth of the St. Charles, *St. Joseph St.*, the main artery of the large suburb of St. Roch's. On the banks of the St. Charles are the principal ship-yards; and the numerous coves of the St. Lawrence, from Champlain St. to Cape Rouge, are filled with acres of vast lumber-rafts. On the opposite shore of the St. Lawrence are the populous towns of South Quebec, New Liverpool, and Point Levi, which present a scene of activity scarcely surpassed by the city itself. The * **Custom-House** is reached from St. Peter St. by Leadenhall St., and occupies the very apex of the point made by the confluence of the St. Lawrence and the St. Charles Rivers. It is an imposing Doric edifice, with a dome, and a façade of noble columns, approached by a long flight of steps. The **Marine Hospital**, built on the model of the Temple of the Muses, on the banks of the Ilissus, is an imposing stone edifice near the St. Charles River. Close by is the *Marine and Emigrants' Hospital*, and $\frac{1}{2}$ mile farther up the river is the **General Hospital**, an immense range of buildings. This institution was founded in 1693, and is under the charge of the nuns of St. Augustine.

The suburbs of St. Louis and St. John stretch S. and W. along the plateau of the Upper Town, and are constantly encroaching on the historic Plains of Abraham. They contain many handsome private residences, and several large conventual establishments and churches. The best approach to the *Plains of Abraham* is by St. Louis St., which passes the St. Louis Gate and the *Martello Towers*, four circular stone structures erected in 1807-'12 to defend the approaches to the city. On the spot where Wolfe fell in the memorable battle of September 13, 1759, stands **Wolfe's Monument**, a modest column appropriately inscribed. A short distance to the left is the path by which his army scaled the cliffs on the night before the battle; it is somewhat shorn of its rugged character, but is still precipitous and forbidding. On the Plains, near the Ste. Foye road, stands the *Monument* commemorating the victory won by the Chevalier de Lévis over General Murray in 1760.

It is a handsome iron column, surmounted by a bronze statue of Bellona (presented by Prince Napoleon), and was erected in 1854. About 3 miles out on the St. Louis road is **Mount Hermon Cemetery**, 32 acres in extent, beautifully laid out on irregular ground, sloping down to the precipices which overhang the St. Lawrence.

Within excursion distance of Quebec are several points of interest which the tourist should not fail to visit. The *Isle of Orleans* (reached by ferry) is a beautiful spot, and the drive around it a succession of noble views. There are also pleasant drives to *Spencer Wood*, the beautiful residence of the Lieutenant-Governor of the Province, and to *Château Bigot*, an antique and massive ruin, standing in solitary loneliness at the foot of the Charlesbourg Mountain. *Lorette*, an ancient vil-



Chaudière Falls.

lage of the Huron Indians, is reached by a 9-mile drive along the banks of the Little River road. The falls near the village are very picturesque, and Lake St. Charles, a famous fishing-place, is only a few miles off. The * **Falls of Montmorenci**, 8 miles below Quebec, are 250 ft. high and 50 ft. wide, and are wonderfully beautiful. A short distance above the Falls is the "Mansion House," in which the Duke of Kent passed the summer of 1791; and about 1 mile above are the curious *Natural Steps*, a succession of ledges cut by the river in the limestone rock, each about 1 ft. high, and as regularly arranged as if they were the work of human hands. The * **Falls of Chaudière** (10 miles) are reached *via* Point Levi on the opposite side of the St. Lawrence. The rapid river plunges, in a sheet 350 ft. wide, over a precipice

150 ft. high, presenting very much the look of boiling water, whence its name, *Chaudière*, or caldron.

The regular tour of the St. Lawrence usually ends at Quebec, but the Lower River is well worth visiting by all lovers of fine scenery. The excursion may be made by the steamers of the Quebec Steamship Co., one of which leaves Quebec on alternate Tuesdays at 2 P. M., and runs to Pictou, Nova Scotia, stopping at intermediate ports. The distance to Gaspé, at the mouth of the river, is 443 miles; fare, \$10; to Charlottetown, 784 miles; fare, \$16; to Pictou, 829 miles; fare, \$16. The steamers of this line make no stoppage between Quebec and Father Point (142 miles), but the intermediate points may be reached by railway or by local steamboat lines.

The steamers of the St. Lawrence Steam Navigation Co. leave Quebec at 7 A. M. on Tuesdays and Fridays for St. Paul's Bay, Les Eboulements, Murray Bay, Rivière du Loup (Cacouna), Tadousac, Ha! Ha! Bay, and Chicoutimi. At 7 A. M. on Wednesdays, Thursdays, and Saturdays for Murray Bay, Rivière du Loup, Tadousac, and Ha! Ha! Bay. At noon on Saturdays for Murray Bay and Rivière du Loup.

The Quarantine for Quebec is at *Grosse Isle*, 30 miles down; and 6 miles below is a group of islets, of which the chief, united by a belt of lowland, are *Crane Island* and *Goose Island*. They are the resort and breeding-place of numerous ducks, geese, and teal, to say nothing of smaller game. **Château Richer** is a thriving little village on the N. shore, much resorted to by sportsmen. Ducks, partridges, and snipe abound in the vicinity, and on the streams near by good trout-fishing may be had. A few miles below Château Richer is **Ste. Anne de Beaupré**, noted for its *Church of Ste. Anne*, in which miraculous cures are said to be effected by the relics of the saint, which are exhibited at morning mass. This church contains a variety of paintings, and is well worth a visit. The celebrated **Falls of Ste. Anne** are on the Ste. Anne River, 3 or 4 miles from the village. The lower fall is 130 ft. high, and below it the water rushes down through a rugged, somber, and picturesque ravine. The *Valley of St. Féréol*, the *Seven Falls*, and *Mt. Ste. Anne*, are other objects of interest in the neighborhood. Eight miles below Ste. Anne is **Cape Tourment**, a bold promontory, from the summit of which there is a superb view. A little beyond are the frowning peaks of *Cape Rouge* and *Cape Gribauve*. From Goose Island to the Saguenay River the St. Lawrence is about 20 miles wide. The water is salt, but clear and deep, and the spring-tides rise and fall 18 ft. The black seal, the white porpoise, and the black whale are sometimes seen. *St. Paul's Bay*, 55 miles from Quebec, is a popular resort, and claims to offer more attractions to the tourist, the poet, or the naturalist, than any other parish in the Province. It is surrounded by grand scenery. **Murray Bay** (82 miles below Quebec) is a popular watering-place, surrounded by wild scenery, and noted for the fine fishing in Murray River, and the Gravel and Petit Lakes. There are several hotels and large boarding-houses here, besides summer cottages, and a daily steamer from Quebec renders it easy of access. **Rivière du Loup** is a favorite summer resort on the S. shore of the river, 112 miles

from Quebec. It is situated at the mouth of the Du Loup River, and commands a fine prospect of the St. Lawrence, which at this point is 20 miles wide. About a mile from the village is a * waterfall, where the Du Loup, after rushing for a while over a rocky bed, dashes in a sheet of foam over a precipice 80 ft. high. *Lake Temiscouata* is reached from *Rivière du Loup* by the Grand Portage Road, a distance of 36 miles. Only a few cabins dot the shores on this lovely lake, and it is just the place for the seeker after solitude and trout. **Cacouna**, 6 miles below *Rivière du Loup*, is the favorite summer resort of the Canadians, and is a very attractive village, combining picturesque scenery, good hotels, fine hunting and fishing, and admirable sea-bathing, for at this point the water of the St. Lawrence is almost as salt as that of the ocean. The *St. Lawrence Hall* is a large, first-class hotel, overlooking the river (with a capacity of 600 guests). The *Mansion House* is also very comfortable, and there are several large summer boarding-houses. The air of Cacouna is pure and bracing, and remarkably cool in summer; and there is much pleasing scenery in the vicinity of the village. Nearly opposite Cacouna is the mouth of the **Saguenay River** (see Route 59), which is one of the most striking points on the entire river. Just below (148 miles from Quebec) is **Trois Pistoles**, at the mouth of the river of the same name, famed for its fish. There are two hotels here, and several summer cottages, and the scenery in the vicinity is very pleasing. Thirty miles below *Trois Pistoles* are the island promontory and harbor of *Le Bic* (the Eagle's Beak), an ancient landing-place, still honored. Near it is *L'Islet au Massacre*, remembered as the scene of the bloody massacre of all but 5 out of 200 Micmac Indians by their Iroquois foes. **Rimouski** (180 miles from Quebec) has an extensive government wharf, and contains a splendid Cathedral, a number of handsome houses, and two good hotels. This is a place at which the tourist should stop, for the scenery of the valley of the Rimouski is extremely beautiful, and the trout-fishing unrivaled. Twenty miles below Rimouski is **Metis**, the site of the largest and longest of the government wharves. It is noted as a whale-fishing station. Some 50 miles farther down, we reach the *Point de Monts*, on the N. coast, and *Cape Chatte*, a few miles above Ste. Anne, the most northerly town on the S. coast of the St. Lawrence. Here are the last approaches of the two shores. Beyond the *Point de Monts* the N. shore makes a sharp turn to the northward, and in that direction we speedily have a sea-horizon. Rounding now the great shoulder of the Province of Quebec, we come, on the E. side, to **Cape Rosier**, passing meanwhile the S. W. half of the desert *Anticosti Island*. Here ends our present tour. Those who pursue the journey to Pictou and Halifax soon enter the region described in the chapter on the "Maritime Provinces of Canada" (Route 62).

59. The Saguenay River.

Steamers leave Quebec at 7 A. M. on Tuesdays and Fridays for Chicoutimi, at the head of navigation on the Saguenay; and on Wednesdays, Thursdays, and Saturdays for Ha! Ha! Bay. The trip from Quebec to the mouth of the Saguenay includes some of the most impressive portions of the St. Lawrence

scenery, and is described in Route 58. It should be mentioned that the steamers usually make the trip *up* the Saguenay during the night, so that the best views of the river are obtained on the return-voyage the next day. Distances : Quebec to Tadousac, 134 miles ; Tadousac to Ste. Marguerite River, 15 miles ; to St. Louis Isle, 19 ; to Little Saguenay River, 27 ; to St. John's Bay, 32 ; to Eternity Bay, 41 ; to Trinity Bay, 48 ; to Cape Rouge, 56 ; to Cape East, 63 ; to Cape West, 65 ; to St. Alphonse, 72 ; to Chicoutimi, 100.

THE Saguenay is the largest tributary of the St. Lawrence, and unquestionably one of the most remarkable rivers in the world. Its head-water is Lake St. John, 40 miles long and nearly as wide, which, although 11 large rivers fall into it, has no other outlet than the Saguenay. The original name of this river was Chicoutimi, an Indian word, signifying deep water ; and its present one is said to be a corruption of Saint Jean Nez. The course of the Saguenay—between lofty and precipitous cliffs and, in its upper part, amid rushing cataracts—is about 140 miles from Lake St. John to the St. Lawrence, which it enters 120 miles below Quebec. Large vessels ascend as far as Chicoutimi, 98 miles from the mouth of the river. The Saguenay is a nearly straight river, with grand precipices on either side for almost its entire length, and a peculiarly stern, somber, savage, and impressive aspect. Says Bayard Taylor : "The Saguenay is not properly a river. It is a tremendous chasm, like that of the Jordan Valley and the Dead Sea, cleft for 60 miles through the heart of a mountain wilderness. . . . Everything is hard, naked, stern, silent. Dark-gray cliffs of granite gneiss rise from the pitch-black water ; firs of gloomy green are rooted in their crevices and fringe their summits ; loftier ranges of a dull indigo hue show themselves in the background ; and over all bends a pale, cold, northern sky."

Tadousac is a small village situated a short distance above the mouth of the Saguenay, 134 miles from Quebec. Apart from its attractions as a watering-place, it is interesting as the spot on which stood the first stone-and-mortar building ever erected by Europeans on the Continent of America. The scenery here is wild and romantic in the extreme, and the adjacent waters abound in excellent salmon and trout. The *Tadousac Hotel* is a large, admirably kept, and comfortable house, and there are several summer cottages. Near the hotel are the ancient buildings of the Hudson Bay Co., and just E. is the quaint old Chapel of the Jesuit Mission, erected in 1746. The steamer stops long enough at Tadousac to afford the passengers ample opportunity for seeing the sights. Just above Tadousac is the pretty little cove of *L'Anse à l'Eau*, which is a fishing-station, and here begins one of the most somber and desolate stretches of the river. The banks on either hand consist of immense perpendicular cliffs, which are evidently prolonged far below the surface of the water. Now and then a massive promontory encroaches upon the channel, and at rarer intervals the river widens out into what are called bays, but would scarcely be called coves on any other stream. About 15 miles above Tadousac, after passing *Point Crêpe*, the *Ste. Marguerite River*, famous for its salmon-fisheries, comes in on the right ; and 2 miles beyond the steamer skirts the shore of the desolate *St. Louis Isle*, in whose deep waters salmon-trout abound.

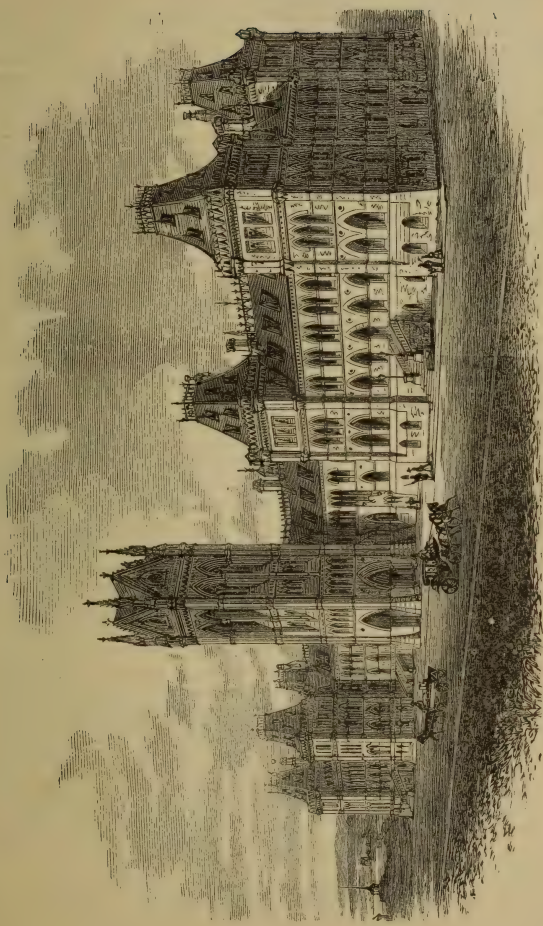
About 30 miles above Tadousac is **St. John's Bay**, which is 3 miles long and 2 wide, and on the shore of which is one of the few small settlements that the Saguenay can boast. Nine miles above is * **Eternity Bay**, the most striking feature of the river-scenery. It is a narrow cove, flanked at the entrance by two precipices, each rising almost perpendicularly 1,600 ft. above the water. The steepest is * **Cape Trinity**, so called because of the three distinct peaks on its N. summit; and that on the other side is *Cape Eternity*. Speaking of these awful cliffs, Bayard Taylor says: "I doubt whether a sublimer picture of the wilderness is to be found on this continent." Farther on, * **Statue Point**, a grand boulder, 1,000 ft. high, is noticeable for a cave half way up its face, utterly inaccessible from above or below, having an orifice probably 40 ft. in diameter. Still farther above is *Le Tableau*, a lofty plateau of dark-colored granite, 600 ft. high and 300 wide, smooth as though cut by the hand of art, and terminating suddenly in a single perpendicular rock, 900 ft. high. A few miles beyond is the entrance to **Ha! Ha! Bay**, which runs 7 miles S. W. from the Saguenay, and is a mile wide. Ha! Ha! Bay was so named because of the delightful contrast which the first French voyagers there beheld after the awful solitude of the lower river. Its upper end is surrounded by undulating meadow-lands, and on its shores are two small villages (*St. Alphonse* and *St. Alexis*), which together contain about 500 inhabitants. **Chicoutimi** (about 20 miles above Ha! Ha! Bay) is the head of navigation on the river, and is a place of considerable trade. It has 700 inhabitants, a good hotel, a cathedral and convent, and a new stone college of ambitious pretensions. The Chicoutimi River swarms with fish, and, just before it enters the Saguenay, plunges over a granite ledge 50 ft. high. Nine miles above Chicoutimi begin the *Rapids of the Saguenay*, said to be little inferior in grandeur to those of the Niagara, and a great deal longer. *Lake St. John* is 60 miles W. of Chicoutimi, and is reached by a good road.

60. Ottawa.

From Montreal, Ottawa is reached by steamer up the Ottawa River (101 miles), or by Grand Trunk R. R. to Coteau, and thence *via* the Canada Atlantic and the Canadian Pacific Railroads. From Toronto by Grand Trunk R. R. and Canadian Pacific R. R. *via* Brockville. A new through route from Toronto is now in course of construction. From New York by Route 39 to Morristown, opposite Brockville *via* Utica and Black River R. R., and thence by the Canadian Pacific R. R. (438 miles). From Boston by Route 27 or 28 to Rouse's Point, thence by Ogdensburg & Lake Champlain R. R. to Ogdensburg, opposite Prescott, and thence by Ottawa & St. Lawrence R. R. From the West *via* Detroit.

Hotels, etc.—The *Russell House*, near the Parliament Buildings; *Windsor House*, in the Upper Town; the *Albion*, on Court-House Square; the *Grand Union*, and *Royal Exchange*. Rates are from \$2 to \$2.50 a day. *Horse-cars* traverse the main thoroughfares, and connect the city with towns across the river (fare, 6c.).

OTTAWA, the capital of the Dominion of Canada, is situated on the S. bank of the Ottawa River, at the mouth of the Rideau. It is divided into an Upper and Lower Town by the Rideau Canal, which passes through it and connects it with Kingston, on Lake Ontario. The canal



Parliament House, Ottawa, Canada.

is crossed within the city limits by two bridges, one of stone and one of stone and iron, and has 8 massive locks. Bridges also connect Ottawa with the suburban towns of Hull and New Edinburgh, on the opposite side of the Ottawa River. The streets are wide and regular, the principal ones being *Sparks*, *Wellington*, and *Rideau*. The former is the popular promenade, and contains the leading retail-shops, etc. Ottawa was originally called Bytown, in honor of Colonel By, of the Royal Engineers, by whom it was laid out in 1827. It was incorporated as a city under its present name in 1854, and was selected by Queen Victoria as the seat of the Canadian Government in 1858. It has grown rapidly since the latter date, and now has a population of about 30,000. The city is the entrepot of the lumber-trade of the Ottawa and its tributaries, and has a number of large saw-mills, several flour-mills, and manufactories of iron-castings, mill machinery, agricultural implements, etc.

Ottawa is substantially built, containing many stone edifices, but the * **Government Buildings** are the chief feature of the city. They form three sides of a vast quadrangle on an eminence known as Barrack Hill, 150 ft. above the river, and cost nearly \$4,000,000. The S. side of the quadrangle is formed by the *Parliament House*, which is 472 ft. long and 572 ft. deep from the front of the main tower to the rear of the Library, the body of the building being 40 ft. high and the central tower 180 ft. The Departmental Buildings run N. from this, forming the E. and W. sides of the quadrangle; the Eastern block is 318 ft. long by 253 ft. deep, and the Western 211 ft. long by 277 ft. deep. They contain the various Government bureaus, the *Post-Office* and the Model-Room of the *Patent-Office* being in the W. block. The buildings are in the Italian-Gothic style, of cream-colored sandstone. The arches of the doors and windows are of red Potsdam sandstone, the external ornamental work of Ohio sandstone, and the columns and arches of the legislative chambers of marble. The roofs are covered with green and purple slates, and the pinnacles are ornamented with elaborate iron trellis-work. The legislative chambers are capacious and richly furnished, and have stained-glass windows. The *Senate Hall* is reached to the right from the main entrance (which is under the central tower). The viceregal canopy and throne are at one end of this hall, and at the other are a marble statue and a portrait of Queen Victoria, together with full-length portraits of George III and Queen Charlotte by Sir Joshua Reynolds. The *Chamber of Commons* is reached to the left from the entrance, and contains some beautiful marble columns and arches. The *Library* is a handsome polygonal structure on the N. front of the Parliament House, containing at present about 40,000 volumes. The quadrangle is neatly laid out and planted with trees, and has a massive stone wall along its front. **Rideau Hall**, the official residence of the Governor-General, is in New Edinburgh, across the Rideau River.

After the Government Buildings, the most important edifice in the city is the Roman Catholic **Cathedral of Notre-Dame**, which is a spacious stone structure, with double spires 200 ft. high. The interior is imposing, and contains a painting ("The Flight into Egypt") which

is attributed to Murillo. Other handsome church edifices are *St. Andrew's* (Presbyterian) and *St. Patrick's* (Roman Catholic). The *Ottawa University* (Roman Catholic) has a large building in Wilbrod St., and the *Ladies' College* (Protestant), a very handsome one in Albert St. The Ontario Government have built a handsome and commodious *Normal School* on the S. of Cartier Square, and near by it a spacious *Medical College*. The **Grey Nunnery** is an imposing stone structure at the cor. of Bolton and Sussex Sts. The Grey Nuns have a second large *Nunnery* on Rideau St. The *Black Nunnery* has several buildings just E. of Cartier Square. There are in the city two convents, two hospitals, three orphan asylums, and a Magdalen asylum. The 8 massive locks of the *Rideau Canal*, within the corporation limits, are worth a visit.

The scenery in the vicinity of Ottawa is picturesque and grand. At the W. extremity are the ***Chaudière Falls**, where the Ottawa River plunges over a ragged ledge 40 ft. high and 200 ft. wide. In the great *Chaudière* (or caldron) the sounding-line has not found bottom at 300 ft. Immediately below the falls is a suspension-bridge, from which a superb view is obtained. One mile above the city are the *Little Chaudière Falls*, 13 ft. high, and 2 miles above are the rapids known as *St. Remoux*. The *Des Chênes Rapids*, 8 miles above Ottawa, have a fall of 9 ft. The **Rideau Falls**, two in number, are S. of the city on the Rideau River, and are very attractive, though eclipsed by the grandeur of the Chaudière.

The **Ottawa River**, the chief tributary of the St. Lawrence and the largest stream wholly within the Dominion, is navigable both above and below Ottawa. A morning boat runs down the river to Montreal, making the distance in about 10 hours. At *Grenville*, on this route, the traveler takes the cars around the Long Sault and Carillon Rapids to *Carillon* (12 miles), and at *Lachine* the famous **Lachine Rapids* are run by the steamer. Above Ottawa the river was formerly navigated for 188 miles by the steamers of the Union Navigation Co., but the portages were numerous and the route by no means continuous, and the steamer has been taken off. The Canadian Pacific R. R. now absorbs the river traffic, running to *Mattawa*, a remote post of the Hudson's Bay Co., beyond which is an unbroken and unexplored wilderness.

61. Toronto.

From Montreal, Toronto is reached by steamer on the St. Lawrence River and Lake Ontario, or by Grand Trunk R. R. (333 miles). From New York by Route 39 or Route 40 to Lewiston, and thence by steamer on Lake Ontario; or by New York Central and Great Western R. R. to Hamilton, and thence *via* Grand Trunk R. R. From Boston by Route 26 or 27 to Montreal, and thence as above.

Hotels, etc.—The *Rossin House*, cor. King and York Sts.; *Queen's Hotel*, in Front St.; *American House*, in Young St.; *Revere House*, in King St. The range of prices at these hotels is from \$1.50 to \$3 per day. *Horse-cars* (fare, 5c.) render all parts of the city easily accessible.

TORONTO, the capital of the Province of Ontario, and next to Montreal the largest and most populous city in Canada, is situated on a beautiful circular bay on the N. W. shore of Lake Ontario, between the Don and Humber Rivers. The site of the city is low, but rises gently from the water's edge. The streets are regular and in general well paved, crossing each other at right angles. *King* and *Young Sts.* are

the leading thoroughfares, and contain the principal retail shops, etc. Other important streets in the business quarter are Front, Queen, York, Richmond, and Bay. Many of the houses and business structures are built of light-colored brick, of a soft, pleasing tint. The growth of Toronto has been more rapid than that of any other Canadian city. It was founded, in 1794, by Governor Simcoe, who gave it the name of York, changed, when it was incorporated as a city, in 1834, to Toronto,—meaning, in the Indian tongue, “The place of meeting.” In 1813 it was twice captured by the Americans, who destroyed the fortifications and burned the public buildings. In 1817 the population was only 1,200; in 1852, it was 30,763; in 1861, 44,821; and is now upward of 110,000. The commerce of the city is very extensive. Its manufactures include iron and other foundries, flour-mills, distilleries, breweries, paper, furniture, etc. Yorkville has recently been incorporated with Toronto, and extension of the city-limits has increased the population as above.

The finest buildings in the city and among the finest of the kind in America are those of the ***University of Toronto**, standing in a large park, and approached by College Ave., which is $\frac{1}{2}$ mile long and lined with double rows of noble trees. The buildings form three sides of a large quadrangle. They are of gray rubble-stone, trimmed with Ohio and Caen stone, and are admirable specimens of the pure Norman architecture. The University library numbers 20,000 volumes, and there is a fine Museum of Natural History. *Knox College* (Presbyterian) has a large building, in the Collegiate-Gothic style, a short distance N. of the University. Adjoining the University grounds on the E. is the ***Queen’s Park**, comprising about 50 acres, skillfully laid out and pleasantly shaded. In the Park is a monument (consisting of a brown-stone shaft surmounted by a colossal marble statue of Britannia) to the memory of the Canadians who fell in repelling the Fenian invasion of 1866. The *Post-Office*, a handsome stone building in the Italian style, stands at the head of Toronto St. The *City Hall*, in Front St., near the lake-shore, is an unpretentious structure in the Italian style, standing in the midst of an open square. Near by is the spacious *Lawrence Market*. The *Custom-House* is a large and imposing cut-stone building, extending from Front St. to the Esplanade; and the *Court-House* is in Church St. **Osgoode Hall**, in Queen St., is an imposing building of the Grecian-Ionic order containing the Provincial law courts and an excellent law library. The *St. Lawrence Hall*, in King St., is a stately stone structure in the Italian style, surmounted by a dome, and containing a public hall, news-room, etc. The *Masonic Hall*, an ornate stone building, is in Toronto St. The Young Men’s Christian Association has a fine edifice at the cor. of Queen and James Sts., with the largest hall in the city. The Grand Opera-House seats about 2,000 and the Royal Opera-House about 1,500 persons.

The ***Cathedral of St. James** (Episcopal), cor. King and Church Sts., is a spacious stone edifice in the Gothic style of the thirteenth century, with a lofty tower and spire, a clear-story, chancel, and elaborate open roof, of the perpendicular style. It is 200 by 115 ft., and is surrounded by shady grounds. The *Cathedral of St. Michael* (Roman

Catholic), in Church St. near Queen, is a lofty and spacious edifice in the decorated Gothic style, with stained-glass windows and a spire 250 ft. high. The **Wesleyan Methodist Church**, on McGill Square, is the finest church of the denomination in Canada. It has a massive tower, surmounted by graceful pinnacles, and a rich and tasteful interior. *Trinity* and *St. George's* (both Episcopal) are neat examples of the perpendicular Gothic style. The *Jarvis Street Baptist Church* is in the decorated Gothic style, and one of the finest church edifices in the Dominion. *St. Andrew's* (Presbyterian) is a massive stone structure in the Norman style.

In Church St., near the Cathedral of St. James, is the commodious building of the *College of Technology*, which, besides the College, contains the library (7,000 volumes) and reading-room of the Mechanics' Institute. The *Normal School*, the *Model Schools*, and the *Educational Museum* are plain buildings in the Italian style, grouped so as to produce a picturesque effect, standing amid park-like grounds in Church St. The Museum contains some good paintings and casts, and a collection of curiosities. **Trinity College**, in Queen St. west, overlooking the bay, is a spacious and picturesque building, 250 ft. long, with numerous turrets and quaint gables. It is surrounded by extensive grounds. *Upper Canada College* is a plain red-brick building fronting on King St. near John. The *Provincial Lunatic Asylum* is a large and handsome building with 200 acres of ornamental grounds W. of the city. E. of the city (Don St., near Sumach) is the fine structure of the *General Hospital*. The *Crystal Palace*, in which are held annual exhibitions of the products of the Province, is an extensive building near the Lunatic Asylum. The *Loretto Abbey*, in Wellington Place, is the principal nunnery in the city.

62. The Maritime Provinces of Canada.

To describe these Provinces in detail would require a volume of itself, and, furthermore, would be beyond the purposes of this book, as there are as yet comparatively few places that attract visitors in considerable numbers. All we shall attempt will be to give the outlines of a round trip, which, with short side trips or excursions, will include the principal points of interest in New Brunswick, Nova Scotia, Cape Breton, and Prince Edward Island. This round trip *can* be made in two weeks, but at least three weeks should be assigned to it in order to make it thoroughly enjoyable. The traveler should go warmly clad. As to money, U. S. notes will be found as serviceable as anything else, but at each stopping-point they should be taken to a banker's and exchanged for as much local currency as will be needed during the sojourn.

New Brunswick.

New Brunswick, the third Province of the Dominion of Canada, lies upon the eastern boundary of the State of Maine, and is 190 miles long by 140 wide, containing an area of 27,105 square miles. The landscape is of great variety and of most picturesque beauty, the whole

Province (excepting the dozen miles lying directly on the sea) being broken into attractive valleys and hills, which northward assume a very rugged character. Much of its area is covered with magnificent forests, which, as in the neighboring State of Maine, constitute its chief source of industry and wealth. Like the neighboring Province of Nova Scotia, New Brunswick so abounds in lakes and rivers that ready water access may be had, with the help of a short portage now and then, over its entire area. Thus a canoe may easily be floated from the interior to the Bay of Chaleur, the Gulf of St. Lawrence, and the ocean on the N., or to the St. John River, and thence to the Bay of Fundy, on the S. All the waters of New Brunswick abound with fish of almost every variety. The fisheries of the Bay of Fundy are of immense value, and employ vast numbers of the population. The climate of New Brunswick is healthy, but subject to great extremes of heat and cold; the mercury rising sometimes to 100° in the daytime and falling to 50° at night.

St. John (*Hotel Dufferin*, *Royal Hotel*, and *The Globe*) is the principal city of New Brunswick, and is the starting-point for our tour of the Maritime Provinces. A pleasant way to reach it is by the steamers of the *International Steamship Co.*, which may be taken either at Boston or Portland. They leave Commercial Wharf, Boston, on Mondays, Tuesdays, and Saturdays (fare from Boston to St. John, \$4.50). The best railway approach is by Route 17 or Route 18 to Portland, thence by Route 24 to Bangor, and from Bangor to St. John by the New Brunswick R. R., formerly the European & North American R. R. During the summer they run three trains a day to and from Boston to St. John, one of which goes through in 15 hours, fare \$8, and Pullman drawing-room and sleeping cars on two of the trains. The city (containing 50,000 inhabitants) is superbly situated upon a bold, rocky peninsula at the mouth of the St. John River, and presents a very imposing front to the sea. The scenery of the river is very striking in the passage immediately preceding its entrance into the harbor, and for 1½ mile above the city. It makes its impetuous way here in a chain of grand rapids, through a rugged gap 270 ft. wide and 1,200 long. The passage is navigable only during the very brief time of high and equal tides in the harbor and river; for at low water the river is about 12 ft. higher than the harbor, while at high water the harbor is 5 ft. above the river. The site of the city rises gradually from the harbor. The streets are wide and laid out at right angles; some of them are very steep, and cut through the solid rock to a depth of 30 or 40 ft. The buildings are principally of brick and stone, and there were many fine public edifices, but on June 20, 1877, a most disastrous conflagration reduced the entire business portion of the city to ashes, destroying property to the amount of about \$22,000,000. Since the fire many very handsome public buildings have been erected; among them, the *Masonic Hall*, at a cost of \$80,000, *Post-Office*, *Custom-House*, and various banks and churches, all costly buildings. 1½ mile distant (from the city) is the *Rural Cemetery*, containing 110 acres. On the W. side of the river is a portion of the city called Carleton. Adjoining the main portion of the

city, and practically part of it, is the city of Portland, containing about 12,000 inhabitants. The principal points of interest in the vicinity of St. John are *Lily Lake* and Mt. Pleasant, about a mile distant; *Rothesay*, a pretty village on Kennebecasis Bay, much resorted to in summer; *Loch Lomond*, 11 miles N. E., also a favorite resort; and the *Suspension Bridge*, 640 ft. long, and 100 ft. above the river. The favorite drives are on the *Marsh Road* and the *Mahogany Road*.

Several interesting excursions may be made from St. John: 1. A trip up the St. John River to Fredericton, the capital of the Province, may be made by steamer in a day (fare, \$1.50). The St. John River is about 600 miles long, and from Grand Falls to the sea (225 miles) its course is within British territory. The greater part of its course is through wild forest-land, but at some points the banks rise in grand rocky hills. 2. To St. Stephen and Passamaquoddy Bay; by steamer direct, or *via* Eastport, Me. Fare to St. Stephen, \$1.75. This trip gives the tourist a sight of the turbulent Bay of Fundy, and of the picturesque scenery of Passamaquoddy Bay; it may be made in 2 days. From *Calais* (opposite St. Stephen) a railway runs 21 miles to the lovely and fish-abounding **Schoodic Lakes**. 3. To the Basin of Minas by steamer, to Annapolis, and thence by Windsor & Annapolis R. R. to Wolfville, whence a small steamer runs to Parrsboro, Kingsport, and Windsor. The **Basin of Minas**, the E. arm of the Bay of Fundy, penetrates 60 miles into Nova Scotia, and is remarkable for its tremendous tides, which rise sometimes to the height of 60 or 70 ft. *Parrsboro* (*Summer House*) is a pretty little town at the entrance of the Basin, and may be made the center for many agreeable minor excursions. Across the Basin from Parrsboro is **Grand Pré**, the land of Longfellow's Evangeline. The picturesque *Gaspereaux Valley* may be visited from Wolfville, and also from Halifax *via* Windsor.

The next stage in our regular round trip is from St. John to Halifax. This may be made without change of cars *via* the Intercolonial R. R. (distance, 276 miles; fare, \$6 for 1st class, and \$4 for 2d class); but the pleasantest route in summer is by steamer to *Annapolis*, and thence by rail (fare, \$5 for 1st class, \$3.50 for 2d class). By this route the tourist obtains fine views of the picturesque scenery of **Digby Gut**, and the lovely **Annapolis Basin**.

Nova Scotia.

The Province of Nova Scotia, the ancient Acadia, lies S. E. of New Brunswick, and, besides the peninsula proper, comprises the island of Cape Breton, from which it is separated by the narrow Gut of Canso. Its area is 21,731 square miles, including the 4,775 of Cape Breton, and the total population in 1871 was 440,572, of whom 79,500 resided on Cape Breton. The surface of the peninsula is undulating, and though there are no mountains, there are several ranges of hills, most of which traverse the country in an E. and W. direction. The shores are indented with a great number of excellent bays and harbors, and there are numerous small rivers, mostly navigable by coasting vessels for short distances. The surface is dotted with many lakes and ponds.

the largest being Lake Rossignol in the S. W., 15 miles long by about 5 wide. In the N. E. part of the Province, in the vicinity of the St. Mary's River, moose or elk abound, and are hunted successfully in the autumn and early winter. The black bear is also occasionally found, while partridge, plover, and wild fowl are shot in enormous numbers. In the St. Mary's and other rivers large numbers of salmon are taken.

Halifax (*Waverly, Halifax Hotel, International*), the capital of Nova Scotia, is situated near the middle of the S. E. coast of the Province, on the W. side of a deep inlet of the Atlantic, called Halifax Harbor. Besides the routes mentioned above, it is reached direct from Boston by steamer (fare, \$8), from Portland (fare, \$7 and \$5), and from Norfolk or Baltimore (\$20 and \$12). The city is built on the declivity of a hill rising 236 ft. above the level of the harbor, and had a population in 1881 of 36,100. Its plan is regular, most of the streets crossing each other at right angles; many of them are spacious and handsome. The lower part of the city is occupied by wharves and warehouses, above which rise the dwelling-houses and public buildings, while the summit of the eminence is crowned by the granite bastions of the Citadel. The * **Provincial Building**, in which are the Government offices and the Post-Office, is in Hollis St., and is 140 ft. long by 70 broad, with an Ionic colonnade. On the third floor is the Provincial Museum, containing specimens of the various natural products of the Province and a number of curiosities. West of the Provincial Building is the *Parliament Building*, a plain gray-stone edifice, surrounded by pleasantly shaded grounds, containing the *Free Library*. In the Legislative Chamber are some fine portraits. Near by is the handsome building of the Young Men's Christian Association, containing a free reading-room. The *Court-House* is a spacious free-stone structure, on the Spring-Garden Road. Just below it is the fine Roman Catholic *Cathedral of St. Mary*. The *Government House*, in Pleasant St., is a solid but gloomy structure, and is the official residence of the Lieutenant-Governor of Nova Scotia. The *Wellington Barracks*, which comprises two long ranges of substantial stone and brick buildings, is the most extensive and costly establishment of the kind in America. The *Admiralty House*, *Dalhousie College*, *Military Hospital*, *Lunatic Asylum* (in Dartmouth), *Workhouse*, *Jail*, *Penitentiary*, the *Academy of Music*, and some of the public schools, are among the most prominent buildings. The * **Citadel** occupies the summit of the heights commanding the town, and is a mile in circumference. It is a costly work, and, after that of Quebec, is the strongest fortress in British North America. The *Queen's Dockyard* covers 14 acres in the northern portion of the city, and is said to be inferior in equipment to few except those of England. The harbor is over a mile wide opposite the city, but about a mile above it narrows to $\frac{1}{4}$ of a mile, and then expands into *Bedford Basin*, which has a surface of 10 square miles and is completely land-locked. The road to *Point Pleasant* is a favorite promenade. The *Dartmouth Lakes*, entered on the opposite side of the harbor, afford a pleasing excursion. The best views of the city of Halifax are from the summit of the Citadel or from the Dartmouth side of the harbor.

Three interesting minor excursions may be made from Halifax: 1. To the Basin of Minas and Grand Pré *via* Windsor & Annapolis R. R. to Windsor, and thence by steamer to Parrsboro. This has the same objective as excursion 3 from St. John (see Route 62). 2. To Yarmouth and the Tusket Lakes. The trip from Halifax to Yarmouth may be made by W. & A. R. R. to Annapolis (186 miles), steamer or stage to Digby, and thence by the Western Counties R. R. to Yarmouth; or by steamer from Annapolis to Digby, and thence by stage (70 miles; fare, \$4); or by steamer leaving Halifax every Tuesday at 6 A. M., and running all the way to Yarmouth (fare, \$6). This latter gives the tourist an opportunity of seeing the richly beautiful scenery of the Atlantic coast of Nova Scotia. **Yarmouth** (*U. S. Hotel, American*) is a flourishing seaport on the southwest coast of Nova Scotia, containing 6,280 inhabitants. The picturesque **Tusket Lakes** are entered by way of *Tusket* (10 miles from Yarmouth) or *Lake George* (12 miles from Yarmouth). They afford excellent fishing, and the surrounding forests are full of game. 3. To the **Liverpool Lakes** by stage from Annapolis to *Greenfield* (50 miles), or by preceding steamer route to *Liverpool*, and thence by stage to Greenfield, or by stage *via* Mahone Bay (109 miles) to Liverpool. A road through the forest leads from Greenfield to the Indian village on *Ponhook Lake*, where guides may be procured. From Ponhook 12 lakes may be entered without making a single portage, including *Lake Rossignol*, the largest and finest in Nova Scotia. These lakes and the region around them are the paradise of sportsmen.

From Halifax, the next and final stage in our regular round trip is to Cape Breton and the famous Bras d'Or Lakes. There are three principal routes by which this excursion may be made: 1. From Halifax *via* the Pictou Branch R. R., which diverges from the Intercolonial R. R. at Truro, to *New Glasgow*; thence by Nova Scotia R. R. to Port Mulgrave, between which and Port Hawkesbury, directly opposite, a steam ferry-boat plies across the Strait; and from Port Hawkesbury by stage to *Sydney*, *Arichat*, or *West Bay* on the Bras d'Or. Fare from Halifax to Port Hawkesbury, \$7.25; to Sydney, \$12. Sydney and Louisburg are now connected by a short line called the New Glasgow & Cape Breton R. R. 2. By steamer on alternate Tuesdays and Saturdays, direct to Sydney. The fare by Saturday steamers is \$10 (with meals); by the Tuesday steamers, \$8 (without meals). 3. By Pictou Branch R. R. to *Pictou*, thence by steamer to Port Hawkesbury, thence by stage to West Bay, and thence by steamer on the Bras d'Or to Sydney. Fare, \$8. The best way to make the round trip is to take route 1 or 2 to Sydney, and route 3 for the return. In this way the sail on the lakes will be made during the day.

Cape Breton.

The Island of Cape Breton is separated from Nova Scotia by the Gut of Canso, a narrow strait from 1 to $1\frac{1}{2}$ mile wide. Its greatest length is 100 miles, and its greatest breadth 85 miles, with an area of 4,775 square miles and a population of 84,500. The island is very irregular in shape, and is nearly divided into two parts by the **Bras d'Or**, which is not a

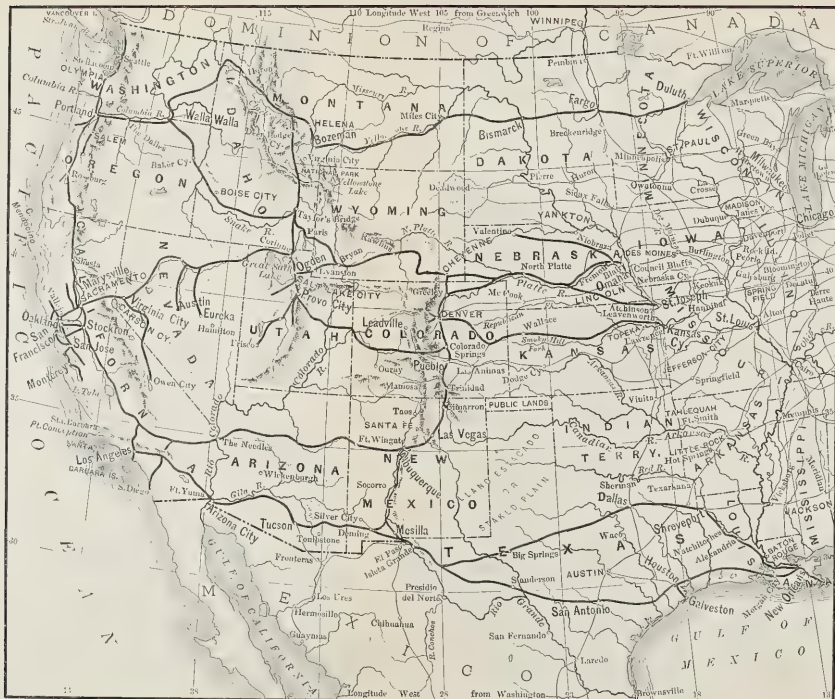
lake, but a great inland sea with a narrow outlet. At the entrance lies Boularderie Island, between which and the main island on the S. is *Little Bras d'Or*. The Bras d'Or is 55 miles long and 20 miles wide, and varies in depth from 70 to 300 ft. The coast is for the most part rocky and elevated, and indented by numerous bays and inlets. There are several fresh-water lakes, the principal of which are *Lake Margarie*, in the N. W. division, 40 miles in circumference, and *Grand Lake* and *Miré Lake* in the S. division. Miré Lake receives the Salmon River, which flows from the W.

The chief town on the island is **Sydney**, which is reached from Halifax or St. John, as explained above. It has 2,900 inhabitants, and one of the finest harbors on the Atlantic coast. An interesting excursion from Sydney is a stage-ride of 24 miles to the ruins of the once famous fortress of **Louisburg**, now a small fishing-hamlet. The steamer which leaves Sydney twice a week (Tuesdays and Thursdays) for West Bay traverses the entire length of the *Bras d'Or*, and affords the best opportunity for seeing that remarkable water. It stops at **Baddeck** (whose name Mr. Charles Dudley Warner has rendered familiar), and at *West Bay* connects with stages and wagons which convey passengers 13 miles to *Port Hawkesbury*, where they may take stages or steamers to Halifax and St. John, or to Prince Edward Island.

Prince Edward Island.

Prince Edward Island lies in the Gulf of St. Lawrence, 9 miles from New Brunswick, 15 miles from Nova Scotia, and 30 miles from Cape Breton Island. Its extreme length is 140 miles, and greatest breadth 40 miles, and it has an area of 2,173 square miles and a population of 94,021. The surface is generally flat, but rises here and there to a moderate height, without being anywhere too broken for agriculture. The coasts are bold, and are lined with red cliffs ranging from 20 to 100 ft. in height, and deeply indented by bays, with numerous projecting headlands. The climate is salubrious, and is milder than that of the adjacent continent. The winters are long and cold; the summers are warm, but not oppressive.

Charlottetown (*St. Lawrence Hotel, Revere House*) is the capital, chief commercial center, and only city. It has 11,485 inhabitants, is regularly laid out, and fronts on a good harbor. The only handsome buildings in the city are the *Colonial Building*, containing the offices and Legislative Chambers of the Provincial Government, and the *Post-Office*. During the season of navigation a line of steamers runs 4 times a week from Charlottetown to Pictou, Nova Scotia (fare, \$2), where connection is made with railway to Halifax; and to Shediac, New Brunswick (fare, \$3), where connection is made with railway to St. John. Weekly lines connect with Quebec, and with Halifax and Boston (fare to Halifax, \$4, \$5, and \$6; to Boston, \$5.50, \$7.50, and \$9). The Prince Edward Island R. R. traverses the entire length of the island, connecting Charlottetown with *Tignish* (117 miles), with *Georgetown* (46 miles), with *Summerside* (49 miles), and with *Souris* (60 miles). This railroad affords access to any part of the island.



WESTERN AND SOUTHERN STATES.

63. New York to Chicago via Suspension Bridge and Detroit.

a.

By the New York Central and Hudson River R. R., the Great Western division of the Grand Trunk R. R. of Canada, and the Michigan Central R. R. Fare, unlimited, \$23.25 ; limited, \$20. The distance from New York to Chicago by this route is 978 miles, and the time of the fast express trains is about 34 hours. Drawing-room cars are attached to all the day trains, and palace sleeping-cars to all the night trains, and there is no change of cars between New York and Chicago. Distances : New York to Albany, 143 miles ; to Utica, 238 ; to Rome, 252 ; to Syracuse, 291 ; to Rochester, 373 ; to Suspension Bridge, 447 ; to Hamilton, 491 ; to London, 576 ; to Detroit, 677 ; to Chicago, 978.

LEAVING the Grand Central Depot in New York, the train passes to Albany amid the picturesque scenery of the Hudson River.¹ The Hudson River R. R. runs along the E. bank of the river all the way to Albany, and, owing to the fine view of the opposite side of the river, which is obtained from the cars all the way, the journey is a most agreeable one. Going N., the traveler should secure a seat on the left-hand side of the car, and going S. on the right-hand side. The lower Hudson, emptying into New York Bay, is like a huge arm of the sea, and, as we ascend, preserves its noble width, occasionally expanding into lakes, while at several places among the Highlands the mountains approach so close on either side as to reduce the river to a contracted and tortuous channel. The railroad runs close along the bank of the river, in sight of its waters almost continuously, making occasional short cuts from point to point, and ever and anon crossing wide bays and the mouths of tributary streams.

Passing beneath the upper part of New York City through long tunnels, the train crosses the Harlem River, and then, turning to the left, follows the Spuyten Duyvil Creek to the Hudson. On reaching the river, the traveler's attention is at once caught by the * **Palisades**, a series of grand precipices rising in many places to the height of 300 ft. and

¹ Our description of this route as far as Suspension Bridge is a mere outline or summary, designed to furnish such cursory information about the places and scenery *en route* as may meet the wants of through passengers to the West. Those who desire a more detailed description will find it in the section of the work devoted to the New England and Middle States (Routes 9 and 39).

stretching in an unbroken line along the W. river-bank for more than 20 miles. The rock is trap, columnar in formation, and the summit is thickly wooded. In striking contrast with the desolate and lonely appearance of these cliffs, the E. bank presents a continuous succession of beautiful villas standing amid picturesque and exquisitely-kept grounds, with a frequent sprinkling of villages and hamlets. *Yonkers* (17 miles) is a fashionable suburban town, beautifully situated at the mouth of the Neperan or Saw-Mill River. *Piermont* (22 miles) is on the opposite side of the river at the end of the Palisades, and takes its name from a mile-long pier which extends from the shore to deep water. Here begins the ***Tappan Zee**, a lake-like expansion of the river, 10 miles long and 3 miles wide at the widest part, surrounded by beautiful scenery. *Tarrytown*, immortalized by Washington Irving, and *Sing Sing*, the site of one of the most important of the State Prisons, are on the E. shore of the Tappan Zee; and the pretty little town of *Nyack* is on the W. shore. Croton Point divides the Tappan Zee from *Haverstraw Bay*, another lake-like widening of the river, at the upper end of which stands *Peekskill* (43 miles), at the gate of the ***Highlands**, as the mountains through which the Hudson forces its way are called. The scenery for the next 16 miles is unsurpassed in the world; but a very imperfect idea of it is obtained from the cars. The first seen of the Highland group is *Dunderberg Mt.*, which looms up grandly across the river. Nearly opposite is *Anthony's Nose*, whose base is tunneled by the railway a length of 200 ft. In the river, under Dunderberg, is the pretty *Iona Island*, noted for its vineyards. In the heart of the Highland Pass, a beautiful view is obtained of ***West Point**, the seat of the U. S. Military Academy, with fine buildings on a broad plateau 157 ft. above the river. *Garrison's* (51 miles) is a station on the R. R. nearly opposite West Point. Just above West Point, on the same side, is *Cro' Nest*, one of the loftiest of the Highland group, and then comes *Storm King*, the last of the range on the W. On the E. side, scarcely visible from the cars, are *Mt. Taurus*, *Breakneck*, and *Beacon Hill*, which are among the most commanding features of the river scenery. At the end of the Highlands the river again expands into the broad *Newburg Bay*, on the W. shore of which is **Newburg**, a beautifully-situated city of 18,000 inhabitants. **Poughkeepsie** (75 miles) is on the railway, and is the largest city between New York and Albany. It contains 20,207 inhabitants, and is the site of Vassar College and other famous educational institutions. Above Poughkeepsie on either bank are many pleasant towns and fine country-seats, but the river-banks are for the most part low and uninteresting. Just before reaching Hudson the noble range of the Catskill Mountains is seen along the W. horizon. *Catskill*, whence these are visited, offers a pleasant view across the river, with the spacious *Prospect Park Hotel* on an elevated plateau above the landing. **Hudson** (115 miles) is a flourishing city of 13,000 inhabitants, at the head of ship-navigation on the river. The heights back of the city command majestic views of the Catskills. Between Hudson and Albany there is nothing to call for special mention. **Albany** (143 miles) is the capital of New York State, and is a city of 90,758 inhabitants, beauti-

fully situated on the W. bank of the Hudson near the head of tide-water. It contains many features of interest, and the tourist who has time to stop over will find them all described on page 64.

The through trains make but a short pause at Albany, and then run on over the great N. Y. Central R. R., which traverses from E. to W. the entire length of New York State, passing through the rich and populous midland counties. The scenery along this portion of the route is mostly of a pastoral character, with nothing bold or striking, but with much that is pleasing. The famous valley of the Mohawk is first traversed. The river, now quiet, now rushing along its rocky bed, is continually in sight, the hills bounding the valley adding to the picturesqueness of the view, and the many villages clustering along the line giving evidence of solid prosperity. The great Erie Canal traverses the State from Albany to Buffalo, nearly on the same line with the railroad. *Schenectady* (160 miles) is one of the oldest towns in the State, and is distinguished as the site of Union College. Just beyond Schenectady the train crosses the Mohawk and the Erie Canal on a bridge 1,000 ft. long. *Little Falls* (217 miles) is remarkable for a bold passage of the river and canal through a wild and most picturesque defile. **Utica** (238 miles) is a handsome manufacturing city of 33,914 inhabitants, on the S. bank of the Mohawk, nearly in the center of New York State. The *State Lunatic Asylum* here holds high rank among the institutions of the kind. **Rome** (252 miles) is a flourishing city of 12,194 inhabitants, with several fine buildings, of which the handsomest is the Seminary. **Syracuse** (291 miles) is the next important city on the line of the road, and is famous for its salt-springs, and for being the place at which the political conventions of the State are usually held. The restaurant in the depot at Syracuse is of noteworthy excellence. Next comes **Rochester** (373 miles), the metropolis of Central New York, with a population of 89,366, and the site of the celebrated Genesee Falls. The train passes about 100 rods S. of the most southerly fall, so that passengers in crossing lose the view. At *Lockport* (428 miles) the wonderful system of locks by which the Erie Canal descends from the level of Lake Erie to the Genesee level is visible from the windows of the cars. At ***Suspension Bridge** (447 miles) the train crosses the Niagara River, in view of the Falls and of the rapids rushing to the whirlpool below. The bridge itself is worth attention as one of the achievements of modern engineering. It is 800 ft. long from tower to tower, is 258 ft. above the water, and was finished in 1855 at a cost of \$500,000.

From Suspension Bridge to Detroit the route runs through Canada, and is most uninteresting, though the road (the Grand Trunk R. R.) is an admirable one. In the neighborhood of *St. Catherine's* (458 miles), noted for its mineral springs, and *Hamilton* (491 miles) there is some attractive scenery; but with these exceptions everything is dull, flat, and monotonous, and the traveler will be glad when, emerging from a deep cut, he suddenly comes upon the bank of the Detroit River at *Windsor* (676 miles), opposite Detroit. Here the train is transferred to the other side of the river on a steam ferry-boat, and the route is resumed on the line of the Michigan Central R. R.

Detroit.

Hotels, etc.—The leading hotels are the *Russell House*, fronting on the Campus Martius; the *Michigan Exchange*; the *Hotel Brunswick*; the *Griswold*, cor. State and Griswold Sts.; and the *Kirkwood*, cor. Monroe and Michigan Grand Aves. Eight lines of *horse-cars* intersect the city, and nine lines of *ferry-boats* ply across the river to Windsor on the Canadian side. There are numerous steamboat lines with numerous boats running to various points on the lakes.

Detroit, the chief city of Michigan, is situated on the N. bank of the Detroit River, a noble stream 20 miles long, with a depth of water sufficient for the largest vessels, connecting Lakes Erie and St. Clair. The city extends along the bank for about 7 miles, and is built up for about $2\frac{1}{2}$ miles from the water. For at least 6 miles the river-front is lined with mills, dry-docks, ship-yards, foundries, grain-elevators, railway-depots, warehouses, lumber-yards, and rolling-mills. For a short distance from the river-bank the ground rises gradually, and then becomes perfectly level, furnishing an admirable site for a large city. Detroit is laid out upon two plans: the one, that of a circle with avenues radiating from the Grand Circus as a center; the other, that of streets crossing each other at right angles. The result is a slight degree of intricacy in certain localities, which inconvenience is more than compensated by a number of little semicircular and triangular parks which diversify and ornament the place. The avenues are from 100 to 200 ft. wide; the streets vary in width from 50 to 100 ft., and are generally shaded by an abundance of trees.

* The site of Detroit was visited by the French as early as 1610; but no permanent settlement was made until 1701, when Fort Pontchartrain was built. In 1760 it passed into the hands of the English, and in 1763 was besieged for 11 months by Pontiac, in his attempt to expel the whites from that region. In 1783 Detroit was ceded to the United States, but the Americans did not take possession of it till 1796. During the war of 1812 it fell into the hands of the British, but was recaptured in 1813. It was incorporated as a city in 1824, when its population was less than 2,000, and now, in 1884, it has more than 150,000 inhabitants. The manufactures of the city are numerous and important, including extensive iron-works and machine-shops, railroad-car factories, flour-mills, breweries, and immense tobacco and cigar factories, tanneries, boot and shoe factories, manufactories of railway and vessel supplies and of chemicals, potteries, etc. The shipping interests are also large, while pork and fish packing employ numerous hands.

The principal streets of the city are *Jefferson Ave.*, parallel with the river; **Woodward Ave.**, which crosses the former at right angles, and divides the city into two nearly equal parts; and *Fort St.*, *Michigan Grand*, *Grand River Ave.*, and *Gratiot*, *Washington*, *Madison*, and *Monroe Aves.*, at various angles with Woodward Ave. **West Fort St.** is a broad and beautiful street, lined with handsome residences; and *Lafayette Ave.* is a fashionable street. *Griswold St.* is the Wall St. of the city. *Adelaide* and *Alfred Sts.*, *Edmond Place* and *Stimson Place*, and *Davenport St.* are pleasant residence-streets. *Cass Ave.* is the fashionable drive. The **Grand Circus**, the principal park, $\frac{1}{4}$ mile back from the river, is semicircular in form, and is divided by Woodward Ave. into two quadrants, each containing a fountain. About half

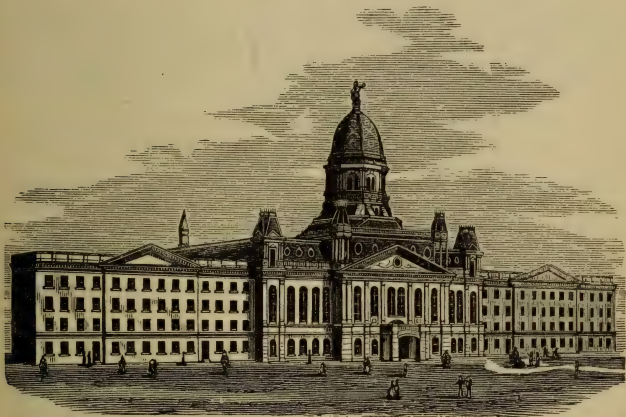
way between the river and the Grand Circus is the *Campus Martius*, an open space 600 ft. long and 250 ft. wide, which is crossed by Woodward and Michigan Avenues, and from which radiate Monroe Ave. and Fort St. Facing the Campus Martius on the W. is the ***City Hall**, a handsome structure in the Italian style, 200 ft. long, 90 ft. wide, and 180 ft. high to the top of the tower, completed in 1871, at a cost of \$600,000. In front of the City Hall is a fine **Soldiers' Monument*, erected in memory of the Michigan soldiers who fell in the civil war. Facing the Campus Martius on the N. is the *Detroit Opera-House*, and facing it on the E. is the *Market*. In Fort St. is **Whitney's Opera-House**, one of the finest in the country. The *Custom-House*, which also contains the *Post-Office*, is a large stone building in Griswold St. The new *Board of Trade Building*, cor. Jefferson Ave. and Griswold St., is spacious and ornate. The ***Freight Depot** of the Michigan Central R. R. is one of the most noteworthy structures in the city, and the new *Passenger Depot* of the same road is a handsome structure. It stands on the wharf, and consists of a single room, 1,250 ft. long and 102 ft. wide, covered by a self-sustaining roof of corrugated iron. In the immediate vicinity are the great *Wheat-Elevators* of different railway and other corporate companies, from the cupolas of which superb views of the city, river, and Lakes St. Clair and Erie may be had. Besides the Opera-Houses, there are the *Park*, *White's*, and the *Grand Theatres*, and several large public halls. The *Y. M. C. A.* has a large building in Farmer St., with library, gymnasium, restaurant, public hall, etc. The new *Police Headquarters Building* is one of the most spacious structures of the kind in the country.

The churches of Detroit are noted for their number and beauty. *St. Anne's* (Roman Catholic), Larned St. cor. of Bates, is the oldest church in the city. The ***Cathedral of St. Peter and St. Paul** (Roman Catholic), Jefferson Ave. cor. of St. Antoine St., is the largest church-edifice in the State, and has an imposing interior. *St. Joseph's* (Roman Catholic) is a very handsome building. ***St. Paul's** (Episcopal), cor. Congress and Shelby Sts., is the parent church of the diocese, and is famous for its beautiful roof, which is self-sustaining. Other handsome Episcopal churches are *Christ's*, in Jefferson Ave. above Hastings St., *St. John's*, in Woodward Ave., and *Grace*, in Fort St. The **Fort St. Presbyterian** (Fort St., cor. 3d) has the handsomest front of any church in the city and a beautiful interior. The **Central Church** (Methodist), in Woodward Ave. above the Grand Circus, has a richly-decorated interior. The *First Presbyterian*, in State St., the *Jefferson Ave. Presbyterian*, above Rivard St., the *First Congregational*, Fort St. cor. Wayne, the *Westminster Presbyterian*, cor. Woodward and Parsons Sts., the *First Baptist*, on Cass Ave., and the *Woodward St. Congregational*, are all fine edifices. There are several libraries in the city, of which the principal are the *Public Library*, containing 45,000 volumes, and that of the *Young Men's Society*, containing 14,000. The ***Convent of the Sacred Heart**, in Jefferson Ave. near St. Antoine St., is a large and beautiful building. The *House of Correction*, in the N. portion of the city, is used for the confinement of petty criminals.

Directly opposite is a home for discharged female prisoners, who are received here and furnished with work until places can be found for them out of the reach of the influences previously surrounding them. The *U. S. Marine Hospital*, on the bank of the river, just above the city, commands a fine view of the Canada shore. *Harper Hospital* and *St. Mary's* on Antoine St. are also fine edifices. *Elmwood Cemetery* is a beautiful burying-ground within the city limits (reached by horse-cars). *Woodmere Cemetery*, on high ground, 4 miles W. of the city, is of recent origin. *Fort Wayne* is a bastioned redoubt, about 3 miles below the Michigan Central Depot, standing upon the bank of the river and completely commanding the channel. The Fort St. and Elmwood horse-cars run to the fort gate, and it is also a favorite point to which rides and drives are taken. *Belle Ile*, an island containing 700 acres, has been purchased by the city as a park, and is one of the most beautiful natural parks in the country. *Grosse Point*, projecting into Lake St. Clair, 7 miles above the city, is at the end of a beautiful drive.

From Detroit the route is *via* the Michigan Central R. R., which traverses a fine agricultural country, the general aspect of which is pleasing, especially in spring and summer, but which is not of a striking or picturesque character. In many places it passes through dense virgin woods, and in others across and along the winding rivers which abundantly water this section of Michigan. *Ypsilanti* (30 miles from Detroit) is a thriving city of 5,000 inhabitants, on the Huron River, which furnishes water-power for several flour-mills, paper-mills, and other factories. The State Normal School is located here. Beyond Ypsilanti the train follows the Huron River and passes in 8 miles to **Ann Arbor** (*Cook's Hotel*, *St. James Hotel*), a city of 8,000 inhabitants, lying on both sides of the Huron River, chiefly known as the seat of the * **University of Michigan**, one of the leading institutions of learning in the West. With fees little more than nominal, and a high standard of scholarship, the University attracts students from every part of the country, and is open to females as well as males. The University buildings stand in the midst of grounds comprising 44½ acres, and thickly planted with trees. *University Hall* is 347 ft. long and 140 ft. deep, and is devoted to the uses of the department of literature, science, and art. There are also buildings for the departments of law, medicine, and dentistry, a hospital, a chemical laboratory, and a residence for the president, but no dormitories. The *Observatory* is on a hill about a mile from the other buildings. The new fire-proof library of the University contains 45,000 volumes, and has capacity for 115,000. The museums are large and valuable, one of them being a new fire-proof structure. The number of students will average not less than 1,200. The building of the *Union School* at Ann Harbor is one of the finest in the State, accommodating 1,000 pupils. There are 5 mineral springs in the city (over one of which has been erected a large water-cure establishment), an Opera-House, and several fine churches. **Jackson** (*Hibbard House*, *Hurd*) is 753 miles from New

York, and is a busy manufacturing city of 16,105 inhabitants, on the Grand River, at the intersection of 6 railroads. It lies on the edge of the coal-deposits of the State, and the mines can be seen from the cars. The city is regularly laid out and substantially built. Several of the churches and the two Union school-houses are handsome edifices. The *Michigan State Penitentiary*, with spacious stone buildings, is located here, and the *Passenger Depot* of the Michigan Central R. R. is the finest in the State. The manufactures are extensive and various. At *Parma*, 11 miles beyond Jackson, the road reaches the Kalamazoo River, which it follows to Kalamazoo, passing through a fertile country noted for its wheat. *Marshall* (785 miles) is a very pretty town of 5,000 inhabitants, noted for its flour; and *Battle Creek* (798 miles) is a milling city,



University Hall, Ann Arbor.

of 6,000 inhabitants, at the confluence of Battle Creek and the Kalamazoo River. Twenty-three miles beyond Battle Creek is **Kalamazoo** (*Burdick House, Kalamazoo*), the largest village in Michigan, with a population of about 12,000. It is regularly laid out, with broad, well-shaded streets, and contains many fine business structures and costly residences. The buildings of the *State Lunatic Asylum* are spacious and imposing; and *Kalamazoo College* (Baptist) and the *Michigan Female Seminary* are flourishing institutions. The manufactories are numerous and varied. *Niles* (868 miles) is a handsome and well-built city of 5,000 inhabitants, on the St. Joseph River, in the midst of a rich agricultural region. The remaining stations are unimportant, being chiefly junctions with connecting railways. **Chicago** (see Route 68.)

The **Canada Division of the Michigan Central R. R.**, connecting with the N. Y. Central at Buffalo or Niagara Falls, and with the main line at Detroit, offers another through route from East to West. Except for the interval between Buffalo and Detroit, this route is, of course, the same as that described above. The distance is slightly greater (980 miles from New York to Chicago), but the time of through trains is the same. Perhaps the most interesting features of the route are the great * *International Bridge*, by which the train crosses the Niagara River from Black Rock in the United States to Fort Erie in Canada, and the new *Cantilever Steel Bridge*, by which trains *via* Suspension Bridge cross the Niagara River about a mile below the cataract. Passengers by the latter route have a better view of the Falls than by any other route.

b.

Another route to Chicago and the West is *via* the New York, West Shore & Buffalo R. R. to Buffalo, Suspension Bridge Div. of the Erie R. R. to Suspension Bridge, Great Western Div. of the Grand Trunk R. R. to Detroit, thence by the Michigan Central R. R. Fare, unlimited, \$23.25; limited, \$18.50. Distances: Newburg, 56 miles; Catskill, 110 miles; Coeyman's Junction, 128 miles; Schenectady, 152 miles; Utica, 231 miles; Syracuse, 278 miles; Rochester, 366 miles; Buffalo, 426 miles; Suspension Bridge, 444 miles; Hamilton, 488 miles; London, 573 miles; Detroit, 673 miles; Chicago, 975 miles. Drawing-room buffet cars are attached to the day trains, and Pullman sleepers to the night trains, all of the latest improved construction.

The New York, West Shore & Buffalo R. R.¹ runs from Jersey City (depot same as Pennsylvania R. R.) along the W. Shore of the Hudson River to *Coeyman's Junction*, where the main line diverges to the West, the branch continuing to Albany. It runs parallel with and close to the N. Y. Central R. R. from Coeyman's Junction to Buffalo, a distance of 316 miles, touching many of the same towns and cities. The road from Weehawken passes in the rear of the Palisades through several small towns in New Jersey, and reaches *Hackensack* (9 miles), a thriving and beautiful country town, full of quaint old houses. The adjacent region is full of fine dairy farms, and, though not specially picturesque, is highly cultivated and interesting. A number of small towns intervene, and, just before reaching *Tappan*, the town where Major André was tried and executed as a spy in 1778, the train enters New York State. *Nyack* (24 miles), a town of 7,000 inhabitants, is on Tappan Bay, and lies at the foot of and on the side of a range of low, picturesque hills. It is noted for its great number of beautiful and costly villas amidst shaded and park-like grounds, and it has a number of summer hotels, which accommodate many visitors. The railroad runs somewhat W. of the town through *Nyack Turnpike*, and passes through a half dozen stations, among which may be named *Haverstraw*, a brisk and thriving town on Haverstraw Bay, and lying on the slope of the Ramapo Hills, before reaching **West Point** (47 miles). This beautiful spot is the seat of the U. S. Military Academy, and is one of the most noted places on the Hudson, and a very attractive summer resort. *Newburg* is 14 miles beyond, a thriving city, which, as well as other places just mentioned, will be found referred to in the present Route *a*. *Kingston* (88 miles), *Catskill* (110 miles), the point of departure for the Catskill Mts., and *Coxsackie* (120

¹ The description of the route to Buffalo is a mere summary, designed to meet the wants of west-bound passengers. Fuller details will be found in the section of the route devoted to the New England and the Middle States (Route 41).

miles), are the only places of interest before reaching *Coeyman's Junction* (128 miles), where the road begins its curve to the west, and diverges from the Albany route. In 24 miles *S. Schenectady* is reached, and from this point to Buffalo the road passes close to the line of the N. Y. C. & H. R. R. R. through the whole of its length. As the two roads pass through the same principal towns, the reader is referred to the present Route *a* for a description. **Buffalo** is reached in 426 miles. This is the third city in size of New York State (population in 1880; 155,137), situated at the E. end of Lake Erie, at the head of Niagara River. It is the terminus of the great railroads, N. Y. Central & Hudson River R. R., the Erie R. R., and of other less important lines; while it is also the terminus of the Erie Canal, which extends E. to the Hudson River at Albany, giving Buffalo a commerce which surpasses that of many maritime cities. The manufactures are various and extensive, the grain and shipping interests enormous, and few places give a more vivid notion of the characteristic American energy and enterprise. The tourist will find it worth his while to stop a day or two at this interesting city, in which case he should consult the detailed description of the city and its environs given in Route 39.

The west-bound through train at Buffalo takes the track of the Suspension Bridge Div. of the Erie R. R. *Tonawanda* (10 miles), also on the Erie Canal, is a thriving and busy place of 3,000 inhabitants; and 6 miles from there is *La Salle*, a town with many sash and blind factories. *Suspension Bridge* (44 miles) is reached 7 miles beyond. Here the train takes the track of the Great Western Div. of the Grand Trunk R. R. Hence the route is as described in present Route *a*.

64. New York to Chicago via Buffalo and Cleveland.

By the New York Central & Hudson River R. R. to Buffalo, and thence by the Lake Shore & Michigan Southern R. R. Fare, unlimited, \$23.25; limited, \$20; by limited express, \$28. Through trains, with Wagner drawing-room and sleeping cars attached, run through without change of cars on this route, making the journey in about 34 hours. The Limited Chicago Express is a train equipped throughout with sleeping, drawing-room, and hotel cars, and makes but ten stops. Its schedule time between New York and Chicago is 26 hours. The cost of travel is somewhat more, but this is compensated for by added comfort and gain in time. Distances: New York to Albany, 143 miles; to Utica, 238; to Rome, 252; to Syracuse, 291; to Rochester, 373; to Buffalo, 440; to Dunkirk, 480; to Erie, 528; to Cleveland, 623; to Toledo, 736; to Elkhart, 879; to Chicago, 979. The Erie R. R. also sells tickets by the L. S. & M. S. R. R., with which it connects (with change of cars) at Buffalo and Dunkirk.

FROM New York to Rochester this route is the same as Route 63. Leaving Rochester, the train runs W. to Buffalo, passing several small towns, of which the only one requiring notice is *Batavia*, which contains 4,000 inhabitants, and is laid out in broad streets, beautifully shaded. The N. Y. Institution for the Blind, one of the finest structures of the kind in the country, is located here. For **Buffalo**, see Route 63 *b*.

The through train makes a short stop in the Union Depot at Buffalo, and then passes out on the tracks of the Lake Shore & Michigan

Southern R. R., skirting the S. shore of Lake Erie, and in 40 miles reaching *Dunkirk* (480 miles from New York), where close connection is made with Erie R. R. (see Route 63). Just beyond Dunkirk the road leaves New York State and crosses the upper corner of Pennsylvania to **Erie** (528 miles), an old, pleasant, and important lake city, with 27,730 inhabitants and extensive commerce and manufactures (fully described in Route 51). *Conneaut* (556 miles) is the first station in Ohio, and is noted as the landing-place of the party who first settled N. W. Ohio. *Painesville* (585 miles) is charmingly situated on Grand River, 3 miles from and about 100 ft. above Lake Erie. The valley through which the river runs is deep and picturesque, and the R. R. crosses it on a stone bridge more than 800 ft. long. Twenty-eight miles beyond Painesville the train reaches

Cleveland.

Hotels, etc.—The best hotels are the *Kennard House*, cor. St. Clair and Bank Sts. ; the *Forest City House*, cor. Superior St. and Public Square ; the *Weddell House*, cor. Superior and Bank Sts. ; the *American House*, on Superior St. ; and the *Hawley House*, on St. Clair St. There are numerous smaller houses, some of them well kept. Several *bridges* cross the Cuyahoga, connecting the different portions of the city, and there are 13 *horse-car* lines intersecting the city in all directions. *Reading-rooms* at the Public Library (40,000 volumes), and at the Y. M. C. A. rooms, cor. Euclid and Sheriff Sts.

Cleveland, the second city in size and importance in Ohio, is situated on the S. shore of Lake Erie, at the mouth of the Cuyahoga River. Originally the town was confined to the E. bank of the river, but subsequently Brooklyn, or Ohio City, sprung up on the opposite side, and both parts are now united under one corporation. The greater portion of the city stands on a gravelly plain, elevated about 100 ft. above the lake. The river passes through it in a winding course, affording an excellent harbor, which has been improved by dredging out a commodious ship-channel (branching from the river near its mouth), and by the erection of 2 piers 200 ft. apart, stretching several hundred feet into the lake. On each pier is a lighthouse, and another stands on the cliff above. The new *Breakwater*, nearly completed, just W. of the river's mouth, at an expense to the United States of \$1,200,000, incloses 180 acres of water, and affords a safe harbor. The city is laid out with much taste, chiefly in squares, the streets being remarkably wide and well paved. The abundance of shade-trees, chiefly elms, has given it the title of the "Forest City." The business blocks are mostly of brick and stone, from 3 to 6 stories high, and a large proportion of the dwellings are constructed of the same materials. The great stone * **Viaduct** which spans the river-valley between the two divisions of the city, on a level with the plateau, was completed in 1878, and is justly reckoned among the triumphs of American engineering. It extends from the foot of Superior St. to the junction of Pearl and Detroit Sts., is 3,211 ft. long, and cost \$2,200,000.

The growth of Cleveland has been very rapid. It was laid out in 1796, but in 1830 contained only 1,000 inhabitants. It received its first impetus from the completion, in 1834, of the Ohio Canal, which connects Lake Erie at this point with the Ohio River at Portsmouth. A further stimulus was given after 1850 by

the development of the railroad system ; and since 1860 its prosperity has been greatly increased by the rapid extension of manufacturing industry. In 1870 the population was 92,829, and according to the census of 1880 was 160,142. The local estimate for 1884 is about 200,000. The commerce of the city is very large, especially with Canada and the mining regions of Lake Superior. The most important manufactures are of iron and coal-oil ; in the production of refined petroleum Cleveland is the first city in the world. Other important products are sulphuric acid, wooden-ware, agricultural implements, marble and stone, railroad-cars, and white lead. Pork-packing is also carried on to some extent.

The main business thoroughfare of the city is *Superior St.*, on which are the larger retail-stores, banks, and hotels. Other important business streets are *Ontario*, *Water*, *Euclid Ave.*, *Merwin*, and *River* on the E. side, and *Detroit*, *Pearl*, and *Lorain* on the W. side. After leaving the business portion, which extends from the Park to Erie St., **Euclid Ave.** is lined with costly residences, each surrounded by ample grounds, and is considered the handsomest street in the country. *Prospect St.*, parallel to the avenue, ranks next in beauty. * **Monumental Park** is a square of 10 acres in the center of the city, at the intersection of Ontario and Superior Sts., which divide it into 4 smaller squares. It is shaded with fine trees, and is admirably kept. In the S. E. quarter stands a statue of Commodore Perry, the hero of the battle of Lake Erie, erected in 1860 at a cost of \$8,000. The pedestal is of Rhode Island granite, 12 ft. high ; the statue itself is of Italian marble, and is 8 ft. 2 in. high. In front of the pedestal is a marble medallion representing the passage of Perry in a small boat from the Lawrence to the Niagara during the heat of the battle. In the N. W. corner of the Park there is a handsome fountain ; and in the S. W. a pool and cascade. W. of the river is another park, called the *Circle*, which has a fountain in the center, and is finely adorned with shade-trees. The United States building, fronting on the Park, containing the *Custom-House*, *Post-Office*, and Federal courts, is a fine stone structure, as are also the two *County Court-Houses*, the one on Seneca St., the other at the cor. of the Park. The *City Hall*, on Superior St., E. of Monumental Park, is a magnificent six-story building—200 × 100 ft.—with stores underneath. * **Case Hall**, a beautiful edifice near the Park, contains, besides the rooms of the Cleveland Library Association, which has a library of 17,000 volumes and a reading-room, a fine hall capable of seating 1,500 persons, and used for lectures, concerts, etc. The principal place for dramatic entertainments is the **Euclid Ave. Opera-House**, a new and very handsome building, besides which there are the *Academy of Music*, the *Globe Theatre*, a Bohemian theatre, a German theatre, a Theatre Comique, and several public halls for lectures, etc. The **Union Depot**, built in 1866, is a massive stone structure, one of the largest of its kind in the world. On the keystone over the main entrance is a bas-relief portrait of Mr. Amasa Stone, under whose supervision the depot was built. There are similar portraits of Grant and Lincoln, and various symbolical designs upon keystones at either end of the building. The *Water-Works* stand near the lake, W. of the river. By means of a tunnel, extending 6,600 ft. under the lake, pure water is obtained, which is forced by two powerful

engines into a large reservoir, occupying the highest point W. of the river, whence it is distributed through the city. The * **West-Side Reservoir** is a popular resort, and affords a broad and beautiful view over the city, lake, and surrounding country. Two other reservoirs, the *Fairmont* (80,000,000 gallons) and the *Woodland Hills* (40,000,000 gallons), complete the water-works system.

Of the 127 churches in the city, the most noteworthy are *St. Paul's* (Episcopal), cor. Case and Euclid Aves., *The Old Stone Church* (Presbyterian), cor. Ontario St. and the Park, the *Second Presbyterian*, cor. Prospect St. and Perry St., the *First Methodist Church*, cor. Erie St. and Euclid Ave., *Plymouth Congregational*, cor. Prospect and Erie Sts., the *Euclid Ave. Baptist*, cor. Erie St., and the *First Congregational*, cor. Franklin Ave. and Taylor Sts., all of stone in the Gothic style. The *Roman Catholic Cathedral* is a large and handsome building; and *Trinity Church* (Episcopal) is an imposing edifice, also in the Gothic style. The *First* and *Third Presbyterian* churches are fine structures. Among the educational institutions is *Adelbert College*, or *Western Reserve University*, removed to Cleveland on the conditional gift of \$500,000 from the late Amasa Stone, in 1882. It is located on Euclid Ave., 4 miles west of the Square, and has two fine buildings. The *Case School of Applied Science* is located on the same ground, and has an endowment of \$1,250,000, the gift of the late Leonard Case. The *Medical Department* of the Western Reserve University, cor. Erie and St. Clair St., the *Medical Department* of the University of Wooster, on Brownell St., and the *Homœopathic College*, on Prospect St., are flourishing institutions. The *Cleveland Female Seminary*, in Woodland Ave., is a fine building; and the two High-School buildings are handsome edifices of brick and stone. The *Public Library*, opened in 1869, contains about 40,000 volumes. It is free, and is supported by an annual tax upon the citizens of one-tenth of a mill, which produced in 1870 a revenue of \$4,000.

On the shore of the lake stands the extensive building of the *U. S. Marine Hospital*. The *Charity Hospital*, in Perry St., was established partly by the city and partly by private subscriptions, and is attended by the Sisters of Charity. The *Homœopathic Hospital* has a large and handsome building on Huron St. The *Work-House*, on the E. outskirts of the city, is a large and handsome structure, for the confinement and utilizing of city offenders. The *City Infirmary*, to which the sick and homeless poor are taken, has attached to it a good farm, which is worked by the inmates of the institution.

Cleveland has four beautiful cemeteries. *City Cemetery*, in Erie St., is laid out with rectangular walks shaded with trees, and contains many fine monuments. *Woodland Cemetery*, more recently opened, is in the E. part of the city. It is prettily laid out with paths winding amid noble trees and abundant shrubbery, and is rich in monuments and statuary. *Lake View Cemetery*, containing 300 acres, on which \$500,000 has been expended, is in Euclid Ave., about 5 miles from the city. It is 250 ft. above the level of the lake, commands extensive views, and, though only opened in 1870, has already been greatly beautified and adorned. Here lie the remains of the late President James A.

Garfield. Two and a half acres on the highest point of the cemetery are being prepared for a beautiful monument, beneath which his remains are to be placed. Street-cars run constantly from the Square to the cemetery to accommodate the throng of visitors to his grave. *Riverside Cemetery*, on the S. side, has a picturesque location.

Wade Park, opposite Adelbert College, consists of 83 acres, on which \$500,000 have been expended, and eventually it will be one of the finest parks in the West. Other pretty parks are *W. J. Gordon's Park*, on St. Clair St., open to the public on Saturdays; *Lake View Park*, on the lake shore; and *Pelton Park*, on the S. side.

Leaving Cleveland, the train passes the pretty villages of *Berea* and *Elyria*, and in 30 miles reaches *Oberlin* (653 miles from New York), noted as the seat of Oberlin College, from which no person is excluded on account of sex or color. This college, founded in 1834, combines manual labor with study, inculcates entire social equality between whites and blacks, and has had a prosperous career. The next important station is **Toledo** (*Boody House, Burnet, Merchants', Oliver House, Island*), which within a few years has developed from an inconsiderable village into a large and rapidly-growing city. In 1850 the population was 3,820; in 1870 it was 31,693, and in 1884 had reached 65,000. It is situated on the Maumee River, 4 miles from a broad and beautiful bay, and 12 miles from Lake Erie, of which it is regarded as one of the ports. Its commerce is very large, consisting chiefly of the handling of grain; and its manufactures are numerous and important, including car-factories, iron-works, locomotive-shops, furniture-factories, flour-mills, and breweries. The city is regularly laid out, having wide streets, that give an easy ascent from the harbor to the table-land on which most of the houses are built. Fifteen hundred new buildings were erected in 1883. It has large and handsome public buildings, several neat parks, street railroads, and costly water-works. Toledo communicates with Cincinnati by the Miami & Erie Canal, and is the converging-point of 19 railroad lines. Six of these lines concentrate at the *Union Depot*, an immense and imposing structure. The *Public Library* contains 16,000 volumes, and there are several handsome churches. The principal charitable institutions are the City Hospital, St. Vincent's Hospital, House of Refuge and Correction, Home for Friendless Women, and 3 orphan asylums. Among the finer public buildings are the *Post-Office* and *Produce Exchange*.

At Toledo the road branches, one branch running through Indiana, and known as the Air-Line Div., and the other running through southern Michigan, and known as the Michigan Southern Div. The former is the one followed by the through trains, and the same rich agricultural country, numerously sprinkled with small towns, is traversed by both. **Adrian** (769 miles) is the largest city in southern Michigan, with a population, in 1870, of 8,438. It is well built, and has prosperous manufactures. There is a fine Soldiers' Monument to the 77 citizens of Adrian who fell in the civil war, and the Central Union School-building is one

of the finest in the West. At *Elkhart* (879 miles) the two divisions of the road unite again; and the route from there to Chicago is through a level prairie-country, which has been well described as having "a face but no features." **South Bend** (894 miles) is a busy manufacturing city of 13,279 inhabitants, one of the chief places in northern Indiana, situated in a great bend of the St. Joseph River, which is navigable to this point and affords a good water-power. The Court-House here is one of the finest buildings in the State, and the University of Notre Dame is a Roman Catholic institution of some note. **La Porte** (921 miles) is a city of 7,000 inhabitants, situated on the edge of the prairie of the same name, and surrounded by a very rich agricultural country. A chain of several beautiful lakes runs N. of the city, which, from their facilities for boating and bathing, are a favorite summer resort. **Chicago** (see Route 68).

65. New York to Chicago via Erie Railway and Connecting Lines

By the Erie R. R., the New York, Pennsylvania & Ohio R. R., and the Pittsburgh, Fort Wayne & Chicago R. R. Fare, unlimited, \$23.25; limited, \$18.50. Through trains on this route, with Pullman parlor, drawing-room, and sleeping cars attached, run without change of cars from New York to Chicago in about 36 hours. Distances: to Paterson, 17 miles; to Turner's, 48; to Port Jervis, 88; to Susquehanna, 193; to Binghamton, 215; to Elmira, 274; to Hornellsville, 331 (to Buffalo, 423; to Dunkirk, 460); to Salamanca, 413; to Corry, 474; to Meadville, 515 (to Cleveland, 626); to Akron, 615; to Mansfield, 682; to Fort Wayne, 826; to Chicago, 974.

The Erie R. R. also sells through tickets to Chicago *via* the Lake Shore & Michigan Southern R. R. (with which it connects at Buffalo and Dunkirk), *via* the Canada division of the Michigan Central R. R. (with which it connects at Buffalo), and *via* the Great Western division of the Grand Trunk R. R. (with which it connects at Suspension Bridge). All these roads are described in Routes 63 and 64.

THE Erie Railway, which forms the first section of this through route to the West, is one of the greatest achievements of engineering skill in this or any other country, and affords some of the grandest and most varied scenery to be found E. of the Rocky Mountains. Portions of the line were considered impassable to any other than a winged creature, yet mountains were scaled or pierced, and river-cañons passed, by blasting a path from the face of stupendous precipices; gorges of fearful depth were spanned by bridges swung into the air; and broad, deep valleys crossed by massive viaducts. When first completed in 1851, the road, except at a few points, lay through an almost unknown country—a country which was looked upon then pretty much as the Adirondack wilderness is now. Numerous towns and villages have since grown up along the line, but there is no such chain of populous cities as that along the N. Y. Central R. R. The great charm of the Erie Route lies in its romantic and picturesque scenery.¹

¹ Our description of this route as far as Salamanca is a mere outline or summary, designed to furnish such cursory information about the places and scenery *en route* as may meet the wants of through passengers to the West. Those who desire a more detailed description will find it in the section of the work devoted to the New England and Middle States (Route 40).

For the first 31 miles the road traverses the State of New Jersey, passing through the great manufacturing city of *Paterson* (17 miles), famed for the beautiful Falls of the Passaic. Just this side of *Sufferns Station*, it crosses the line and enters the State of New York, commencing the ascent of the famous Ramapo Valley, which is followed for 18 miles. At *Sloatsburg* (36 miles) the road passes near Greenwood Lake, a noted summer resort, around which are a number of pretty little lakes. *Turner's* (48 miles) is the most picturesque station on this portion of the line. The view from the hill N. of the station is superb, the Hudson River, with Fishkill and Newburg, being in sight. On approaching *Otisville* (76 miles), the eye is attracted by the bold flanks of the Shawangunk Mountain, the passage of which great barrier (once deemed insurmountable) is a great feat of engineering skill. A mile beyond Otisville, after traversing an ascending grade of 40 ft. to the mile, the road runs through a rock-cutting 50 ft. deep and 2,500 ft. long. This passed, the summit of the ascent is reached, and thence we go down the mountain's side many sloping miles to the valley beneath, through the midst of grand and picturesque scenery. Onward the way increases in interest, until it opens in a glimpse, away over the valley, of the mountain-spur known as the *Cuddeback*; and at its base the glittering water is seen, now for the first time, of the Delaware & Hudson Canal. Eight miles beyond Otisville we are imprisoned in a deep cut for nearly a mile, and, on emerging from it, there lie spread before us (on the right) the rich and lovely valley and waters of the *Neversink*. Beyond sweeps a chain of blue hills, and at their feet, terraced high, gleam the roofs and spires of the town of *Port Jervis* (88 miles); while to the S. the eye rests upon the waters of the Delaware, along the banks of which the line runs for the next 90 miles. Three miles beyond Port Jervis the train crosses the Delaware into the State of Pennsylvania, which it traverses for 26 miles to Delaware Bridge, where it again enters New York. Near *Shohola* (107 miles) some of the greatest obstacles of the entire route were encountered, and for several miles the roadway was hewed out of the solid cliff-side at a cost of \$100,000 a mile. *Lackawaxen* (111 miles) is a pretty village at the confluence of the Lackawaxen Creek and Delaware River. Here the Delaware is spanned by an iron suspension bridge supporting the aqueduct by which the D. & H. Canal crosses the river. The country around *Narrowsburg* (123 miles) was the theatre of the stirring incidents of Cooper's novel, "The Last of the Mohicans." Beyond Narrowsburg for some miles the scenery is uninteresting and the stations unimportant.

At *Deposit* (177 miles) the valley of the Delaware is left, and we begin the ascent of the high mountain-ridge which separates it from the lovely valley of the Susquehanna. As the train descends into the latter valley, there opens suddenly on the right a picture of bewitching beauty. This first glimpse of the *Susquehanna* is esteemed one of the finest points of the varied scenery of the Erie Route. A short distance below we cross the great *Starucca Viaduct*, 1,200 ft. long and 110 ft. high, constructed at a cost of \$320,000. From the vicinity of *Susquehanna*, the next station (193 miles), the viaduct itself makes a most

effective feature of the valley views. For a few miles beyond Susquehanna the route still lies amid mountain-ridges; but these are soon left behind, and we enter upon a beautiful hilly and rolling country, thickly dotted with villages and towns. **Binghamton** (215 miles) is a flourishing city of 17,317 inhabitants, an important railroad center, and the site of the Asylum for Chronic Insane. Twenty-two miles farther is *Owego*, a large and prosperous manufacturing town; and then comes **Elmira** (274 miles), the most important city on the road, with a population of 20,541. At *Hornellsville* (332 miles) we reach the last and least interesting division of the road, and soon after begin to descend to the Lake Erie level, passing through a wild and desolate region, with few marks of human habitation. At *Salamanca* (413 miles) the train takes the track of the New York, Pennsylvania & Ohio R. R.

Passengers holding through tickets *via* Buffalo take the Buffalo Div. of the Erie R. R. at Hornellsville, and pass in 92 miles to Buffalo. The scenery at **Portage** on this division is considered by many the finest on the entire road; but the traveler must leave the cars and visit the Falls in order to enjoy it. The famous *Portage Bridge, by which the train crosses the Genesee River, is worthy of attention. At Buffalo the passenger for Chicago takes either of the routes mentioned at the head of this route. Passengers holding tickets *via* Dunkirk continue on the Erie main line from Salamanca, traversing an uninteresting region. At Dunkirk, connection is made with the Lake Shore and Michigan Southern R. R. (see Route 64).

From Salamanca the New York, Pennsylvania & Ohio R. R. runs along the forest-clad valley of the Alleghany River, enters the Conewango Valley, and in 34 miles reaches **Jamestown**, a city of about 13,000 population (*Sherman House, Jamestown House, Weeks*), a popular summer resort on the Chautauqua Outlet. Here a new *Opera-House*, costing \$250,000, has been recently built. **Chautauqua Lake** is the farthest W. of all the New York lakes, being bounded on two sides by Pennsylvania. It is 18 miles long and 1 to 3 wide, and is said to be the highest navigable water on the continent, being 730 ft. above Lake Erie and 1,291 ft. above the sea. A steamer runs twice a day from Jamestown in 22 miles to **Mayville** (*Chautauqua House, Mayville House*), another popular summer resort at the N. end of the lake. **Chautauqua**, famous as the camp-meeting ground of the *National Sunday-School Association* and of the *Chautauqua Literary and Scientific Circle*, and **Point Chautauqua**, headquarters of the *Baptist Association*, are also reached by steamer from Jamestown. The lake is surrounded by hills 500 to 600 ft. high, and affords some attractive scenery. Passing S. W. from Jamestown, the train soon crosses the line and enters Pennsylvania. **Corry** (474 miles) is a city of 7,000 inhabitants, which has sprung up since 1861 as the product of the oil business. It lies at the entrance of the Pennsylvania Oil Regions (see Route 55), and is at the intersection of several important railways which have given it its prosperity. Beyond Corry the road descends the valley of French Creek, along the banks of which are several of the principal wells in the Oil Region. *Venango* (505 miles) is in this valley. Ten miles beyond Venango is **Meadville** (*Commercial Hotel, McHenry House*), a city of 9,000 inhabitants, with important manufactures and an extensive trade

with the Oil Regions. It lies on the E. bank of French Creek, and is one of the oldest towns W. of the Alleghanies. The business portion of the city is compactly built, and there are a handsome Court-House, a State Arsenal, an Opera-House, and a Public Library with 3,000 volumes. *Allegheny College* (Methodist) occupies 3 buildings on a hill N. of the city. It was founded in 1817, and has libraries with 12,000 volumes. The *Meadville Theological School* (Unitarian) was established in 1844, and has a library of 12,000 volumes. *Greendale Cemetery*, in the suburbs, is well laid out, and tastefully adorned.

A short distance beyond Meadville the road leaves the French Creek, and, passing several small stations, enters the State of Ohio near *Orangeville* (554 miles), which is the first station in Ohio. From *Leavittsburg* (578 miles) the Mahoning Division diverges, and runs in 49 miles to **Cleveland** (see Route 64). *Ravenna* (598 miles) is a flourishing manufacturing town on the Pennsylvania & Ohio Canal, which affords a good water-power. It is also the point of shipment for large quantities of cheese, butter, grain, and wool. Seventeen miles beyond Ravenna is **Akron** (*Sumner House, Empire Hotel*), a city of 16,512 inhabitants, at the intersection of the Pennsylvania & Ohio and Ohio & Erie Canals. The canals and the Little Cuyahoga River furnish ample water-power for numerous mills, factories, etc. The chief articles of manufacture are flour and woolen goods. The city is 400 ft. above Lake Erie, being the highest ground on the line of the canal between the lake and the Ohio River. In the vicinity are immense beds of mineral fire-proof paint, which is exported to all parts of the country. Beyond Akron the road traverses a rich agricultural country, passing 6 or 8 small towns, and soon reaches **Mansfield** (*St. James Hotel, Wiler*), a city of 8,000 inhabitants, compactly built on a beautiful and commanding elevation in the midst of a fertile and populous region. It has a number of handsome public buildings, including several of the churches and school-houses, and the *Court-House*, which cost \$227,000. Many of the residences are costly, and surrounded by spacious ornamental grounds. The principal manufactures are of threshing machines, machinery, woollens, paper, furniture, and flour.

Here the New York, Pennsylvania & Ohio R. R. is intersected by the Pittsburgh, Fort Wayne & Chicago R. R., which is followed by the through trains to Chicago. *Crestline* (695 miles) is at the crossing of the Cleveland, Columbus, Cincinnati & Indianapolis R. R. (Route 69). *Bucyrus* (707 miles) is a thriving village on the Sandusky River, with several mineral springs and a well of inflammable gas in the vicinity. An excellent specimen of a mastodon was found in a marsh near here in 1838. *Forest* (734 miles) is at the crossing of the Ohio Division of the Indiana, Bloomington & Western R. R., and *Lima* (765 miles) is at the crossing of the Cincinnati, Hamilton & Dayton R. R. Some manufacturing is done at Lima, and the Union School building is a handsome edifice. **Fort Wayne** (*Aveline House, Mayer*) is known as the "Summit City," from the fact that it is on the watershed from which the streams run E. and W. It is situated at the point where the Maumee River is formed by the confluence of the St. Joseph and the St.

Mary's, and takes its name from an old frontier fort which was built here in 1794, and which was retained as a military station until 1819. It is one of the chief cities of Indiana, with a population of 26,880, and extensive manufactures, the water-power for which is furnished by the river and by the Wabash & Erie Canal. The vast machine-shops of the Pittsburg, Fort Wayne & Chicago R. R. and of the Wabash, St. Louis & Pacific R. R. are located here. The former cover 6 acres. The city is well built, most of the business blocks and many of the residences being of brick. Among the public buildings are the *Court-House*, which cost \$80,000, and the *County Jail*. Prominent educational institutions are the *Concordia College* (Lutheran) and the *Fort Wayne College* (Methodist). There are 3 public parks, and W. of the city is a trotting-park. Of the 5 cemeteries, the largest and handsomest is *Linden-wood*, $1\frac{1}{2}$ mile W. of the city. *Warsaw* (864 miles) is a thriving town, pleasantly situated on the Tippecanoe River. At *Plymouth* (888 miles) the present route is intersected by the Indianapolis, Peru & Chicago R. R., and at *Wanatah* (919 miles) by the Louisville, New Albany & Chicago R. R. **Chicago** (see Route 68).

66. New York to Chicago via Philadelphia and Pittsburg.

By the Pennsylvania R. R. and the Pittsburg, Fort Wayne & Chicago R. R. Fare, unlimited, \$26.50; limited, \$20; by limited express, \$30 (the latter inclusive of sleeping-car fare). The Pennsylvania R. R., formerly a merely local line between Philadelphia and Pittsburg, is now a vast corporation, including upward of 2,400 miles of track under a single management. It is one of the great highways of traffic and travel between the Atlantic coast and the Western States, and through trains, with Pullman palace, drawing-room, and sleeping cars attached, run through, without change of cars, from New York *via* Philadelphia to Chicago, Cincinnati, St. Louis, and Louisville. The ordinary time from New York to Chicago is 34 to 36 hours. The Chicago Limited Express is a special feature of this route. It consists entirely of Pullman palace and hotel cars, and runs through in 26 hours, making but eight regular stops *en route*. The cost of tickets is somewhat higher than by the other trains. Distances: to Newark, 9 miles; to New Brunswick, 31; to Trenton, 57; to Philadelphia, 90; to Lancaster, 158; to Harrisburg, 195; to Altoona, 327; to Cresson, 342; to Johnstown, 365; to Pittsburg, 444; to Mansfield, 620; to Fort Wayne, 764; to Chicago, 913.

THE station in Jersey City is reached by ferries from the foot of Desbrosses and Cortlandt Sts. The route across New Jersey is through a flat and featureless country, which would be monotonous but for the numerous cities and towns along the line.¹ **Newark** (9 miles), contained 136,508 inhabitants in 1880, and is the largest city and chief manufacturing center of New Jersey, but offers few attractions to the tourist. The *Passaic Flour-Mills* turn out 2,000 barrels of flour daily, and there are large manufactories of India-rubber goods, boots and shoes, carriages, paper, and jewelry. *Broad St.* is the principal thoroughfare, and the *U. S. Custom-House* and *Post-Office*, the *City-Hall*, the *Court-House*, the *Newark Academy*, and several of the churches, are

¹ Those who desire a more detailed description will find it in the section of this work devoted to the New England and the Middle States (Routes 3 and 48).

fine buildings. **Elizabeth** (15 miles) is one of the handsomest cities in New Jersey, and contains many fine residences of New York business men, a few of which are visible from the cars. **New Brunswick** (31 miles) is a city of 18,000 inhabitants, at the head of navigation on the Raritan River, and is noted for possessing the most extensive India-rubber factories in the United States, and as the site of *Rutgers College*, an ancient and flourishing institution. *Princeton* (48 miles) is chiefly known as the seat of **Princeton College**, one of the oldest and most famous institutions of learning in America, founded in 1746. Several of the college buildings, of which there are fifteen, are very costly and handsome structures, standing amid ample, well-shaded grounds. **Trenton** (57 miles), the capital of New Jersey, is pleasantly situated at the head of navigation on the Delaware River, and contains some fine public buildings. The *State House* is a picturesque old building, occupying a commanding site near the river. The *U. S. Post-Office*, the *State Lunatic Asylum*, the *State Penitentiary*, and the *State Arsenal*, are among the other edifices worthy of notice. The battle which was fought here Jan. 3, 1777, was a turning-point in the Revolution. On leaving Trenton, the train crosses the Delaware on a bridge 1,100 ft. long, and follows the right bank of the river to *Frankford*, where it turns W. and swings round the N. portion of the great city of **Philadelphia**, the second in size in the United States, to the Broad St. station, cor. Broad and Market Sts. The city of Philadelphia is fully described in Route 4.

Leaving the station, the train passes in sight of Fairmount Park, traverses a pleasant suburban region, and enters one of the richest agricultural districts in America, which is traversed for nearly 100 miles. The size and solidity of the houses and barns, and the perfection of the cultivation, will be apt to remind the tourist rather of the best farming districts of England than of what he usually sees in the United States. *Paoli* (109 miles) was the scene of a battle fought Sept. 20, 1777, in which the British under General Gray surprised and defeated the Americans under Gen. Wayne. The battle is commonly called the "Paoli Massacre," because a large number of the Americans were killed after they had laid down their arms. A marble monument, erected in 1817, marks the site of the battle-field. Beyond Paoli the scenery grows more picturesque, and fine views are had of the beautiful Chester Valley. *Downington* (122 miles) is the terminus of the Chester Valley R. R. (branch Philadelphia & Reading R. R.), and is near the marble quarries which supplied the marble from which Girard College (in Philadelphia) was built. At *Coatesville* (128 miles) the W. branch of the Brandywine is crossed on a bridge 850 ft. long and 75 ft. high. *Gap* (141 miles) is so named because it lies in the gap by which the road passes from the Chester Valley to the Paquea Valley. The scenery in the vicinity is attractive. **Lancaster** (158 miles) is pleasantly situated near the Conestoga Creek, which is crossed in entering the city. It was incorporated in 1818, and was at one time the principal inland town of Pennsylvania, being the seat of the State government from 1799 to 1812. It is now a prosperous manufacturing city of 25,769 inhabitants, containing many fine public buildings, among which are the *Court-House*, the

County Prison, Fulton Hall, and Franklin and Marshall College (Dutch Reformed). Lancaster has extensive manufactures of locomotives, axes, carriages, etc., and has navigable communication by canal and river with Baltimore. The only station between Lancaster and Harrisburg which requires mention is *Middletown* (186 miles), an important shipping-point on the Susquehanna River at the mouth of Swatara Creek. It has extensive iron-works and machine-shops, and is the terminus of the Union Canal. Nine miles beyond is **Harrisburg** (195 miles), the capital of the State of Pennsylvania, beautifully situated on the E. bank of the Susquehanna River, which is here a mile wide and spanned by 2 bridges. The city is handsomely built, and is surrounded by beautiful scenery. The *State House*, finely situated on an eminence near the center, is a spacious brick building in the classic style, and is plainly visible from the cars. The other important public buildings are the *State Arsenal*, the *Court-House*, the *State Lunatic Asylum*, the *County Prison*, the market-houses, the school-houses, and several handsome churches. The iron-manufactures of Harrisburg are extensive, and 6 important railways converge here.

About 5 miles above Harrisburg the railroad crosses the Susquehanna on a splendid bridge, 3,670 ft. long; the *view from the center of this bridge is one of the finest on the line. Near *Cove Station* (10 miles from Harrisburg) the Cove Mt. and Peter's Mt. are seen; and from this point to within a short distance of Pittsburg the scenery is superb, and in places grand beyond description. *Duncannon* (210 miles) is at the entrance of the beautiful Juniata Valley, which is followed for about 100 miles to the base of the Alleghany Mts. The landscape of the Juniata is in the highest degree picturesque; the mountain background, as continuously seen across the river from the cars, being often strikingly bold and majestic. The passage of the river through the Great Tuscarora Mt., 1 mile W. of *Millerstown* (228 miles), is especially fine. Four miles beyond *Mifflin* (244 miles) the train enters the wild and romantic gorge known as the ***Long Narrows**, which is traversed by the railway, highway, river, and canal. *Mount Union* (281 miles) is at the entrance of the gap of Jack's Mountain; and 3 miles beyond is the famous Sidling Hill, and, still further W., the Broad Top Mountain. *Huntingdon* (293 miles) is a flourishing village on the Juniata, finely situated, and surrounded by beautiful scenery.

At *Petersburg* (300 miles) the railroad parts company with the canal and follows the Little Juniata, which it again leaves at *Tyrone* (313 miles) to enter the Tuckahoe Valley, famous for its iron-ore. At the head of the Tuckahoe Valley and at the foot of the Alleghanies is **Altoona** (327 miles), a handsome city of 20,000 inhabitants, built up since 1850, when it was a primitive forest, by being selected as the site of the vast machine-shops of the Pennsylvania R. R. All the trains stop here for meals, and many travelers arriving here in the evening remain over night in order to cross the Alleghanies by daylight. Just beyond Altoona the ascent of the Alleghanies begins, and in the course of the next 11 miles some of the finest scenery and the greatest feats of engineering on the entire line are to be seen. Within this distance the

road mounts to the tunnel at the summit by so steep a grade that, while in the ascent double power is required to move the train, the entire 11 miles of descent are run without steam, the speed of the train being regulated by the "brakes." At one point there is a curve as short as the letter U, and that, too, where the grade is so steep that in looking across from side to side it seems that, were the tracks laid contiguous to each other, they would form a letter X. The road hugs the sides of the mountains, and from the windows next to the valley the traveler can look down on houses and trees dwarfed to toys, while men and animals appear like ants from the great elevation. Going W., the left-hand, and coming E., the right-hand, side of the cars is most favorable for enjoying the scenery. The summit of the mountain is pierced by a tunnel 3,670 ft. long, through which the train passes before commencing to descend the W. slope. The much-visited **Cresson Springs** are $2\frac{1}{2}$ miles beyond the tunnel, 3,000 ft. above the sea. There are 7 mineral springs here, and the hotels and cottages, accommodating about 2,000 guests, are apt to be thronged in summer. In descending the mountains from Cresson, the remains of another railroad are constantly seen, sometimes above and sometimes below the track followed by the trains. This was the old Portage R. R., by which, in the ante-locomotive days, loaded canal boats were carried over the mountains in sections by inclined planes and joined together at the foot. The stream, which is almost continuously in sight during the descent, is the Conemaugh Creek, which is crossed by a stone viaduct near *Conemaugh Station* (363 miles), the terminus of the mountain division of the road.

From the foot of the mountains to Pittsburg the road traverses a rich farming region, the scenery of which, though pleasing, will be apt to seem somewhat tame after the magnificent panorama of the Alleghanies. *Johnstown* (365 miles) is a busy manufacturing borough at the confluence of the Conemaugh with Stony Creek. The Cambria Iron-Works, seen to the right of the road, are among the most extensive in America. At *Blairsville Intersection* (390 miles) the road branches, the main line running to Pittsburg by *Latrobe* (403 miles) and *Greensburg* (413 miles); while the Western Div. runs to Allegheny City by *Blairsville* (393 miles). The former is the route followed by the through trains. **Pittsburg** (444 miles) is the second city of Pennsylvania in population and importance, and one of the chief manufacturing cities of the United States. It occupies the delta at the confluence of the Alleghany and Monongahela Rivers, with several populous suburbs on the opposite banks, and in 1880 had a total population of 156,381. **Allegheny City**, with a population of 78,681, lies just across the Alleghany River, and contains many costly residences of Pittsburg merchants. In both cities are numerous places of interest, in seeing which two or three days may be pleasantly and profitably spent, and such tourists as can spare the requisite time should consult the detailed description of the two cities given in Route 48. Such glimpses of Pittsburg as are obtained from the cars are not prepossessing, and the heavy pall of smoke that constantly overhangs it and renders the atmosphere murky will be apt to be the most prominent impression left in the mind of the passing tourist,

After a short stop in the great Union Depot at Pittsburg, the train passes out on the tracks of the Pittsburg, Fort Wayne & Chicago R. R., crosses the Alleghany River in full view of several handsome bridges, runs through the heart of Allegheny City, and sweeps past a number of small suburban villages to *Rochester* (26 miles from Pittsburg, 470 from New York), at the confluence of the Ohio and Beaver Rivers. From Rochester the train runs N. up the Beaver River, passing the busy manufacturing towns of *New Brighton* and *Beaver Falls*, and at *Homewood* (479 miles) turns W., and in about 15 miles enters the State of Ohio. *Salem* (514 miles) is the first important station in Ohio, and is a neat manufacturing village, surrounded by a very rich and highly-cultivated farming country. At *Alliance* (528 miles) the through cars for Cleveland take the track of the Cleveland & Pittsburg R. R., and run in 3½ hours to **Cleveland** (see Route 69). The Chicago train passes on to **Canton** (546 miles, *St. Cloud Hotel*), a city of 12,258 inhabitants, beautifully situated on Nimishillen Creek, and surrounded by a fertile farming country, which enjoys the distinction of sending more wheat to market than any other portion of the State. Bituminous coal and limestone are found in the vicinity, and considerable manufacturing is carried on. **Massillon** (554 miles, *American House*) is a flourishing manufacturing city of 7,000 inhabitants, situated on the Tuscarawas River and the Ohio Canal, by which it has water communication with Lake Erie. It is regularly laid out, is substantially and compactly built, and contains many handsome residences and an Opera-House costing \$100,000. It is surrounded by one of the most productive coal-fields of the State, and the coal obtained here has a wide reputation. The Massillon white sandstone, which is largely quarried, is shipped to all parts of the country. Large shipments of iron-ore, wool, flour, and grain are also made, and the manufactures are varied and important. Several small stations are now passed, of which the principal is *Wooster* (579 miles), and then comes **Mansfield** (620 miles), which has already been described (see Route 65). From this point to Chicago the route is the same as in Route 65.

67. New York to Chicago and Cincinnati, via Baltimore and Washington.

By the Baltimore and Ohio R. R., which forms one of the great through routes between the Atlantic seaboard and the Western States. With its various branch lines it controls over 2,000 miles of road, and has for its western termini the principal cities of the interior. Through trains, with drawing-room and sleeping cars attached, run through without change from New York to Chicago, Columbus, Cincinnati, and St. Louis. The time to Chicago is 38 hours; to Cincinnati, about 26 hours; to St. Louis, 40 hours. Distance from New York to Baltimore, 188 miles. Distances from Baltimore: To Relay Station, 9 miles; to Washington, 40; to Point of Rocks, 69; to Harper's Ferry, 81; to Martinsburg, 100; to Cumberland, 178; to Grafton, 230 (to Parkersburg, 284; to Chillicothe, 481; to Cincinnati, 589; to Louisville, 696; to St. Louis, 929); to Bellaire, 376 (to Wheeling, 379); to Zanesville, 454; to Newark, 480 (to Columbus, 513); to Mansfield, 542; to Chicago Junction, 568; to Chicago, 839.

THE first section of this route is *via* the Pennsylvania R. R. to *Philadelphia* (fully described in Part I, Route 3a). From Philadelphia to

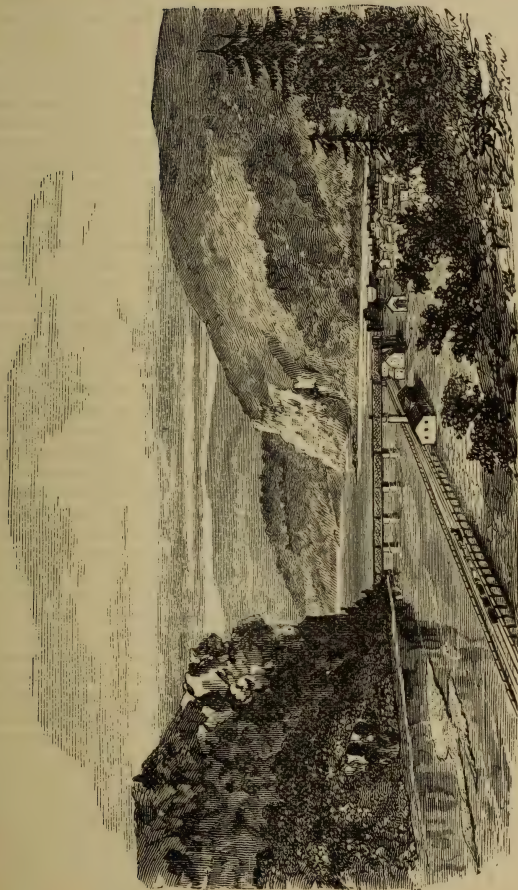
Baltimore the route is *via* the Philadelphia, Wilmington & Baltimore R. R. (fully described in Part I, Route 5). The terminal station in Baltimore is in Camden St., near Howard, but the through trains to the West are transferred by ferry-boat across the river at Camden, thus avoiding the circuit through the city.

The grandeur of the scenery along the line of the Baltimore & Ohio R. R. makes it one of the most attractive routes that tourists can take. After leaving Baltimore, the first object of interest is the *Carrollton Viaduct*, a fine bridge of dressed granite, with an arch of 80 ft. span, over Gwinn's Falls, beyond which the road soon enters the long and deep excavation under the Washington turnpike. Less than a mile farther is the "deep cut," famous for its difficulties in the early history of the road. It is 76 ft. deep, and nearly $\frac{1}{2}$ mile long, and just beyond is the deep ravine of Robert's Run. At *Relay Station* (9 miles) the road branches, the main line striking westward through *Ellicott City* (14 miles), *Elysville* (20 miles), *Mount Airy* (42 miles), and *Monocacy* (58 miles); while the Washington Branch diverges to Washington City. The latter route is the one taken by the through trains. Just beyond Relay Station the famous **Washington Viaduct* is crossed, a magnificent piece of masonry whose arches rest on seven lofty piers. The scenery in this vicinity is very attractive, and a fine summer hotel has been erected on the E. side of the river. *Elk Ridge* (10 miles) is a small manufacturing village on the Patapasco; and *Hanover* (12 miles) is near the iron-mines which supply the Avalon Furnaces. At *Annapolis Junction* (19 $\frac{1}{2}$ miles) the Annapolis & Elk Ridge R. R. diverges to Annapolis, the capital of Maryland, which is worth a visit if the traveler have time. From *Alexandria Junction* (34 miles) a branch road diverges to Shepherd, opposite Alexandria, and 5 miles beyond the train enters **Washington City**, the capital of the Republic. The first view of the Capitol, in approaching the city from this direction, is exceedingly fine, and should not be lost—the dome presents "such majesty and whiteness as you never saw elsewhere." Owing to the number and magnificence of its public buildings, Washington is one of the most interesting cities in America, and no tourist should pass through without stopping at least long enough to visit its principal places of interest. A detailed description of the city and its environs, with illustrative cuts, will be found in the portion of the book devoted to the New England and Middle States (Route 8).

From Washington to Point of Rocks (where the main line is again reached) the road traverses a beautiful champaign country, extending to the Catoctin Mountains, a continuation of the Blue Ridge. *Point of Rocks* (69 miles) takes its name from a bold promontory, which is formed by the profile of the Catoctin Mountain, against the base of which the Potomac River runs on the Maryland side, the mountain towering up on the opposite (Virginia) shore forming the other barrier to the pass. The railroad passes the Point by a tunnel, 1,500 ft. long, cut through the solid rock. Beyond, the ground becomes comparatively smooth, and the railroad, leaving the immediate margin of the river to the Chesapeake & Ohio Canal, runs along the base of gently-sloping hills, passing

the villages of Berlin and Knoxville, and reaching the Weverton factories, in the pass to the *South Mountain*, near which was fought the desperate battle of South Mountain (Sept. 14, 1862). From South Mountain to Harper's Ferry the road lies along the foot of a precipice for the greater part of the distance of 3 miles, the last of which is immediately under the rocky cliffs of Elk Mountain, forming the N. side of this noted pass. The Shenandoah River enters the Potomac just below the bridge over the latter, and their united currents rush rapidly over the broad ledges of rock which stretch across their bed. The length of the bridge, over river and canal, is about 900 ft., and at its W. end it bifurcates, the left-hand branch connecting with the Valley Branch of the B. & O. R. R., which passes directly up the Shenandoah, and the right-hand carrying the main road, by a strong curve in that direction, up the Potomac. **Harper's Ferry** (81 miles) is delightfully situated in Jefferson Co., W. Virginia, at the confluence of the Potomac and Shenandoah Rivers, the town itself being compactly but irregularly built around the base of a hill. Before the civil war it was the seat of an extensive and important United States armory and arsenal; but these were destroyed during the war, and have not been rebuilt. The scenery around Harper's Ferry is wonderfully picturesque. Thomas Jefferson pronounced the passage of the Potomac through the Blue Ridge "one of the most stupendous scenes in nature, and well worth a voyage across the Atlantic to witness." The tourist should stop here for at least one day, and climb either Maryland Heights (across the Potomac) or Bolivar Heights (above the town). Apart from its scenery, the chief interest pertaining to Harper's Ferry (which is now a decadent village of about 800 inhabitants) is historical. It was the scene of the exploits which in October, 1859, rendered the name of John Brown, of Ossawatimie-Kansas notoriety, still more notorious; and Charlestown, the county-seat where Brown and his followers were tried and executed, is only 7 miles distant on the road to Winchester. During the civil war Harper's Ferry was alternately in the hands of the Federals and Confederates, and a detailed narrative of its changing fortunes would reflect with fidelity the vicissitudes of the war itself.

A short distance beyond Harper's Ferry the road leaves the Potomac and passes up the ravine of Elk Branch, which, at first narrow and serpentine, widens gradually until it almost loses itself in the rolling table-land which characterizes the "Valley of Virginia." The head of Elk Branch is reached in about 9 miles, and thence the line descends gradually over an undulating country to the crossing of Opequan Creek. Beyond the crossing, the road enters the open valley of Tuscarora Creek, which it crosses twice, and follows to **Martinsburg** (100 miles), where the railroad company have built extensive shops. The town contains about 6,000 inhabitants, and is pleasantly situated on an elevated plateau above Tuscarora Creek, which affords a fine water-power. Much fighting occurred in this vicinity during the civil war, and in June, 1861, the Confederates destroyed 87 locomotives and 400 cars belonging to the B. & O. R. R. The Cumberland Valley R. R. (Route 56) runs from Martinsburg to Harrisburg in 94 miles. Seven miles beyond Martinsburg the



Harper's Ferry.

road crosses North Mountain by a long excavation, and enters a poor and thinly-settled district covered chiefly with a forest in which stunted pine prevails. The Potomac is again reached at a point opposite the ruins of Fort Frederick, on the Maryland side. *Sir John's Run* (128 miles) is but a few miles from **Berkeley Springs** (see Route 124), and just beyond the station the track sweeps around the Cacapon Mountain, opposite the remarkable insulated hill called "Round Top." The next point of interest is the *Doe Gulley Tunnel* (1,200 ft. long), the approaches to which are very imposing. The *Paw-Paw Tunnel* is next reached, and, after passing through some 20 miles of rugged and impressive scenery, the train crosses the N. branch of the Potomac by a viaduct 700 ft. long and enters Maryland. **Cumberland** (*Queen City Hotel*) is in the mountain-region of the narrow strip which forms the W. part of Maryland, and in point of population and commerce is its second city. The entrance to the city is beautiful, and displays the noble amphitheatre in which it lies to great advantage. The city itself has a population of about 11,000, and is the site of the great rolling-mills of the R. R. Co., for the manufacture of steel rails. A few miles W. of Cumberland, upon the summit of the Alleghanies, begins the district known as the Cumberland Coal Region, which extends W. to the Ohio River. Vast quantities of this coal are sent E. by the railroad and by the Chesapeake & Ohio Canal, which has its W. terminus at Cumberland and runs to tide-water at Georgetown. At Cumberland the Pittsburgh Div. diverges, and runs in 150 miles to **Pittsburg** (see Route 66). From Cumberland to Piedmont (28 miles) the scenery is remarkably picturesque. For the first 22 miles to the mouth of New Creek, the Nobly Mountain bounds the valleys of the N. branch of the Potomac on the left, and Will's and Dan's Mountains on the right; thence to Piedmont, the river lies in the gap which it has cut through the latter mountains. The crossing of the Potomac from Maryland to W. Virginia is 21 miles from Cumberland, and the view from the bridge, both up and down the river, is very fine. At *Piedmont* (206 miles) the ascent of the Alleghanies is commenced, and *Altamont* (223 miles) is upon the extreme summit of the range, 2,720 ft. above the sea. From Altamont westward for nearly 20 miles are beautiful natural meadows (known as the "Glades") lying along the upper waters of the Youghiogheny River and its numerous tributaries, divided by ridges of moderate elevation and gentle slope, with fine ranges of mountains in the background. Three miles beyond Altamont is the *Deer Park Hotel*, a first-class summer hotel, built and managed by the railroad company. It is 2,800 ft. above the sea, and is surrounded by grand scenery. At *Oakland* (6 miles beyond Deer Park) is the spacious *Glades Hotel*, near which are some excellent trout-streams, and game in the adjacent forests. The descent from the summit plateau to Cheat River presents a succession of very heavy excavations, embankments, and tunnels; and at the foot the famous **Cheat River Valley** is crossed, with fine views on either side. For several miles on this part of the line the road runs along the steep mountain-side, presenting a succession of magnificent landscapes. Descending from Cassidy's Ridge, which forms the W. boundary of Cheat River Valley, the train soon

reaches the great *Kingwood Tunnel*, which is 4,100 ft. long and cost \$1,000,000; and, 2 miles beyond, *Murray's Tunnel*, 250 ft. long. **Grafton** (280 miles) is at the end of the mountain section of the road, and is a village of 2,000 inhabitants, picturesquely situated on the Tygart's Valley River.

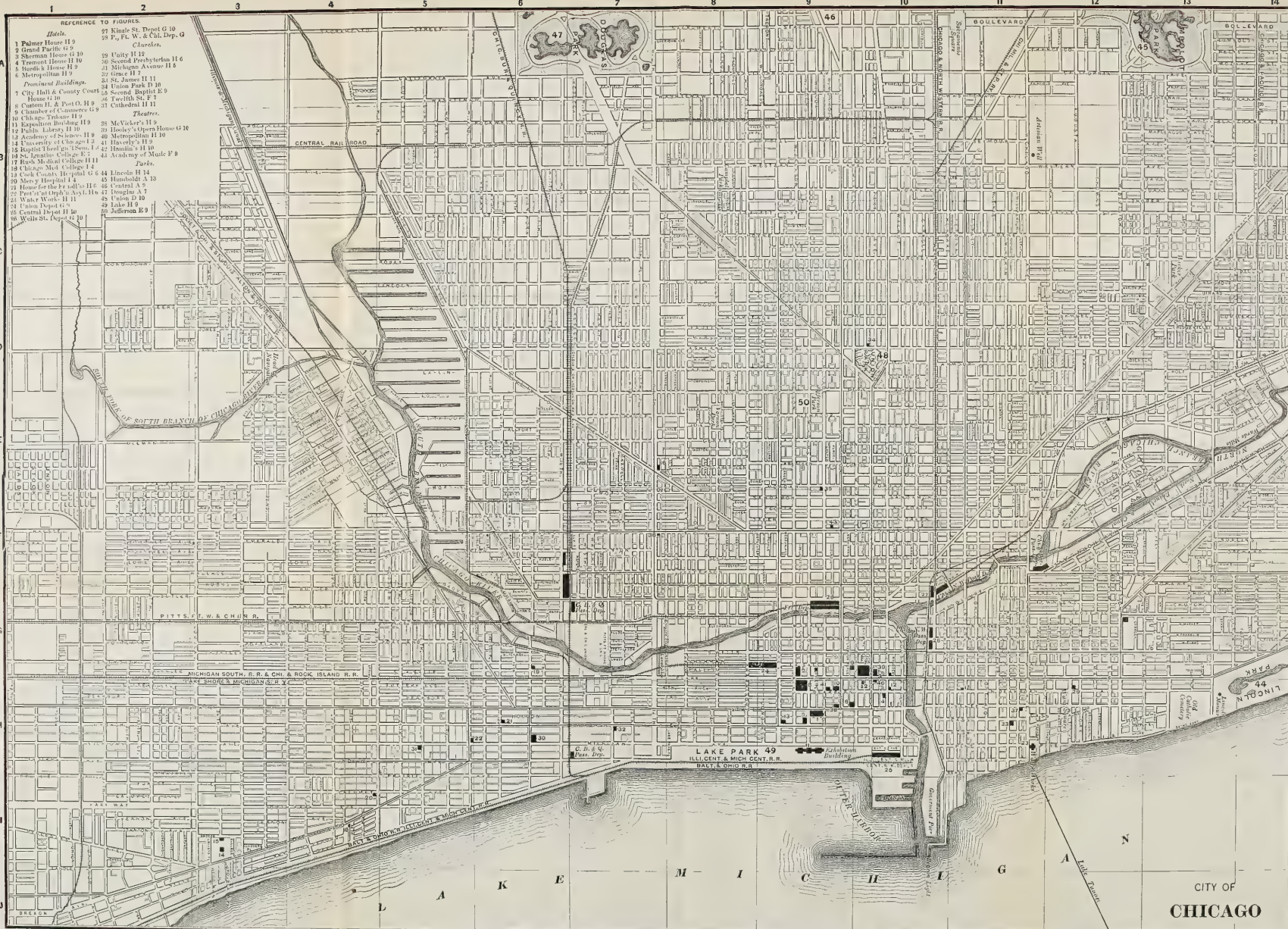
At Grafton the Parkersburg Div. diverges to Parkersburg and Cincinnati, and is described in Route 67. The Chicago train runs N. W. down the Tygart's River Valley, amid a variety of pleasing scenery, and in 20 miles reaches *Fairmont*, at the head of navigation on the Monongahela River, which is here spanned by a fine suspension-bridge 1,000 ft. in length, connecting Fairmont with the village of Palatine. Just beyond Fairmont the road leaves the valley of the Monongahela, and ascends the winding and picturesque ravine of Buffalo Creek. At the head of the valley, 23 miles from Fairmont, the road passes the ridge by deep cuts and a tunnel 350 ft. long, and descends the other side by the valley of Church's Fork of Fish Creek, through many windings and tunnels. Just beyond *Littleton* (337 miles) the road passes through *Broad-Tree Tunnel* under a great hill, which was originally crossed on a zigzag track with seven angles representing seven V's, and enters the Pan-Handle of West Virginia. *Moundsville* (368 miles) is one of two villages on the Ohio at the mouth of Grave Creek, the other being *Elizabethtown*. The approach to the Ohio at this point is very beautiful. The line, emerging from the defile of Grave Creek, passes straight over the "flats" that border the river, forming a vast rolling plain, in the middle of which looms up the great *Indian Mound*, a relic of the prehistoric inhabitants of America, 80 ft. high and 200 ft. broad at the base. About 3 miles up the river from Moundsville the "flats" terminate, and the road passes for a mile along rocky narrows washed by the river, after which it runs over wide, rich, and beautiful bottom-lands all the way to *Benwood* (375 miles), where the river is crossed and connection made with the Central Ohio Division. Four miles from Benwood, on the same side, is **Wheeling** (*McClure House*, *St. James Hotel*, *Stamm House*), the capital of West Virginia and a flourishing city of 35,000 inhabitants. It has a large commerce on the Ohio River, and its manufacturing interests are extensive, including iron and nail mills, glass-works, and foundries and machine-shops. In the nail business \$4,000,000 is invested; in glass, \$1,000,000. The National Road crosses the Ohio here by a graceful suspension bridge, 1,010 ft. long, and the railroad bridge (below the city) is one of the finest in the country. The *Custom-House*, of stone, also contains the Post-Office and the U. S. Court-room, and a new *Capitol* has just been finished. There are an Odd Fellows' Hall, a Public Library with 5,000 volumes, and an Opera-House. There are also several costly and ornate school-buildings. Near the city is an extensive Fair Ground, with a trotting-course.

At Benwood the Chicago train crosses the Ohio River to *Bellaire* (376 miles), whence the Central Ohio Div. runs in about 100 miles to Newark, through a productive and populous country. The principal station on this portion of the line is **Zanesville** (*Zane House*, *Clarendon Hotel*), a city of 18,000 inhabitants, situated on both sides of the

Muskingum River at the mouth of Licking River. The Muskingum is here crossed by an iron railroad-bridge 538 ft. long, and by 3 other bridges. The city is well built, with wide, regular streets, lighted with gas, and has water-works costing over \$500,000, street railroads, and a stone *Court-House* costing \$300,000. Several of the school-buildings are remarkably handsome, and the *Zanesville Athenæum* has a reading-room and a library of 5,500 volumes. The country around Zanesville is fertile, and is the source of a profitable trade; but the chief interest is manufacturing, for which facilities are afforded by the water-power in the rivers, and the bituminous coal, iron-ore, limestone, and clays of the adjacent region. The Muskingum River is navigable to *Dresden*, 17 miles above the city. **Newark** (480 miles) is at the crossing of the Pittsburgh, Cincinnati & St. Louis R. R. (Route 70), and is there described. From Newark the Central Ohio Div. passes W. in 33 miles to **Columbus** (see Route 70). The Lake Erie Div. of the B. & O. R. R. runs N. W. through a rich agricultural region, by numerous small towns to **Mansfield** (542 miles), which is at the junction of Routes 65 and 66, and which has already been described in Route 65. *Shelby Junction* (554 miles) is at the crossing of Route 69. From *Chicago Junction* (568 miles) the Lake Erie Div. continues N. to **Sandusky** (596 miles), on Lake Erie, while the Chicago Div. diverges and runs W. across northern Ohio and Indiana. This section of the line is new, the towns *en route* are for the most part small, and the country traversed, though extremely fertile and productive, offers few picturesque features. *Defiance* (656 miles) is at the crossing of the Toledo, Wabash & Western R. R. (Route 76). At *Garrett* (696 miles) most of the trains stop for meals, and between this place and Chicago there is little to attract attention except the numerous railways that are intersected. **Chicago** (see Route 68).

From Grafton to Cincinnati.

At Grafton, as already mentioned (see p. 288), the Parkersburg Div. diverges from the main line and runs W. to the Ohio River. It passes through a country which is well wooded, and rich in coal and petroleum, but without interest for the tourist, though some rugged mountain scenery is occasionally seen from the cars. *Clarksburg* (302 miles from Baltimore) is the first station of any consequence, and is situated on a high table-land on the W. bank of the Monongahela River, surrounded by hills. It has about 2,000 inhabitants, and in the vicinity there are valuable mines of bituminous coal. *Petroleum* (362 miles) is in the rich Oil Regions of West Virginia, and from *Laurel Fork Junction* (364 miles) a branch road leads N. to *Volcano*, the most important place in the Oil Region. At *Claysville* (377 miles) the Little Kanawha River is reached, and the train follows it for 7 miles to **Parkersburg** (*Central Hotel, Hill's*), a city of about 6,500 inhabitants, with a large trade in petroleum. Here the train crosses the Ohio River to *Belpré* on a splendid bridge, $1\frac{1}{2}$ mile long, with 6 spans over the river and 43 approaching spans, completed in 1871 at a cost of over \$1,000,000. At *Belpré* the train passes on to the tracks of the Cincinnati, Washington & Baltimore R. R., and in 37 miles reaches **Athens**, one of the largest towns of S.



- REFERENCE TO FIGURES.
- Hotels.**
- 1 Palmer House H 9
 - 2 Grand Pacific H 5
 - 3 Sherman House G 10
 - 4 Tremont House H 10
 - 5 Hurdle House H 9
 - 6 Metropolitan H 9
- Churches.**
- 7 City Hall & County Court House G 10
 - 8 Custom H. & Post O. H 9
 - 9 Chamber of Commerce G 10
 - 10 Chicago Tribune H 9
 - 11 Chamber of Commerce H 9
 - 12 Public Library H 10
 - 13 Academy of Sciences H 9
 - 14 University of Chicago H 2
 - 15 Baptist Theological Sem. H 1
 - 16 St. Ignace College H 1
 - 17 Rush Medical College H 1
 - 18 Chicago Med. College H 1
 - 19 Cook County Hospital G 10
 - 20 St. Mary's Hospital H 1
 - 21 Home for the F. & C. H 1
 - 22 St. Vincent's Asyl. H 1
 - 23 Water Works H 11
 - 24 Union Depot G 10
 - 25 Central Depot H 10
 - 26 Wells St. Depot G 10
- Theatres.**
- 27 Kleig St. Depot G 10
 - 28 P. W. & C. H. Dep. G
 - 29 U. S. H 12
 - 30 Second Presbyterian H 6
 - 31 Michigan Avenue H 5
 - 32 George H 7
 - 33 St. James H 11
 - 34 Union Park H 10
 - 35 Second Baptist E 9
 - 36 Taylor St. F 7
 - 37 Cathedral H 11
 - 38 McVicker's H 9
 - 39 Hickey's Opera House G 10
 - 40 Broadway H 10
 - 41 Haverly's H 9
 - 42 Haverly's H 10
 - 43 Academy of Music F 9
- Tenants.**
- 44 Lincoln H 14
 - 45 Humboldt A 10
 - 46 Central A 7
 - 47 Douglas A 7
 - 48 Union H 10
 - 49 Lake H 8
 - 50 Jefferson E 9

CITY OF
CHICAGO

Ohio, with a population of about 5,000, and considerable trade with the surrounding country. It is pleasantly situated on the Hocking River, and is the seat of the *Ohio University*, founded in 1804, and the oldest college in the State. One of the *State Lunatic Asylums* is also located here, and in the vicinity are several Indian mounds, similar to the one at Moundsville (see Route 67). Several small stations are now passed, and then comes the flourishing city of **Chillicothe** (*Warner House, Emmitt*), beautifully situated on a hill-environed plateau, through which flows the Scioto River. Chillicothe was settled in 1796, and from 1800 to 1810 was the seat of the State government, which was afterward removed to Zanesville and then to Columbus. It had in 1880 a population of 10,938, and is the center of nearly all the trade of the rich farming country bordering on the Scioto, one of the finest agricultural districts in the United States. Its manufactures are also important, including carriage and wagon factories, flour-mills, machine-shops, a paper-mill, sewing-machine factory, etc. The city is regularly laid out, the principal avenues following the general course of the river, and being intersected at right angles by others, all lighted with gas. The two main streets, which cross each other in the center of the city, are each 99 ft. wide; Water St., facing the river, is 81½ ft. wide; and the width of the others is 66 ft. There are many handsome public buildings, including 13 churches, 4 brick school-houses, and a *Court-House*, built of stone at a cost of over \$100,000. The Ohio & Erie Canal passes through the city. Between Chillicothe and Cincinnati there is no place requiring mention, though the traveler through this portion of Ohio can not but be struck with the neatness of the villages, the fertility of the land, and the high state of cultivation to which it has been brought. **Cincinnati** (see Route 72).

68. Chicago.

Hotels.—Most of the old and well-known hotels of Chicago perished in the great fire of 1871, but those which have taken their places are probably unequalled in the world. The *Palmer House* is an immense fire-proof structure of sandstone, occupying nearly the entire block in State St., between Wabash Ave. and Monroe St. The building is one of the most imposing in the city, and its interior decorations are very fine. The *Grand Pacific Hotel* is in no respect inferior to the preceding. It occupies half the block bounded by Jackson, Clark, Adams, and La Salle Sts., is of stone, six stories high, and is richly decorated and sumptuously furnished. The *Sherman House*, cor. Randolph and Clark Sts., is near the business center of the city. The *Tremont House*, cor. Lake and Dearborn Sts., is one of the finest of the new buildings. The above-mentioned hotels rank the highest. The rates vary from \$2.50 to \$5 a day. Good hotels on a more modest scale are: the *Clifton House*, cor. Wabash Ave. and Monroe St.; the *Leland House*, cor. Michigan Ave. and Jackson St.; the *Briggs House*, cor. Randolph and 5th Ave.; the *Madison House*, cor. Wabash Ave. and Jackson St.; *Crawford House*, cor. Wabash Ave. and Adams St.; and the *Commercial*, cor. Lake and Dearborn Sts. Rates at these hotels are from \$2 to \$5 a day. There are also good hotels on the European plan, prominent among which are *McCoy's*, the *Windsor*, and the *Brevort*.

Restaurants.—The principal restaurants are the *Palmer House* (in connection with the hotel), cor. State and Monroe Sts.; *Chapin & Gore*, in Monroe St.; *Kern's*, the best gentlemen's restaurant in the city; *Race Bros.*, in Madison St.; *McCoy's*, 140 and 142 Madison St.; *Thomson's*, Tribune Block, Dearborn St.; *Kingsley's*, 66 Washington St.; *Cal. Wilson's*, devoted exclusively to

oysters and other shell-fish ; the *Vienna Bakery*, 36 Washington St. ; and the *Brevoort*, 145 Madison St.

Modes of Conveyance.—*Horse-cars* (fare, 5c.) traverse the N. and W. Divs. of the city in all directions, while in the S. Div. cable-cars are used exclusively, and furnish a great improvement in comfort and speed. The cost of the plant and rolling stock of the street-car cable system in Chicago reached the enormous sum of \$2,500,000, and it is the most perfectly organized in the country. *Parmelee's omnibuses* are in waiting at the depots, and convey passengers to hotels or to other depots (fare, 50c.). *Hackney-carriages* are in waiting at the depots and steamboat-landings, as well as at hotels, and around Court-House Square. The legal rates of fare are as follow : For 1 passenger from one depot to another, 50c. ; for 1 passenger 1 m. or less, 50c. ; over 1 m. and less than 2 m., \$1 ; over 2 m., \$1.50 ; each additional passenger, 50c. ; children between 5 and 14 years of age, half-rates. By the hour, \$2 for the first hour and \$1 for each additional hour. Between midnight and 7 A. M., each trip (without regard to distance or number of passengers), \$2. In case of disagreement, call for a policeman, or drive to a police-station.

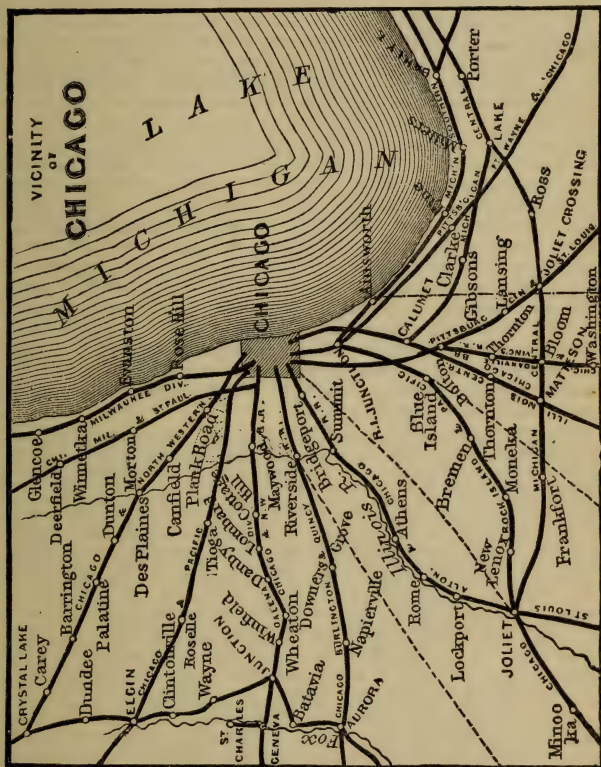
Railroad Depots.—There are 4 *Union Depots* in the city. The *Pittsburg*, Ft. Wayne & Chicago R. R., Chicago, Milwaukee & St. Paul R. R., Chicago, Alton & St. Louis R. R., Chicago, Burlington & Quincy R. R., Chicago, St. Louis & Pittsburg R. R., and the Erie & Chicago Line depart from the splendid depot cor. Canal and Adams Sts. The Chicago & Northwestern R. R., with all its divisions, occupies a large and imposing depot of its own, on the corner of N. Wells and Kinzie Sts. The Chicago, Rock Island & Pacific R. R., Lake Shore & Michigan Southern R. R., and the New York, Chicago & St. Louis R. R. depart from the finest depot in this city, perhaps in the country, cor. Van Buren and La Salle Sts. The Wabash, St. Louis & Pacific R. R., Chicago & Grand Trunk R. R., Chicago & E. Illinois R. R., and the Chicago & Atlantic R. R. arrive and depart from the Polk St. depot. The Michigan Central R. R., Illinois Central R. R., and Kankakee Line depart from the *Central Depot*, foot of Lake St. The Baltimore & Ohio R. R., and the Chicago, Detroit & Niagara Falls R. R. have their depot at the foot of Monroe St.

Theatres and Amusements.—*Haverly's Theatre* is on Monroe St. near Madison. *McVicker's Theatre*, in Madison St. near State, is devoted to stars. *Hooley's Opera-House* is on Randolph St. near La Salle ; the *Grand Opera-House* is on Clark St. near Randolph ; the *Olympic Theatre* is on Clark St. opposite the Sherman House, and the *Academy of Music* is on the W. Side at 83 S. Halstead St. ; and on Halstead St. near Monroe is the *Standard Theatre*. Other places of amusement are the *Chicago Museum and Theatre*, on N. Clark St., and the *National Panorama* on Wabash Ave. near Hubbard Court. The *Central Music Hall*, cor. Randolph and State Sts., is spacious and elegant, and here operas and concerts are given. *Hirshes Music Hall* is devoted to lectures and concerts. There are several smaller theatres, devoted to vaudeville and variety entertainments. The Shooting Club has a park near the Union Stock Yards (see p. 298).

Reading-Rooms.—At all the leading hotels there are reading-rooms for the use of guests, well supplied with newspapers. The *Public Library*, one of the best in the country, with rooms in the building cor. Dearborn and Lake Sts., contains about 95,000 volumes, has an excellent reading-room, containing newspapers and magazines from all parts of the civilized world, and is open from 9 A. M. to 9 P. M. The *Chicago Athenæum*, 63 and 65 Washington St., has a system of night and day lectures for mechanics, a large library and gymnasium, and is open from 9 A. M. to 10 P. M. The *Young Men's Christian Association* has a library and reading-room at 148 Madison St. (*Farwell Hall*), to which all are welcome (open from 8 A. M. to 10 P. M.). The *Academy of Sciences*, in Wabash Ave. near Van Buren St., has a small library and a museum. *Cobb's Library*, 173 Wabash Ave., contains 20,000 volumes, the charge for using which is 3c. a day per volume. The *Union Catholic Library*, Honore Block, Dearborn St.

Clubs.—The *Chicago Club* has a handsome building in Monroe St. opposite the Palmer House. The *Union Club* is at the cor. of Chicago Ave. and State St. ; the *Owl Club* is in Madison St. near State ; the *Standard*, cor. Michigan Ave. and 13th St. ; *Press Club*, cor. Madison and Clark Sts. ; and the *Calumet*, cor. Michigan Ave. and 18th St. Admission is obtained only on introduction by a member.

Post-Office.—The General Post-Office is on the block bounded by Adams, Jackson, Dearborn, and Clark Sts. It is open from 8 A. M. to 7. P. M. There are, besides, 5 sub-post-offices or stations in different portions of the city. Letters may be posted in the lamp-post boxes, whence they are collected at frequent intervals by the letter-carriers.



CHICAGO, the principal city of Illinois, has within 50 years grown from a small Indian trading station to the position of the metropolis of the Northwest, the greatest railway center on the continent. It is situated on the W. shore of Lake Michigan, at the mouth of the Chicago River, in lat. about $41^{\circ} 50' N.$, and lon. $10^{\circ} 33' W.$ from Washington. The site of the business portion is 14 ft. above the

lake; it was originally much lower, but has been built up from 3 to 9 ft. since 1856. It is an inclined plane, rising toward the W. to the height of 28 ft., giving slow but sufficient drainage. The city stands on the dividing-ridge between the basins of the Mississippi and St. Lawrence, and is surrounded by a prairie stretching several hundred miles S. and W. One eighth of a mile N. of the Court-House a bayou, called the Chicago River, extends W. a little more than half a mile, and then divides into the North and South branches, which run nearly parallel with the lake-shore, about 2 miles in each direction. The river and its branches, with numerous slips, afford a water-frontage of 38 miles, of which 30 miles are improved, without including the lake front, on which an outer harbor is now in process of construction. Connected with the S. branch is the terminus of the Illinois & Michigan Canal, which extends to the Illinois River at La Salle. The city extends N. and S. along the lake about 8 miles, and W. from the lake about $3\frac{1}{2}$ miles, embracing an area of nearly 35 sq. miles. Beyond these limits suburbs extend from 6 to 10 miles in every direction, connected with the city by many local trains on the railways. The river divides the city into three distinct parts, known as the North, South, and West Divisions, which are connected by 33 bridges and 2 brick tunnels under the river-bed. The improved water-front is 30 miles long, on which are the lumber and coal yards, elevators and warehouses. The city is regularly laid out, with streets generally 80 ft. wide, and many of them from 3 to 7 miles in length, crossing each other at right angles. The principal thoroughfares run N. and S.

The first white visitors to the site of Chicago were Joliet and Marquette, who arrived in August, 1673. The first permanent settlement was made in 1804, during which year Fort Dearborn was built by the U. S. Government. The fort stood near the head of Michigan Ave., below its intersection with Lake St. It was abandoned in 1812, rebuilt in 1816, and finally demolished in 1856. At the close of 1830, Chicago contained 12 houses and 3 "country" residences in Madison St., with a population (composed of whites, half-breeds, and blacks) of about 100. The town was organized in 1833, and incorporated as a city in 1837. The first frame building was erected in 1832, and the first brick house in 1833. The first vessel entered the harbor June 11, 1834; and at the first census, taken July 1, 1837, the entire population was found to be 4,170. In 1850 the population had increased to 29,963; in 1860, to 112,172; in 1870, to 298,977; and in 1880, to 503,304. The present population is estimated to exceed 600,000. In October, 1871, Chicago was the scene of one of the most destructive conflagrations of modern times. The fire originated on Sunday evening, October 8th, in a small barn in De Koven St., in the S. part of the West Division, from the upsetting, as is supposed, of a lighted kerosene-lamp. The buildings in that quarter were mostly of wood, and there were several lumber-yards along the margin of the river. Through these the flames swept with resistless fury, and were carried across the South branch by the strong westerly wind then prevailing, and thence spread into the South Division, which was closely built up with stores, warehouses, and public buildings of stone, brick, and iron, many of them supposed to be fire-proof. The fire raged all day Monday, and crossed the main channel of the Chicago River, sweeping all before it in the Northern District, which was occupied mostly by dwelling-houses. The last house was not reached till Tuesday morning, and many of the ruins were still burning several months afterward. The total area burned over, including streets, was nearly $2\frac{1}{2}$ sq. m. The number of buildings destroyed was 17,450; persons rendered homeless, 98,500; persons killed, about 200. Not including depreciation of real estate or loss of business, it is estimated that the total loss occasioned by the fire was \$190,000,000, of which about \$30,000,000 was recovered on insurance

though one of the first results of the fire was to bankrupt many of the insurance companies all over the country. The business of the city was interrupted but a short time, however. Before winter many of the merchants were doing business in extemporized wooden structures, and the rest in private dwellings. In a year after the fire, a large part of the burned district had been rebuilt, and at present there is scarcely a trace of the terrible disaster save in the improved character of the new buildings over those destroyed. On July 14, 1874, still another great fire swept over the devoted city, destroying 18 blocks or 60 acres in the heart of the city, and about \$5,000,000 worth of property. Chicago ranks next in commercial importance to New York among the cities of the United States. As early as 1854 it had become the greatest primary depot for grain in the world; and since then it has also become the greatest grain, live-stock, and lumber market in the world. During the year ending March 1, 1883, about 4,500,000 hogs were packed, and about 100,000 cattle. The manufactures of Chicago are extensive and important, employing about 150,000 persons, and including iron and steel works, manufactories of car-wheels, cars, and other railroad appliances, flour-mills, furniture-factories, boot and shoe factories, and tanneries. In number they are about 4,000, the annual product being over \$300,000,000 worth. It is now the third manufacturing city in the country. There are 25 elevators with storage capacity of 29,000,000 bushels, 31 banks with capital of \$13,000,000, and 26 railways centering in the city.

State St., in the South Division, is the Broadway of Chicago, and on it or near it are the finest commercial structures, hotels, retail stores, and the like. Other important business streets are *Lake, Clark, La Salle, Randolph, Dearborn, Adams, Monroe, Madison, Washington, S. Water, Franklin, and Market*. In fact, there is scarcely a street in the South or business district which does not contain some notably fine buildings. The finest residences are in *Wabash, Prairie, and Michigan Avenues*, which are of a semi-suburban character, adorned with rows of trees, and bordered by villas surrounded with beautifully ornamented grounds. Scarcely inferior are *Indiana, Calumet, and South Park Avenues, West Washington St., Ashland Ave., and Dearborn Ave.* The favorite drives are out Wabash and Michigan Avenues; through the parks and boulevards, especially to *South Park*, which extends along the lake-shore; and to *Lake View*, on the N. side, beyond Lincoln Park.

Most of the public buildings of Chicago were burned down in the great fire, and have not been replaced as rapidly as the business structures destroyed at the same time. A new *City Hall and County Court-House*, estimated to cost \$5,000,000, is nearly completed on the square bounded by Clark, Washington, La Salle, and Randolph Sts. It occupies the entire block, and is a very magnificent structure. A new * **U. S. Custom-House and Post-Office** has been erected on the square bounded by Clark, Adams, Jackson, and Dearborn Sts. It is one of the finest public buildings in the country, occupying an entire block 342 by 210 ft., and costing upward of \$5,000,000. The *County Jail and Criminal Court Building* is a massive edifice at the cor. of N. Dearborn and Michigan Sts., comprising three detached buildings. The * **Chamber of Commerce** is a spacious building at the cor. of Washington and La Salle Sts., opposite City Hall Square. Its interior decorations are very elaborate. The Board of Trade meets here, and strangers may visit the ladies' gallery during the daily session (from 11 A. M. to 1 P. M.); or any gentleman is admitted to the floor on introduction by a member. The great hall in which the Board of Trade meets is 142 ft. long, 87 ft. wide,

and 45 ft. high. The ceiling is frescoed with allegorical pictures representing the trade of the city, the great fire, and the rebuilding. The new **Board of Trade Building** is now building, at a cost of \$1,000,000, across La Salle St., fronting Jackson, and, it is believed, will be one of the finest in the country. The new hotels, already enumerated at the head of this article, are among the finest buildings in the city; as are also the several fine depots previously named. The handsome brown-stone building of the "Chicago Tribune," cor. Dearborn and Madison Sts., is worthy of notice. Other representative structures are the American Express Co.'s building in Monroe St., near State; *Portland Block*, at the cor. of Dearborn and Washington Sts.; the First National Bank building, cor. Dearborn and Monroe Sts.; and the *Honore Block*, cor. Dearborn and Adams Sts. The * **Exposition Building** is a vast structure of iron and glass, fronting on Michigan Ave., between Monroe and Jackson Sts. It is 800 ft. long and 200 ft. deep, and the center is surmounted by a dome 60 ft. in diameter and 160 ft. high. An exhibition of art and industrial products is held here every autumn.

There are about 265 church edifices in Chicago, including those untouched by the fire and those which have since been rebuilt. Among them are a few which deserve special mention. The * **Unity Church** (Unitarian), in Dearborn Ave., cor. Lafayette Place, is a light stone structure, in the modern Gothic style, with double spires. The *Second Presbyterian*, cor. Michigan Ave. and 18th St., is a large and imposing stone structure. The *Immanuel Baptist Church*, in Michigan Ave. near 24th St., is of stone, in the Gothic style, with a graceful tower and spire. *Grace Church* (Episcopal), in Wabash Ave., near 14th St., is a handsome stone edifice in the Gothic style, with open timber roof and a richly decorated interior. *St. James's* (Episcopal), cor. Cass and Huron Sts., is large and massive, with a square flanking tower. The *Union Park Congregational*, cor. Ashland Ave. and Washington St., has a lofty spire, and is quite ornate in style. The *Second Baptist*, cor. Monroe and Morgan Sts., is a plain edifice in the Italian style, with a most peculiar spire. The * **Twelfth St. Church** (Roman Catholic) is pure Gothic in style, and has an extremely rich and noble interior. The Roman Catholic *Cathedral* is also a fine building.

Among the literary and educational institutions of Chicago a foremost place must be assigned to the * **Public Library**, the nucleus of which was contributed by English authors and publishers in 1872, and which now numbers 92,000 volumes, including many German, French, Dutch, Norse, Swedish, and Bohemian books. Its rooms are at the cor. of Dearborn and Lake Sts. The *Academy of Sciences*, established in 1857, lost a valuable collection of 38,000 specimens in the fire, but has erected a new building on the old site (in Wabash Ave. near Van Buren St.), and is slowly gathering a new museum and library. The *Art Institute* (cor. Van Buren St. and Michigan Ave.) is a school of art established in 1869. The * **University of Chicago**, founded by the late Stephen A. Douglas, occupies a beautiful site, on Cottage Grove Ave., near Lake Michigan, 4 miles S. of City Hall Square (take Cottage Grove Ave. cars). The main building, 136 by 172 feet, was completed

in 1866, at a cost of \$110,000. *Dearborn Observatory*, adjoining the University on the W., contains a Clark refracting telescope, which is one of the largest and best in the world. It has 23 feet focal length and 18½ inches aperture. The *Baptist Theological Seminary* is located at Morgan Park, a suburb. The *Chicago Theological Seminary* has a fine stone building in the Norman style on the W. side of Union Park, at the intersection of Ashland Ave. and Warren St. The *Presbyterian Theological Seminary* has a fine edifice at the cor. of Fullerton Ave. and Halstead St. It is 5 stories high, and contains a good library. The **St. Ignatius College** (Roman Catholic) has an ornate and costly building, No. 413 W. 12th St. There are 9 medical colleges in the city, of which the most noteworthy are the *Rush Medical College*, founded in 1842, with a new and stately building at the cor. of W. Harrison and Wood Sts.; and near it the *College of Physicians and Surgeons*, recently built, and the *Woman's Medical College*. The *Chicago Medical College* has a large structure at the cor. of Prairie Ave. and 26th St. The *Hahnemann College* (homœopathic) is at the cor. of Cottage Grove Ave. and 28th St.

The *Cook County Hospital* comprises several spacious buildings at the cor. of Harrison and Wood Sts. ***Mercy Hospital** is a vast and ornate structure at the cor. of Calumet Ave. and 26th St., well worth visiting (take Indiana Ave. cars). Other important charitable institutions are *St. Luke's*, 1439 Indiana Ave.; the *Home for the Friendless*, 911 Wabash Ave.; the *Protestant Orphan Asylum*, cor. Michigan Ave. and 22d St.; and *St. Joseph's* (male) and *St. Mary's* (female) *Orphan Asylums*, in N. State St. cor. Superior St. The two last named are under the charge of the Sisters of Mercy. The *Michael Reese Hospital*, 29th St., N. E. cor. Groveland Park Ave., recently erected, is maintained by the United Hebrew Relief Association. Other institutions are the *Old People's Home*, on Indiana Ave., the *Foundlings' Home*, on Wood near Madison St., and the *Newsboys' Home*, 146 Quincy St. There are 25 asylums in the city. The ***U. S. Marine Hospital**, situated at Lake View, a little beyond Lincoln Park, is one of the largest and costliest in the country. It is built of Joliet stone, is 340 ft. long, and cost \$371,132. There are many new business buildings now constructing, which will be from 10 to 12 stories high, and, as nearly as possible, fire-proof.

Chicago has a magnificent system of public parks. These are 10 in number, aggregating nearly 2,200 acres, and connected by a cordon of boulevards 200 ft. wide, extending around the three land-sides of the city, with a drive on the lake-shore. These give 33 miles of drives, besides those around the parks. ***Lincoln Park**, on the lake-shore, in the N. Division, contains about 310 acres, and has several miles of drives and walks, fine trees, artificial hills and mounds, miniature lakes and streams, summer-houses, rustic bridges, shady rambles, and a *Zoölogical Garden*. From the N. end of Lincoln Park a boulevard, 3½ miles long, extends W. to *Humboldt Park*, which contains 225 acres. On the upper terrace stands a statue of Baron von Humboldt. About 2 miles S. of Humboldt Park, with which it is connected by a similar boulevard, is

Garfield Park, an irregular tract of land nearly a mile long from N. to S., and containing 185 acres, the middle line of which lies on Madison St., 4 miles from the Court-House. From this park the Douglas Boulevard runs $1\frac{1}{2}$ mile S. E. to *Douglas Park*, which also contains 180 acres. From this another boulevard runs S. $4\frac{1}{2}$ miles, thence E. $4\frac{1}{4}$ miles to the two *South Parks*, containing 1,055 acres, which are tastefully laid out. The most southerly extends upward of $1\frac{1}{2}$ mile along the shore of the lake. Three boulevards run thence to the well-paved streets that connect with the business portion of the city. * **Union Park** (reached by Madison and Randolph St. cars) is located in the very center of the residence portion of the W. Division. Though containing only 23 acres, the judicious expenditure of \$100,000 on lakelets, drives, hills, pagodas, zoölogical gardens, and skillful landscape-gardening, has rendered its apparent size much greater. There are open-air concerts here every Wednesday evening in summer. *Lake Park*, on the S. side, running about 1 mile on the lake-shore, is ornamented by the elegant Michigan Ave. residences. * **Jefferson Park**, one of the smaller public squares, contains a handsome fountain, and is one of the most frequented in the city.

Of the cemeteries, *Graceland*, *Rose-Hill*, and *Calvary*, in the North Division, are the most interesting. The last two are on the line of the Chicago & Northwestern Ry., and funeral-trains are run to them daily. *Oakwood*, on the Vincennes road, 3 miles S. of the city limits, is a pretty rural spot. This cemetery can be reached by horse-cars and dummy, or by a pleasant drive through the boulevards.

The system by which Chicago is supplied with water has been called one of the wonders of the world. The * **Water-Works** are situated on the lake-shore in the North Division (take N. Clark St. cars and get off at Chicago Ave.), and may be inspected on application to the engineer in charge. They comprise a stone water-tower, 160 ft. high, up which the water is forced by 4 engines, having a pumping capacity of 74,500,000 gallons daily, and flows thence through pipes to every part of the city. A very fine * view of the city, lake, and surrounding country may be obtained from the top of the tower, which is reached by a spiral stair-case. From this tower a nearly cylindrical brick tunnel, 62 inches high and 60 wide, extends 2 miles under the lake, lying 66 to 70 ft. below the lake-surface. The water enters the tunnel through a grated cylinder, inclosed in an immense crib, on which are a lighthouse and dwelling. The tunnel was begun in 1864 and finished in 1866, at a cost of \$550,000. Another tunnel, 7 ft. in diameter, was completed in 1874, at a cost of \$957,622, which also connects with the crib, and, through independent pumping-works, supplies the S. W. section of the city. Another abundant source of water-supply has been developed in the *Artesian Wells*, of which there are about 40. The first two sunk are situated at the intersection of Chicago and Western Avenues (reached by W. Randolph St. cars), are respectively 911 and 694 ft. deep, and flow about 1,200,000 gallons daily. The stock-yards, the west-side parks, and numerous manufacturing establishments are supplied from artesian wells.

Intercourse between the three divisions of the city is effected by 35 bridges, which span the river at intervals of two squares, and swing on central pivots to admit the passage of vessels. These bridges, however, are a serious impediment to navigation, as well as to vehicles and pedestrians; and, in order to obviate the inconvenience, a * **Tunnel** was constructed in 1868 under the South Branch at Washington St. It is 1,608 ft. long, with a descent of 45 ft., has a double roadway for vehicles and a separate passage for pedestrians, and cost \$512,707. In 1870 another similar tunnel, with a total length of 1,890 ft., including approaches, was constructed under the main river on the line of La Salle St., connecting the North and South Divisions (cost nearly \$500,000).

The * **Union Stock Yards** (reached by State St. cars, or by trains every few minutes), where the vast live-stock trade of the city is transacted, comprise 345 acres, of which 146 are in pens, and have 32 miles of drainage, 8 miles of streets and alleys, 2,300 gates, and cost \$1,675,000. They have capacity for 25,000 cattle, 100,000 hogs, 22,000 sheep, and 1,200 horses. There is a large and handsome brick hotel connected with the yards; also 2 banks, and a Board of Trade. Quite a large town (5,500 inhabitants) has sprung up in the immediate vicinity, with post-office, telegraph-office, churches, schools, etc. The scene is very animated and interesting during the day. The *Grain-Elevators* are a very interesting feature, and should be visited, in order to obtain an idea of the manner in which the immense grain-trade of Chicago is carried on. There are 24 of these buildings, all situated on the banks of the river, and connected with the railroads by side-tracks. They have an aggregate storage capacity of 23,625,000 bushels, and receive and discharge grain with almost incredible dispatch.

About 16 m. S. of Chicago is the unique city of * **Pullman**, the beginning and growth of which illustrate an important phase in methods of manufacturing enterprise. It is named after Pullman, inventor of the "Pullman sleeping cars." A few years ago Mr. Geo. W. Pullman bought 3,000 acres of land at this point, at a cost of over \$1,000,000, and there commenced building a city bearing his name. He has erected vast shops for the manufacture of these cars, putting in the best machinery obtainable, and employs from 5,000 to 6,000 workers in wood, iron, glass, painting, upholstering, etc. The city is laid out, graveled, sewered, etc., in the most perfect manner, and the public buildings, churches, free school-houses, and a \$100,000 hotel, are models. There are also a public park, a free public library, and athletic grounds. A prominent feature is the admirable and tasteful style of dwellings built for the workmen. Adjoining Pullman are *S. Chicago* and *Grand Crossing*, which contain rolling-mills, iron and steel mills, and many of the larger manufactures.

69. New York to Cincinnati via Buffalo and Cleveland.

By the N. Y. Central & Hudson River R. R. (Route 39), or the *Erie R. R.* (Route 40), or the N. Y., West Shore & Buffalo R. R. (Route 41) to Buffalo; thence by Lake Shore R. R. (Route 64) to Cleveland; and from Cleveland, by the Cleveland, Columbus, Cincinnati & Indianapolis R. R. Fare by either route, \$16.50. The time from New York to Cincinnati is about 30 hours. Distances: New York to Cleveland, 623 miles; to Crestline, 698; to Delaware, 737 (to Columbus, 761); to Springfield, 787; to Dayton, 811; to Cincinnati, 867.

THE portion of this route between New York and Cleveland is described in Routes 63 and 64, or, if the Erie R. R. be taken, in Route 65. Leaving Cleveland by the C. C. C. & I. R. R. (better known as the "Bee Line"), the train passes in quick succession a number of small towns, which please by their neatness and air of prosperity, but which do not require special mention. *Shelby* (67 miles from Cleveland, 690 from New York) is a busy village at the crossing of the Lake Erie Div. of the Baltimore & Ohio R. R. (Route 65), and *Crestline* (698 miles) is at the intersection of the Pittsburg, Fort Wayne & Chicago R. R. (Route 66). *Galion* (703 miles), *Gilead* (716 miles), and *Cardington* (720 miles) are small villages. **Delaware** (737 miles; *American House, St. Charles*) is a thriving town of 6,000 inhabitants, on the right bank of the Olen-tangy River. It is pleasantly situated on rolling ground, and is neatly built. In 1842 the *Ohio Wesleyan University* was founded here, and the *Ohio Wesleyan Female College* in 1863. Both are prosperous institutions, and the former has a library of 13,000 volumes. There is also here a medicinal spring which is much resorted to. At Delaware a branch-line diverges, and runs in 24 miles to **Columbus** (see Route 70). Beyond Delaware several small stations are passed, and in 50 miles the train reaches **Springfield** (*Lagonda House, St. James*), one of the most beautiful cities in Ohio, pleasantly situated at the confluence of the Lagonda Creek and Mad River, both of which furnish excellent water-power, which is utilized in numerous manufactures. It is in the heart of one of the richest and most populous agricultural regions in the Union, and has a large trade in wheat, flour, Indian-corn, and other produce. The city is well laid out and handsomely built, with six large public-school buildings, including a fine edifice for the High School, several costly churches, and many fine residences. The *Springfield Seminary* is a flourishing institution; and *Wittenberg College* (Lutheran), founded in 1845, has 160 students and a library of 6,000 volumes. The *Public Library* contains 4,000 volumes. Springfield has an extensive reputation for the manufacture of agricultural implements, 30,000 mowers and reapers being produced annually. Six lines of railway intersect here. Twenty-four miles beyond Springfield the train reaches **Dayton** (*Beckel House, Phillips*), a beautiful city of 40,000 inhabitants, on the E. bank of the Great Miami River at the mouth of Mad River. It is regularly laid out, with broad, well-shaded streets crossing each other at right angles, and lined with tasteful private residences, surrounded by fine gardens. The public buildings are unusually fine. The * *Old County Court-House*, planned after the model of the Parthenon, is an imposing white-marble edifice, 127 ft. long by 62 ft. wide, with a stone roof and doors of solid iron. The *New County Court-House*, connected with the old by corridors, is 144 x 94 ft., built of limestone. One of the market-houses, 400 ft. long and paved with blocks of limestone, has accommodations for the municipal offices in the second story. There is a large water-power within the city limits, obtained from two hydraulic canals, and Dayton is a place of great industrial activity. It is especially noted for its manufactures of agricultural machinery, steam engines and boilers, railroad-cars, stoves, paper, and hollow-ware, which amount annually to over \$20,000,000,

The public schools are of a high character, and the *Public School Library* contains 20,000 volumes. There are 50 churches, many of them of much architectural beauty. The *Cooper Seminary* is a flourishing institution for the superior instruction of women. The principal charitable institutions are the *County Orphan Asylum*, the *County Almshouse*, and the *Southern Lunatic Asylum of Ohio*. To the tourist the most interesting feature of Dayton is the * *Central National Soldiers' Home*, situated on a picturesque elevation 2 miles from the city, and reached by horse-cars. The Home is an extensive group of fine, large buildings, over 40 in number, including a handsome church, built of native white limestone, and a splendid hospital. The latter is of red brick, with freestone facings and trimmings, and accommodates 300 patients. The principal other buildings are a brick dining-hall, capable of seating 2,250 persons, a fine library, a music-hall, billiard-room, bowling-alley, headquarters building, and several barracks for the men. There are now 4,000 disabled soldiers in the Home. The grounds embrace an area of 640 acres, well shaded with natural forest-trees, and are handsomely laid out, with winding avenues, a deer-park, a beautiful artificial lake, a natural grotto, hot-houses, and flower-beds. Between Dayton and Cincinnati there are no stations requiring mention, but the country *en route* is fertile, populous, and pleasing. **Cincinnati** (see Route 72).

70. New York to Cincinnati via Philadelphia, Pittsburg, and Columbus.

By the "Pan-Handle Route," consisting of the Pennsylvania R. R. to Pittsburg, and the Pittsburg, Cincinnati & St. Louis R. R. from Pittsburg to Cincinnati. Fare, \$18. Through trains, with Pullman palace drawing-room and sleeping cars attached, run through without change of cars in 28 hours. Distances: to Philadelphia, 90 miles; to Harrisburg, 195; to Pittsburg, 444; to Steubenville, 487; to Newark, 604; to Columbus, 637; to Xenia, 692; to Cincinnati, 757.

As far as **Pittsburg** (444 miles) this route is the same as Route 66. Shortly beyond Pittsburg the train enters and crosses that narrow arm of West Virginia (the "Pan-Handle") which is thrust up between Pennsylvania and Ohio, and then crosses the Ohio River into the State of Ohio. The first station of importance in Ohio is **Steubenville** (*U. S. Hotel, Imperial*), a city of 13,000 inhabitants, pleasantly situated on the W. bank of the Ohio River, which is here $\frac{1}{3}$ mile wide. The city is well laid out and substantially built, is surrounded by a rich farming and stock-growing country, and is the center of an important trade. There are also a number of foundries, rolling-mills, machine-shops, flour-mills, etc. Abundance of excellent coal is found in the neighborhood, and there are 8 shafts within the city limits. The * *County Court-House* is the finest in E. Ohio, and there are several very handsome churches and school-buildings. Among the educational institutions are an academy for boys and a noted female seminary, the latter delightfully situated on the bank of the river. The scenery in the vicinity of Steubenville is very attractive. Beyond Steubenville a

number of small towns are passed, of which the principal is *Coshocton* (568 miles), the capital of the county of the same name, picturesquely built on 4 natural terraces rising above the Muskingum River. The Ohio Canal, connecting the Ohio River with Lake Erie, passes through the village and furnishes a good water-power. *Dresden* (582 miles) is another busy village on the Muskingum River, and 22 miles beyond is **Newark** (*Park House, American*), a flourishing city of nearly 10,000 inhabitants, situated on a level plain at the confluence of three branches of the Licking River. It is a handsome place, the streets being wide and regular, and the churches, stores, and private residences well built. The surrounding country is very productive, and in the vicinity are quarries of sandstone, an extensive coal-mine, and several coal-oil factories. The Ohio Canal passes through the city. The next important station after leaving Newark is

Columbus.

Hotels, etc.—The leading hotels are the *Neil House*, cor. High and Capitol Sts.; *Park Hotel*, cor. High and Goodale Sts.; *American House*, cor. High and State Sts.; *St. Charles*, cor. High and Gay Sts.; *U. S. Hotel*, cor. High and Town Sts. These hotels charge from \$2 to \$3a day. *Horse-cars* (fare, 5c.) reach all parts of the city, and there are six bridges across the Scioto River.

Columbus, the capital of Ohio, and one of the largest cities in the State, is situated on the E. bank of the Scioto River, 100 miles N. E. of Cincinnati. It was laid out in 1812, became the seat of the State government in 1816, and was incorporated as a city in 1834, when its population was less than 4,000. The population, according to the census of 1880, was 51,665, and it is now estimated at 53,000. The commercial interests of the city are large, and its manufactures numerous and important; but its growth and wealth are chiefly due to the concentration there of the State institutions, and the liberal expenditure of public money. The streets are very wide, and are regularly laid out in squares. **Broad St.** is 120 ft. wide for a distance of more than 2 miles. It has a double avenue (4 rows) of trees, alternate maple and elm, and is one of the most beautiful streets in the country. The finest residences in the city are on this and *Town St.* The principal business thoroughfare is *High St.*, which is 100 ft. wide, and paved with the asphalt pavement. In the center of the city, occupying the square of 10 acres between High and Third and Broad and State Sts., is ***Capitol Square**, surrounded by majestic elms and beautifully laid out. It is proposed to make it a complete *arboretum* of Ohio trees, of which many varieties are already represented.

The most interesting feature of Columbus to the stranger is its public buildings and institutions, in which it is not excelled by any city in the United States except Washington, and much surpasses most of the Western capitals. The State has concentrated here nearly all the public buildings devoted to its business, benevolence, or justice. The ***Capitol**, which stands in Capitol Square, is one of the largest and finest in the United States. It is constructed of fine gray limestone, resembling marble, in the Doric style of architecture, of which

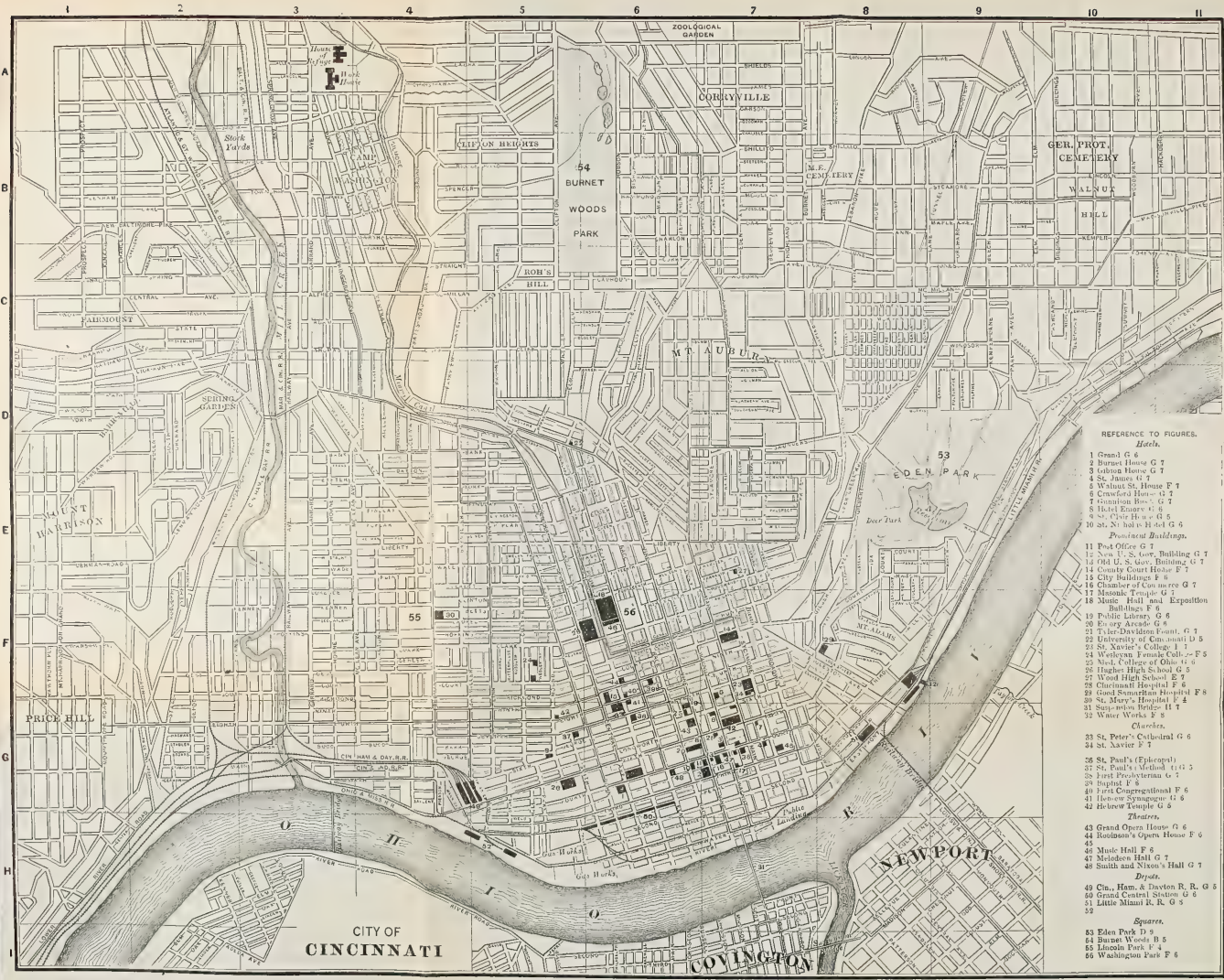
it is a noble specimen. It is 304 ft. long and 184 ft. wide, and is surmounted by a dome 64 ft. in diameter and 157 ft. high. The interior is elegantly finished. The hall of the House of Representatives is 84 ft. long by 72½ ft. wide, and the Senate Chamber is 56 by 72½ ft. There are also rooms for all the State officers, besides 26 committee-rooms. The ***State Penitentiary** is another very striking building. It is of hewn limestone, in the castellated style, and with its yards and shops covers 30 acres of ground on the E. bank of the Scioto, just below the mouth of the Olentangy. The **Central Ohio Lunatic Asylum** has a series of spacious buildings standing amid 300 acres of elevated ground W. of the city. These buildings are in the Franco-Italian style, with a frontage of about 1,200 ft., a depth of 300 ft., a central tower 165 ft. high, and a capacity for 600 patients. The *Idiot Asylum*, a plain Gothic structure, 272 by 198 ft., occupies grounds 123 acres in extent, adjoining those of the Lunatic Asylum. The *Blind Asylum*, in the E. part of the city, on the grounds of the old one, is a stone structure, 340 by 270 ft., in the Gothic style of the Tudor period. The ***Deaf and Dumb Asylum**, centrally located in extensive and handsome grounds on Town St., cor. Washington Av., is built in the Franco-Italian style, with Mansard roof. The building is 400 ft. long and 380 deep, and has numerous towers, the central one of which is 140 ft. high. The ***U. S. Barracks** is located in the midst of spacious and handsome grounds, beautifully wooded, in the N. E. suburb of the city. It comprises, besides an immense central structure, numerous other buildings, used for offices, quarters, storehouses, etc. There is a fine drive to the Barracks, and beautiful drives are laid out through and around the grounds. The State has also a large and well-built Arsenal. The *City Hall*, facing Capitol Square on the S. side of State St., is a handsome Gothic structure, 187½ ft. by 80, with a small central tower 138 ft. high. In the third story is a large audience-chamber, capable of seating 2,830 persons. The *High-School* (on Broad St.) is a fine building, in the simple Norman or church style of architecture. The *Holly Water-Works* occupy a large building near the junction of the Scioto and Olentangy Rivers. The machinery is on a massive scale. The *Odd-Fellows' Hall*, in High St., near Rich St., is a fine specimen of classic Italian, and opposite is *Opera-House Block*, a beautiful specimen of American street architecture, in the florid Italian style. The Opera-House in this block is one of the handsomest in the country. The *Union Depot* is a spacious and handsome structure.

There are about 50 churches in the city, and some are fine examples of the decorative period of Gothic architecture. Most notable among them are *Trinity Church* (Episcopal), cor. Broad and 3d Sts.; *St. Joseph's Cathedral* (Roman Catholic), cor. Broad and 5th St.; the *Second Presbyterian*, cor. Third and Chapel Sts.; and *St. Paul's* (German Lutheran), cor. High and Mound Sts. The latter is surmounted by a graceful spire 216 ft. high, and in the tower is a clock. The *State Library*, in the Capitol, contains over 46,400 volumes. ***Starling Medical College**, cor. State and 6th Sts., is a very noble building in the Norman castellated style. It is of brick trimmed with whitish lime-

stone. *Capital University* (Lutheran) is an unpretentious building in the Italian style, surrounded by beautiful grounds in the E. part of the city. The handsome building of the female seminary of *St. Mary's of the Springs* adjoins the city on the E., and near by is the *Water-Cure*. The *Ohio State University*, endowed with the Congressional land-grant, was opened in 1873. Of the charitable institutions, the *Hare Orphans' Home*, the *Hannah Neil Mission*, and the *Lying-in Hospital* may be mentioned. The *Catholic Asylum* for the reclamation of fallen women is W. of the city, and the Sisters of Mercy have a fine hospital in the city, in the Starling Medical College Building. A convent of the Sisters of the Good Shepherd has been established at West Columbus, a suburban town.

* **Goodale Park**, presented to the city by Dr. Lincoln Goodale, is at the N. end of the city, and comprises about 40 acres of native forest, beautifully improved and well kept. *City Park*, at the S. end of the city, is of about the same size as Goodale Park, and resembles it in many respects. The grounds of the **Franklin County Agricultural Society**, 83 acres in extent, on the E. border of the city, are the finest in the State. In the immediate vicinity are the gardens of the *Columbus Horticultural Society*, occupying 10 acres. **Green Lawn** is the most beautiful of the five cemeteries of Columbus.

Leaving Columbus, the train soon reaches *London* (662 miles), a pretty town, capital of Madison County, and containing a fine Union school-house, and then passes on in 30 miles to **Xenia**, a city of 9,000 inhabitants, with an important trade and extensive manufactures. The streets of the city are well paved and beautifully shaded, and there are many substantial business blocks and costly residences. The chief public buildings are the *Court-House*, one of the finest in the State, in a large and handsome park in the center of the city; the *City Hall*, containing a fine public hall, and the *Jail*. Besides the flourishing public schools, Xenia is the seat of several important educational institutions. *Xenia College* (Methodist) admits both sexes, and has two fine buildings in a large wooded park in the E. part of the city. *Wilberforce University*, established in 1863, for the higher education of colored youth of both sexes, is a short distance outside the city limits, and has a library of 4,000 volumes. The *Theological Seminary* (Presbyterian) dates from 1794, and has a library of 3,500 volumes. The *Ohio Soldiers' and Sailors' Orphans' Home* has about 30 buildings, accommodating 700 inmates, surrounded by very attractive grounds 200 acres in extent. The country between Xenia and Cincinnati is undulating, fertile, and highly cultivated, but presents nothing calling for special mention. *Morrow* (721 miles) is a thriving village at the junction with the Cincinnati & Muskingum Div. of the Pittsburg, Cincinnati & St. Louis R. R., and *Loveland* (734 miles) is at the crossing of the Cincinnati, Washington & Baltimore R. R. (Route 67). *Milford* (743 miles) is a flourishing village on the opposite side of the Little Miami River, and connected with the R. R. station by a bridge. **Cincinnati** (see Route 72).



REFERENCE TO FIGURES.
Buildings.

- 1 Grand G 6
- 2 Bureau House G 7
- 3 Cabana House G 7
- 4 James G 7
- 5 Walnut St. House F 7
- 6 Crawford House G 7
- 7 Robinson House G 7
- 8 Hotel Euclid G 7
- 9 Hotel Euclid G 7
- 10 St. Nicholas Hotel G 6
- Principal Buildings.*
- 11 Post Office G 7
- 12 New U. S. Gov. Building G 7
- 13 Old U. S. Gov. Building G 7
- 14 County Court House F 7
- 15 City Buildings G 6
- 16 Chamber of Commerce G 7
- 17 Masonic Temple G 7
- 18 Music Hall and Exposition Building F 6
- 19 Public Library G 6
- 20 Bank of America G 6
- 21 Tyler Davidson Fountain G 7
- 22 University of Cincinnati D 5
- 23 St. Xavier's College G 7
- 24 Wesleyan Female College F 5
- 25 West. College of Ohio G 7
- 26 Hughes High School G 5
- 27 Wood High School G 5
- 28 Cincinnati Hospital F 6
- 29 Good Samaritan Hospital F 6
- 30 St. Mary's Hospital F 4
- 31 St. Mary's Hospital F 4
- 32 Water Works F 5
- Theaters.*
- 33 St. Peter's Cathedral G 6
- 34 St. Xavier F 7
- 35 St. Paul's (Episcopal)
- 36 St. Paul's (Methodist) G 7
- 37 First Presbyterian G 7
- 38 Baptist F 6
- 39 First Congregational F 6
- 40 Second Congregational F 6
- 41 Hebrew Temple G 6
- Squares.*
- 42 Eden Park D 5
- 43 Burnet Woods D 5
- 44 Lincoln Park F 6
- 45 Washington Park F 6



71. New York to Cincinnati via Erie Railway and Connecting Lines.

By the Erie R. R. and the New York, Pennsylvania & Ohio R. R. Fare, \$16.50. Through trains, with Pullman palace drawing-room and sleeping cars attached, run through on this route without change of cars in about 35 hours. (The Erie R. R. also sells through tickets to Cincinnati *via* Buffalo and Cleveland, as explained at the head of Route 69.) Distances: to Port Jervis, 88 miles; to Susquehanna, 193; toinghamton, 214; to Elmira, 273; to Hornellsville, 331; to Salamanca, 413; to Meadville, 515; to Akron, 615; to Mansfield, 682; to Marion, 717; to Urbana, 766; to Springfield, 781; to Dayton, 801; to Hamilton, 836; to Cincinnati, 861.

As far as Mansfield (682 miles) this route is described in Route 65. **Mansfield** (see the same) is at the junction of the present route with Routes 65, 66, and 67. From Mansfield to Dayton the New York, Pennsylvania & Ohio R. R. closely follows the line of the Cleveland, Columbus, Cin. & Ind. R. R. (Route 69), touching the same places at frequent intervals. *Galion* (697 miles) is a station on both roads, and *Marion* (717 miles) is a prosperous village at the crossing of the Indianapolis Div. of the C. C. C. & I. R. R. **Urbana** (766 miles) is a handsomely built city of 7,000 inhabitants, capital of Champaign County. The trade with the fertile surrounding country is large, and there are several important manufactories, of which the chief is the U. S. Rolling-Stock Co., which employs 500 hands. *Urbana University* (Swedenborgian) was founded in 1851, and has a library of 5,000 volumes. The High School building cost \$90,000, and accommodates 400 pupils. There is also a free public library. **Springfield** (781 miles) has already been described in Route 69, and **Dayton** (801 miles) in the same. At Dayton the train passes on to the track of the Cincinnati, Hamilton & Dayton R. R., and soon reaches **Hamilton** (*Phillips House, Straub House*), a city of 12,000 inhabitants, situated on both sides of the Miami River and on the Miami Canal. Hamilton is surrounded by a rich and populous district, and is extensively engaged in manufactures, of which the most important are machinery, agricultural implements, paper, woolen goods, flour, carriages and wagons, boots and shoes, etc. Abundant water-power is supplied by a hydraulic canal, which gives a fall of 28 ft. There are a number of handsome churches and school-buildings in Hamilton, and the free Public Library contains 2,000 volumes. **Cincinnati** (see below).

72. Cincinnati.

Hotels.—The *Grand Hotel* is a handsome structure, cor. 4th St. and Central Ave. The *Burnet House*, cor. 3d and Vine Sts., has been for more than a quarter of a century the principal hotel of Cincinnati. The *Gibson House*, at the cor. of 4th and Walnut Sts., is large and centrally located. Rates at these hotels are from \$2.50 to \$4 a day. Other good hotels are the *St. James*, in E. 4th St. between Main and Sycamore; *Walnut Street House*, in Walnut between 6th and 7th Sts.; *Crawford House*, cor. 6th and Walnut Sts.; *Gunnison's Block*, in 5th St. between Main and Sycamore; the *Palace Hotel*, cor. of Vine and 6th Sts.; and the *Galt House*, cor. 6th and Main Sts. Rates at the latter-named houses are from \$2 to \$2.50 a day. Good hotels on the European plan are the *St. Nicholas*, cor. 4th and Race Sts., *Keppler's Hotel* in 4th St. between

Plum St. and Central Ave., and the *St. Clair*, cor. of 6th and Mound Sts. (rooms \$1 to \$3 a day). The *Hotel Emery*, in the Arcade, is a first-class house, conducted on both the American and European plans.

Restaurants.—The best restaurants for ladies and gentlemen are the *St. Nicholas*, cor. 4th and Race Sts.; *Keppler's*, in 4th St. between Plum St. and Central Ave.; the *Vienna Bakery*, cor. 7th and Race Sts.; *Brock's*, in Mound St. near 6th; *Hunt's*, in Vine St. near 4th; *Hotel Emery*, in the Arcade; and the *Ortiz*, cor. 4th and Sycamore Sts. At the head of each of the four inclined planes leading to the tops of the hills surrounding the city is an extensive beer-garden.

Modes of Conveyance.—*Horse-cars* (fare, 5c.) run to all parts of the city and suburbs, and to Covington and Newport, Ky. *Omnibuses* run from all the depots and steamboat-landings to the hotels (fare, 50c.). *Hacks* are in waiting at the depots, steamboat-landings, and at various other points in the city. Their legal rates are: For 1 or 2 persons to any point within the city, \$1; 3 or more persons, 50c. each; large baggage, extra; by the hour, \$2 for the first hour and \$1.50 for each additional hour. These rates are seldom observed, however, and, to avoid imposition, a bargain should be made with the driver before starting. *Ferries* to Covington from foot of Central Ave.; to Newport from foot of Lawrence St.; to Ludlow from foot of 5th St.

Railroad Depots.—The depot of the *Cincinnati, Hamilton & Dayton R. R.* is a spacious and ornate structure at the cor. of 5th and Hoadley Sts. The *Grand Central Station* is cor. 3d and Central Aves. Here arrive and depart the trains of the Ohio and Mississippi R. R., and the Cincinnati Southern R. R. The *Little Miami R. R. Depot* is cor. Butler and Front Sts. The *Kentucky Central Depot* is in Covington.

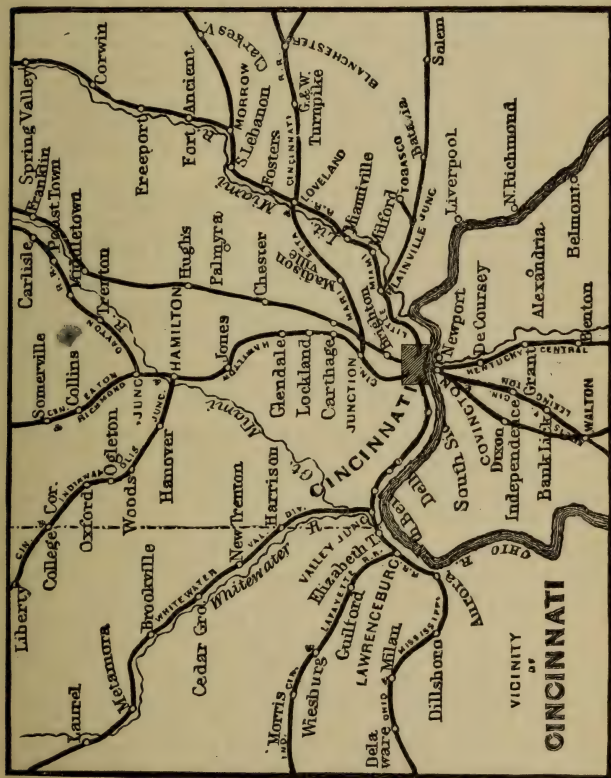
Theatres and Amusements.—Cincinnati is amply supplied with places of amusement, some of them very imposing structures, though the finest of them, *Pike's Opera-House*, a splendid building of gray sandstone in the Elizabethan style, has been transformed into the Chamber of Commerce. The *Grand Opera-House*, cor. Vine and Longworth Sts., is the old Mozart Hall, remodeled and fitted up as a regular theatre. It will seat 2,000 persons. *Have-lin's Theatre*, on Central Ave. between 4th and 5th Sts., seats about 1,200. At *Robinson's Opera-House*, cor. 9th and Plum Sts., German opera and drama are given, varied by an occasional concert. *Heuck's New Opera-House*, on Vine between 12th and 13th Sts. ("over the Rhine"), has a seating capacity for over 2,000 people. The new *Springer Music Hall*, in Elm St., is one of the finest in America, and contains one of the largest organs in the world. *Smith and Nixon's Hall* (rebuilt), on W. 4th St. between Main and Walnut Sts., has a seating capacity for 2,000 persons. Concerts and lectures are given at *Melodeon Hall*, cor. 4th and Walnut Sts.; at *College Hall*, in College Building, in Walnut St., near 4th; and at *Greenwood Hall*, in the Mechanics' Institute, cor. 6th and Vine Sts. The large German Halls "over the Rhine" are noticed further on. The *Gymnasium*, in 4th St. between Race and Vine, is one of the most perfect in the country (open from 8 A. M. to 10 P. M.). The *Floating Bath* is moored at the foot of Broadway (single bath, 15c.). A favorite place of resort outside of the city is the *Zoölogical Gardens*, which are located N. of the city near Avondale. The buildings are substantial and the grounds beautifully laid out, and the collection of birds and animals is one of the best in the country. Admission, 25c. Reached by either Main St. or Elm St. cars *via* Inclined Planes.

Reading-Rooms.—In the leading hotels are reading-rooms for the use of guests, well supplied with newspapers, etc. The *Public Library*, in Vine St., between 6th and 7th, contains 131,779 volumes, and a well-supplied reading-room (open from 8 A. M. to 10 P. M.). The *Young Men's Mercantile Library* is in the 2d story of the College Building, in Walnut St. between 4th and 5th, and contains 50,000 volumes. The library of the *Philosophical and Historical Society* is also in the College Building, and numbers 7,750 bound volumes and 35,000 pamphlets. The *Law Library*, in the Court-House, has 7,600 volumes. The *Mechanics' Institute Library*, cor. 6th and Vine Sts., has 16,000 volumes, and a reading-room.

Clubs.—The *Queen City Club*, organized in 1874, has a commodious and handsome building at the cor. of 7th and Elm Sts. The *Phoenix Club* has a fine building richly furnished at the cor. of Central Ave. and Court St. The *Allemania Club* also has a fine building at the cor. of 4th St. and Central Ave.,

with billiard-rooms, ball-rooms, supper-rooms, etc. The *Eureka Club* has a new and elegant building at the cor. of Walnut and 9th Sts. The *Cuvier Club* has rooms at 32 and 34 Longworth St. Introduction by a member secures the privileges of any of these clubs.

Post-Office.—The general Post-Office is at the cor. of 4th and Vine Sts., and is open from 6 A. M. to 10 P. M. There are also sub-stations in different parts of the city, and letters may be mailed in the numerous lamp-post boxes.



CINCINNATI, the chief city of Ohio, is situated on the N. bank of the Ohio River, in lat. $39^{\circ} 6' N.$ and lon. $84^{\circ} 27' W.$ It has a frontage of 10 miles on the river, and extends back about 3 miles, occupying half of a valley bisected by the river, on the opposite side of which are the

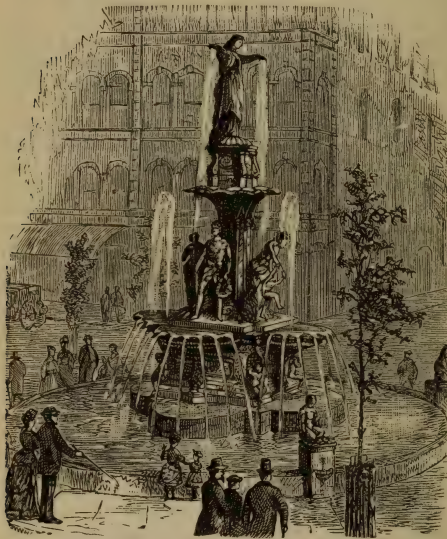
cities of Covington and Newport, Ky. It is surrounded by hills from 400 to 465 ft. in height, forming one of the most beautiful amphitheatres on the continent, from whose hilltops may be seen the splendid panorama of the cities below, and the winding Ohio. Cincinnati is principally built upon two terraces, the first 60 and the second 112 ft. above the river. The latter has been graded to an easy slope, terminating at the base of the hills. The streets are laid out with great regularity, crossing each other at right angles, are broad and well paved, and for the most part beautifully shaded. The business portion of the city is compactly built, a fine drab freestone being the material chiefly used. The outer highland belt of the city is beautified by costly residences which stand in the midst of extensive and neatly adorned grounds. Here the favorite building material is blue limestone. The names of the suburbs on the hilltops are Clifton, Avondale, Mt. Auburn, Price's Hill, and Walnut Hills.

Cincinnati was settled in 1788, but for a number of years a continual series of difficulties with the Indians retarded the progress of the town. In 1800 it had grown to 750 inhabitants, and in 1814 it was incorporated as a city. About 1830 the Miami Canal was built, and during the next 10 years the population increased 85 per cent. In 1840 the Little Miami, the first of the many railroads now centering at Cincinnati, was finished, and in 1850 the population had increased to 115,436. In 1890 it was 161,044; in 1870, 216,239; and in 1880, 255,708. The central position of Cincinnati in relation to producing regions and to leading channels of commerce has rendered it one of the most important commercial centers of the West; but manufactures constitute its chief interest. In 1881 there were 5,518 manufacturing establishments, whose products were valued at \$194,572,536. Iron, furniture, boots and shoes, beer and whisky, machinery and steamboats, are leading items in the product; but pork-packing is one of the principal industries. In this branch Cincinnati ranks next to Chicago, 384,878 hogs having been packed in 1882-'83.

There is no one among the streets of Cincinnati which has the same pre-eminence over the others as Broadway in New York, or even as Chestnut St. in Philadelphia. Of the business streets, *Pearl St.*, which contains nearly all the wholesale boot and shoe and dry-goods houses, is noted for its splendid row of lofty, uniform stone fronts between Vine and Race Sts. *Third St.*, between Main and Vine, contains the banking, brokerage, and insurance offices. **Fourth St.** is the fashionable promenade and most select retail-business street, and is lined with handsome buildings. In *Pike St.*, in *4th St.* from Pike to Broadway, and in *Broadway* between 3d and 5th Sts., are the finest residences of the "East End"; in *4th St.*, W. of Smith, in *Dayton St.*, and in *Court St.*, between Freeman and Baymiller Sts., those of the "West End." The portion of *Freeman St.* lying along the Lincoln Park is a favorite promenade. *Pike St.*, from 3d to 5th, along the old Longworth homestead, is known as the "Lover's Walk." Along Front St., at the foot of Main, lies the *Public Landing*, an open area, paved with bowlders, 1,000 ft. long and 425 feet wide. There are many beautiful drives in the vicinity of Cincinnati. One of the most attractive is that from the Brighton House, cor. Central Ave. and Freeman St., to Spring Grove Cemetery, and thence around Clinton and Avondale, returning to the city by way of Mount Auburn. This drive affords fine views of the city and surrounding country.

Of the public buildings, the finest in the city is the new ***U. S. Government Building** occupying the square bounded by Main and Walnut and 5th and 6th Sts., designed to accommodate the Custom-House, Post-Office, and U. S. Courts. It is of granite, in the Renaissance style, 354 ft. long by 164 ft. deep, and 6 stories high. The old U. S. Government building, at the cor. of 4th and Vine Sts., is a handsome freestone edifice in the Roman-Corinthian style, with a classic portico on 4th St. supported by 6 columns. The ***County Court-House** is a large and imposing structure of Dayton stone, in the Roman-Corinthian style, in Main St., near Court St. The front has a porch with 6 Corinthian columns. With the *County Jail* in its rear, it occupies an entire square. The *City Buildings* occupy the entire square on Plum St., between 8th and 9th. They are large and handsome, and are set off by a trim little park, with a fountain in the center. The *Chamber of Commerce* is in 4th St., between Vine and Walnut (Pike's Building), but will shortly remove to the site of the present Post-Office, cor. 4th and Vine. Open every business-day from 11 A. M. to 1 P. M. The rooms of the *Board of Trade* are in Carlisle's magnificent building, No. 55 W. 4th St. The ***Masonic Temple**, cor. 3d and Walnut Sts., is an imposing freestone structure in the Byzantine style, 195 by 100 ft., with 2 towers 140 ft. and a spire 180 ft. high. The interior is elaborately ornamented. Visitors admitted at 10 A. M. daily. *Odd Fellows' Hall* is a spacious and handsomely furnished building, cor. 4th and Home Sts. Fine blocks of commercial buildings may be found in Pearl, Third, Fourth, Main, Walnut, and Vine Sts. The *Music Hall* and *Exposition Buildings*, in Elm St., fronting Washington Park, cover 3½ acres, and have 7 acres' space for exhibiting. The Exposition opens annually during the first week in September, and closes the first week in October, and is always largely attended (admission, 25c.; children, 15c.). Adjoining the Exposition Buildings is the new ***Springer Music Hall**, a beautiful building in the modified Gothic style, 178 ft. wide, 293 ft. deep, and 150 ft. high from the sidewalk to the pinnacles of the front gable. The auditorium seats 5,000 persons, the interior decorations are extremely rich, and the great organ is one of the largest in the world, having more pipes, but fewer speaking stops, than the famous Boston Music Hall organ. The carving on the case of the organ is worth attention. Adjoining is the *College of Music*, which has a corps of 26 professors, and an average of 400 students. *Pike's Building*, in 4th St., between Vine and Walnut, is a very imposing structure. It is of sandstone, in the Elizabethan style, and the interior is elaborately painted and frescoed. The *Public Library* building, in Vine St., between 6th and 7th, is one of the finest and largest in the city. It is of stone and brick, in the Romanesque style, is fire-proof, and will afford shelf-room for 300,000 volumes. The library now contains 136,878 volumes, 15,253 pamphlets, and a well-supplied reading-room (open from 8 A. M. to 9 P. M.). The ***Emery Arcade**, said to be the largest in the world, extends from Vine to Race St., between 4th and 5th. The roof is of glass; it is well protected from the weather, and in it are shops of various kinds, and the Hotel Emery.

The Cincinnati Museum Association exhibits paintings, sculpture, *bric-à-brac*, at their temporary rooms in Music Hall, pending the completion of a permanent museum building, which is planned on a noble scale. It is open from 10 A. M. to 4 P. M. daily; admission, 25c. The most notable work of art in the city is the **** Tyler-Davidson Fountain**, in 5th St., between Vine and Walnut. It stands on a freestone esplanade, 400 ft. long and 60 ft. wide. In the center of a porphyry-rimmed basin 40 ft. in diameter is the quatrefoil Saxon porphyry base supporting the bronze-work, whose base is 12 ft. square and 6 ft. high, with infant fig-



Tyler-Davidson Fountain.

ures at each corner representing the delights of children in water. Bas-relief figures around the base represent the various uses of water to mankind. From the upper part of the bronze base extend four great basins, and from the center rises a column, up whose sides vines ascend and branch at the top in palm-like frondage. Around this column are groups of statuary; and on its summit stands a gigantic female figure, with outstretched arms, the water raining down in fine spray from her fingers. The

work was cast in Munich, and cost nearly \$200,000. It plays during warm days from morning till midnight.

The finest church edifice in the city is *** St. Peter's Cathedral** (Roman Catholic), in Plum St., between 7th and 8th. It is of Dayton limestone, in pure Grecian style, 200 by 80 ft., with a stone spire 224 ft. high, and a portico supported by 10 sandstone columns. The altar, of Carrara marble, was made in Genoa; and the altar-piece, "St. Peter Delivered," by Murillo, is one of the chief glories of art in America. *St. Xavier Church* (Roman Catholic), in Sycamore St., between 6th and 7th, is a fine specimen of the pointed Gothic style, with a spire 350 ft. high.

St. Paul's (Episcopal), cor. 7th and Plum Sts., is of stone and stuccoed brick, in the Norman style, notable for its square towers, rough ashlar gable, and deep and lofty Norman door, and has fine music. ***St. Paul's** (Methodist), cor. 7th and Smith Sts., of blue limestone, in cruciform style, has a fine interior, and a spire 200 ft. high. The *First Presbyterian*, in 4th St., between Main and Walnut, is noted for its huge tower surmounted by a spire 270 ft. high, terminating in a gilded hand, the finger pointing upward. The *Baptist Church*, in 9th St., between Vine and Race, is a handsome building with massive clock-tower. The *First Congregational*, cor. Plum and 8th Sts., is surmounted by a dome and lighted from the roof. Some of the German churches "over the Rhine" are very large, and the music excellent. The ***Hebrew Synagogue**, in Plum St., opposite the Cathedral, is of brick, profusely ornamented with stone in the Moorish style, and has one of the most brilliant interiors in the city. The *Hebrew Temple*, cor. 8th and Mound Sts., is in the Gothic style, with double spires, and the interior is gorgeously frescoed.

The educational and charitable institutions of Cincinnati are numerous and important. The ***University of Cincinnati**, founded and endowed by the late Charles McMicken, has an imposing building at the cor. of Hamilton Road and Elm St. Connected with the University are the *School of Design* and the *Law School*, both of which are in the College Building, in Walnut St., between 4th and 5th. ***St. Xavier's College** (Jesuit), cor. Sycamore and 7th Sts., is a splendid building in the Romanesque style, of brick, profusely ornamented with stone. The college possesses a library of 14,000 volumes, valuable chemical and philosophical apparatus, a museum, and a large mineralogical and geological collection. The *Cincinnati Wesleyan College* is a prosperous institution, with a spacious and handsome building in Wesley Ave., between Court and Clark Sts. The *Seminary of Mount St. Mary's* (now temporarily closed) is a famous Roman Catholic college, beautifully situated on Western Hills, which command extensive views. *Lane Theological Seminary* (Presbyterian) is situated on E. Walnut Hills, and possesses a library of 15,000 volumes. The *Medical College of Ohio* is one of the most famous in the West, and has a very fine building in 6th St., between Vine and Race. The *Miami Medical College*, in 12th St., near the Hospital, is another famous institution. The *Chickering Classical and Scientific Institute*, in George St., between Smith and John, is the largest private school for boys in the West. The *Hughes High School*, in 5th St., at the head of the Mound, is an imposing edifice in the Gothic style, with octagon towers at the corners. The *Woodward High School* is an ornate building in Franklin St., between Sycamore and Broadway. The *Mechanics' Institute* is a commodious building, cor. 6th and Vine Sts., containing a library of 6,500 volumes and a reading-room.

In 12th St., between Central Ave. and Plum St., occupying a square of 4 acres, stands the ***Cincinnati Hospital**, said to be the largest and best-appointed institution of its kind in the country. It consists of eight distinct buildings arranged *en échelon* round a central court, and connected by corridors. The central building, through which is the

main entrance, is surmounted by a dome and spire 110 ft. high. The *Good Samaritan Hospital* is a fine, large, red-brick building, situated on a grassy hill at the cor. of 6th and Locke Sts. *St. Mary's Hospital*, cor. Baymiller and Betts Sts., is also a fine and spacious building. The * **Longview Asylum for the Insane**, at Carthage, 10 miles N. of the city, is of brick, in the Italian style, 612 ft. long and 3 and 4 stories high. Its grounds are laid out in beautiful lawns, walks, and parks, with greenhouses. There are no bars to the windows, and everything prison-like is avoided. The *House of Refuge* is situated in Mill Creek Valley, 1 mile N. of the city limits. The buildings are of blue limestone trimmed with white Dayton stone, and are surrounded by 6 acres of ground. The *City Workhouse* is near the House of Refuge. The main building is 510 ft. long, and is one of the most imposing edifices about the city. The *Cincinnati Orphan Asylum* is a spacious brick edifice at Mount Auburn, comprising ample grounds which command extensive views.

The chief public park of Cincinnati is * **Eden Park**, situated on a hill in the E. district, and commanding magnificent views of the city, the valley of the Ohio, and the surrounding country. It contains 216 acres, beautifully laid out and adorned; and in it are the two new city reservoirs, which look like natural lakes. *Burnet Woods*, on a hill N. of the city, contains 170 acres, nearly all forest. *Lincoln Park*, in Freeman St., between Betts and Hopkins, contains only 18 acres, but is admirably adorned and finely shaded. *Washington Park*, one of the oldest pleasure-grounds in the city, formerly a cemetery, is situated in 12th St., between Race and Elm Sts. It comprises 10 acres. *Hopkins's Park* is a small lawn with shrubbery, on Mount Auburn, N. of the city. * **Spring Grove Cemetery**, one of the most beautiful in the West, lies 5 miles N. W. of the city, in the valley of Mill Creek, and is approached by an attractive avenue 100 ft. wide. It contains 600 acres, well wooded and picturesquely laid out, and many fine monuments. The entrance-buildings are in the Norman-Gothic style, and cost \$50,000. The chief attractions are the Dexter mausoleum, representing a Gothic chapel, and a * bronze statue of a soldier, cast in Munich, erected in 1864 to the memory of the Ohio volunteers who died during the war.

More than a third of the residents of Cincinnati are Germans or of German parentage. They occupy the large section of the city N. of the Miami Canal, which they have named "the Rhine." The visitor finds himself in an entirely different country "over the Rhine," for he hears no language but German, and all the signs and placards are in German. The business, dwellings, theatres, halls, churches, and especially the beer-gardens, all remind the European tourist of Germany. Strangers should visit the Great Arbeiter and Turner Halls, in Walnut St., Heuck's Opera House, cor. Vine and 13th Sts., and some one of the vast beer-cellars, which can be found almost anywhere "over the Rhine." The * **Suspension-Bridge** over the Ohio, connecting the city with Covington, Ky., is the pride of Cincinnati. From tower to tower it is 1,057 ft. long; the entire length is 2,252 ft., and its height over the water 100 ft. There is another handsome suspension-bridge over the

Licking River, connecting the cities of Covington and Newport. By taking the horse-cars at Front St., in an hour's ride one may cross both these bridges, and return to the starting-point, having been in two States and three cities, and having crossed two navigable rivers. There are also two pier railroad-bridges across the Ohio at Cincinnati. The *Water-Works*, in E. Front St., near the Little Miami Depot, are well worth a visit. There are 4 pumping-engines with a capacity of 30,000,000 gallons a day. Well worth visiting are the *United Railroads Stock Yards*, comprising 50 acres on Spring Grove Ave., built at a cost of \$750,000, and with accommodations for 25,000 hogs, 20,000 sheep, and 5,000 cattle. There are 4 *Inclined Planes*, leading from the terrace on which the business portion of the city is built to the top of the surrounding hills. At the head of each is an extensive beer-garden, viz., Mt. Adams, Highland House; Mt. Auburn, Lookout House; head of Elm St., Bellevue House; and Price Hill. No one should miss the views from Price Hill and from the *Lookout House, Mt. Auburn (reached by horse-cars from cor. Main and 5th Sts.).

73. Cincinnati to Louisville.

Besides the routes described below, Louisville may be reached from Cincinnati by steamer on the Ohio River. There are two or three steamers daily, and in summer the trip is a very pleasant one. The scenery along the river is both varied and attractive (see Route 126).

a. *Via Cincinnati, Louisville & New Orleans Div. of the Louisville & Nashville R. R.* Distance, 110 miles.

LEAVING Cincinnati by this route, the train at once crosses the Ohio River on a long and lofty pier-bridge to **Newport**, a very handsome city of Kentucky, with a population of 20,433. It is built on an elevated plain commanding a fine view, and is ornamented and made attractive by numerous shade-trees. In the city and its suburbs are a large number of fine residences, and the schools are noted for their excellence. As already mentioned in the description of Cincinnati, a graceful suspension-bridge across the Licking River connects Newport with **Covington**, which in turn is connected with Cincinnati by the famous suspension-bridge across the Ohio. Covington is a city of 29,720 inhabitants, the largest in Kentucky after Louisville, but is substantially a suburb of Cincinnati, whose business-men have here many costly residences. It is built upon a beautiful plain several miles in extent, and includes within its corporate limits over 1,350 acres. The combined *Court-House* and *City Hall* is a handsome edifice; and the *U. S. Post-Office* and Court building cost \$150,000. There is a public library with 5,000 volumes, and several flourishing educational institutions. The *Hospital of St. Elizabeth* (Roman Catholic) occupies a commodious building, with ample grounds adorned with shrubbery, in the center of the city, and has a foundling asylum connected with it. Beyond Newport, the Louisville train crosses the Licking River, passes in rear of Covington, and traverses a rich but uninteresting agricultural region. The stations passed are small. From

Walton (21 miles) stages run to Williamstown, and at *Lagrange* (83 miles) a branch road diverges to Frankfort and Lexington.

b. Via Ohio & Mississippi R. R. Distance, 127 miles.

As far as *N. Vernon* (73 miles) this route is described in Route 75. From *N. Vernon* the road runs W. through one of the most productive and populous sections of southern Indiana, which, however, offers little to attract the eye of the traveler. Thence the Louisville Div. runs due S. The numerous stations *en route* are mostly small villages, none of which require special mention. At *Jeffersonville* (126 miles) the train crosses the Ohio River on a magnificent bridge, which is described in connection with Louisville. In addition to the routes from New York *via Cincinnati*, Louisville may also be reached *via Washington*. From the latter-named point the Virginia Midland R. R. connects at *Gordonville, Va.*, with the great trunk-line of the Chesapeake & Ohio R. R. (see Route 124), which runs through without change of cars to Louisville and Memphis.

74. Louisville.

Hotels.—The *Gall House*, a massive stone structure in the English style, has long been celebrated as one of the best hotels in the United States. The *Louisville Hotel*, in Main St., between 6th and 7th, *Alexander's*, in Jefferson between 5th and 6th Sts., and the *Fifth Avenue Hotel*, between Jefferson and Walnut, are well-kept houses. Prices are from \$3 to \$5 per day.

Modes of Conveyance.—The horse-car system is excellent, affording easy access to all parts of the city (fare, 5c.). Carriages are in waiting at the depots and steamboat-landings, and in the vicinity of the hotels. Their charges are regulated by law, and are as follow: per hour, \$2 for the first hour, and \$1 for each subsequent hour; from depots and steamboat-landings, 50c. for each person. There are two *ferries*, one to Jeffersonville from the foot of First St., and one to New Albany from Portland (foot of Ferry St.).

Railroad Depots.—The depot of the *Louisville, Cincinnati & Lexington R. R.* is on the river, bet. 1st and 2d Sts.; that of the *Louisville, Nashville & Great Southern R. R.*, on Maple St., cor. 10th; the *Louisville, Paducah & Southwestern R. R.*, the *Jeffersonville, Madison & Indianapolis R. R.*, the *Ohio & Mississippi R. R.*, and the *Louisville, New Albany & Chicago R. R.*, cor. Main and 14th St.; the *Louisville, Harrod's Creek & Westport R. R.* (narrow gauge), on First St., near the river.

Theatres and Amusements.—*Macauley's Theatre*, in Walnut St., near 4th, is the most fashionable place of amusement, and is fitted up in handsome style. *Opera-House*, 4th St., between Green and Walnut, *Liederkrantz Hall*, Market St., near 2d, and *Masonic Temple*, cor. Jefferson and 4th Sts., are tasteful and commodious buildings. *Central* and *Floral Parks*, in the S. part of the city (reached by the 4th St. and 6th St. cars), are noted places of summer resort.

Reading-Rooms.—In the leading hotels are reading-rooms, provided with newspapers, etc., for the use of guests. The *Public Library*, on 4th Ave. bet. Green and Walnut Sts., has 30,000 volumes, a natural-history museum with 100,000 specimens, and a reading-room (open from 9 A. M. to 10 P. M.). The *Louisville Library Association*, cor. 5th and Walnut Sts., has a library of 7,000 volumes and a well-supplied reading-room.

Post-Office.—The Post-Office is at the cor. of Green and Third Sts. It is open on secular days from 7 A. M. to 6 P. M.; on Sundays, from 9 to 10 A. M. Letters may also be mailed in the lamp-post boxes, whence they are collected several times a day.

LOUISVILLE, the chief city of Kentucky, and one of the most important in the country, is situated at the Falls of the Ohio, where Beargrass

Creek enters that river. Its site is one of peculiar excellence. The hills which line the river through the greater part of its course recede just above the city, and do not approach it again for more than 20 miles, leaving an almost level plain about 6 miles wide, and elevated about 70 ft. above low-water mark. The Falls, which are quite picturesque, may be seen from the town. In high stages of the water they disappear almost entirely, and steamboats pass over them; but, when the water is low, the whole width of the river has the appearance of a great many broken cascades of foam making their way over the rapids. To obviate the obstruction to navigation caused by the Falls, a canal, $2\frac{1}{2}$ miles long, has been cut around them to a place called Shippingport. It was a work of vast labor, being for the greater part of its course cut through the solid rock, and cost nearly \$1,000,000. The city extends about 3 miles along the river and about 4 miles inland, embracing an area of 13 square miles.

The first settlement of Louisville was made by 13 families, who accompanied Colonel George Rogers Clarke on his expedition down the Ohio in 1778. The town was established in 1780, and called Louisville, in honor of Louis XVI of France, whose troops were then aiding the Americans in their struggle for independence. It was incorporated as a city in 1828, when its population was about 10,000. In 1860 the population had increased to 68,033; in 1870, to 100,753; and in 1880, to 123,645. The trade of Louisville is immense. It is one of the largest leaf-tobacco markets in the world, the sales of this one article amounting to over \$5,000,000 annually. The trade in provisions aggregates from \$11,000,000 to \$15,000,000 annually; and the city is rapidly becoming one of the most important markets for live-stock in the country. Pork-packing is extensively carried on, and the sugar-curing of hams is a special feature of the business. The annual product of iron foots up \$5,000,000. Louisville is the great distributing market for the fine whiskies made by the Kentucky distilleries. The manufacture of beer has also become a very important interest. Leather, cement, agricultural implements, furniture, and iron pipes for water and gas mains, are the other leading manufactures.

The city is regularly laid out, with wide, well-paved streets, and large squares, which are bisected each way by paved alleys 20 ft. wide. The beauty of the residences is a notable feature of the city; most of them are set back from the street, leaving lawns in front, which are planted with flowers and shrubbery, and the streets are lined with shade-trees. The business portion is compactly built, and contains many fine edifices. *Main, Market, Jefferson, and Fourth*, are the principal streets in this section.

The public buildings of Louisville are not fine architecturally, but are of a solid and substantial character. The ***Court-House**, in Jefferson St., between 5th and 6th, is a large granite structure, with Doric portico and columns, and cost over \$1,000,000. The ***City Hall** is the most ambitious edifice in the city, and is much admired. It is of stone, in the Composite style, with a square clock-tower at one corner, and cost \$500,000. The Council-room is very fine. The *Custom-House*, which also contains the *Post-Office*, is a plain but substantial building at the corner of Green and 3d Sts. The *Masonic Temple*, cor. 4th and Green Sts., is a handsome structure, with tasteful interior decorations. The *Industrial Exposition Building*, located in 4th St., between Walnut and Chestnut, has been sold to the U. S. Government,

which proposes to build a new Post-Office and Court-House on the site. The Board of Trade has a commodious building cor. 3d and Main Sts. The new * building of the *Courier-Journal*, cor. 4th and Green Sts., is the handsomest in the city, and is one of the most completely appointed newspaper offices in America.

Of the numerous church edifices which adorn the city, the most noteworthy are the *Cathedral* (Roman Catholic), on 5th St., near Wal-



Louisville City Hall.

nut; *Christ Church* (Episcopal), on 2d St., between Green and Walnut; the *Second Presbyterian*, cor. Broadway and 2d; *College Street Presbyterian*, cor. College and 2d; the *Church of the Messiah* (Unitarian), cor. 4th and York; the *Temple Adas Israel*, cor. Broadway and 6th; and *Broadway Church* (Baptist), Broadway, between Brook and Floyd. These are all fine edifices, of imposing appearance, and exhibiting much architectural beauty.

The * **Public Library** occupies a commodious edifice on 4th Ave.

between Green and Walnut Sts. The library numbers 30,000 volumes, and connected with it is a museum and natural-history department, with 100,000 specimens. The celebrated Troost collection of minerals, one of the largest in the United States, is included in it. Louisville being the center of one of the finest fossiliferous regions in the world, there are numerous private collections, containing many excellent specimens elsewhere rare. The *University of Louisville*, containing law and medical departments, is a flourishing institution, and has one of the finest buildings in the city, at the corner of 9th and Chestnut Sts. The *Kentucky School of Medicine* and *Hospital College of Medicine* are prosperous institutions of learning. The two *High Schools* (male and female) are large and handsome brick structures. The *Colored Normal School*, dedicated in 1873, is probably the finest public-school edifice designed for the instruction of negroes in the country.

The ***State Blind School**, on the Lexington Turnpike, E. of the city, is a massive and imposing structure, one of the finest of its kind in the Southwest. In the same building is the *American Printing-House for the Blind*, established in 1858 and endowed by Act of Congress in 1879 with \$250,000, the interest of which is to be used in manufacturing embossed books and apparatus for all the schools for the blind in the United States. The *Alms-house* is a large building in the midst of ample grounds near the W. limits of the city (reached by Park St.). The *City Hospital* is a plain but spacious edifice in Preston St., between Madison and Chestnut. Other important charitable institutions are the *House of Refuge for Boys*, the *House of Refuge for Girls*, the *Eruptive Hospital*, and the *St. Vincent Orphan Asylum* (Roman Catholic), in Jefferson St., near Wenzell.

Strangers should visit ***Cave Hill Cemetery**. The monument of George D. Prentice, the poet, journalist, and politician, consists of a Grecian canopy, of marble, resting on four columns, with an urn in the center, and on the top a lyre. The cemetery is situated just E. of the city limits, contains other noteworthy monuments, and has appropriately ornamented and carefully preserved grounds. *Silver Creek*, 4 miles below the city, on the Indiana side, is a beautiful, rocky stream, and a favorite fishing and picnic place for the citizens. *Harrod's Creek*, 8 miles up the Ohio, *Riverside*, *Smyser's*, and the *Water-Works Grounds* afford pleasant excursions. The *Lexington* and *Bardstown* turnpikes afford enjoyable drives through a picturesque and well-cultivated country. *Jeffersonville*, a flourishing town on the Indiana shore, opposite Louisville, and connected with it by ferry and bridge, is situated on an elevation from which a fine view of Louisville may be obtained. The great railroad-bridge across the Ohio at this point is 5,219 ft. long, divided into 25 spans, supported by 24 stone piers, and cost \$2,016,819. **New Albany**, opposite the W. end of Louisville, is a finely-situated and handsomely-built city of 16,422 inhabitants, with wide and delightfully-shaded streets, fine churches and public buildings, and handsome private residences. "From the hills back of New Albany," says Mr. Edward King, "one may look down on the huge extent of Louisville, half hidden beneath the foliage which surrounds so many of its houses ;

can note the steamers slowly winding about the bends in the Ohio, or carefully working their way up to the broad levees, can see the trains crawling like serpents over the high suspended bridge, and the church spires and towers gleaming under the mellow sunlight."

75. Cincinnati to St. Louis.

By the Ohio & Mississippi R. R. Through trains from Baltimore to St. Louis *via* Baltimore & Ohio R. R. (Route 67) run on this line. Close connection is made with the trains of the various routes from New York to Cincinnati. Another way of reaching St. Louis from Cincinnati is by steamer on the Ohio River and Mississippi River. This latter is a pleasant route in summer. *Stations on the Ohio & Mississippi R. R.*: North Bend, 15 miles; Lawrenceburg, 20; Aurora, 24; Osgood, 52; Nebraska, 62; N. Vernon, 73; Seymour, 87; Medora, 106; Washington, 173; Vincennes, 192; Olney, 223; Clay City, 238; Xenia, 254; Salem, 271; Odin, 276; Sandoval, 280; Lebanon, 317; Caseyville, 331; St. Louis, 340.

THIS route traverses from side to side the great States of Indiana and Illinois, passing through an extremely rich agricultural country which is for the most part under fine cultivation. The numerous towns and villages *en route* are neat and attractive, with that air of busy prosperity about them which is eminently characteristic of the West; but, like the stretches of country between them, they are curiously alike, and few present any features requiring special notice. For 25 miles after leaving Cincinnati the train runs nearly parallel with the Ohio River. *North Bend* (15 miles) is a pretty village on the river, noted as the residence of General William Henry Harrison, President of the United States. His tomb, a modest brick structure, stands on a commanding hill, whence there is a fine view, including portions of Ohio, Indiana, and Kentucky. Three miles beyond N. Bend, the train crosses the Great Miami River and enters Indiana, speedily reaching *Lawrenceburg* (20 miles), a city of 5,000 inhabitants, on the Ohio River at the end of the Whitewater Canal, which affords a good water-power for several factories. The Branch of the Cincinnati, Indianapolis, St. Louis & Chicago R. R., known as the "Kankakee Route," connects here. Four miles beyond Lawrenceburg, also on the river, is the beautiful little city of **Aurora** (*Indiana House, Eagle Hotel*), with 5,000 inhabitants, and a large trade derived from the rich farming country of which it is the shipping port. A number of small stations are now passed. From *N. Vernon* (73 miles) the Louisville branch diverges and runs S. in 54 miles to **Louisville** (Route 74). *Seymour* (87 miles) is a thriving village at the intersection of the Jeffersonville, Madison & Indianapolis R. R.; and *Mitchell* (127 miles) is at the crossing of the Louisville, New Albany & Chicago R. R. *Washington* (173 miles) is a small town, capital of Daviess County; and 19 miles beyond is **Vincennes** (*Laplant House, Grand Hotel*), a flourishing city of 8,500 inhabitants, on the E. bank of the Wabash River, which is here navigable by steamboats. Vincennes is the oldest town in the State, having been settled by the French Canadians, who established a mission here in 1702, and a few years later built a fort. It became the capital of the territory of Indiana upon its organization in 1800, and so remained until 1814. The surrounding

country is fertile and abounds in coal, and the city enjoys good manufacturing facilities. The leading establishments are the flouring-mills and the extensive machine-shops of the O. & M. R. R. The public schools are excellent, and there are 10 churches and 4 libraries. *Vincennes University*, chartered in 1807, is conducted as a high-school.

Leaving Vincennes, the train crosses the Wabash River and enters the State of Illinois, passing at frequent intervals a number of small stations. *Olney* (223 miles) is the capital of Richland County, the general character of which is suggested by its name. It is one of the most prosperous places on the line of the road, and boasts of a school-house which cost \$80,000. *Clay City* (238 miles), *Xenia* (254 miles), and *Salem* (271 miles) are neat and thriving villages. *Odin* (276 miles) is at the crossing of the Chicago Branch of the Illinois Central R. R. (Route 81), and *Sandoval* (280 miles) is at the crossing of the Main Line of the Illinois Central R. R. Sandoval is a prosperous place, in the midst of a fine fruit-growing region, and has an engine-house and large repair-shops of the O. & M. R. R. *Carlyle* (293 miles) is situated on the Kaskaskia River, on the margin of a fine prairie, and is a lumber-market of some importance, logs being floated to this point, where they are made into lumber and sent to St. Louis. *Lebanon* (317 miles) is a beautifully-situated and well-built village, with a handsome Union school-house, and the seat of McKendree College. At *Caseyville* (331 miles) the train first enters the great American Bottom, or Valley of the Mississippi. The village is built just at the foot of the bluff, and is one of the principal points from which St. Louis is supplied with coal; the bluffs being underlain for many miles by inexhaustible deposits. At *E. St. Louis* (339 miles) the train crosses the Mississippi on the splendid bridge which is described in connection with St. Louis. **St. Louis** (see Route 78).

76. New York to St. Louis via Cleveland and Indianapolis.

By the N. Y. Central R. R. and the Lake Shore & Michigan Southern R. R. (Route 64) to Cleveland; and thence by the Cleveland, Columbus, Cincinnati & Indianapolis R. R. (commonly called the "Bee Line"). Fare, \$29 unlimited; \$24.25 limited. Through trains, with drawing-room and sleeping cars attached, run through from New York to St. Louis on this route, without change of cars, in 38 hours. Distances: New York to Cleveland, 623 miles; to Crestline, 698; to Galion, 703; to Bellefontaine, 764; to Indianapolis, 906; to Terre Haute, 978; to Mattoon, 1,034; to Alton Junction, 1,146; to St. Louis, 1,167.

FROM New York to **Cleveland** (623 miles) this route is described in Route 64. From Cleveland to *Galion* (703 miles) it is described in Route 69. At Galion the Indianapolis Div. of the C., C., C. & I. R. R. diverges from the main line, and runs nearly due W. through one of the richest sections of Ohio. *Marion* (724 miles) is at the intersection of the Atlantic & Great Western R. R. (see Route 71). *Bellefontaine* (764 miles) is a flourishing town of about 4,000 inhabitants, so named from the numerous fine springs in the neighborhood. It is surrounded by a productive and populous agricultural country, and has a large trade. There are also several manufactories, and the County buildings are located

here, Bellefontaine being the capital of Logan County. *Sidney* (787 miles) is a neat village, built upon an elevated plateau on the W. bank of the Great Miami River, which affords a fine water-power. A navigable feeder of the Miami Canal also passes through the place. In the center of the village is a neat public square, around which are the principal buildings. *Union* (820 miles) is situated directly on the boundary-line, and is partly in Ohio and partly in Indiana. It is a flourishing place, and an important railroad center. *Winchester* (831 miles) and *Muncie* (853 miles) are pretty towns. *Anderson* (870 miles) is picturesquely situated on a high bluff on the left bank of White River, in the midst of a very fertile region. A few miles above the village is a dam by which a fall of 34 ft. is obtained, the extensive water-power being used in numerous manufacturing establishments. *Pendleton* (878 miles) is a thriving village on Fall Creek, which affords a good water-power. In the vicinity are quarries of limestone. *Fortville* (886 miles) is a small station, 20 miles beyond which the train reaches

Indianapolis.

Hotels, etc.—The leading hotels are the *Grand Hotel*, the *Bates House*, the *Occidental*, the *Brunswick Hotel*, the *English Opera-House Hotel*, and the *Sherman House*. Prices are from \$2.50 to \$3 per day. Horse-cars render all parts of the city easily accessible, and there are 9 bridges across the river (three of them for railroad purposes). The *Post-Office* is at the cor. of Pennsylvania and Market Sts.

Indianapolis, the capital and largest city of Indiana, is situated near the center of the State, on the W. fork of White River, 110 miles N. W. of Cincinnati, and 165 miles S. E. of Chicago. The city is built in the midst of a fertile plain, chiefly on the E. bank of the river, which is crossed by 9 bridges. The streets are 90 ft. wide (except Washington St., which has a width of 120 ft.), and cross each other at right angles; but there are four long avenues radiating from a central square (the Circle) and traversing the city diagonally. Indianapolis was first settled in 1819, became the seat of the State government in 1825, was incorporated in 1836, and received a city charter in 1847. In 1840 it had a population of only 2,692; in 1850, 8,091; in 1860, 18,611; in 1870, 48,244; and in 1880, 75,074. Its trade has kept pace with the growth of its population, and its manufactures are varied and important, the principal industries being pork-packing and the manufacture of machinery, agricultural implements, cars, carriages, furniture, and flour. No less than 12 completed railways converge here, making it one of the great railway centers of the West.

Washington St. is the principal thoroughfare, and many business houses are clustered on *South Meridian*, *Pennsylvania*, and *Illinois Sts.* The most prominent public building is the ***State House**, now in course of erection and nearly finished. It occupies two entire squares, and it is estimated will cost about \$2,000,000. It will be ready for occupation during the present year. The ***Court-House**, completed in 1876, at a cost of \$1,200,000, is an imposing structure. The *State Institute for the Blind*, in North St., between Illinois and Meridian, was built in

1847, at a cost of \$300,000, and is surrounded by 8 acres of grounds. The main building has a front of 150 ft., and is five stories high, consisting of a center and two wings, each surmounted by a Corinthian cupola, the center also having an Ionic portico. The *State Lunatic Asylum*, $1\frac{1}{2}$ mile W. of the city limits, is a fine group of buildings, surrounded by 160 acres of grounds, a portion of which is handsomely laid out and adorned. The *State Institute for the Deaf and Dumb*, just E. of the city limits, was erected in 1848 at a cost of \$220,000. The grounds comprise 105 acres, handsomely laid out and adorned with trees and shrubbery. The *U. S. Arsenal*, 1 mile E. of the city, is a handsome building, and is surrounded by 75 acres of grounds. The **Union Passenger Depot** (in Louisiana St., between Illinois and Meridian) is 420 ft. long, and is one of the most spacious and convenient structures of the kind in the country. Other prominent public buildings are the *Post-Office*, cor. Pennsylvania and Market Sts.; the *City Hall*, *County Jail*, and *City Prison*; the *Masonic Hall*, cor. Washington and Tennessee Sts.; and the *Odd-Fellows' Hall*, cor. Washington and Pennsylvania Sts. Of the churches, the most noteworthy are *Christ* and *St. Paul's*, Episcopal; *Meridian St.* and *Roberts Park*, Methodist; *First* and *Second*, Presbyterian; *First*, Baptist; *Plymouth*, Congregational; the *Roman Catholic Cathedral*; and the *Jewish Synagogue*. The *Buller University*, founded in 1850, occupies a handsome Gothic building 4 miles E. of the city; it admits both sexes, and has a library of 5,000 volumes. The *State Library* contains 15,000 volumes, and there is a *Free City Library* with 35,000 volumes. The principal charitable institutions are two *Asylums for Orphans*, the *German Orphan Asylum*, the *Catholic Female Reformatory and Asylum*, the *Catholic Infirmary*, and a *City Hospital*. Among the principal manufacturing industries are the *Atlas Engine-Works*, *Indianapolis Rolling-Mills* and *Car-Shops*, *Haigh Iron Works*, *Malleable Tin-Works*, *Kingim Pork-Packing Houses*, etc.

There are 6 public parks in the city, viz.: the *Circle*, in the center, containing 4 acres, and ornamented with shade-trees; the *Military Park*, 18 acres; *University Park*, 4 acres; the *Trotting Park*, with a course of one mile, 86 acres; a park in the N. portion of the city, embracing 100 acres; and the *State Fair Grounds*, with Exposition Building, containing 40 acres. *Greenbaum Cemetery* is within the city limits, and is coeval with the city itself; 2 miles N. of the city is **Crown Hill**, which is handsomely laid out and tastefully adorned; and the *Catholic Cemetery* is just S. of the city limits.

At Indianapolis the train makes a short pause, and then, taking the track of the Indianapolis & St. Louis R. R., resumes the journey to St. Louis. *Danville* (20 miles from Indianapolis, 926 from New York) is a pretty village, with county buildings which cost \$180,000. **Greencastle** (944 miles) is a handsome little academic city of 4,000 inhabitants, pleasantly situated on a high table-land, in the midst of a rich farming and extensive stock-raising region. It contains a Court-House, a Jail, a large rolling-mill and nail-factory, 7 public schools, including a

High School, and several churches. The *Indiana Asbury University* (Methodist), founded in 1835, is open to both sexes, and has nearly 500 students. The Whitcomb and the college circulating libraries contain 9,000 volumes. There is also in the city a flourishing Presbyterian female college. The Vandalia line to St. Louis* (see Route 77) touches Greencastle, and runs nearly parallel with the present line to **Terre Haute** (*Terre Haute House, National*). Terre Haute is a city of 30,000 inhabitants, beautifully situated on an elevated plateau on the E. bank of the Wabash River, which is here spanned by 3 bridges. It is regularly laid out and well built, and its broad streets, crossing each other at right angles, are ornamented with shade-trees. It contains a commodious Market-House and City Hall, a good Opera-House, two Orphan Asylums, 10 fine public-school buildings, several private schools and academies, two public libraries, and 24 churches. The State Normal School is a spacious edifice, erected at a cost of \$230,000. The Rose Polytechnic School, built at a cost of \$600,000, and *Rose Orphan Home* (\$400,000), are splendid institutions, and were endowed by Chauncey Rose. A *stole Court-House*, to cost \$400,000, and a *Federal Building*, to cost \$200,000, are now erecting. Terre Haute is the center of trade for a rich and populous region, abounding in coal, and has extensive manufactures, including blast-furnaces, glass and iron works, machine-shops, nail-works, car-works, rolling-mills, woolen-mills, etc.; it has the largest distillery in the country. An artesian well, 2,000 ft. deep, is celebrated for the medicinal value of its waters. It is also an important railroad center, being the point of intersection of 9 lines, and the Wabash River is navigable for steamboats during a portion of the year. From this point the passenger can connect with the Louisville & Nashville R. R., *via* Chicago & Eastern Illinois R. R., and with the Erie and New York, Chicago & St. Louis (Nickel Plate) railroads *via* Logansport Div. of Vandalia R. R.

Leaving Terre Haute, the train crosses the Wabash River into the State of Illinois, passes several small stations, of which *Paris* (997 miles) and *Charleston* (1,023 miles) are the principal, and soon reaches *Mattoon* (1,034 miles), one of the principal towns between Terre Haute and St. Louis. The Chicago Branch of the Illinois Central R. R. (Route 81) crosses here, and here are the machine-shops, round-house, and car-works of this division of the road. *Pana* (1,073 miles) is a prosperous little city at the crossing of the Northern Div. of the Illinois Central R. R. It is surrounded by a rich agricultural region, with which it does a large trade. *Litchfield* (1,112 miles) is another busy little city, situated on a high and fertile prairie, with coal-mines in the neighborhood which afford an abundant supply of fuel. There are several grain-elevators here; and besides several steam-mills it contains the R. R. construction and repair shops. At *Bethalto* (1,142 miles) the road leaves the prairie and enters the "American Bottom," as the strip of rich alluvial land between the Mississippi River and the bluffs is called; scattered over it in all directions are numerous lakes, bayous, and sloughs. From *Alton Junction* (1,146 miles) a branch line diverges to **Alton** (see Route 82). At *E. St. Louis* (1,166 miles) the train crosses the Missis-

issippi on the noble bridge described in connection with St. Louis. **St. Louis** (see Route 78).

Wabash Line.—Another favorite route from New York to St. Louis is *via* the Wabash, St. Louis & Pacific Railway, which runs from *Toledo, Ohio*, across northern Ohio, northern Indiana, and central Illinois, to *St. Louis*. Toledo is reached from New York *via* the N. Y. Central and Lake Shore R. R. (Route 64); also *via* Erie R. R. (Route 65) and the Canada Southern R. R. (see Route 63a). Close connection is made at Toledo with trains on both these routes; and there is no change of cars between Toledo and St. Louis. At *Fort Wayne*, the Wabash R. R. connects with Route 66 from New York; so that the "Wabash Line" may be combined with either of the great routes from the seaboard to the far West. The Wabash R. R. runs nearly parallel to and a little N. of the route described above, and through a very similar section of country. The principal cities and towns on the line are *Fort Wayne, Wabash, Peru, Logansport, and Lafayette*, in Indiana; and *Danville, Tolono, and Decatur*, in Illinois. It intersects Route 76 at Litchfield (55 miles from St. Louis). The time from New York to St. Louis by the "Wabash Line" is 38 to 40 hours. Fare same as above.

77. New York to St. Louis via Philadelphia, Pittsburg, and Indianapolis.

By the Pennsylvania R. R., the Pittsburg, Cincinnati & St. Louis R. R., and the St. Louis, Vandalia, Terre Haute & Indianapolis R. R. This is commonly called the "Pan-Handle" and "Vandalia" Line. Through trains, with Pullman palace drawing-room and sleeping cars attached, run through from New York to St. Louis, without change of cars, in about 36 hours. Distances: to Columbus, 637 miles; to Urbana, 684; to Piqua, 710; to Richmond, 757; to Indianapolis, 825; to Terre Haute, 898; to Vandalia, 996; to St. Louis, 1,063. Fare, \$29.

As far as **Columbus** (637 miles) this route is the same as Route 70. *Milford* (665 miles) is at the crossing of the Springfield Branch of the C., C., C. & I. R. R. (Route 69), and *Urbana* (684 miles) is at the crossing of the Atlantic & Great Western R. R. (Route 71). Urbana is described in Route 71. Twenty-six miles beyond Urbana the train reaches **Piqua**, a city of 8,000 inhabitants, charmingly situated on the W. bank of the Great Miami River, just at a bend which leaves a level plateau between the city and the water's edge, while on the opposite side the bank rises boldly. The city is regularly laid out with wide streets, and is substantially built. A large business is carried on with the surrounding country, which is rich in agricultural products. Water-power is supplied by the Miami Canal, and considerable manufacturing is carried on, the principal establishments being car-shops, woolen-mills, foundries, etc. At *Bradford Junction* (720 miles) the road branches; one division running N. W. to Chicago *via* Logansport, while the present route continues W., enters Indiana a little beyond *Greenville* (721 miles), and soon reaches **Richmond**, a flourishing city of 12,743 inhabitants, situated on the E. fork of the Whitewater River, in the center of a fertile agricultural district, from which it derives an important trade. It has an abundant water-power, and is the seat of numerous mills and factories, the chief articles of manufacture being agricultural machinery and implements. The city is handsomely built, contains many costly residences, and has 2 theatres, a Public Library of 10,000

volumes, and 20 churches. The Quakers form a large element in the population of Richmond, and they have here two important educational institutions: the *Friends' Academy* and *Earlham College*, which was founded in 1859, admits both sexes, and has a library of 3,500 volumes. The college buildings are about $\frac{1}{2}$ mile W. of the city. In the N. E. corner of the city are Fair Grounds, 33 acres in extent. Four railroads intersect at Richmond, and horse-cars traverse the principal streets. *Cambridge City* (772 miles) and *Knightstown* (791 miles) are thriving towns. Near the latter is a Soldiers' Home for the disabled soldiers of Indiana, and for the indigent widows and orphans of the soldiers from Indiana who fell in the civil war. The next important station on the line is **Indianapolis**, the capital of Indiana, which has already been described in Route 76.

From Indianapolis to Terre Haute the present route and Route 76 run close beside each other, touching at *Greencastle* (see Route 76) and at **Terre Haute** (see Route 76). Between Terre Haute and St. Louis the present route makes a gain in distance of 24 miles, but traverses a newer and more thinly settled region, though the stations along either route are not of much importance. *Effingham* (965 miles) is at the intersection of the Chicago Branch of the Illinois Central R. R. (Route 81). It is situated near the Little Wabash River, and has considerable trade and manufactures, with a population of about 3,000. *Vandalia* (996 miles) is a town of 2,000 inhabitants on the W. bank of the Kaskaskia River. From 1818 to 1836 it was the capital of Illinois, and was then a very prosperous place. After the removal of the capital to Springfield, it became rapidly decadent, but is reviving now under its railroad advantages, and promises to become an important manufacturing center. *Greenville* (1,014 miles) is the highest point on the line between Terre Haute and St. Louis, and is a flourishing town of 2,500 inhabitants on the E. bank of Shoal Creek. To the S. is a fine prairie. *Highland* (1,034 miles) is a busy manufacturing town with 3,000 inhabitants, mainly Germans. It is pleasantly situated and well built. At *E. St. Louis* (1,062 miles) the train crosses the Mississippi on the magnificent bridge which is described in connection with St. Louis.

78. St. Louis.

Hotels.—The new *Southern Hotel* occupies the entire block between Walnut and Elm and 4th and 5th Sts., is of stone, six stories high, and fire-proof throughout. The *Lindell Hotel*, in Washington Ave., between 7th and 8th Sts., is a vast and magnificent building of bluish-gray sandstone. It is six stories high, cost \$800,000, and is elegantly furnished. The *Planters' Hotel* occupies the entire block in 4th St., between Pine and Chestnut. The *Laclede Hotel* is centrally located at the cor. of 5th and Chestnut Sts. *Barnum's Hotel* is a large brick building at the cor. of Walnut and 2d Sts., near the river. *Hotel Moser*, on Pine, between 8th and 9th Sts., one block S. of new P. O., is excellent. These hotels rank among the best in the country, and are admirably kept. The rates are from \$2 to \$5 a day. Other very comfortable and well-kept houses, on a smaller scale, are the *Everett House* and *Broadway Hotel*. The *Hotel Barnum*, cor. 6th St. and Washington Ave., is on the European plan (rooms, \$1 to \$1.50 a day). There are also numerous boarding-houses, where good accommodations are offered from \$8 to \$12 per week.

Restaurants.—The largest restaurant in the city is that in the *Planters'*



House, and connected with this is a restaurant, exclusively for ladies and their escorts, which is very elegant. *Faust's*, cor. South Broadway and Elm, has a high reputation. Other first-class restaurants are *Hilton's*, No. 10 Broadway, and *Miford's* and the *English Kitchen*, in Broadway, between Fine and Chestnut. *Hotel Moser Restaurant*, 811-813 Fine, is one of the largest, if not the largest, restaurant in the city, having capacity for serving 350 persons at one time. Numerous other restaurants of lesser note are to be found in all parts of the city.

Modes of Conveyance.—*Horse-cars* traverse the city in every direction, and render all parts easily accessible (7c.). The facilities for city transit are as diversified and convenient as in any city of the United States. The cars on 4th and 5th Sts. run nearly the entire length of the city from N. to S.; those on Market, Pine, Olive, Locust, Washington Ave. and Franklin Ave., run E. and W. *Carriages* are in waiting at the depots and steamboat-landings, and at stands in different parts of the city. The rates established by law are: For conveying 1 or more persons a distance of 1 m. or less, \$1; more than 1 m. and less than 2 m., \$1.50, and 50c. for each additional mile. By the hour, \$2 for the first hour, and \$1.50 for each additional hour. In case of disagreement as to distance or fare, call a policeman, or complain at the City Hall. *Ferries* to East St. Louis from foot of Spruce St., from foot of Carr St., and from foot of Market St.

Railroad Depots.—One of the depots of the *Wabash, St. Louis & Pacific R. R.* is at the foot of Biddle St. The depot of the *Missouri Pacific* and of the Atlantic & Pacific railroads is at the cor. of Poplar and 7th Sts. The depot of the Iron Mountain R. R. is at the cor. of 4th St. and Chouteau Ave. Though St. Louis is not as great a railway center as Chicago, its railway depot buildings are fine structures and worthy of the importance of the city. All roads entering the city from the N. and E., over the Bridge, use the **Union Depot**, in Poplar St., between 11th and 12th Sts. (accessible by the Pine St. cars).

Theatres and Amusements.—The *Olympic*, cor. South Broadway and Walnut, *Grand Opera-House*, Market, between Broadway and 6th, and *Pope's*, cor. 6th and Olive, are the leading theatres; all of them have large stages and beautiful interiors. The *Standard*, cor. 7th and Walnut, and *People's*, cor. 6th and Walnut, afford first-class attractions at a lesser price. The *Theatre Comique*, cor. 4th and Poplar, is devoted to good variety shows. The *Pickwick*, in the West End, is a beautiful little theatre, where, in the summer, light operas are given by first-class companies. There are numerous German beer-gardens. Schnaider's, the leading one, is a favorite summer-evening resort for many of the best people in the city. During the summer months instrumental concerts are given nightly by the best bands in the country.

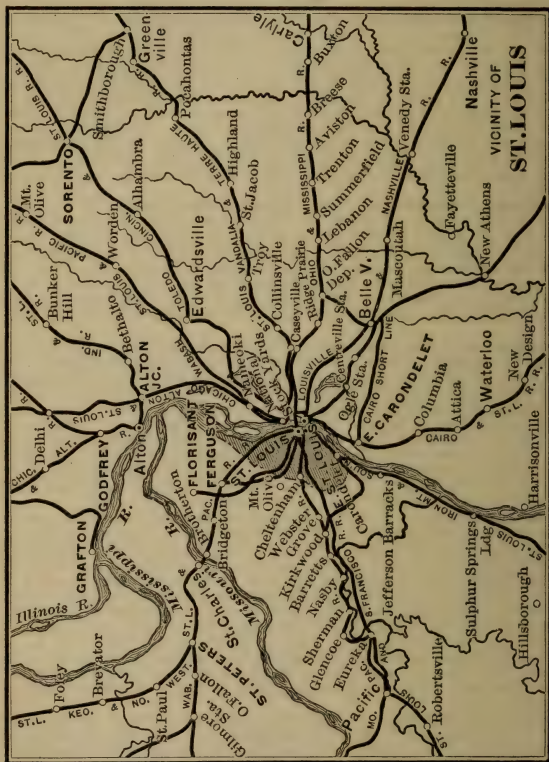
Reading-Rooms.—At all the principal hotels there are reading-rooms for the use of guests, well supplied with newspapers, etc. The city has just cause to be proud of its public libraries, which are large and carefully selected. The *Mercantile Library*, cor. 5th and Locust Sts., has a library of 55,000 volumes and a reading-room, both of which are free to strangers (open from 9 A. M. to 10 P. M.). Besides the library, the hall contains paintings, statuary, coins, etc. The *Public-School Library*, on the 2d floor of the Polytechnic Building, cor. Chestnut and 7th Sts., contains 55,000 volumes, and a large, well-lighted reading-room, both of which are open to the public (from 10 A. M. to 10 P. M.). The *Academy of Science*, founded in 1856, has a large museum and a library of 3,000 volumes. The *Missouri Historical Society*, founded in 1865, has a large historical collection. Both the preceding have rooms at the Washington University.

Clubs.—The *University Club*, 5th and Broadway, is one of the oldest in the city. The *St. Louis*, cor. 16th and Washington Ave., and the *Mercantile Club*, on Locust, between 7th and 8th Sts., have fine buildings, with restaurants, billiard-rooms, and all other modern conveniences. The *Germania*, cor. 5th and Gratiot, and the *Liederkrantz*, cor. 13th and Chouteau Ave., own their own buildings, the latter having built with a special view to club use. The privileges of either of these clubs may be obtained by persons residing elsewhere by introduction of a member.

Post-Office.—The general Post-Office is at the cor. of Olive and 3d Sts. It is open on secular days from 7½ A. M. to 6 P. M.; on Sundays, from 12 M. to 1

P. M. There are also sub-stations in different parts of the city, and letters may be mailed in the lamp-post boxes, whence they are collected at frequent intervals by the carriers.

St. Louis is situated geographically almost in the center of the great valley of the Mississippi, or basin of the continent, on the W. bank of the Mississippi River, 20 miles below the entrance of the Missouri, about



175 miles above the mouth of the Ohio, and 1,170 miles above New Orleans, in lat. $38^{\circ} 37' N.$ and lon. $90^{\circ} 15' W.$ The city is perched high above the surface of the river. It is built on three terraces, the first rising gently from the river-bank for about 1 mile to 17th St., where the

elevation is 150 ft. above the stream. The ground then gently declines, rises in a second terrace to 25th St., again falls, and subsequently rises in a third terrace to a height of 200 ft. at Côte Brillante or Wilson's Hill, 4 miles W. of the river. The surface here spreads out into a broad and beautiful plain. The corporate limits extend 11 miles along the river and about 3 miles back from it, embracing an area of nearly 21 square miles. The densely-built portion is comprised in a district of about 6 miles along the river and 2 miles in width.

In 1762 a grant was made by the Governor-General of Louisiana, then a French province, to Pierre Liguist Laclede and his partners, comprising the "Louisiana Fur Company," to establish trading-posts on the Mississippi; and on February 15, 1764, the principal one was established where the city now stands, and named St. Louis. In 1803 all the territory then known as Louisiana was ceded to the United States. In 1812 that portion lying N. of the 33d degree of latitude was organized as Missouri Territory. In 1822 St. Louis was incorporated as a city. The first census was taken in 1764, and the population was then 120. In 1811 it was only 1,400; in 1850 it had increased to 74,439; in 1860 to 160,773; and in 1870 to 310,864. According to the U. S. Census of 1880, the population is 350,522, which makes St. Louis the sixth city in the United States in population. As the natural commercial entrepot of the vast Mississippi Valley, the commerce of St. Louis is immense; the chief articles of receipt and shipment being breadstuffs, live-stock, provisions, cotton, lead (from the Missouri mines), hay, salt, wool, hides and pelts, lumber, tobacco, and groceries. Vast as are its commercial interests, however, the prosperity of the city is chiefly due to its manufactures. The number of establishments in St. Louis, according to the census of 1880, was 2,924, employing \$50,822,885 capital, 41,825 hands, and turning out \$114,333,375 in products.

The city is, for the most part, regularly laid out, the streets near the river running parallel with its curve, while farther back they are generally at right angles with those running W. from the river-bank. From the Levee, or river-front, the streets running N. and S. are named numerically, beginning with Main or 1st St., 2d St., 3d St., etc. The notable exceptions to this are Carondelet Ave., which is a continuation of 4th and 5th Sts. southward; Broadway, a continuation of the same Sts. northward; and Jefferson Ave., corresponding with 26th St. Streets running E. and W. are named arbitrarily or from some historical association. The houses are numbered on the "Philadelphia system," all streets running parallel to the river being numbered N. and S. from Market St.; while on all streets running E. and W. the numbering begins at the Levee. *Front St.*, which is 100 ft. wide, extends along the Levee, and is built up with massive stone warehouses. This street, with *Main* and *Second*, is the location of the principal wholesale trade. **Fourth St.** is the fashionable promenade, and contains the leading retail stores. *Grand Ave.* is 12 miles long, running parallel with the river on the W. boundary of the city. *Washington Ave.* is one of the widest and handsomest in the city. The finest residences are on **Lucas Place**, in *Pine*, *Olive*, and *Locust Sts.*, in *Washington Ave.* W. of 27th St., in *Chouteau Ave.*, and those facing and surrounding Lafayette Park.

The city is remarkably well built, stone and brick being the chief materials used, and the architecture being more substantial than showy. The finest public building in the city, and one of the finest of its kind

in the United States, is the **Court-House**, occupying the square bounded by 4th, 5th, Chestnut, and Market Sts. It is built of Genevieve limestone, in the form of a Greek cross, with a lofty iron dome surmounting its center, and cost \$1,200,000. The fronts are adorned with



St. Louis Court-House.

beautiful porticoes, and from the cupola of the dome (which is accessible to all) there is a fine view of the city and its surroundings. The *City Hall*, cor. Market and 10th Sts., is a plain brick structure occupying half a square. The ***Four Courts** is a spacious and handsome limestone building, in Clark Ave. between 11th and 12th Sts., erected at a

cost of \$1,000,000. In the rear is an iron jail, semicircular in form, and so constructed that all the cells are under the observation of a single watchman at once. (Strangers admitted on Mondays, Wednesdays, and Fridays, from 8 to 9 A. M., and from 3 to 4 P. M.) The new *Custom-House*, including Post-Office and U. S. Sub-Treasury, has been recently built, cor. of Olive and 8th Sts. It occupies an entire block, is built of Maine granite with rose-colored granite trimmings, is three stories high, with a French roof and louver dome, and the building was erected at a cost of \$5,000,000. The *U. S. Arsenal*, situated in the extreme S. limits of the city, immediately on the river, is a beautiful spot (reached by 5th St. cars). The ***Chamber of Commerce**, in 3d St., between Pine and Chestnut, is the great commercial mart of the city, and is claimed to be the finest edifice of the kind in the country. It is 233 ft. long by 187 ft. deep, is solidly built of gray limestone, is five stories high, and cost \$800,000. The main hall or "Exchange" is a magnificent room, over 200 ft. long, 100 ft. wide, and 70 ft. high. The sessions of the Exchange are from 11 A. M. to 1 P. M. Strangers are admitted to the floor on introduction by a member; the galleries are free to all. The ***Masonic Temple**, cor. Market and 7th Sts., is a very fine edifice, with richly-decorated interior. The ***Columbia Life-Insurance Building**, cor. 6th and Locust Sts., is the most ornate and showy in the city. It is of rose-colored granite, in the Renaissance style, four stories high, with a massive cornice on the roof upon which are mythological figures in stone. From the roof (reached by elevator) a fine view is obtained. The *Republican Building*, cor. 3d and Chestnut, is one of the most complete and admirably-appointed newspaper offices in the world. The *Union Market* occupies the square bounded by 5th, 6th, Christy, and Morgan Sts., and is well worth a visit. So is the *St. Louis Elevator*, on the Levee at the foot of Ashley St. It has a capacity of 2,000,000 bushels, and is one of the largest in the country. The *Levee* should also be visited.

The most imposing church edifice in the city is ***Christ Church** (Episcopal), cor. 13th and Locust Sts. It is of stone, in cathedral-Gothic style, with stained-glass windows and lofty nave. The ***Cathedral** (Roman Catholic), in Walnut St. between 2d and 3d, is a splendid edifice, with a front of polished freestone, ornamented by a Doric portico. It is surmounted by a lofty spire in which is a fine chime of bells. Other fine Roman Catholic churches are *St. Alphonsus*, on Grand Ave., and *Sts. Peter and Paul*, cor. 7th St. and Allen Ave. The *Church of the Messiah* (Unitarian), cor. Garrison Ave. and Locust St., is a fine Gothic structure; and the *Second Presbyterian*, cor. 17th St. and Lucas Place, is another noble specimen of the Gothic style. *St. George's* (Episcopal), cor. Beaumont and Chestnut Sts., is a handsome building. The ***First Presbyterian**, cor. 14th St. and Lucas Place, is a large and costly structure in the English-Gothic style, with richly-decorated interior, and a peculiarly graceful and elegant spire. The *Union Church* (Methodist), cor. 11th and Locust Sts., is a good model of an old Lombard church, believed to be the only structure of the kind in the country. The *Baptist Church*, cor. Beaumont and Locust Sts., is a stone structure of

handsome design. The **Pilgrim Congregational Church**, a beautiful stone edifice, cor. Ewing and Washington Aves., is surmounted by a handsome belfry containing a fine set of chimes. The *** Jewish Temple**, cor. 17th and Pine Sts., is one of the finest ecclesiastical structures in the city.

Of the literary and educational institutions the most interesting is the *** Mercantile Library**, which has a large and handsome brick building at the cor. of 5th and Locust Sts. The library and reading-room are in the 2d story, and both are free to strangers (open from 9 A. M. to 10 P. M.). The library numbers 50,000 volumes, and the hall contains paintings, coins, and statuary, among which may be mentioned Miss Hosmer's life-size statues of Beatrice Cenci and *** Enone**; a bronze copy of the Venus de' Medici; marble busts of Thomas H. Benton and Robert Burns; and a sculptured slab from the ruins of Nineveh. The reading-room is tastefully fitted up and well supplied with newspapers and magazines. The *Polytechnic Building* is a commodious edifice at the cor. of Chestnut and 7th Sts. On the 2d floor is the Public School Library, with 55,000 volumes and a good reading-room. The Library has 5,155 members, and publishes bi-monthly a bulletin of new books, claimed to be the best of its kind in the country. The annual issue is upward of 210,000 books for home use, while the reading-room is supplied with 164 well-selected periodicals. The *St. Louis University* (Jesuit), cor. 9th St. and Washington Ave., is the oldest educational institution in St. Louis, having been founded in 1829. It has a valuable museum, very complete philosophical and chemical apparatus, and a library of 17,000 volumes, among which are some rare specimens of early printing. It has about 25 instructors and 350 students. *** Washington University** is a large and substantial building, cor. Washington Ave. and 17th St. The University was organized in 1853, and is intended to embrace the whole range of university studies, except theological. Connected with it are the *Mary Institute*, for the education of women; the *Polytechnic School*, which has the handsome building mentioned above; and the *St. Louis Law School*. It has about 60 instructors connected with the different departments, and 700 students. The *College of the Christian Brothers* (Roman Catholic), 4 miles west of the Court-House, on Franklin Ave. extension, is a flourishing institution with about 400 students, and a library of 12,000 volumes. *Concordia College* (German Lutheran) was established in 1839, and has a library of 4,500 volumes. The public-school system of St. Louis is one of the best in the country, and the school-houses are exceptionally fine. The *High School*, cor. 15th and Olive Sts., is a beautiful building in the castellated Norman style. The Roman Catholics have about 100 parochial, private, and conventual schools.

The *** County Insane Asylum**, on the Arsenal road, $4\frac{1}{2}$ miles from the Court-House, is an immense brick and stone structure, occupying about 40 acres of ground, beautifully laid out. On the premises is an artesian well, 3,843 ft. deep. The Asylum is open to visitors from 10 A. M. to 12 M., and from 2 to 5 P. M. The *Poor-House* and the *House of Industry* are just beyond, on the Arsenal road, and are spacious brick

buildings. The *Workhouse* and the *House of Refuge* are 4 miles S. of the Court-House (reached by the 5th St. line of cars). The *City Hospital*, cor. Lafayette Ave. and Linn St., is a handsome building, situated in the midst of pleasant grounds (reached by Pine St. cars; open to visitors from 2 to 3 p. m.). The *U. S. Marine Hospital* is in Carondelet Ave., 3 miles from the Court-House. The *Convent of the Good Shepherd*, for the reformation of fallen women, is at the cor. of Chestnut and 17th Sts. The *Deaf and Dumb Asylum* (Roman Catholic) is at the cor. of Beaumont and Lucas Sts. St. Louis is famous for the number of its charitable institutions, of which we have found space to enumerate only a few, and probably no city in the country is better equipped in this way. The new Exposition Building now erecting in Missouri Park (see below) will be, when finished, a noble structure. The area of ground covered is 322 ft. \times 455 ft. It is to be 3 stories high, and the exterior will be richly decorated with terra-cotta statuary, tracings, and figures in high relief. The interior, in addition to the Exhibition Hall, will comprise a music-hall and an art-gallery.

The public squares and parks of St. Louis embrace in the aggregate about 2,000 acres. The most beautiful is ***Lafayette Park**, which embraces about 30 acres in the S. portion of the city (reached by Chouteau Ave. cars, running on 4th St., and Pine St. cars). It is for pedestrians only, is admirably laid out and adorned, and is surrounded by costly residences. In it are a bronze statue of Senator Benton, by Harriet Hosmer, and a bronze statue of Washington. Band concerts are given here on Thursday afternoons in summer. *Missouri Park* is a pretty little park of 4 acres, at the foot of Lucas Place, the 5th Avenue of St. Louis. In the center is a handsome fountain. *St. Louis Place*, and *Hyde Park*, in the N. part of the city, are attractive places of resort, the former containing 16 and the latter 12 acres. *Washington Square* (16 acres) lies on 12th St. and Clarke Ave., and is tastefully improved. *Northern Park* (180 acres), on the bluffs in the N. portion, is noted for its fine trees. *Forest Park* contains 1,350 acres, and lies 4 miles W. of the Court-House. It is still mostly covered with primitive trees, and the Des Peres River meanders through it. Lindell Boulevard and Forest Park Boulevard extend from it toward the heart of the city. *Lindell Park* (60 acres), on the line of Forest Park Boulevard, is tastefully laid out and filled with native forest-trees. ***Tower Grove Park**, embracing 277 acres, lies in the S. W. part of the city (reached by Gravois Railway line, from 4th and Pine Sts.). It is beautifully laid out, with green lawns and shrubbery, and offers the pleasantest drives of any park in the city.

Adjoining Tower Grove Park is ***Shaw's Garden**, owned by Mr. Henry Shaw, who has opened it to the public, and intends it as a gift to the city. The garden contains 109 acres, and is divided into three sections. The Herbaceous and Flower Garden, embracing 10 acres, contains almost every flower that can be grown in this latitude; and there are several greenhouses, in which are thousands of exotic and tropical plants. In the Fruticetum, comprising 6 acres, are fruits of all kinds. The Arboretum is 25 acres in extent, and contains all kinds

of ornamental and fruit trees that will grow in this climate. The Labyrinth is an intricate, hedge-bordered pathway, leading to a summer-house in the center. A brick building near Mr. Shaw's residence contains a museum and botanical library. The ***Fair Grounds** of the St. Louis Agricultural and Mechanical Association embrace 85 acres, 3 miles N. W. of the Court-House, are handsomely laid out and ornamented, contain extensive buildings, and one of the best Zoölogical Gardens in the country. The Amphitheatre will seat 40,000 persons. "Fair-week," which is usually the first week in October, is the gala-season in St. Louis, and the stranger will be fortunate if he happens there at that time. The grounds are reached by cars. on Franklin Ave., 4th St., Cass Ave. line, and Mount City line.

***Bellefontaine Cemetery**, the most beautiful in the West, is situated in the N. part of the city, about $4\frac{1}{2}$ miles from the Court-House (reached by 5th St. cars and Tower Grove cars). It embraces 350 acres, is tastefully decorated with trees and shrubbery, and contains some fine monuments. *Calvary Cemetery* lies a short distance N. of Bellefontaine, and is little inferior, either in size or beauty.

The great ***St. Louis Bridge** across the Mississippi, from the foot of Washington Ave. to a corresponding point in East St. Louis, is regarded as one of the greatest triumphs of American engineering. It was designed by James B. Eads, and was begun in 1869 and completed in 1874. It consists of three spans resting on 4 piers. The piers are composed of granite and limestone, and rest on the bed-rock of the river, to which they were sunk through the sand from 90 to 120 ft. by the use of wrought-iron caissons and atmospheric pressure. The center span is 520 ft., and the side ones are each 500 ft. in the clear each of them is formed of four ribbed arches, made of cast steel. The rise of the arches is 60 ft., sufficiently high to permit the passage of steamboats at all stages of the water. The bridge is built in two stories; the lower one containing a double car-track and the upper one 8-foot foot-ways, and a carriage-way of some 30 ft. in width. It passes over a viaduct of five arches (27 ft. span each) into Washington Ave., where the lower roadway runs into a tunnel 4,800 ft. long, which passes under a large part of the city, terminating at 8th and Poplar Sts. The total cost of bridge and tunnel was over \$10,000,000. The city *Water-Works* are situated at Bissell's Point, on the bank of the river, $3\frac{1}{2}$ miles N. of the Court-House (reached by 5th St. cars). The buildings are substantial, and the seven pumping-engines, with a capacity of 92,000,000 gallons a day, are worth seeing. The engine-rooms are open to visitors at all times.

79. Chicago to Cincinnati.

a. *By the Cin., Richmond & Chicago R. R. and the Pittsburg, Cin. & St. Louis R. R. Distance, 294 miles.*

LEAVING Chicago by this route, the train runs S. E. by the small stations of *Dalton* (20 miles), *Crown Point* (41 miles), and *Hebron* (51

miles), to *La Crosse* (67 miles), a small village at the intersection of the Louisville, New Albany & Chicago R. R. *Winamac* (91 miles) is the capital of Pulaski County, Ind., and is pleasantly situated on the Tippecanoe River. Twenty-six miles beyond Winamac the train reaches the flourishing city of **Logansport** (*Murdock Hotel, Windsor*), situated on the Wabash River at its confluence with Eel River, and on the Wabash and Erie Canal. It has a population of 11,000, and is at the intersection of four important railroads, including the Wabash Line, described in Route 76. The iron bridge by which this road crosses the Wabash at Logansport is a noteworthy structure. The city is surrounded by a rich agricultural country, and has an important trade, considerable quantities of poplar and black-walnut lumber being shipped. Water-power is abundant and is used to some extent in manufactures. The principal industrial establishment is the car-works of the Pittsburg, Cincinnati & St. Louis R. R., which cover 25 acres and employ 600 workmen. Three cars per day can be turned out at these shops. The *Court-House*, one of the finest in the State, is built of cut stone; and several of the churches and other buildings are also of stone. Beyond Logansport the train traverses a rich agricultural district, and soon reaches *Kokomo* (139 miles), a pretty village on Wild-Cat Creek, noted as the site of the State Normal School, which has a fine building. Connection is made here with the Indianapolis, Peru & Chicago Div. of the Wabash, St. Louis & Pacific R. R. **Anderson** (Route 76) is at the crossing of the C., C., C. & I. R. R. (see the same). *Newcastle* (197 miles) is situated on the Blue River, which furnishes a fine water-power. The Fort Wayne, Cin. & Louisville R. R. connects here. *Hagerstown* (208 miles) is a prosperous town on a branch of the Whitewater River, at the terminus of the Whitewater Canal. The present route is intersected here by the Cincinnati, Ind., St. L. & Chicago R. R. **Richmond** (224 miles) is described in Route 77. *Eaton* (241 miles) is a pretty and thriving village on Seven-Mile Creek, which supplies a good water-power. It is about a mile E. of the site of old Fort St. Clair, which was built in the winter of 1791-'92, General Harrison, then an ensign and afterward President of the United States, commanding the guard. *Camden* (250 miles) is a pleasant village, surrounded by a fine farming country. **Hamilton** (269 miles) and the route thence to Cincinnati are described in Route 71.

b. Via Chicago & Cincinnati Through Line. Distance, 310 miles.

This route is what is sometimes known as the Kankakee route, and belongs to the Illinois Central system, under the company name of the Chicago, Indianapolis, Cincinnati & Louisville R. R. It is the shortest route. Two trains daily run through both ways without change of cars. As far as *Kankakee* (56 miles) this route is described in Route 81. From Kankakee the train runs S. E. by a number of small stations to **Lafayette** (*Lahr House, St. Nicholas*), one of the principal cities of Indiana, with a population of 14,860, a flourishing trade with the surrounding country, and a number of important manufactories, embracing foundries and machine-shops, marble-works, flouring-mills, woolen-mills, breweries, etc. The

city is situated at the head of navigation on the Wabash River, is on the line of the Wabash & Erie Canal, and is the point of intersection of 5 lines of railway, including the Great Wabash Line to the West (see of easy ascent, commanding a fine view of the river valley. The streets Route 76). It is built on rising ground, inclosed in the rear by hills are paved, and lighted with gas, and there are many handsome buildings, among them the *County Jail*, erected in 1869 at a cost of \$95,000, and an *Opera-House* which cost \$62,000. Lafayette is the seat of *Purdue University*, a richly endowed institution, with which is associated the State College of Agriculture and the Mechanic Arts. The University Building proper is a fine edifice, and there are 8 other buildings with grounds 184 acres in extent. *St. Mary's Academy* (Roman Catholic) has about 300 pupils. Of the 5 public-school buildings, *Ford's School-house*, erected in 1869 at a cost of \$85,000, is the finest. The *Y. M. C. A.* has a free reading-room and library. Near the center of the city is a public square containing an artesian well 230 ft. deep, from which issues sulphur-water possessing curative properties. To the N. and N. E. are Greenbush and Springvale Cemeteries, handsomely situated and adorned with trees; and just S. of the city limits are the Agricultural Fair Grounds of the county. The battle-ground of Tippecanoe, where Gen. Harrison defeated the Indians Nov. 7, 1811, is 7 miles N. of the city.

Beyond Lafayette, the train passes the small villages of *Colfax*, *Thorntown*, and *Lebanon*, and in 64 miles reaches the city of **Indianapolis** (195 miles from Chicago), which has been described in Route 76. Between Indianapolis and Cincinnati there are many pretty towns and villages, but few that present any noteworthy features. *Shelbyville* (232 miles) is situated on the left bank of Blue River, and is the seat of a large seminary. *Greensburg* (251 miles) attracts attention by its air of neatness and busy thrift. At *Lawrenceburg* (see Route 75) the road turns E. and follows the bank of the Ohio River to Cincinnati.

80. Chicago to Louisville.

By the Air-Line Div. and the Main Line of the Louisville, New Albany & Chicago R. R. Distances : to Monon, 88 miles ; to Lafayette, 119 ; to Crawfordsville, 146 ; to Greencastle, 177 ; to Bloomington, 240 ; to Mitchell, 245 ; to New Albany, 306 ; to Louisville, 307.

FROM Chicago the Air-Line Div. of the Louisville, New Albany & Chicago R. R. runs S. E. a distance of 88 miles, where it crosses the main line at Monon. The towns it traverses in this route are not of much importance. At *Hammond* (20 miles) it intersects with the Chicago & W. Ind. R. R., and at *Dyer* (29 miles) it cuts the Mich. Cent. R. R. The first station of importance beyond Monon, the point of junction, is **Lafayette** (119 miles), which has already been described in Route 79 *b*. Twenty-seven miles beyond Lafayette is **Crawfordsville**, a city of 5,000 inhabitants, beautifully situated on Sugar Creek, in the midst of a fertile and well-wooded farming country, in which coal is abundant. *Wabash College* (Presbyterian) has nearly 250 students and a library of 12,000 volumes. The public schools are excellent. **Greencastle** (177 miles)

is described in Route 76. *Gosport* (193 miles) is a thriving village on the W. Fork of White River, at the intersection of the Indianapolis & Vincennes R. R. Seventeen miles beyond Gosport is **Bloomington**, a city of about 2,700 inhabitants, chiefly noted as the seat of the *State University*, which admits both sexes, has about 300 students, and a library of 5,000 volumes. The Law School attached to the University is of considerable reputation. *Mitchell* (235 miles) is at the crossing of Route 75. *Salem* (252 miles) is a pretty village, capital of Washington County. *Lost River*, which rises in this county, is an interesting stream. At one point it sinks into the earth and runs in a subterranean channel for 11 miles, and then rises to the surface and unites with Lick Creek, a tributary of White River. **New Albany** is described in connection with Louisville. **Louisville** (see Route 74).

81. Chicago to Cairo.

By the Chicago Division of the Illinois Central R. R. This road traverses Illinois from end to end, nearly in the center of the State. It passes through one of the most productive and populous sections of the Great West, but, important as it is from a commercial point of view, it offers very little *en route* to challenge the attention of the tourist. Distances: Chicago to Kankakee, 56 miles; to Gilman, 81; to Paxton, 103; to Mattoon, 173; to Effingham, 199; to Centralia, 253; to Du Quoin, 289; to Carbondale, 308; to Jonesboro, 329; to Cairo, 365.

LEAVING Chicago by this route, the train passes several pretty suburban villages, and in 14 miles reaches *Kensington*, at the crossing of the Michigan Central R. R. (Route 63). *Monroe* (84 miles) is the highest point on the entire line, being upon the dividing ridge between Lake Michigan and the Mississippi. **Kankakee** (56 miles) is upon the river of the same name, which is one of the principal tributaries of the Illinois (population, 6,000). It is a manufacturing town of considerable importance, having iron-foundries, machine-shops, tool-works, woolen-mills, planing-mills, etc., and here is the diverging-point of the Kankakee & Seneca branch of the Cin., Ind., St. L. & Chic. R. R., and of what is known as the "Kankakee Short Lines" (see Route 79 b). When the railroad was begun, a forest stood upon the site. In the immediate neighborhood of Kankakee are quarries of a superior kind of limestone. *Clifton* (69 miles) is supplied with water by artesian wells, a constant supply being obtained at a depth of 80 to 100 ft. The streets of the village are regularly laid out and planted with shade-trees. At *Gilman* (81 miles) the Springfield Division of the Illinois Central R. R. diverges, and runs S. W. in 111 miles to **Springfield** (see Route 82). *Onarga* (85 miles) lies in the midst of a famous fruit-growing region. It is the seat of the Onarga Institution and the Grand Prairie Seminary, both of which are flourishing institutions. *Loda* (99 miles), beautifully situated on undulating ground in the center of Grand Prairie, is the market for the agricultural products of the surrounding country. *Paxton* (103 miles) is the seat of a Swedish college named the *Augustana College of North America*, which has in its library 5,000 volumes presented by the King of Sweden. The public schools of Paxton are noted for their excellence. Twenty-

five miles beyond Paxton is **Champaign** (*Doane House, Moore*), a rapidly growing city of 5,000 inhabitants at the intersection of the Indianapolis, Bloomington & Western R. R. It has a female academy, a public library, and 3 newspapers. Here is situated the University of Illinois. *Tolono* (137 miles) is a thriving village at the crossing of the Wabash R. R. (see Route 76). *Tuscola* (150 miles) and *Arcola* (158 miles) are prosperous and rapidly growing towns. **Mattoon** (173 miles) is at the crossing of Route 76, and is described in the same. *Effingham* (199 miles) is at the crossing of Route 77, and is there described.

We have now entered the great fruit-growing region of central Illinois, and for many miles the road traverses a country of wide-spreading and prolific orchards. *Kinmunday* (229 miles) is noted for the particularly fine fruit raised in its neighborhood, and in which it does a large trade. *Odin* (244 miles) is a very prosperous place at the crossing of Route 75. Nine miles beyond Odin is **Centralia** (*Central House*), a busy little city of 4,000 inhabitants, with a coal-mine and various manufactories. The cultivation of fruit is extensively carried on in the neighborhood, and vast quantities of peaches are shipped annually to Chicago. Centralia is the point of junction of the Chicago Div. and the Northern Div. of the Illinois Central R. R., which continues thence in a single line to Cairo. *Ashley* (266 miles) is a pretty village, attractively situated on a rolling and well watered prairie. *Tamaroa* (280 miles) is another place which derives great prosperity from being the market of a rich fruit-growing region. It also has a large coal-shipping trade, coal of a superior quality being found in the vicinity. Nine miles beyond Tamaroa is **Du Quoin** (*City Hotel, Planter's*), a thriving city of about 5,000 inhabitants, surrounded by highly productive prairie-land. Fruit-raising, tobacco and cotton growing, and general agriculture, are important sources of the city's prosperity; but the principal business is coal-mining, about a dozen companies being in active operation. At Du Quoin connection is made with the St. Louis & Cairo Short Line R. R. (see Route 121). *Carbondale* (308 miles) is a busy town, with a number of cotton-gins, mills, etc., the leading productions of the adjacent plantations being cotton and tobacco. About one fourth of all the tobacco grown in Illinois is sent to market from this place. **Jonesboro** (329 miles) is the principal town of the great fruit-region of southern Illinois, and is also the mart of large crops of cotton. It is pleasantly situated in a hilly country, about 4 miles from the Mississippi River. Limestone crops out among the hills, fine building-stone abounds, and iron-ore is found in the vicinity. The *Southern State Insane Asylum* is located here, and is a handsome stone structure. Near the village are some remarkable springs and caves, and 5 miles N. is *Bold Knob*, the highest point of land in the State. *Villa Ridge* (353 miles) is at the commencement of a series of ridges or terraces, rising from the Mississippi River and extending to and along the Ohio. Twelve miles beyond, the terminus of the road is reached at **Cairo** (*Halliday House, Planter's, Arlington*), a city of 10,000 inhabitants, built on a low point of land at the confluence of the Ohio and Mississippi Rivers, forming the southernmost point of the State. It is connected by

steam-ferry with Columbus, Ky., the N. terminus of the Mobile & Ohio R. R.; and is the point of connection with the Southern Div. of the Illinois Central R. R., which forms the "Great Jackson Route" from Chicago and St. Louis to New Orleans (see Route 121). Steamers upon the Ohio and Mississippi make this one of their stopping-points. Cairo was founded with the expectation that it would become a great commercial city, and large sums of money were expended in improvements, chiefly in the construction of levees to protect it from inundation. During the civil war it was an important depot of supplies, and enjoyed great prosperity, but is now somewhat decadent. The *County Buildings* are large and handsome; the *U. S. Custom-House* is of cut stone, and cost \$200,000.

The *Northern Division* or Main Line of the Illinois Central R. R. runs N. from Centralia in 345 miles to Dubuque, on the Mississippi River; and from Dubuque the *Iowa Division* runs W. in 326 miles more to Sioux City, on the Missouri River. The principal places on the Northern Division are Vandalia, Pana, Decatur, Bloomington, Mendota, Dixon, Freeport, and Galena. Most of these are described in connection with other routes (see Index). **Dubuque** is one of the chief cities of Iowa (see Route 127), and **Sioux City** is an important railway center.

82. Chicago to St. Louis.

By the Chicago & Alton R. R. Distances : Chicago to Lockport, 33 miles ; to Joliet, 38 ; to Normal, 124 ; to Bloomington, 127 ; to Springfield, 185 ; to Alton, 257 ; to St. Louis, 283.

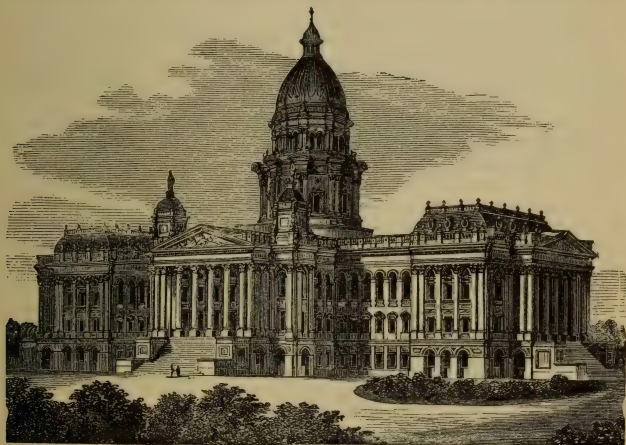
THIS road runs S. W. through the rich prairie-lands of central Illinois, which roll off as far as the eye can reach on either hand. The scenery is somewhat monotonous, and, since the country has become thickly settled, has lost the distinctive prairie character which is now seen to perfection only in the W. part of Iowa and on the plains beyond the Missouri. In leaving Chicago, a number of pretty suburban villages are passed in quick succession, and in 33 miles the train reaches *Lockport*, a prosperous town on the Des Plaines River and on the Illinois & Michigan Canal, from which it derives a fine water-power. In the vicinity are some valuable stone-quarries. Four miles beyond Lockport is **Joliet** (*Robertson House, St. Nicholas*), a city of 16,145 inhabitants, situated on both sides of the Des Plaines River, and on the Illinois & Michigan Canal, at the intersection of the present route and the Chicago, Rock Island & Pacific R. R. (Route 86 b). It is well built, and lighted with gas. The *City Hall* is a large and imposing edifice; and one of the * *State Penitentiaries*, one of the finest buildings of the kind in the United States, cost over \$1,000,000. The surrounding country is extremely productive, and Joliet is its principal mart and shipping-point. The canal and river furnish good water-power, and there are several flour-mills, manufactories of agricultural implements, etc. Near the city are extensive quarries of a fine blue and white limestone which is much used for building purposes throughout the Northwest. Beyond Joliet numerous small stations are passed, of which the principal are *Wilmington* (53 miles), *Pontiac* (92 miles), and *Chenoa* (103 miles). *Normal* (124 miles) is a prosperous place at the crossing of the Northern

Div. of the Illinois Central R. R. It is surrounded by the largest nurseries in the State, and by farms devoted to the cultivation of hedge-plants. Coal-mines are also worked in the vicinity. The State Normal School and the Soldiers' Orphans' Home are located in the village. Two miles beyond is **Bloomington** (*Ashley House, Phoenix Hotel*), one of the principal cities of Illinois, an important railway center, and the seat of large shipping and manufacturing interests. The city has a population of 22,000, is handsomely built, has street railways and steam fire-engines, and is the seat of several important educational institutions. *Durley Hall*, the *Opera-House*, and the *Court-House* are large and handsome buildings, and several of the churches and school-houses are fine edifices. The *Illinois Wesleyan University* (Methodist) is a flourishing institution, with 200 students and a library of 15,000 volumes. The *Major Female College* has a high reputation, and there is a female seminary. The construction and repair shops of the Chicago & Alton R. R. are built of stone, and with the yards attached cover 13 acres of ground.

The *Jacksonville Division* diverges at Bloomington, and is looped up to the main line again at Godfrey. The distance from Chicago to St. Louis by this route is 308 miles. Numerous small towns and villages are passed *en route*, but the only important place on the line is **Jacksonville** (*Dunlap Hotel and Park House*), a busy city of 10,927 inhabitants, attractively situated in the midst of an undulating and fertile prairie, at the intersection of several railroads, of which the Wabash Line (Route 75) is one. The streets are wide and adorned with shade-trees; the houses are for the most part well built, and surrounded with flower-gardens and shrubbery. Jacksonville is the seat of the State Institution for the Education of the Deaf and Dumb; of the State Institution for the Blind; of a State Hospital for the Insane; of the State Institution for the Education of Feeble-Minded Children; and of a private Asylum for the Insane. All these have handsome buildings. The *Illinois College* (Congregational) and the *Illinois Female College* (Methodist) are flourishing institutions. The former has a library of 10,000 volumes, and the latter of 2,000, and there is a free public library of 1,600 volumes.

Beyond Bloomington on the main line six or eight small stations are passed, and in 58 miles the train reaches **Springfield** (*Leland House, St. Nicholas*), the capital of the State, a city of 20,000 inhabitants, built on a beautiful prairie, 5 miles S. of the Sangamon River. Its streets are broad, intersect each other at right angles, and are tastefully adorned with shade-trees. From the beauty of the place and its surroundings, Springfield has been called the "Flower City." The * *State Capitol* is one of the finest buildings of the kind in America. Other noteworthy buildings are the *U. S. Building* (containing the Court-House, Custom-House, and Post-Office), the *County Court-House*, the *State Arsenal*, the *High-School*, and several handsome churches. There are a theatre and a commodious concert and lecture hall. Two miles N. of the city is *Oak Ridge Cemetery*, a picturesque and well-kept burying-ground of 72 acres, containing the remains of President Lincoln and the noble * monument erected to his memory by the Lincoln Monument Association. The monument cost \$206,550, and was dedicated on Oct. 15, 1874. There are vast coal-mines in the vicinity of Springfield, the surrounding country is very productive, and the trade of the city is extensive. The principal manufacturing establishments are

flouring-mills, foundries and machine-shops, rolling-mills, woolen-mills, breweries, and a watch-factory. The extensive shops of the Wabash R. R. are worth visiting. *Godfrey* (251 miles) is at the junction of the main line with the Jacksonville Div. described above; and 6 miles beyond is **Alton** (*Brent House, Depot Hotel*), a prosperous city of 9,000 inhabitants, built upon a high limestone bluff, overlooking the Mississippi River. It is the center of a rich farming country, and besides the river navigation, 3 railroads connect it with all parts of the country. The manufactures are varied and extensive, and lime and building stone are largely exported. There are 11 churches, among them a large Roman Catholic Cathedral, Alton having been made a bishopric in 1868.



The State Capitol, Springfield.

The State Penitentiary, established here in 1827, was removed several years since to Joliet. The buildings are still standing, and were used during the civil war as a government prison. At Upper Alton, $1\frac{1}{2}$ mile E. of the city, is *Shurtleff College*, an important Baptist institution. Three miles below Alton is the confluence of the Missouri and Mississippi Rivers. At *E. St. Louis* (281 miles) the train crosses the Mississippi on the magnificent St. Louis Bridge. **St. Louis** (see Route 78).

83. Chicago to Milwaukee.

a. *Via Milwaukee Div. of Chicago & Northwestern R. R.* 85 miles.

THIS road runs along the W. shore of Lake Michigan through a rich farming region, well cultivated and populous. The first 8 or

10 stations after leaving Chicago are neat suburban villages. *Waukegan* (36 miles) is a flourishing town, with a large export business in grain, wool, and butter. Its site is high, and it is becoming a summer resort. A few miles beyond Waukegan the train crosses the boundary-line and enters Wisconsin, soon reaching **Kenosha** (*Grant House*), a city of 8,000 inhabitants, built on a bluff, and possessed of a good harbor with piers extending into the lake. The manufactures are important, and the city has an extensive trade in the products of the surrounding country. Eleven miles beyond Kenosha is the academic city of **Racine** (*Congress Hall, Commercial Hotel*), which is the second city of Wisconsin in population and commerce. It is pleasantly situated at the mouth of Root River, on a plateau projecting about 5 miles into Lake Michigan and elevated about 40 ft. above its level. Its harbor is one of the best on the lake, and its commerce is very large; but manufactures are the chief source of the city's wealth and prosperity, and these are varied and extensive. The city is regularly laid out, with wide, well-shaded streets. *Main St.* is the business thoroughfare, and its upper portion is lined with fine residences. *Racine College* (Episcopal) is one of the most prominent educational institutions in the West, and has commodious buildings in grounds 10 acres in extent at the upper end of *Main St.* The public schools are excellent, and the Roman Catholics have a flourishing academy. Of the 24 churches, several are handsome edifices. Racine was settled in 1834, was incorporated as a city in 1848, and in 1880 had a population of 16,031. Between Racine and Milwaukee there are no important stations.

b. Via Chicago Div. of the Milwaukee & St. Paul R. R. 85 miles.

This route runs nearly parallel with the preceding, but somewhat further inland. There are no important places *en route*, the busy lake-ports being on the other line. The country traversed is fertile and highly cultivated, and the scenery is pleasing.

Milwaukee.

Hotels, etc.—The *Plankinton House* is one of the leading hotels in the Northwest. The *Kirby House* is large and well kept. These houses are convenient to the business portion of the city. The rates are from \$2.50 to \$4 per day. *Horse-cars* render all parts of the city easily accessible. *Post-Office* at the cor. of Wisconsin and Milwaukee Sts.

Milwaukee, the commercial capital of Wisconsin, and, next to Chicago, the largest city in the Northwest, is situated on the W. shore of Lake Michigan, at the mouth of Milwaukee River. This river flows through the city, and with the Menomonee, with which it forms a junction, divides it into three nearly equal districts, which are severally known as the East, West, and South Divisions. The river has been rendered navigable to the heart of the city by vessels of any tonnage used on the lakes, and is regarded as the best harbor on the S. or W. shore of Lake Michigan. The climate of Milwaukee is peculiarly bracing and healthful, and the atmosphere remarkably clear and pure. The city embraces an area of 17 square miles, and is regularly laid

out. The center, near the Milwaukee and Menomonee Rivers, is the business quarter; and the E. and W. parts, the former of which is built upon a high bluff overlooking the lake, while the latter is still more elevated, are occupied by residences. The peculiar cream-color of the "Milwaukee brick," of which many of the buildings are constructed, gives the city a unique and pretty appearance, and has earned for it the name of the "Cream City of the Lakes." A delightful drive is over the White-Fish Bay road, extending 5 miles along the high bluffs bordering the lake.

Milwaukee was settled in 1835, and incorporated as a city in 1846. Its population in 1840 was 1,712; in 1860, 45,246; in 1870, 71,440; and in 1880, according to the U. S. Census, it amounted to 115,578. The Germans constitute nearly one half the entire population, and their influence upon the social life of the inhabitants is everywhere seen. Breweries and lager-bier saloons, gardens, gast-häuser, music-halls, and restaurants abound; and on the street one hears German spoken quite as often as English. The commerce of Milwaukee is very large, wheat and flour being the most important items. The storage accommodations for grain comprise six elevators, with a combined capacity of 3,450,000 bushels; and the flour-mills are on an immense scale. Butter, wool, hides, and lumber are also important articles of trade. The manufactures are extensive, and embrace lager-bier (which is highly esteemed and widely exported), pig-iron and iron castings, leather, machinery, agricultural implements, steam-boilers, car-wheels, furniture, and tobacco and cigars. Pork-packing is extensively carried on.

The streets of Milwaukee, except those in the commercial quarter, are generally well shaded. *East Water St.*, *Wisconsin St.*, and *Grand Ave.* are very wide and handsome thoroughfares, and on them are the principal hotels and retail stores. Among the public buildings, the finest is the ***U. S. Custom-House**, which also contains the *Post-Office* and the U. S. Courts. It is of Athens stone, and stands on the cor. of Wisconsin and Milwaukee Sts. The ***County Court-House** is a large and handsome edifice. The *Academy of Music* has an elegant auditorium, with sittings for 2,300 persons. It was erected in 1864, at a cost of \$65,000, and is owned by the German Musical Society. The *Opera-House* is a fine building, and is used for theatrical performances. There are several banking-houses which have large and imposing buildings. The finest church-edifice in the city is the *Immanuel Presbyterian Church*. The *Roman Catholic Cathedral of St. John* and the new *Baptist Church* are also handsome structures. Of the literary institutions the most prominent is the *Milwaukee Female College*, which in 1873 had 6 instructors and 118 students. The *Free Public Library* has a collection of 14,000 volumes, and a well-supplied reading-room. The ***Northwestern National Asylum** (for disabled soldiers) is an immense brick building, about 3 miles from the city, having accommodations for 700 or 800 inmates. The institution has a reading-room, and a library of 2,500 volumes. The grounds embrace 425 acres, more than half of which is under cultivation, the residue being laid out as a park. In the city there are three orphan asylums, a Home for the Friendless, and two hospitals. Several of the industrial establishments are well worth a visit, especially the ***Grain-Elevator** of the Chicago, Milwaukee & St. Paul and the Chicago & Northwestern railways. These immense structures have a storage

capacity of 3,500,000 bushels, and are the largest on the continent. The flour-mill of E. Sanderson & Co. has a capacity for producing 1,000 barrels of flour daily; and the rolling-mill of the North Chicago Rolling-Mill Co. at Bay View, outside the city limits, is one of the most extensive in the West.

84. Milwaukee to St. Paul.

- a. *Via the La Crosse and St. Paul Division of the Chicago, Milwaukee & St. Paul R. R.* Distance, 341 miles. Time, about 17 hours.

Two through trains run daily each way on this route. *Brookfield* (13 miles) is at the junction with the *Prairie du Chien Div.* *Watertown* (43 miles) is a small village on the *Rock River*. Connection is made here with the *Wisconsin Division* of the *Chicago & Northwestern R. R.* From *Watertown Junction* (44 miles) a branch road runs W. in 37 miles to **Madison** (see present Route), while the present route continues N. W. and soon reaches *Columbus* (63 miles), a pleasant village of about 2,000 inhabitants, on the *Crawfish River*. Twenty-eight miles beyond *Columbus* is **Portage City** (*Corning House, Emders*), situated at the head of navigation on the *Wisconsin River*, and on the canal connecting the *Fox* and the *Wisconsin*, at the junction of three divisions of the *Milwaukee & St. Paul R. R.* It has a population of 5,000, does a large trade with the surrounding country, and the water-power furnished by the canal is extensively used in manufactures. The *R. R. Co.* has repair-shops here, and there are 8 churches, a fine Court-House and Jail, and a handsome High-School building. *Tomah* (153 miles) is a growing village at the crossing of the *Wisconsin Valley Railroad*; and *Sparta* (170 miles) is situated on the *La Crosse River*, in a very fertile valley. Twenty-five miles beyond *Sparta*, the train reaches **La Crosse** (*International Hotel, Robbins*), a city of 15,000 inhabitants on the E. bank of the *Mississippi River* at the mouth of the *Black* and *La Crosse Rivers*. It is finely situated on a level prairie, and has many handsome buildings, including the Court-House, which cost \$40,000, the Post-Office, an Opera-House, and the High-School building. There are flourishing graded schools, a Young Men's Library of 2,400 volumes, and 17 churches. The city has an extensive trade in lumber, and contains 9 saw-mills, 3 foundries and machine-shops, a large manufactory of saddlery and harness, and various other establishments. It is the terminus of the *Dubuque & Minnesota* and *Southern Minnesota Divs.* of the *Chicago, Milwaukee & St. Paul R. R.*

At *La Crosse* the train crosses the *Mississippi* and follows its W. bank all the way to *St. Paul*, amid remarkably picturesque scenery. On the bank of the river, 28 miles from *La Crosse*, is the prosperous little city of **Winona** (*Huff House, Jewell House*), charmingly situated on a plain which commands a fine view of the river for several miles. Being somewhat sheltered by the high bluffs which line the river above and below, it is thought to offer conditions favorable to consumptives, and has some reputation as a winter resort. The streets of the city are wide, and the business portion is compactly built of brick and stone. The *First State Normal School* is located here, and has a fine building

which cost \$145,000. The High-School building cost \$55,000, and there are several handsome churches. Winona is one of the most important lumber-distributing points on the Upper Mississippi, and as a grain-shipping-point it ranks among the first in the Northwest. Two railroads converge here, and manufacturing is extensively carried on. The population of the city in 1880 was 10,208. *Wabasha* (256 miles) does a large grain-shipping business with the productive Chippewa Valley. *Reed's Landing* (262 miles) is at the foot of the beautiful expansion of the river known as Lake Pepin. *Lake City* (268 miles) stands upon a level plain at the foot of high bluffs, and is the port of a rich farming district. It has a population of 2,500 and is growing rapidly. **Frontenac** (279 miles) lies in the center of the lake region, and is a favorite resort in summer on account of its fine scenery, and the hunting, bathing, fishing, and sailing which it affords. Besides the sport furnished by Lake Pepin, there are fine trout-fishing in the streams and deer-hunting in the woods of Wisconsin, on the opposite side of the river, while prairie-chickens are found in abundance in the country back of the village. At the head of Lake Pepin, 6 miles beyond Frontenac, is **Red Wing** (*St. James Hotel*), a well-built city of 4,000 inhabitants, beautifully situated on a broad level plain, which extends to the foot of some majestic bluffs. It is a favorite summer resort, and, being thoroughly protected by high hills, is also a desirable winter residence for consumptives. It is the port and market of a fertile region, and considerable manufacturing is done here. Twenty-one miles beyond Red Wing is the thriving city of **Hastings** (*Foster House, Tremont House*), situated at the mouth of the Vermilion River, which here falls 110 ft. in $\frac{1}{2}$ mile and furnishes abundant water-power. The population is about 4,000, and the principal manufactories are 4 flour-mills, a saw-mill, and a shingle-mill. The Central School House is a fine building; there are 2 Catholic schools, and 8 churches. The train again crosses the river at Hastings, and passes in 20 miles to St. Paul.

b. *Via the Prairie du Chien Division of the Chicago, Milwaukee & St. Paul R. R.* Distance, 410 miles. Time, 22 hours.

One through train runs daily each way on this route. *Brookfield* (14 miles) is at the junction with the La Crosse Div. described above. *Waukesha* (21 miles) is a thriving village on the Fox River, built on the edge of a beautiful prairie. The Court-House and Jail are constructed of a superior quality of limestone, found in abundance in the immediate vicinity. *Whitewater* (51 miles) is another busy village, situated in the midst of a rich farming region, and actively engaged in manufactures. At *Milton Junction* (64 miles) a branch line diverges to Monroe, while the St. Paul train passes on in 32 miles to

Madison.

Hotels, etc.—The *Park Hotel*, near the State Capitol, is a first-class house. The *Vilas House*, also near the Capitol, and the *Capitol House*, are smaller, but comfortable. Prices are from \$1.50 to \$3 per day. There are also several large summer boarding-houses.

Madison, with a population of about 12,000, enjoys the rare distinction of being at once a State capital, a flourishing commercial center, and a popular summer resort. It lies in the very heart of the "Four-Lake Country," so called from a chain of beautiful lakes which extend over a distance of 16 miles, and discharge their surplus waters into Yahara or Catfish River, a tributary of Rock River. *Mendota* or *Fourth Lake*, the uppermost and largest, is 9 miles long, 6 miles wide, and from 50 to 70 ft. deep in some places. It is fed chiefly by springs, and has beautiful white gravelly shores and pure cold water. *Monona* or *Third Lake* is $5\frac{1}{2}$ miles long and 2 miles wide; and Lakes *Waubesa* and *Kegonsa* are each about 3 miles long by 2 in width. The city of Madison occupies an undulating isthmus between Lakes Mendota and Monona, and in point of situation and scenery is the most beautiful city in the West. It is about 3 miles in length by 1 mile in breadth, and has wide, straight, and regular streets, with many fine buildings. The ***State Capitol** stands in the center of a square park of 14 acres wooded with native trees, is built of limestone, and commands a noble view. It has recently been enlarged and improved at a cost of about \$550,000. The *Court-House* and *Jail* are situated near the S. cor. of the park; and on an adjacent street is a United States *Post-Office* and *Court-House*, which cost about \$400,000. The *University of Wisconsin*, with 6 elegant buildings, stands on a picturesque eminence called College Hill, about a mile W. of the Capitol, and 125 ft. above the lakes. The views from this point are extremely fine. The *State Hospital for the Insane*, on the shore of Lake Mendota, 4 miles N. of the Capitol, is a vast and massive building, surrounded by grounds containing 393 acres, partly wood and farming land, and partly laid out and adorned. The *Wisconsin Historical Society* has an interesting collection of curiosities and relics in a wing of the Capitol, and a valuable library of 58,000 volumes. The *State Library* contains 7,500 volumes, and there is a fine *City Library* containing 9,000 volumes. There are several handsome churches in the city, and some fine villa residences in the outskirts. Small steamers ply on Lakes Mendota and Monona, and afford agreeable excursions. *Lake Monona* is the most beautiful of the lakes, and from its surface the finest views of the city are obtained. On its shores are the *Monona Lake Assembly Grounds*, a charming pleasure resort. The climate of Madison is delightfully cool and invigorating in summer, and is thought to be especially beneficial to those suffering from pulmonary complaints.

Beyond Madison the St. Paul train passes a number of small stations, but none requiring mention until **Prairie du Chien** (194 miles; *Railway House*, *Mondell's*) is reached. *Prairie du Chien* is a town of about 3,000 inhabitants, situated on the E. bank of the Mississippi River, 2 miles above the mouth of the Wisconsin, on a beautiful prairie which is 9 miles long and 1 mile wide, bordered on the E. by high bluffs. It is an important local shipping-point, and has varied and important manufactures. *St. John's College* and *St. Mary's Female Institute* are under the control of the Roman Catholics. The public schools are well conducted. Leaving *Prairie du Chien*, the train crosses the river to *McGregor*, Iowa, a flourishing town, and runs W. by several

small villages. *Calmar* (238 miles) is a village of 1,000 inhabitants at the junction with the Iowa & Dakota Division. Turning now to the N., the road soon enters Minnesota and reaches *Austin* (306 miles), a prosperous village, pleasantly situated on Red Cedar River. *Ramsey* (309 miles) is at the junction with the Southern Minnesota Div., and *Owatonna* (339 miles) is at the crossing of the Chicago & Northwestern R. R. Fifteen miles beyond Owatonna is **Faribault** (*Barron House, Arlington*), one of the most populous and prosperous interior towns in the State. In 1853 it was the site of Alexander Faribault's trading-post; since 1857 its growth has been rapid, and the present population is estimated at 5,500. It is the seat of the State Asylum for the Deaf and Dumb and Blind, and of an Episcopal Academy, and contains several other schools, 6 or 8 churches, 2 weekly newspapers, 2 national banks, and several flour-mills, saw-mills, foundries, etc. Between Faribault and St. Paul the only important station is *Northfield*, where are located Carlton College (Congregational) and St. Olaf's College (Lutheran).

St. Paul.

Hotels, etc.—The leading hotels are the *Metropolitan*, in Third St.; the *Merchants' Hotel*, near the center of the business quarter; and the *Windsor*, centrally located near the parks and public buildings. Prices are from \$2 to \$3 a day. There are two lines of *horse-cars* connecting all parts of the city, and two bridges across the river. The *Post-Office* is in the Custom-House building.

St. Paul, the capital of Minnesota, is a beautiful city, with 70,000 inhabitants in 1880 (estimated at 100,000 in 1883), situated on both banks of the Mississippi River, 2,200 miles from its mouth. It was formerly confined to the left bank, the site embracing four distinct terraces, forming a natural amphitheatre with a southern exposure, and conforming to the curve of the river. The city is built principally upon the second and third terraces, which widen into level, semicircular plains, the last, about 90 ft. above the river, being underlaid with a stratum of blue limestone from 12 to 20 ft. thick, of which many of the buildings are constructed. The original town is regularly laid out, but the newer portions are irregular.

The first recorded visit to the site of St. Paul was made by Father Hennepin, a Jesuit missionary, in 1680. Eighty-six years afterward, Jonathan Carver came there and made a treaty with the Dakota Indians, in what is now known as Carver's Cave. The first treaty of the United States with the Sioux, throwing their lands open to settlement, was made in 1837, and the first claim was entered by Pierre Parent, a Canadian *voyageur*, who sold it in 1839 for \$30. It is the present site of the principal part of the city. The first building was erected in 1838, and for several years thereafter it was simply an Indian trading-post. It was laid out into village streets in 1847, and a city government was obtained in 1854, when the place contained about 3,000 inhabitants. It derives its name from that of a log chapel dedicated to St. Paul by a Jesuit missionary in 1841.

The streets of St. Paul are well graded and partially paved, are lighted with gas, and a system of sewerage is in progress. The principal public buildings are the *State Capitol*, a plain brick structure situated on high ground and occupying an entire square, and the *U. S. Custom-House*, which also contains the Post-Office. The principal place of amuse-

ment is the *Opera-House* in Wabashaw St., near Third, a large and handsome building, with a fine auditorium seating about 2,300 persons. There are about 40 churches of all denominations in the city, some of them large and handsomely finished. There are 4 public and as many private circulating libraries, the former including the State Law Library, and those of the Historical Society and Library Association, comprising together about 24,000 volumes. The *Academy of Sciences* contains about 126,000 specimens in natural history. The public and private schools are noted for their excellence, the latter including several female seminaries of a high grade. There are three free hospitals, managed by the county and church organizations, and a Protestant and a Roman Catholic orphan asylum. * *Carver's Cave* is a great natural curiosity, near the river, in Dayton's Bluff, on the E. side of the city. It was named after Jonathan Carver, who, on May 1, 1767, made a treaty with the Indians, by which they ceded him a large tract of land. There is a lake in the cave, which may be crossed in a boat. *Fountain Cave*, about 2 miles above the city, was apparently hollowed out of the rock by a stream which flows through it. It contains several chambers, the largest being 100 ft. long, 25 wide, and 20 high; and it has been explored for 1,000 ft. without the termination being reached.

There are some beautiful drives in and around St. Paul, and many places in the neighborhood of the city which can be reached either by carriage or by rail. Of these the most popular is *White Bear Lake*, 12 miles distant, on the St. Paul & Duluth R. R. It is about 9 miles in circumference, with picturesque shores and an island in its center. The lake affords excellent boating, fishing, and bathing. *Bald-Eagle Lake*, a mile beyond White Bear Lake, is noted for its fishing and picturesque scenery, and is a popular resort for picnic-parties. * *Minnehaha Falls*, immortalized by Longfellow, are reached by a delightful drive past Fort Snelling. The Falls are picturesquely situated, but they hardly merit the prominence that Mr. Longfellow's poem has obtained for them. *Lake Como* is reached by a pleasant drive of 2 miles from the center of the city. The boating and fishing here are excellent, and the city park, comprising several hundred acres, is located on its shores.

No visitor to St. Paul should fail to visit the city of **Minneapolis**, situated on both sides of the Mississippi River, 10 miles above St. Paul, with which it is connected by 3 lines of railway. It is built on a broad esplanade overlooking the famous Falls of St. Anthony and the river, which is bordered at various points by picturesque bluffs. The city is regularly laid out, with avenues running E. and W., and streets crossing them N. and S. They are generally 80 ft. wide, with 20 ft. sidewalks, and 2 rows of trees on each side. There are many substantial business blocks and elegant residences. The *Court-House*, *City Hall*, *Academy of Music*, *Opera-House*, and *Athenæum* are noticeable structures; as are also the *Nicollet House* and the *First National Hotel*. The Athenæum Library contains 8,000 volumes and that of the University of Minnesota about 13,000. Besides the University, there are several other important educational institutions, and the public schools are numerous and good. The number of churches is 65, including all

the denominations, and some of the church edifices are elegant and imposing. A large part of the business prosperity of Minneapolis and St. Anthony is owing to the * *Falls of St. Anthony*, which afford abundant water-power for manufacturing purposes. The fall is 18 ft. perpendicular, with a rapid descent of 82 ft. within 2 miles. The rapids above the cataract are very fine, in fact much finer than the fall itself, the picturesqueness of which has been destroyed by the wooden "curtain" erected to prevent the wearing away of the ledge. The falls can be seen with about equal advantage from either shore, but the best view is from the center of the suspension-bridge which spans the river above the falls. Minneapolis is the center of immense lumber and flouring interests, and had a population of 46,887 in 1880, estimated at upward of 55,000 in 1883. It is the largest flour-manufacturing place in the country. The value of the flouring-mill products is estimated at about \$11,000,000, one single establishment having a capacity of 1,800 bbls. a day.

85. Chicago to St. Paul.

By the Chicago & St. Paul Div. of the Chicago & Northwestern R. R. Two through trains daily, with Pullman palace and dining cars attached, run on this line, making the journey in 15 to 17 hours. Distances : Chicago to Montrose, 8 miles ; to Crystal Lake, 43 ; to Beloit, 90 ; to Madison, 138 ; to Elroy, 212 ; to Black River Falls, 265 ; to Eau Claire, 321 ; to Menomonee, 344 ; to Hudson, 390 ; to St. Paul, 410. Fare, \$12.50.

LEAVING the Chicago station (cor. Wells and Kinzie Sts.), the train passes in 8 miles to the pretty suburban village of *Montrose*, and soon reaches *Crystal Lake* (43 miles), a neat village picturesquely situated on a small lake of the same name. The first important station on the line is **Beloit** (90 miles ; *Goodwin House, Salisbury*), a flourishing city of 4,790 inhabitants, situated on both sides of Rock River, at the mouth of Turtle Creek. It is built on a beautiful plain, from which the ground rises abruptly to a height of 50 to 60 ft., affording excellent sites for residences. The city is noted for its broad, beautifully-shaded streets, and for its fine churches ; the *First Congregational Church*, constructed of gray limestone, is one of the largest and handsomest in the State. *Beloit College* (Congregational), founded in 1847, is a flourishing institution with about 200 students and a library of 7,200 volumes. Beloit is surrounded by a fine prairie country, which is dotted with numerous groves of timber. The city is well supplied with water-power, and has several flouring-mills, several manufactories of woollen goods, reapers, scales, carriages, etc. The Western Union R. R. intersects here. The small stations of *Hanover* (104 miles) and *Evansville* (116 miles) are now passed, and the train speedily reaches **Madison** (138 miles), the capital of Wisconsin, which has already been described (see Route 84 b).

Beyond Madison the train runs N. W. by a number of unimportant villages to *Elroy* (212 miles). From Elroy the Madison Division runs W. to La Crosse and Winona (both described in Route 84 a), while the present route traverses the pine-covered portion of Wisconsin. *Black River Falls* (265 miles) and *Augusta* (299 miles) are rapidly-growing vil-

lages, near extensive pine-forests. *Eau Claire* (321 miles), the capital of Eau Claire County, is a township of 10,118 inhabitants, on the Chipewewa River. It has an important trade in lumber, and several large saw-mills are in operation. *Menomonee* (344 miles) is another busy lumbering village on the Menomonee River, down which are floated immense numbers of logs from the vast forests above. Forty-six miles beyond Menomonee is **Hudson** (*Baldwin House*), the most important place on this section of the road, a flourishing village of 2,500 inhabitants on the E. shore of Lake St. Croix. Twenty miles beyond Hudson the train reaches **St. Paul** (see Route 84 *b*).

Another desirable route from Chicago to St. Paul is known as the "Albert Lea" route. It consists of the Chicago, Rock Island & Pacific R. R. to West Liberty; of the Burlington, Cedar Rapids & Northern R. R. from West Liberty to Albert Lea; and of the Minneapolis & St. Louis R. R. from Albert Lea to Minneapolis and St. Paul. The distances are: from Chicago to West Liberty, 222 miles; West Liberty to Albert Lea, 191; Albert Lea to St. Paul, 100; making a total distance of 513 miles.

86. Chicago to Omaha.

a. Via Chicago & Northwestern R. R. Distance, 492 miles. Fare, \$14.

Two through trains daily, with Pullman palace sleeping and "Northwestern dining" cars attached, run each way on this route. The road traverses for the larger portion of the way the great prairie-region of the West, which fifty years ago was uninhabited, save by the Indian and the trapper, but which now teems with an industrious and thriving population. Many of the towns and cities *en route* exhibit the unmistakable symptoms of wealth and prosperity, but there are very few which possess any features of special interest to the tourist. *Geneva* (35 miles) and *Dixon* (99 miles) are pleasant villages with a large trade and important manufactures. From Dixon the train follows the Rock River for 10 miles to **Sterling** (*Galt House*), a city of 6,000 inhabitants, attractively situated on the N. bank. The river at this point is spanned by a dam of solid masonry, 1,100 ft. long and 7 ft. high, which with the 9 ft. natural fall of the rapids above affords an immense water-power. The city is chiefly devoted to manufacturing, and the articles produced are remarkably varied and valuable. The St. Louis Div. of the Chicago, Burlington & Quincy R. R. begins here. *Fulton* (135 miles) is the last station in Illinois; and here the train crosses the Mississippi River on a magnificent iron *bridge 4,100 ft. long, with a draw 300 ft. long. From the center of the bridge, looking up the river, there is a fine view, taking in three towns. At the Iowa end of the bridge is the prosperous city of **Clinton** (*Revere House, Central*), with a population of 8,000, the extensive repair-shops of the C. & N. R. R., and a large number of saw-mills, one of which is capable of producing 200,000 ft. of lumber a day. From Clinton to Cedar Rapids the road traverses a rolling prairie, dotted with a succession of small but thriving towns, and relieved from monotony by numerous plantations of trees. **Cedar Rapids** (219 miles; *Pullman, Grand Hotel, Railroad, Northwestern*) is a rapidly growing city of 15,000

inhabitants on the Red Cedar River at the intersection of several important railways. Its trade with the surrounding country is large, and there are a number of manufactories and pork-packing establishments. The city is regularly laid out and well built, and promises to become one of the most important in Iowa.

Beyond Cedar Rapids, a fertile but more thinly peopled agricultural region is traversed, with a number of small stations at frequent intervals along the line. At *Ames* a branch of this road diverges and runs to Des Moines, the capital of Iowa (see Sub-Route *b*). *Boone* (340 miles) is a thriving village, surrounded by a rich and productive farming country. Soon after leaving Boone, the train begins the descent into the valley of the Des Moines River, amid extremely rugged and picturesque scenery, and with very heavy grades, in some places of 80 ft. to the mile. The Des Moines River, which is the largest river in Iowa, is crossed on a fine bridge. For many miles after leaving the Des Moines Valley the road traverses a superb prairie with many thriving small towns. *Arcadia* (405 miles) is the highest point in Iowa, being 870 ft. above the level of Lake Michigan. In spring and summer the surrounding prairie is rich in long grass and beautiful flowers. *Denison* (424 miles) is a promising young town. At this point the train enters the Boyer Valley, the scenery of which furnishes a pleasing contrast to that of the prairie. *Dunlap* (441 miles) is a growing town, containing one of the R. R. engine-houses. *Missouri Valley Junction* (467 miles) is at the junction of the Sioux City and Pacific R. R. Here the descent into the Missouri Valley begins, and a full view of the "bluffs" is obtained for the first time. The road, turning S. W., almost skirts those on the Iowa side, while those of Nebraska loom up on the opposite side of the broad river-bottom. At the foot of the bluffs, which are here high and precipitous, 3 miles E. of the Missouri River, is the important city of **Council Bluffs** (*Ogden House, Pacific*), with a population of 22,000. It is the converging-point of all the railroads from the East which connect with the Union Pacific, and communicates by steam-railroad with Omaha, on the opposite river-bank, 4 miles distant. The great ***Missouri River Bridge**, which connects the two cities, is 2,750 ft. long, has 11 spans, and cost over \$1,000,000. It rests on piers, each consisting of two hollow columns of wrought iron $1\frac{3}{4}$ inches thick and $8\frac{1}{2}$ ft. in diameter, which are sunk to the bed-rock of the river and filled with concrete and masonry. The bridge is 50 ft. above high-water mark, and its entire length, including the necessary approaches on either side, is 9,950 ft. Council Bluffs is well laid out, with streets crossing each other at right angles, and the principal edifices are of brick. The most important public buildings are the *County Court-House*, which cost \$50,000; the *City Hall*; two public halls; the *High School*, which cost \$50,000; and 6 ward school-houses. The *State Institute for the Deaf and Dumb* is in the vicinity. There are in the city 9 churches, a library association, and a Young Men's Christian Association, with reading-room. The views from the bluffs above the city are very fine. It has been decided by the U. S. Supreme Court that Council Bluffs is the E. terminus of the Union Pacific R. R. One and a half mile from the up-town depots of the railroads, running into Council

Bluffs, and near the bank of the Missouri River, is the great transfer depot, used by the Union Pacific R. R. and all the connecting lines. Both the Denver and overland trains start from this depot. **Omaha** (see Sub-Route e).

b. Via Chicago, Rock Island & Pacific R. R. Distance, 501 miles.

Two through trains daily, with palace dining and sleeping cars attached, run each way on this route. The country traversed is very similar in character to that along the preceding route, and might be described in the same general terms (see above). The first important place on the line is **Joliet** (40 miles), which has already been described in Route 82. **Morris** (61 miles) is a busy little city of 3,500 inhabitants on the Illinois & Michigan Canal, with an important trade in grain, and a Roman Catholic female seminary of some note. Twenty-three miles beyond Morris is **Ottawa**, a flourishing city of about 8,000 inhabitants on the Illinois River, just below the mouth of the Fox, and on the Illinois & Michigan Canal. It is lighted with gas, and contains many handsome residences. The chief public buildings are the Court-House, in which the Supreme Court for the N. division of the State is held, and the County Court-House and Jail. The surrounding country is fertile and abounds in coal. The Fox River has here a fall of 29 ft., affording an immense water-power which is extensively used in manufactures. There are several grain-elevators, and large quantities of wheat are shipped from this point. **La Salle** (99 miles) is a busy manufacturing city of 8,000 inhabitants on the Illinois River, at the terminus of the Illinois & Michigan Canal, 100 miles long, which connects it with Chicago. It also connects with the Illinois Central R. R., and with steamer to St. Louis. It is the center of extensive mines of bituminous coal, of which large quantities are shipped. **Pond Creek** (128 miles) is at the intersection of the Chicago, Burlington & Quincy R. R. **Geneseo** (159 miles) is in the heart of one of the finest agricultural districts in the State; and 20 miles beyond is **Moline** (*Keator House, Gault*), a city of 9,000 inhabitants on the E. bank of the Mississippi River, 3 miles above **Rock Island** (*Harper House, Rock Island*), which is another flourishing city on the E. bank of the river, with a population of about 16,000. The river is here divided by the island of Rock Island, which is 3 miles long; and from 16 miles above Moline to 3 miles below are the Upper Rapids. By means of a dam at Moline an immense water-power, said to nearly equal the combined water-power of all New England, is obtained, and employed in various manufactories, constantly increasing in number and importance. The scenery about Moline is highly picturesque, and the surrounding country is rich in coal. The city of Rock Island is at the foot of the rapids, opposite the W. extremity of Rock Island, from which it takes its name. It is an important railroad center, is the shipping-point for the productive country adjacent, and has numerous and varied manufactures. It has a fine new *County Building*, and here are located *Augustana College and Theological Institute*. Rock Island is the terminus of the prospective *Michigan & Mississippi Canal*. The island of * **Rock Island** is the property of the U. S. Government and

the site of the great Rock Island Arsenal and Armory, intended to be the central United States armory. The design embraces 10 vast stone workshops, with a storehouse in the rear of each, besides officers' quarters, magazines, offices, etc. Nearly all of the shops are now completed. The shops are supplied with motive-power by the Moline water-power, three-fourths of which is owned by the Government. The island (which comprises 960 acres) resembles West Point in the manner in which it has been improved and in its buildings. There are 20 miles of splendid roadways running in every direction; drives, walks, promenades, and paths; delightful shade, and magnificent prospects from numerous points of view. Railway and wagon bridges, owned by the Government, connect the island with the three cities of Moline, Rock Island, and Davenport.

Opposite Rock Island, on the Iowa side of the river, is the city of **Davenport** (*Kimball House, Newcomb*), and the train crosses the river between them on the magnificent railroad and wagon * bridge built by the Government in connection with the armory at a cost of \$1,000,000. Davenport is the second city of Iowa in size, has 22,000 inhabitants, and is the great grain depot of the upper Mississippi. It is also an important manufacturing center, and is situated in the heart of extensive bituminous coal-fields. The city is built at the foot and along the slope and summit of a bluff $3\frac{1}{2}$ miles long, rising gradually from the river, and inclosed on the land side by an amphitheatre of hills half a mile in the rear. It is regularly laid out and handsomely built, and horse-cars traverse the principal streets. The County Buildings are substantial structures, the *City Hall* is an imposing edifice, and the *Opera-House* is one of the finest in the West. Several of the churches and school-houses are handsome buildings. *Griswold College* (Episcopal) is a flourishing institution, with a library of 4,000 volumes, and the *Academy of the Immaculate Conception* (Roman Catholic) is of high standing. The *Library Association* has a library of about 5,000 volumes, and there are an *Academy of Natural Sciences*, two medical societies, and the Iowa Orphans' Home.

At Davenport the S. W. Division of the Chicago, Rock Island & Pacific R. R. diverges and runs to Kansas City, and Leavenworth and Atchison on the Missouri River. On the main line, 40 miles beyond Davenport, is West Liberty, the junction of the Burlington, Cedar Rapids & Northern R. R. **Iowa City** (227 miles) was formerly the State capital, and is now the seat of the *State University*, which has an attendance of 600 students, an extensive laboratory, and a library of 6,500 volumes. The University occupies four buildings, of which the largest, formerly the Capitol, is a fine edifice in the Doric style, 120 by 60 ft. The County Offices and the Court-House are the other principal public buildings. The *State Historical Society* has a library of 3,500 volumes. The Iowa River furnishes water-power for various factories and flour-mills. The city contains 8,000 inhabitants, and is built upon the highest of three plateaus, 150 ft. above the river. *Grinnell* (302 miles) is the seat of *Iowa College*, which was removed here from Davenport. *Colfax* has become quite a noted resort on account of its mineral

springs. **Des Moines** (357 miles; *Kirkwood, Aborn House, Morgan*) is the present capital of Iowa, and is situated at the head of navigation on the Des Moines River, at its confluence with the Raccoon. The city, which contains 35,000 inhabitants, is laid out in quadrilateral form, extending 4 miles E. and W. and 2 miles N. and S., and is intersected by both rivers, which are spanned by 8 bridges. The business quarter lies near the rivers, and the finest residences are on the higher ground beyond. The old Capitol is a plain building erected in 1856 at a cost of \$60,000. A splendid *Capitol*, costing \$3,000,000, has been recently finished. The *Post-Office*, which also accommodates the U. S. Courts and other Federal offices, cost over \$200,000. There are 15 churches, 9 public-school houses, and a Baptist college with a spacious building on an eminence commanding a fine view. There are also *Drake University, Calinan College*, and two medical colleges. The *State Library* contains 15,000 volumes, and there is a *Public Library* with about 3,000 volumes. Among other fine buildings are the *Grand Opera-House* and the *City Hall*, both newly built. In the N. W. part of the city is a public park of 40 acres, and, in a bend of the Raccoon River, spacious Fair Grounds, with a race-course. A new park of some 40 acres has just been laid out in the N. part of the city. This is an important railroad center, as some twelve roads pass through the city.

Beyond Des Moines the road passes through the flourishing cities of Avoca and Atlantic, descends the bluffs into the Missouri Bottom, and soon reaches **Council Bluffs** (498 miles), which has been described in Sub-Route *a*.

c. Via Chicago, Burlington & Quincy R. R. Distance, 502 miles.

Two through trains daily, with Pullman palace sleeping and dining cars attached, run each way on this route. The Chicago, Burlington & Quincy R. R. passes through some of the most fertile farming lands of Illinois, crossing the State diagonally from Lake Michigan to the Mississippi River. It then crosses southern Iowa, a section teeming with agricultural wealth, and better cultivated than some other portions of the State. The country as a whole does not differ greatly from that traversed by the two preceding routes, but there are fewer important cities along the line. The first place requiring mention is **Aurora** (39 miles; *Fitch House, Tremont*), a city of 12,000 inhabitants, situated upon Fox River, which furnishes the power for numerous important manufactories. It contains a handsome City Hall, a college, 14 churches, and many fine stores and dwellings. The construction and repair shops of the R. R., situated here, employ 700 men. **Mendota** (84 miles; *Passenger House, Warner*) is a rapidly growing city of 5,000 inhabitants at the intersection of the Northern Div. of the Illinois Central R. R. (Route 81). It is surrounded by a rich farming region; and coal being abundant, manufactures are extensive and varied. *Mendota College* and a *Wesleyan Seminary* are located here, and some of the churches are handsome edifices. **Galesburg** (164 miles; *Union Hotel, Brown's*) is a city of 12,000 inhabitants, noted for its educational advantages, being the seat of *Knox College* (Congregational), with 400

students and a library of 7,000 volumes, and of *Lombard University* (Universalist), with 180 students and a library of 4,000 volumes. Both institutions admit woman-students. The *City Library* contains 7,000 volumes, and that of the *Young Men's Library Association* 4,000 volumes. Galesburg is surrounded by a rich farming country, and has several manufactories, including the machine-shops of the R. R. Co. Thirteen miles beyond Galesburg is **Monmouth**, a city of 5,000 inhabitants, situated on a rich and beautiful prairie. It is the seat of *Monmouth College*, established in 1856, and of the *Theological Seminary of the Northwest*, established in 1839, both under the control of the United Presbyterians. At *E. Burlington* (206 miles) the train crosses the Mississippi to **Burlington** (*Barrett House, Gorham*), which, after Dubuque and Davenport, is the largest city in Iowa, with a population of about 20,000, and a place of great commercial importance. The business portion of the city is built upon low ground along the river, while the residences upon the high bluffs command extended views of the fine river scenery. The river at this point is a broad, deep, and beautiful stream, and upon the bluffs between which it passes are extensive orchards and vineyards. The city is regularly laid out and well built, the houses being chiefly of brick. It contains *Burlington University* (Baptist), a business college, a public library, and several handsome churches. Four railroads converge at Burlington, and it is connected with all the river ports by regular lines of steamers.

From Burlington to Council Bluffs the road traverses wide-stretching prairie-lands, which rise gradually to *Creston* (397 miles), and then descend more rapidly to the Missouri Bottom. **Mount Pleasant** (235 miles) is a city of 5,000 inhabitants, built on an elevated prairie, nearly inclosed in a bend of Big Creek. It contains *Iowa Wesleyan University* and *German College*, both under the control of the Methodists. The former has 200 students and a library of 3,000 volumes. Near the village, and in full view from the cars, is the spacious building of the *State Hospital for the Insane*. The next important station is *Fairfield* (257 miles), picturesquely situated on Big Cedar Creek. The surrounding country is rolling prairie, diversified with forests of hard wood. **Ottumwa** (285 miles) is the largest city on this line between the Mississippi and the Missouri, and has a population of about 7,000. It is situated on the Des Moines River, which is here spanned by a bridge, is surrounded by a fertile country, has a good water-power which is extensively used in manufactures, and does a trade amounting to \$6,000,000 annually. *Albia* (307 miles), *Chariton* (337 miles), and *Osceola* (363 miles) are small but prosperous places. *Creston* (397 miles) is on the dividing-ridge between the Mississippi and Missouri Rivers, 800 ft. above their level. The engine-houses and repair-shops of this division of the road are located here. The principal stations between Creston and Council Bluffs are *Red Oak*, where the Nebraska City Branch joins the main line, and *Pacific Junction*, the junction with the Burlington & Missouri R. R. in Nebraska. **Council Bluffs** (see Sub-Route a).

d. *Via Chicago, Milwaukee & St. Paul R. R.* 490 miles. Fare, \$14.

This line, known as the Chicago, Omaha & Council Bluffs Short Line, offers in many ways a desirable route. The through trains are equipped with Pullman sleeping and dining-room cars, and the service is of the best. The country, though not specially interesting, is a fine rolling prairie covered with prosperous farms. The first station of importance out of Chicago is **Elgin** (36 miles), a busy city of 9,000 population, and an important manufacturing place, for which the Fox River gives extensive water-power. It is specially noted for the *National Watch-Works*, which employ some 600 hands and turn out about \$800,000 worth of watches. There are also manufactories of carriages and agricultural machinery. There are 6 newspapers, 13 churches, 3 banks, and many prosperous business houses in the city. Passing a number of small places, we reach **Rockford** (93 miles), a city of 16,000 people, beautifully situated on both sides of the Rock River. It is the terminus of the Freeport & Kenosha & Rockford Div. of the Chicago & Northwestern R. R. The city contains 22 churches, 6 banks, and is notable among the smaller Western cities for its thrift and energy. There are many important manufactories, woolen-mills, iron-foundries, machine-shops, agricultural-implement works, breweries, etc. *Savanna* (138 miles) is a pretty town of 1,300 population, and in 194 miles we arrive at **Rock Island** (see Sub-Route b). *Marion* (228 miles) is at the junction with the St. Louis Coal R. R., a thriving village of 1,200 inhabitants. **Cedar Rapids** (233 miles) is described in Sub-Route a. Passing through *Tama City* (282 miles) and *Pickering* (296 miles), we reach **Des Moines** in 374 miles (see Sub-Route b). There is no other station of importance before reaching **Council Bluffs** (see Sub-Route a).

e. *Via Wabash, St. Louis & Pacific R. R.* 563 miles. Fare, \$14.

This route is equipped fully with Pullman sleeping and dining-room cars, and, though somewhat longer, makes the distance in about the same time. The road passes to *Chenoa* (109 miles) without any stations of importance; *Fairbury*, a village of 2,100 population (98 miles), being the principal place *en route*. At *Chenoa* junction is made with the Chicago & Alton R. R. The prosperous villages of *El Paso*, *Eureka*, *Washington*, and *Farmdale*, at all of which there are junctions with other railroads, intervene before reaching ***Peoria** (157 miles), a city of 30,000 population, situated on the W. bank of the Illinois River, and at the lower end of *Peoria Lake*, a beautiful sheet of water. The city is an important railway center, as 7 roads pass through or terminate here. Steamboats ply regularly between this point and St. Louis. Among the public buildings are a fine stone *Court-House*, the *Peoria Co. Normal School*, the *Mercantile Library* (10,000 vols.), and the *City Hall*. There are 28 churches, several of which are very handsome edifices. The main business is manufacturing, consisting of distilleries, breweries, iron-foundries, machine-shops, carriage and furniture factories, engine and locomotive shops, etc. The city is surrounded by

rolling, fertile prairie, and very rich mines of bituminous coal are worked in its vicinity. *Canton* (185 miles) is a thriving place of 5,000 inhabitants at the junction with the Chicago, Burlington & Quincy R. R.; and *Bushnell* (217 miles), with 2,500 population, is at the crossing of the St. Louis & Rock Island Div. of the C., B. & Q. R. R. At *La Harpe* (241 miles) the Burlington branch diverges. * **Keokuk** (269 miles) is a city of 13,000 inhabitants, on the Mississippi River at the foot of the Rapids. It is built at the base and partly on the summit of a bluff 150 ft. high, and has broad, regular streets with many handsome houses. It is the terminus or junction of 10 railroads, has a large and growing trade, and has large flouring-mills, iron-foundries, machine-shops, tanneries, breweries, etc. Four miles below Keokuk, the Des Moines River, the boundary between Iowa and Missouri, enters the Mississippi. At *Glenwood Junction* (520 miles) the line connects with a branch of the Peoria & Iowa Div., and at *Centreville* (541 miles) with the S. W. Div. of the Chicago, Alton & Pacific R. R. At *Humeston* there is a junction with the Chicago, Burlington & Quincy R. R., and no stations of any moment intervene before reaching **Council Bluffs** (see Sub-Route a).

Omaha.

Hotels, etc.—The *Paxton House*, built on the site of the Grand Central, burned in 1878, is the finest hotel between Chicago and San Francisco. First-class houses also are the *Millard* and *Cozzen's*. Other hotels are the *Withnell House* and *Metropolitan*. *Horse-cars* traverse the city in various directions, centering at the Union Pacific Depot. The *Post-Office* is at the cor. of 15th and Dodge Sts.

Omaha, the largest city of Nebraska and of the Missouri River Valley, is situated on the Missouri River, opposite Council Bluffs, with which it is connected by the magnificent railroad-bridge described in Route 86 a, and is practically the E. terminus of the Union Pacific R. R. It occupies a beautiful plateau, rising gradually into bluffs, and in 1880 had a population of 30,518. The streets are broad, cross each other at right angles, and are lighted with gas and electric lights. The level portion is chiefly devoted to business purposes, and contains many substantial commercial blocks and buildings. The bluffs are occupied by handsome residences with ornamental grounds. The * *U. S. Post-Office and Court-House* is a fine building of Cincinnati freestone, 122 by 66 ft. and 4 stories high, costing \$350,000. The * *High-School Building* cost \$250,000, and is one of the finest of the kind in the country. It crowns a far-viewing hill, and has a spire 185 ft. high, from which there is a noble outlook. The *Douglass County Court-House*, costing \$150,000, crowns another eminence. *Boyd's Opera-House*, one of the finest theatres in the West, stands at the cor. of Farnam and 15th Sts. The *Union Pacific Headquarters Building* and the *C., B. & Q. R. R. General Offices* are handsome and spacious brick buildings, in which are employed some 500 people. Several of the churches are costly and elegant structures. The *Union Pacific R. R. Depot* is a spacious edifice.

The prosperity of Omaha is due chiefly to its having been for 15 years the real E. terminus of the Union Pacific R. R. Since the comple-

tion of that road in May, 1869, its growth has been extremely rapid, and it now has an immense trade and numerous important manufactories. Of the latter, the principal are the *Omaha Smelting-Works*, said to be the largest in America, several large breweries and distilleries, extensive linseed-oil works, steam-engine works, 4 brick-yards, extensive stock-yards and pork-packing establishments, and the vast machine-shops, car-works, and foundry of the Union Pacific R. R. The latter occupy about 30 acres on the bottom adjoining the table-land upon which most of the city proper is built. The city has an excellent system of water-works. Four miles N. is *Fort Omaha*, a large and handsome post, the headquarters of the military department of the Platte. Connected by the great bridge with Council Bluffs, it is the practical W. terminus of the Chicago & Northwestern; Chicago, Milwaukee & St. Paul; Chicago, Rock Island & Pacific; Chicago, Burlington & Quincy; Kansas City, St Joseph & Council Bluffs, and Wabash, St. Louis & Pacific R. Rs.

87. Omaha to San Francisco.

By the Union Pacific and Central Pacific Railways. Distance, 1,865 miles. Time, 3½ days. Fare, \$95. The Pacific Railroads occupy so peculiar a position among achievements of the kind that a brief outline of their history will perhaps prove interesting. The project of a railway across the continent was publicly advocated as early as 1846, by Asa Whitney, and in 1853 Congress passed an act providing for surveys by the corps of topographical engineers. Further acts were passed in 1862 and 1864 providing for a subsidy in United States 6 per cent gold bonds at specified rates per mile. The same acts also gave to the companies undertaking the work 20 sections (12,800 acres) of land for each mile of railroad built, or about 25,000,000 acres in all. The railroad was built from Omaha, Neb., to Ogden, Utah, 1,033 miles, by the Union Pacific Company, and from San Francisco to Ogden, 883 miles, by the Central Pacific Company. Work was begun in 1863; the first 40 miles from Omaha to Fremont were completed in 1865; and on May 12, 1869, the railroad communication from the Atlantic to the Pacific ocean was opened. The route crosses 9 mountain-ranges, the highest being the Black Hills, at an elevation of 8,242 ft. above the sea, and the lowest, Promontory Mountain, W. of Great Salt Lake, 4,889 ft. The aggregate length of the tunnels, of which there are 15, all occurring in the Sierra Nevada or its spurs, is 6,600 ft. The gradients do not often exceed 80 ft. to the mile, though in one instance they reach 90 ft. and in another 116 ft. to the mile. The cost of the Union Pacific road was reported to the Secretary of the Interior at \$112,259,360; but the liabilities of the company at the date of the completion of the road were \$116,730,052. In 1868 Jesse L. Williams, a civil engineer and one of the government directors, reported the approximate cost of the Union Pacific road in cash at \$38,824,821; and this was probably not far from correct. The cost of the Central Pacific road and branches (1,222 miles) in liabilities of every sort was reported in 1874 at \$139,746,311.

Stations.—*Union Pacific Ry.*: Omaha to Gilman, 10 miles; Papilion, 15; Millard, 21; Elkhorn, 29; Waterloo, 31; Valley, 35; Fremont, 47; North Bend, 62; Schuyler, 76; Benton, 84; Columbus, 92; Duncan, 99; Silver Creek, 109; Clark, 121; Central City, 132; Chapman, 142; Grand Island, 154; Alda, 162; Wood River, 170; Shelton, 178; Gibbon, 183; Kearny, 191; Elm Creek, 212; Overton, 221; Plum Creek, 230; Cozad, 245; Willow Island, 250; Warren, 260; Brady Island, 268; McPherson, 278; Gannett, 285; North Platte, 291; O'Fallon's, 308; Dexter, 315; Alkali, 322; Roscoe, 332; Ogallala, 342; Brule, 351; Big Spring, 361; Barton, 369; Denver Junction, 377; Chappell, 387; Lodge Pole, 397; Sidney, 414; Brownson, 423; Potter, 433; Bennett, 442; Antelope, 451; Bushnell, 463; Pine Bluff, 473; Tracy, 479; Egbert, 484; Hillsdale, 496; Atkins, 502; Archer, 508; Cheyenne, 516; Granite Cañon, 535; Sherman, 549; Laramie, 573; Lookout, 606; Medicine Bow, 645; Carbon, 657; Percy, 668; Fort Steele, 695; Rawlins, 709; Creston, 739; Red Desert, 763; Table Rock,

776; Bitter Creek, 786; Black Buttes, 796; Hallville, 801; Rock Springs, 832; Green River, 845; Bryan, 860; Church Buttes, 888; Carter, 905; Piedmont, 929; Evanston, 957; Wahsatch, 968; Castle Rock, 977; Echo, 993; Weber, 1,009; Peterson, 1,017; Uintah, 1,026; Ogden, 1,032. *Central Pacific R. R.*—Corinne, 1,053; Promontory Point, 1,082; Kelton, 1,123; Terrace, 1,153; Toano, 1,214; Pequop, 1,224; Otego, 1,230; Wells, 1,250; Elko, 1,307; Carlin, 1,330; Palisade, 1,339; Winnemucca, 1,451; Mill City, 1,479; Humboldt, 1,493; Hot Springs, 1,569; Wadsworth, 1,588; Reno, 1,622; Truckee, 1,656; Summit, 1,671; Emigrant Gap, 1,692; Blue Cañon, 1,698; Dutch Flat, 1,709; Colfax, 1,722; Auburn, 1,740; Rocklin, 1,754; Sacramento, 1,777; Elmira, 1,805; Suisun, 1,816; Benecia, 1,832; Port Casta, 1,833; San Pablo, 1,848; Oakland Pier, 1,862; San Francisco, 1,865.

THE journey from Omaha to San Francisco, by reason of its great length and the time which it takes, will be in many respects a new experience to the traveler, no matter how extended his previous journeyings may have been. It is more like a sea-voyage than the ordinary rushing from point to point by rail, and, as on a sea-voyage, one ceases to care about time-tables and connections, and makes himself comfortable. The slow-running time of the earlier period has changed to a speed which some Eastern lines might emulate. The time consumed from Omaha to San Francisco, *via* the Union and Central Pacific Rys., is 3 ds., 8 h. and 35 m. Dining-cars are not run on this line, but all trains stop at meal-stations. The buffet sleeping-cars have replaced the old style of sleeping-cars, and the traveler can always find good cheer at the sideboard. Mr. Charles Nordhoff, in speaking of the comforts of the long journey, says: "You may pursue all the sedentary avocations and amusements of a parlor at home; and as your housekeeping is done—and admirably done—for you by alert and experienced servants; as you may lie down at full length, or sit up, sleep or wake, at your choice; as your dinner is sure to be abundant, very tolerably cooked, and not hurried; as you are pretty certain to make acquaintances on the car; and, as the country through which you pass is strange, and abounds in curious and interesting sights, and the air is fresh and exhilarating—you soon fall into the ways of the voyage; and if you are a tired business man, or a wearied housekeeper, your care-less ease will be such a rest as certainly most busy and overworked Americans know how to enjoy."

Passengers may secure berths in Pullman sleeping-cars for the continuous trip to San Francisco in Chicago, at the ticket-offices of any of the routes mentioned in Route 86, or may arrange for berths from point to point. The price of a berth from Chicago to Omaha is \$3; Omaha to Ogden or Salt Lake City, \$8; Ogden to San Francisco, \$6. Through railway fare from Chicago to San Francisco is \$103.50.

As there are nearly 300 stations on the line, only the more important are included in the list given above, and the information there conveyed (names and distances) is all that the traveler will care to have about most of them. In such a case as this the only method of description not likely to prove tedious will be to direct attention in a general way to the characteristic features of the different sections of the route. Those who wish for more detailed information can secure it from the R. R. folders of the Union Pacific Ry.

Two trains leave Omaha daily for the west, one at noon and the

other in the evening. The first makes connection with the through express of the Central Pacific R. R. at Ogden. Both trains connect for Salt Lake City, Portland and Utah, Idaho, Montana and Oregon points. Both trains have through coaches and sleepers for Denver also. Assuming that the passenger takes the noon train, he will pull slowly out through a valley in which are located several important manufacturing establishments, and make his first stop at *South Omaha*, the most important suburb of the city of Omaha. A syndicate of capitalists have purchased 1,800 acres of ground here, laid it out into city lots, built large stock-yards, slaughter-houses, and packing establishments, and propose to conduct an extensive business, giving employment to several hundred men. Westward during the afternoon, the road traverses vast prairies dotted over thickly with farms and farm-houses. On the left is the Platte River, through whose valley, entered at *Elkhorn* (29 miles), the road runs for nearly 400 miles, and whose North Fork is crossed at *Fort Steele* (694 miles). At *Valley* (35 miles) a branch leaves the main line for *Wahoo*, *Lincoln*, *Beatrice*, *Marysville*, *David City*, *Osceola*, and *Stromsburg*. At *Fremont* (47 miles), a city of 4,000 people, the Sioux City and Pacific R. R. connects with the Union Pacific Ry. *North Bend* (62 miles) and *Schuyler* (76 miles) are passed, and the train arrives at *Columbus* (92 miles), from which point a branch, known as the Omaha, Niobrara & Black Hills Branch, leaves the main line for *Albion*, *Fullerton*, and *Norfolk*. The Burlington & Mo. R. R. has a branch coming from the south and joining the Union Pacific here, with another at *Central City* (132 miles), and a third at *Grand Island* (154 miles). The last-named city is a railway center of some importance. A branch of the Union Pacific extends northward to *St. Paul* and *North Loup*, and the St. Joseph & Western R. R., operated in the interest of the Union Pacific, also meets the main line at this point. Supper is taken here, and the train moves westward, continuing through a beautiful agricultural section, passing *Kearny* (195 miles), *Plum Creek* (231 miles), and reaching *North Platte* (291 miles), the end of the first passenger division, soon after midnight. North Platte has extensive railroad-shops, round-houses, and a large railroad population. It is a city of 2,500 people, and lies on the border between the farming and grazing sections of Nebraska. In the past two years farmers have moved in great numbers upon this section, and have met with good success in cultivating its soil, even as far west as *Sidney* (414 miles). *Denver Junction* (371 miles) is the junction of the Julesburg Branch, the short line to Denver, over which through cars pass between Omaha and Denver. Passing through the great stock region in the night, the train arrives at *Cheyenne* (516 miles) for breakfast. Here junction is made with the Denver Pacific Branch of the Union Pacific, and the Denver & Kansas City sleeping-cars will be found waiting to deliver their passengers to the main line sleeping-cars.

At Cheyenne a fine glimpse is had of the Rocky Mountains, whose snow-clad tops are taken for clouds. *Long's Peak (14,000 ft. high) soon becomes plainly visible, and the Spanish Peaks are seen in the dim distance; while away to the N., as far as the eye can reach, the dark line of the Black Hills leans against the horizon.

Cheyenne (516 miles) is one of the largest towns on the entire road, though settled only in 1867. It now has a population of 6,000, representing chiefly the stock and mining interests, is the point of junction with the Colorado Central Branch (see Route 95), and has an extensive round-house and shops. The R. R. hotel here is excellent, and the meals well cooked and served. The town is substantially built, largely of brick, and contains a fine Court-House and Jail, a neat City Hall, a large public-school building, and a brick opera-house. The military post of Fort D. A. Russell is located here. Cheyenne is another point of departure for the Black Hills, and daily stages run to Deadwood in 48 hours.

A few miles beyond Cheyenne the ascent of the Rocky Mountains (Black Hills) is begun, though the train has climbed about one mile in altitude since leaving Omaha, and for thirty miles the road climbs rugged granite hills, winding in and out of interminable snow-sheds. *Sherman* (549 miles) is one of the highest R. R. stations in the world (8,235 ft.), and affords grand views. Here commences the descent to the Laramie Plains, which are about 40 miles wide on the average and 100 miles long, bounded by the Black Hills and the Medicine Bow Mountains. They are overrun by enormous flocks of sheep, and are said to afford the best grazing in the United States. In the adjacent hills there is abundance of game, such as mountain-sheep, antelopes, and bears. **Laramie City** (572 miles) is situated on the Laramie River, in the midst of the Laramie Plains, and has a population of about 3,000, which is rapidly increasing. It is the end of a division of the R. R., and has large machine and repair shops, and the rolling-mills of the company. The streets are regularly laid out at right angles with the railway, and there are many handsome buildings of brick and stone. Within 30 miles of Laramie there are deposits of antimony, cinnabar, gold, silver, lead, plumbago, and several other minerals; and it is expected that the place will become an important manufacturing center. Beyond Laramie the road traverses the Plains for many miles, crosses a region of rugged hills, and descends once more into the valley of the North Platte. Near *Miser* (616 miles) there are fine views from the cars of Laramie Peak on the right and Elk Mountain on the left. *Rock Creek* (625 miles) is a regular eating-station, and ranks among the best on the line. The North Platte is reached at *Fort Fred Steele* (695 miles), and then another steep ascent is begun. *Creston* (737 miles) is upon the dividing ridge of the continent, from which water flows each way; E. to the Atlantic and W. to the Pacific. At *Green River Station* (845 miles) the train emerges from the desolate plains, and enters a mountain-region, which affords some fine views. Utah Territory is entered W. of *Wahsatch* (966 miles). Within this region, between Green River and Salt Lake Valley, five tunnels are traversed, aggregating nearly 2,000 ft. and cut through solid rock, which never crumbles, and consequently does not require to be arched with brick. *Castle Rock* (975 miles) is a station at the head of Echo Cañon, and we there enter a region whose grand and beautiful scenery has been often described. * *Echo Cañon* and the celebrated * *Weber Cañon* offer the most magnifi-

cent sights on the whole Pacific route, and the tourist will be fortunate if he passes them by daylight. The road winds through all the devious turns of these cañons, while rock-ribbed mountains, bare of foliage except a stunted pine, and snow-capped, rise to an awful height on either hand. Emerging from these grim battlements of rock, the train enters the Salt Lake Valley and soon reaches **Ogden** (1,033 miles), the point of junction between the Union Pacific and Central Pacific Railways, and of the Utah Central R. R., which extends to Salt Lake City, and the Utah & Northern Div. of the U. P. Ry. Ogden is a flourishing city of 6,000 inhabitants, situated on a high mountain-environed plateau, and remarkably well built. Its streets are broad, with running streams of water in nearly all of them, and it contains a brick Court-House, 3 churches and a Mormon tabernacle, many tasteful residences, and two hotels (the *Utah Hotel* and the *Beardsley House*), the latter being the hotel at the depot. The machine and repair shops of the Central Pacific R. R. are located here. Ogden is the regular supper and breakfast station of both Pacific railroads, and here cars are changed. Passengers are allowed one hour in which to get their meals, look about, and secure new berths in the palace-cars.

The *Utah Central R. R.* connects with the Union and Central Pacific at Ogden, and the *détour* to Salt Lake City (37 miles from Ogden; fare, \$2) may be made in one day. The country between Ogden and Salt Lake City is quite thickly settled, except within the first 7 miles, and stoppages are made at four Mormon villages, with nothing in particular to characterize them except the co-operative stores, with an open eye and the legend "Holiness to the Lord" printed over the doorways.

Salt Lake City.

Hotels, etc.—The best hotels are the *Walker House*, in Main St., and the *Continental Hotel*, at the cor. of W. Temple and S. 1st Sts. *Horse-cars* run on the principal streets and render all parts of the city easily accessible. The population of St. Lake City is 22,000, of whom about one third are Gentiles and apostate Mormons.

Salt Lake City, the capital of Utah Territory, is situated at the W. base of a spur of the Wahsatch Mts., about 12 miles from the S. E. extremity of the Great Salt Lake. It lies in a great valley, extending close up to the base of the mountains on the N., with an expansive view to the S. of more than 100 miles of plains, beyond which in the distance rise, clear cut and grand in the extreme, the gray and rugged mountains whose peaks are covered with perpetual snow. Great care was displayed in selecting the site and in laying out the city. The streets are 128 ft. wide, and cross each other at right angles. There are 260 blocks, each $\frac{1}{8}$ of a mile square and containing 10 acres. Each block is divided into 8 lots, 10 by 20 rods, and containing $1\frac{1}{4}$ acre. Several of the blocks in the business quarter have been cut by cross-streets laid out since the founding of the city. Shade-trees and ditches filled with running water line both sides of every street, while almost every lot has an orchard of

pear, apricot, plum, peach, and apple trees. The city is divided into 20 wards, nearly every one of which has a public square. The dwellings and business structures are built principally of adobe (sun-dried bricks); but a few of the newer stores are built of stone, and are very handsome and commodious structures. The dwellings and business structures are much more modern now than they were a few years ago, and an air of progress is everywhere apparent.

The chief business thoroughfares are *Main St.* and *Temple St.*, and 1st and 2d South Sts. On the latter is the great ***Tabernacle**, which is the first object to attract the eye as one approaches the city, although destitute of any architectural beauty. It is of wood, except the 46 huge sandstone pillars which support the immense dome-like roof, is oval in shape inside and out, and will seat 15,000 persons. It is used for worship, lectures, and debates. The Tabernacle organ is one of the largest in America. A little E. of the Tabernacle, and inclosed within the same high wall, is the uncompleted building of the new *Temple*, estimated to cost \$10,000,000, and of which three stories are now up. Within the same walls is the famous *Endowment House*, in which the various Mormon rites and mysteries are performed, and into which only Mormons about to marry can enter. It is an inferior-looking adobe building. On S. Temple St., E. of Temple Block, is *Brigham's Block*, inclosed by a high stone wall, and containing the Tithing House, the Beehive House, the Lion House, the office of the "Deseret News," and various other offices, shops, dwellings, etc. Here was the residence of the late Brigham Young, and 18 or 20 of his wives lived in the Beehive and the Lion House. Nearly opposite is a large and handsome house supposed to belong to the Prophet's favorite wife, and formerly known as *Amelia Palace*, now known as the *Gendo House*. On S. Temple St., opposite the Tabernacle, is *The Museum*, where may be seen the various products of Mormon industry, specimen ores from the mines, precious stones from the desert, specimen birds of Utah, and various Indian relics and curiosities. The *Theatre* is a vast building, gloomy-looking from the street, but with a very ornate interior. Walker's *Opera-House*, recently built, is a fine structure. Another attractive theatre is the Salt Lake Pavilion. The *City Hall* cost \$60,000, and is used as the Territorial capitol. There are several fine churches in the city. Among the principal educational institutions are the *Deseret University*, *Hammond Hall*, Collegiate Institute, and St. Mary's Academy. The hospitals are, *Holy Cross*, *St. Mark's*, and the *Deseret*. The *City Prison* is in the rear. Other handsome buildings are those of the *Deseret National Bank*, at the cor. of E. Temple and S. 1st Sts., and the *Co-operative Store* in E. Temple St. About 2 miles E. of the city is ***Camp Douglas**, overlooking the city, and commanding a fine view.

Most visitors to Salt Lake City will, as a matter of course, wish to see the ***Great Salt Lake** from which it takes its name, and which is one of the greatest natural curiosities of the West. It is most easily reached *via* the Utah & Nevada R. R. to *Lake Point* (20 miles), where there is a large hotel and bath-house, and whence a steamer crosses the

lake (fare, round trip, \$1.50, which includes a ride on the lake steamer and the privileges of a bath). Great Salt Lake is 75 miles long and about 30 miles broad, is 4,200 ft. above the sea, and contains six islands, of which Church Island is the largest. Several rivers flow into it, but it has no outlet. The water is shallow, the depth in many extensive parts being not more than 2 or 3 ft. The floods of spring spread the lake over large tracts, from which it recedes as summer advances. It was evidently once vastly more extensive than at present. Its water is transparent, but excessively salt, and so buoyant that a man may float in it at full length upon his back, having his head and neck, his legs to the knee, and both arms to the elbow entirely out of the water. If he assumes a sitting posture, with the arms extended, his shoulders will rise above the water. Swimming, however, is difficult from the tendency of the lower extremities to rise above the surface; and the brine is so strong that it can not be swallowed without danger of strangulation, while a particle of it in the eye causes intense pain. A bath in it is refreshing and invigorating, though the body requires to be washed afterward in fresh water.

Leaving Ogden, the westward-bound train passes two small stations, and in 25 miles reaches **Corinne** (*Central Hotel*), the largest Gentile town in Utah, having a large trade with the mining-regions of eastern Idaho and Montana. Beyond Corinne the train winds among the Promontory Mts., and skirts the N. shore of the Great Salt Lake, while the Mormon city lies near the S. end of it. *Promontory Point* (1,082 miles) is interesting as the spot where the two companies building the Pacific Railroad joined their tracks on May 10, 1869. The last tie was made of California laurel trimmed with silver, and the last four spikes were of solid silver and gold. Beyond this the road enters upon an extended plateau, about 60 miles long and of the same width, known as the *Great American Desert*. Its whole surface is covered with a sapless weed 5 or 6 inches high, and never grows any green thing that could sustain animal life. The only living things found upon it are lizards and jackass-rabbits; and the only landscape feature is dry, brown, and bare mountains. "The earth is alkaline and fine, and is whirled up by the least wind in blinding clouds of dust. Rivers disappear in it, and it yields no lovelier vegetation in return than the pallid artemisia or sage-brush. It seems to have been desolated by a fire, which has left it red and crisp; the blight which oppresses it is indescribable. The towns along the railway do not enliven the prospect." Yet the process of irrigation, which is beginning to be used in places, shows that even this unpromising soil can be made to yield rich returns. At *Humboldt Wells* (1,250 miles) are some 30 springs in a low basin about $\frac{1}{2}$ mile W. of the station. Some of these springs have been sounded to a depth of 1,700 feet without revealing a bottom, and it is supposed that the whole series form the outlets of a subterranean lake. The most important station on this portion of the line is **Elko** (1,307 miles), which has a population of 1,200, a large brick court-house and jail, a church and a public school, and the State University, founded in

1875. Several important mining districts are tributary to Elko, and secure it a large trade. About $1\frac{1}{2}$ mile W. is a group of mineral springs which are achieving a good deal of local reputation. Elko is the regular breakfast and supper station of the R. R., and meals are well served. *Winnemucca* (1,451 miles) is another prosperous town with a large mining trade; and *Humboldt* (1,493 miles) affords a grateful if momentary relief to the now wearied eye of the tourist. "The desert extends from Humboldt in every direction—a pallid, lifeless waste, that gives emphasis to the word desolation; mountains break the level, and from the foot to the crest they are devoid of vegetation and other color than a maroon or leaden gray; the earth is loose and sandy; Sahara itself could not surpass the landscape in its woe-begone infertility; but here at Humboldt a little intelligence, expenditure, and taste have, by the magic of irrigation, compelled the soil to yield flowers, grass, fruit, and shrubbery."

At *Wadsworth* (1,588 miles) the ascent of the Sierra Nevada is begun. The wearying sight of plains covered with alkali and sagebrush is exchanged for picturesque views of mountain-slopes, adorned with branching pine-trees, and diversified with foaming torrents. The ascent soon becomes so steep that two locomotives are required to draw the train. At short intervals there are strong wooden snow-sheds, erected to guard the line against destruction by snow-slides. These sheds, which are very much like tunnels, interrupt the views of some of the most romantic scenery on the line.

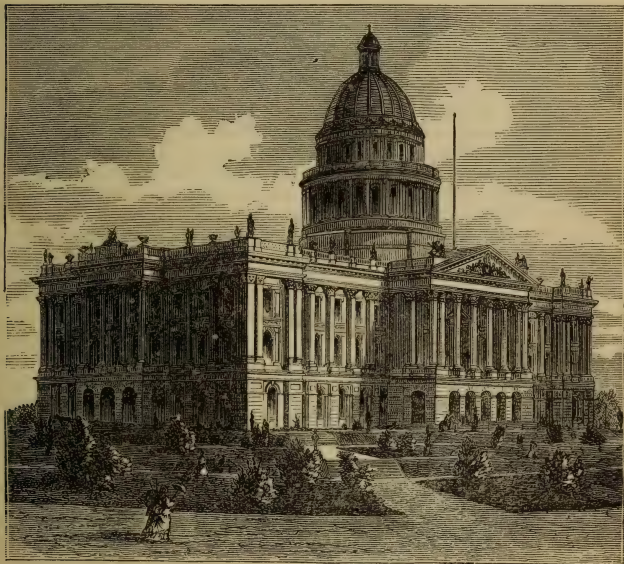
Reno (1,622 miles) is a busy town of 2,000 inhabitants situated on the Truckee River about 5 miles from the base of the Sierra. It has an immense trade with the mining districts, and contains the grounds of the State Agricultural Society, a Young Ladies' Seminary, and several factories. A disastrous fire on March 2, 1879, swept away the entire business portion of the place, with nearly all the finest buildings, but it has been again built up with handsome and solid structures.

The Virginia & Truckee R. R. runs from Reno to Carson and Virginia City, in the great Nevada mining-region, and affords the opportunity for an excursion which the tourist should certainly make if he have time. **Carson** (31 miles from Reno) is the capital of Nevada, and is a thriving city of 4,500 inhabitants, containing the Capitol, the U. S. Mint, a Court-House, 4 churches, the best school-house in the State, and many handsome residences. The State Prison, $2\frac{1}{4}$ miles distant, is a massive building yet unfinished. From Carson daily stages run in 15 miles (fare, \$3) to ***Lake Tahoe**, one of the loveliest bodies of water in the world. It is about 22 miles long and 10 miles wide, is 6,000 ft. above the sea, is surrounded by snow-capped mountain-peaks, and has marvelously clear water which has been sounded to a depth of over 1,600 ft. Small steamers circumnavigate the lake (fare across, \$2.50; round trip, \$5), and enable its exquisite scenery to be viewed to great advantage. Twenty-one miles beyond Carson is **Virginia City**, built half-way up a steep mountain-side, completely environed by mountains, and containing 13,705 inhabitants, about one third of whom are usually under ground. The pitch of the ground is such that what is the first story of a house in front becomes the second or third story in the rear, and in looking in any direction the eye meets an unvaried prospect of chain after chain of interlocked peaks. On Oct. 26, 1875, the city was almost entirely destroyed by fire, but it has been rebuilt more handsomely than ever, and a similar catastrophe provided against with characteristic energy by the construction of water-works costing over \$2,000,000. "The people," says a recent visitor, "are ultra-Californian in their nature and habits, excessively fond of display, lavishly hospi-

table, impetuous in business, and irrepressible in speculativeness. What is most surprising to the stranger is the proportions of the constant rushing crowd on C Street, the principal thoroughfare, and the cosmopolitan character of its elements. Piute and Washoe Indians, in picturesque rags, Chinamen in blue-and-black blouses, brawny Cornishmen, vehement Mexicans, and many other people from far-apart countries, mingle and surge along in the stream." Virginia City stands directly over the famous Comstock Lode, and near by are the celebrated *Big Bonanza Mines*, said to have been a few years ago the richest in the world. There are numerous other mines, and a visit to any one of them will be a most fascinating experience. (An excellent way to make the excursion described above will be to go direct from Reno to Virginia City, then return to Carson and take the stage for Lake Tahoe, cross the lake to Tahoe City, and take the stage thence to Truckee on the C. P. R. R.)

Truckee (1,656 miles) is the first important station in California, and is a handsomely-built town of 1,500 inhabitants, perched high up amid the Sierras. Three miles from the town is the lovely * *Donner Lake*, embosomed in the lap of towering hills; and daily stages (fare, \$2) run to Tahoe City on Lake Tahoe (see above). *Summit* (1,671 miles) is the highest point on the Central Pacific road (7,042 ft.), and the scenery around the station is indescribably beautiful and impressive. "A grander or more exhilarating ride than that from Summit to Colfax," says Mr. Nordhoff, "you can not find in the world. The scenery is various, novel, magnificent. You sit in an open car at the end of the train, and the roar of the wind, the rush and vehement impetus of the train, and the whirl around curves, past the edge of deep chasms, among forests of magnificent trees, fill you with excitement, wonder, and delight. . . . The entrance to California is as wonderful and charming as though it were the gate to a veritable fairy land. All its sights are peculiar and striking: as you pass down from Summit the very color of the soil seems different from and richer than that you are accustomed to at home; the farm-houses, with their broad piazzas, speak of a summer climate; the flowers, brilliant at the roadside, are new to Eastern eyes; and at every turn of the road new surprises await you." From Summit to Sacramento is a distance of 106 miles, and between these places the descent from a height nearly half as great as that of Mont Blanc to 56 ft. above the sea-level has to be made. The line is carried along the edge of precipices plunging downward for 2,000 or 3,000 ft., and in some parts upon a narrow ledge excavated from the mountain-side by men swung down in baskets. It is thus at * *Cape Horn*, a point grand and imposing in the extreme, which is passed just before *Colfax* (1,722 miles). *Sacramento* (*Capitol, Langham, and Golden Eagle*) is the capital of California, and the third city of the State in size, having a population of 23,000. It is built on an extensive plain on the E. bank of the Sacramento River, immediately S. of the mouth of the American River. Its site is very low, having originally been only 15 ft. above low water, and the city formerly suffered greatly from inundations; but the business portion has been artificially raised 8 ft. above the original level, and the exposed portions surrounded by a great levee. Sacramento is a very attractive city. The streets are straight and wide, and cross each other at right angles; the shops and stores are mostly of brick; the dwellings mostly of wood, and surrounded by gardens.

Shade-trees are abundant, and a luxuriant growth of flowers and shrubs may be seen in the open air at all seasons of the year. The only important public building is the ***State Capitol**, but this is one of the finest structures of the kind in the United States. It is situated almost in the heart of the city, and the grounds cover eighteen blocks, beautifully laid out with trees, shrubs, and flowers. The *State Library*, in the Capitol, has upward of 35,000 volumes; and the *Sacramento Library*, in a fine building belonging to the association, about 7,000 volumes. The *State Agricultural Society* has ample accommodations for



State Capitol of California.

the exhibition of stock, and one of the finest race-courses in the world. It holds a fair annually, about the middle of September. There are a number of fine church edifices in the city, many schools, charitable institutions, a convent, and vast manufactories and machine-shops. Sacramento is a great railroad and steamboat center, and connects directly with all parts of the State.

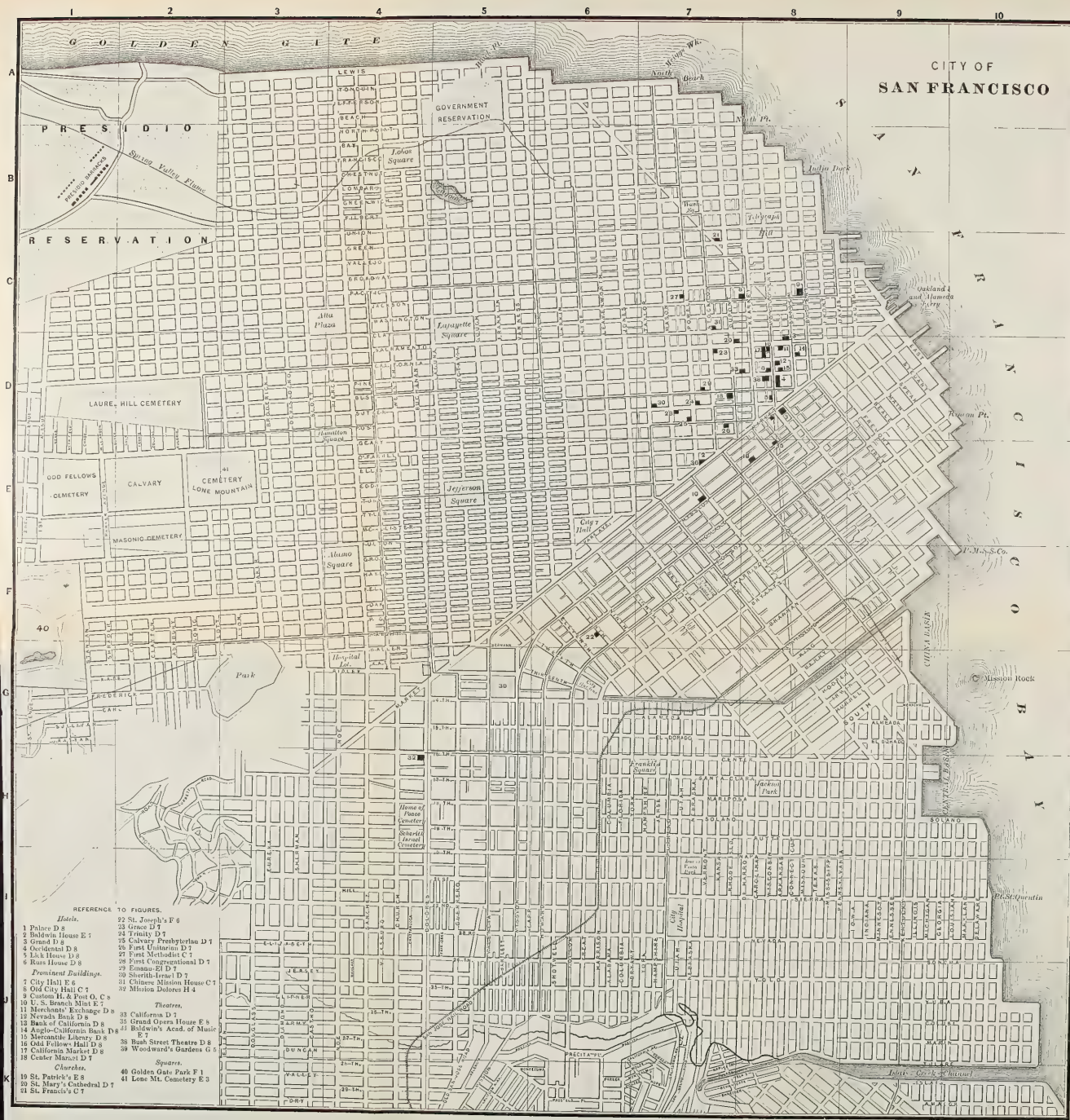
The through trains from Sacramento to San Francisco pursue a very pleasant route, being for the most part through the valleys of the Sacramento and San Joaquin. **Benicia**, 57 miles from Sacramento, is a

thriving town of 1,800 inhabitants, on the N. side of the *Straits of Carquinez*, and is at the head of navigation for the largest ships. Here are the *large depot and machine-shops* of the Pacific Mail Steamship Co., the *United States Arsenal*, and several noted educational institutions, Catholic and Protestant. The trains cross the straits on a mammoth ferry-boat, and in 27 miles reach **Oakland** (*Tubb's Hotel, Grand Central*), a beautiful city of 35,000 inhabitants, situated on the E. shore of San Francisco Bay, nearly opposite San Francisco, of which it is practically a suburb. It is a favorite residence of persons doing business in San Francisco, and is much resorted to from that city for its drives and fine scenery. Oakland is luxuriantly shaded, live-oak being the favorite tree, is remarkably well built, and has a delightful climate. At Berkeley, 4 miles N., is the *State University*, which is open to both sexes, and whose tuition is free. The train passes around the city to Oakland Point, where the company has built an immense pier $2\frac{1}{4}$ miles into the bay. From this pier (which is well worth notice) a ferry-boat conveys the passengers and freight to San Francisco, 3 miles distant.

The old route from Sacramento to San Francisco, and now used only for local travel, is *via Stockton*, 54 miles from Sacramento (*Yosemite House, Mansion, Grand*), containing 11,000 inhabitants, and situated at the head of tide-navigation on the San Joaquin River. It occupies a level site, and is substantially and compactly built, with handsome, wide streets, and public buildings that indicate enterprise and taste. The *Court-House* and *City Hall*, near the center of the city, is surrounded with choice shade-trees and shrubbery, as are also many of the residences. The business blocks are principally of brick, and there are several handsome churches and school-houses. The *State Lunatic Asylum* is located here, and its spacious buildings are seen just before the train enters the city.

The * **Calaveras Grove of Big Trees** is best visited from Stockton, *via* the Stockton & Copperopolis Branch to *Milton*, and thence by stage 25 miles to *Murphy's*. It is usual to stay overnight at Murphy's, and take the stage in the morning for the Big Trees, 16 miles distant. There is a good hotel at the grove. The grove occupies a belt 3,200 ft. long by 700 ft. broad, in a depression between two slopes, through which meanders a small brook that dries up in summer. There are 93 trees of large size in the grove, and a considerable number of smaller ones, chiefly on the outskirts. Several have fallen since the grove was first discovered, one has been cut down, and one has had the bark stripped from it up to the height of 116 ft. above the ground. The tallest now standing is the *Keystone State*, which is 325 ft. high, and 45 ft. in circumference; and the largest and finest is the *Empire State*. There are 4 trees over 300 ft. high, and from 40 to 61 ft. in circumference. Their age is supposed to be about 1,500 years. The tree which was cut down occupied 5 men 22 days, pump-augers being used for boring through the tree. After the trunk was severed from the stump, it took the 5 men 3 days, with ponderous wedges, to topple it over. The bark was 18 inches thick.—The **Stanislaus Grove** (or *South Grove*) is situated on Beaver Creek, 5 miles S. E. of the Calaveras Grove. There are 700 or 800 trees in this grove; several of them being very fine specimens, and in excellent condition. The grove is often visited by tourists, who ride over from the hotel in the other grove, where horses and guides are furnished.

At *Lathrop* (1,833 miles) the Visalia Div. of the Central Pacific R. diverges, and constitutes one of the routes to the **Yosemite Valley** (see Route 89). Beyond Lathrop, on the main line, a number of small stations are passed, and the train soon reaches Oakland (see above).



CITY OF
SAN FRANCISCO

REFERENCE TO FIGURES.

Halls.	22 St. Joseph's F 6
1 Palace D 8	23 Grace D 7
2 Baldwin House E 1	24 Trinity D 7
3 Grand D 8	25 Calvary Presbyterian D 7
4 Occidental D 8	26 Fort Union D 7
5 Lick House D 8	27 Fort Methodist C 7
6 Ross House D 8	28 Fort Congregational D 7
Princely Buildings.	29 Emancip D 7
7 City Hall E 6	30 Sheriff's Hall D 7
8 Old City Hall C 7	31 Chinese Mission House C 7
9 Custom H. & Post O. C 8	32 Mission Dolores H 4
10 U. S. Branch Mint E 7	Theatres.
11 Merchants' Exchange D 8	33 California D 7
12 Nevada Bank D 8	34 Grand Opera House E 8
13 Bank of California D 8	35 Baldwin's Acad. of Music E 7
14 Anglo-California Bank D 8	36 Rush Street Theatre D 8
15 Metropolitan Library D 8	37 Woodward's Gardens G 5
16 Old Fellows Hall D 8	Squares.
17 California Market D 8	38 Golden Gate Park F 1
18 Center Market D 7	39 Lone Mt. Cemetery E 3
Churches.	
19 St. Patrick's E 8	
20 St. Mary's Cathedral D 7	
21 St. Francis's C 7	



88. San Francisco.

Hotels.—The *Palace Hotel*, the largest building of its kind in the world, can accommodate about 1,200 guests, and cost, with land and furniture, \$3,250,000. The *Grand Hotel*, cor. Market and New Montgomery Sts., is now combined with the *Palace Hotel*, a bridge across New Montgomery St. connecting them, and both being under one management. The *Baldwin House*, though somewhat smaller than the *Palace*, is of still greater magnificence, and cost \$3,500,000. Other first-class hotels are the *Occidental*, in Montgomery St., extending from Bush to Sutter; and the *Lick House*, in Montgomery St., between Post and Sutter. The *Russ House* is an old-established hotel, cor. Montgomery and Bush Sts. The prices range from \$2.50 to \$4.50 per day. Good accommodations at from \$1.75 to \$2.50 a day can be obtained at the *American Exchange*, 319 Sansome St.; the *Brooklyn Hotel*, 210 Bush St.; and the *International Hotel*, 824 Kearney St. There are many cheap lodging-houses, where comfortable rooms may be had at from 25c. to 50c. per night; the most frequented of these is the *What Cheer*, 529 Sacramento St.

Restaurants.—Restaurants, chop-houses, *rôtisseries*, abound in every quarter of San Francisco. A great many are first class, and so nearly on a par that it is difficult to make a selection. Chop-houses and *rôtisseries* differ from restaurants, in that the cooking-furnaces are arranged on one side of the room, and each person can select the raw food and have it cooked right before his eyes. There are also numerous *tables-d'hôte*, where, by paying from 50c. to \$1, one can sit at the table and call for anything he likes, provided it is on the bill of fare, including wines. *Martin's*, in Commercial St., near Montgomery, is noted for its excellent suppers.

Modes of Conveyance.—*Horse-cars* (fare, 5c.) intersect the city in every direction. "Endless wire-cable" roads are much in vogue. *Omnibuses* run out on the Point Lobos Road to the Cliff House. *Hackney-carriages* are in waiting at the steamer-landings and at various stands in the city (they may be found at all hours at the Plaza, opposite the City Hall, Kearney St.). The legal charges are: For a carriage drawn by more than 1 horse, for 1 person, not exceeding 1 mile, \$1.50; for more than 1 person, not exceeding 1 mile, \$2.50; for each additional mile, for each passenger, 50c. By the hour, \$3 for the first hour, and \$2 for each subsequent hour. For a carriage drawn by 1 horse, for 1 person, not exceeding 1 mile, \$1; for more than 1 person, not exceeding 1 mile, \$1.50; for each passenger, for each additional mile, 25c. By the hour (for 2 persons), \$1.50 for the first hour, and \$1 for each subsequent hour. No extra charge is allowed for ordinary baggage.

Ferries.—All the ferries, viz., to Oakland, Alameda, Sausalito, San Quentin, Berkeley, and San Rafael, run from the foot of Market St.

Theatres and Amusements.—The largest and finest theatre in the city, and one of the finest in the United States, is the *Grand Opera-House*, cor. Mission and 3d Sts., seating 3,500 persons. The *California Theatre*, 414 Bush St., ranks next, and is devoted to the legitimate drama and star performances. *Baldwin's Academy of Music*, under the new Baldwin House (936 Market St.), is spacious and tastefully decorated. These are the important theatres devoted to the higher class of amusements. The *Standard Theatre*, at 318 Bush St., and the *Bush St. Theatre*, in Bush St., between Montgomery and Kearney, are devoted to varieties and negro minstrelsy. *Woodward's Gardens*, in Mission St., between 13th and 14th Sts., is the Barnum's of San Francisco. It contains a Museum of Curiosities, an Art Gallery, and a Menagerie; and the grounds are tastefully laid out (admission, 25c.). There are two *Chinese Theatres*, one at 618 Jackson Street, and the other at 623½ Jackson Street, which attract considerable patronage from tourists and visitors, on account of the unique character of the performances. The principal *Race-course* is near Golden Gate Park, which is much frequented.

Reading-Rooms.—In all the leading hotels there are reading-rooms for the use of the guests, supplied with newspapers, etc. The *Free Library*, Pacific Hall, on Bush, between Dupont and Kearney Sts., was opened in 1879, and is supported by a yearly appropriation from the city of \$25,000. The library contains 50,000 volumes, and the average number of visitors is 1,000 a day. The *Mercantile Library*, 216 Bush St., has a well-supplied reading-room and extensive

chess-rooms (open from 7.30 A. M. to 10 P. M.). The *Mechanics' Institute Library*, 27 Post St., has a library of 32,000 volumes, and a reading-room (open from 9 A. M. to 10 P. M.). The *Law Library*, in the new City Hall, has 24,000 volumes, and is open from 9 A. M. to 10 P. M. The *Young Men's Christian Association*, 232 Sutter St., has a library of 3,500 volumes, and a reading-room (open from 9 A. M. to 10 P. M.).

Clubs.—The *Union Club* has a handsome building at the cor. of Montgomery and California Sts. The *Pacific Club* is a wealthy institution, cor. Post and Dupont Sts. The *Olympic Club* has a fine building (with gymnasium) in Post St., above Kearney. The *California Dramatic Association* has elegant rooms on Kearney St. The *Bohemian Club*, an association of gentlemen connected professionally with literature, art, the drama, and music, has rooms at 430 Pine St. The *San Francisco Verein*, 219 Sutter St., has a library of 6,000 volumes and a reading-room. The *Pacific Turner Bund*, for the cultivation of gymnastic exercises, has rooms at 323 Turk St. Introduction by a member secures the privileges of these clubs.

Post-Office.—The Post-Office is at the cor. of Washington and Battery Sts. Open from 8 A. M. to 8 P. M. on secular days, and on Sundays from 9 to 10 A. M. Letters are collected 6 times daily from the street-boxes (205 in number).

SAN FRANCISCO, the chief city of California and commercial metropolis of the Pacific coast, is situated at the N. end of a peninsula which is 30 miles long and 6 miles across at the city, and separates San Francisco Bay from the Pacific Ocean, in lat. $37^{\circ} 46'$ N. and lon. $122^{\circ} 46'$ W. The city stands on the E. or inner slope of the peninsula and at the base of high hills. In 1846 these hills were steep and cut up by numerous gullies, and the low ground at their base was narrow, save in what is now the S. part of the city, where there was a succession of ridges of loose, barren sand, impassable for loaded wagons. The sand-ridges have been leveled, the gullies and hollows filled up, and the hills cut down; and where large ships rode at anchor in 1849 there are now paved streets. The greater part of the peninsula is hilly, bare of trees, and unfit for cultivation; and there is but one road leading out of the city. The business streets are built up densely, but beyond that the houses are scattered at considerable intervals, and the settled part of the city may be said to cover an area of 9 square miles. In the N. E. corner of the city is Telegraph Hill, 294 ft. high; in the S. E. corner Rincon Hill, 120 ft. high; and on the W. side Russian Hill, 360 ft. high. The densely-populated quarters are in the amphitheatre formed by the three hills.

The history of San Francisco is interesting on account of the rapid growth of the place. The first house was built in 1835, when the village was called Yerba Buena, which in Spanish means "good herb," so named from a medicinal plant growing in abundance in the vicinity. In 1847 this was changed to San Francisco, and in 1848, the year that gold was first discovered in California by the white settlers, the population had increased to 1,000. The influx from the East then commenced, and in December, 1850, the population was about 25,000. In 1860 it was 56,802; in 1870, 149,473; and in 1880, according to the census returns, it amounted to 233,956. It is now estimated as containing more than 300,000 population. The city was incorporated in 1850, and the city and county were consolidated in 1856. In 1851 and 1856, in consequence of bad municipal government and corrupt administration of the criminal laws, the people organized Vigilance Committees, and summarily executed several criminals and banished others. This rough but wholesome discipline had its effect, and the city is now one of the most orderly in the country. The commerce of San Francisco is very large, the chief articles of export being the precious metals, bread-stuffs, wines, and wool; and of import, lumber, coal, coffee, tea, rice, and

sugar. The manufactures are important, including woolen and silk mills, and manufactories of watches, carriages, boots, furniture, candles, acids, wire-work, castings of iron and brass, and silver-ware.

The city is regularly laid out, though not on a uniform plan. The streets are broad, and cross each other at right angles. The business streets are generally paved with Belgian blocks or cobble-stones, and most of the residence streets are planked. The leading thoroughfare (like Broadway in New York) is *Market St.*, which is broad and lined with handsome buildings. At its N. end it formerly extended to the top of a hill too precipitous for the ascent of carriages. But recent improvements have obviated this. *Kearney St.* and *Montgomery St.* are the fashionable promenades, and contain some of the principal retail shops. In *California St.* and *Pine St.* the principal banks and brokers' and insurance offices are located. The importers and jobbers are in *Front*, *Sansome*, *Montgomery*, *Battery Sts.*, and lower end of *Market St.* The handsomest private residences are on *California St. Hill* (Nob Hill), *Van Ness Ave.*, *Clay St. Hill*, *Pine St. Hill*, and *Taylor*, *Bush*, *Sutter*, *Leavenworth*, and *Folsom Sts.* Especially worth seeing are the *Hopkins Mansion*, cor. *Mason* and *California Sts.*, the *Crocker Mansion*, on *California St.*, and the residence of Governor *Stanford*, at the cor. of *Powell* and *California Sts.* The "Chinese Quarter" comprises portions of *Sacramento*, *Commercial*, *Dupont*, *Pacific*, and *Jackson Sts.*

A stranger's first impression of San Francisco is that there are no public buildings, though the new **City Hall**, in process of erection in Yerba Buena Park, bounded by *Market*, *MacAllister*, and *Larkin Sts.*, will be a fine structure, surpassed by few in the United States. The *U. S. Appraiser's Store* is a spacious four-story structure in *Sansome St.*, extending from *Jackson* to *Washington Sts.* The *Custom-House*, which also contains the *Post-Office*, is a plain but substantial building at the cor. of *Battery* and *Washington Sts.* The ***U. S. Branch Mint** is a massive stone structure in the Doric-Ionic style at the cor. of *5th* and *Mission Sts.* The machinery here is believed to be unapproached in perfection and efficiency (visitors are admitted from 10 A. M. to 12 M.). The *U. S. Treasury* is located in *Commercial St.* (office-hours from 10 A. M. to 3 P. M.). The *San Francisco Stock Exchange* is a splendid six-story granite and marble edifice in *Pine St.*, surmounted by a handsome tower. The ***Merchants' Exchange**, on the S. side of *California St.*, between *Montgomery* and *Sansome*, is one of the most costly and spacious buildings in the city. The Exchange is a splendid room in the first story, with lofty ceiling, and is well supplied with the leading papers and magazines, home and foreign. In the tower over the building is a fine clock. Other notable commercial buildings are those of the **Bank of California*, the *Safe-Deposit Bank*, in *California St.*, the *Nevada Bank*, cor. *Montgomery* and *Pine*, and the *Anglo-Californian*, 422 *California St.* Much the most imposing edifices in the city are the new hotels. The ***Palace Hotel** is a vast and ornate building at the cor. of *Market* and *New Montgomery Sts.*, 275 by 350 ft., 9 stories, erected at a cost (including

furniture) of \$3,250,000. It is entered by a grand court-yard surrounded by colonnades, and from the roof (reached by elevator) a bird's-eye view of the whole city can be obtained, and is connected by a bridge with the *Grand Hotel*. Another palatial structure is ***Baldwin's Hotel**, at the cor. of Market and Powell Sts., which, though smaller than the Palace, cost still more (\$3,500,000). It is finished, furnished, and decorated in a style which may fairly be called magnificent. The building of the ***Mercantile Library** in Bush St., between Montgomery and Sansome, is large and fine, of brick and brown-stone, 4 stories high. The library contains 50,000 volumes, and there are several reading-rooms, chess-rooms, and an unusually fine collection of pictures. The *Odd-Fellows' Hall*, 325 and 327 Montgomery St., is commodious, and contains a library numbering 34,000 volumes. The *Mechanics' Institute* is a substantial building in Post St., between Montgomery and Kearney, with a library of 33,000 volumes. The ***California Market**, for fruits, vegetables, meat, and produce of all kinds, is one of the sights of San Francisco. It is between Kearney and Montgomery Sts., extending through from Pine to California. The *Center Market*, at the cor. of Sutter and Dupont Sts., is well worth visiting.

The largest and finest church-edifice on the Pacific coast is that of ***St. Ignatius** (Roman Catholic) on Van Ness Ave. It has two lofty towers. The finest interior is that of ***St. Patrick's** (Roman Catholic), in Mission St., between 3d and 4th. *St. Mary's Cathedral* (Roman Catholic, cor. of California and Dupont Sts.) is a noble building in the Gothic style, with a spire 200 ft. high. *St. Francis's* (Roman Catholic), in Vallejo St., between Dupont and Stockton, is a large brick structure, in the Gothic style. *St. Joseph's* (Roman Catholic), in 10th St., between Folsom and Howard, is in the cruciform Gothic style, with richly-decorated interior. **Grace Church* (Episcopal), cor. California and Stockton Sts., is a stone building with stained-glass windows. ***Trinity Church** (Episcopal), cor. Post and Powell Sts., has a lofty tower and spire, and a fine interior. The *Calvary Presbyterian*, cor. Geary and Powell Sts., is a large and costly edifice, in the Composite style, with 10 small towers rising above the roof. The ***First Unitarian** (Horatio Stebbins, pastor), in Geary St., between Dupont and Stockton, is one of the finest churches in the city, remarkable for the purity of its architectural design, and the elegance of its interior finish. The *First Methodist*, in Powell St., between Washington and Jackson, was founded in 1849, and is the oldest of the denomination in the city. The *First Baptist* is in Eddy St., between Jones and Leavenworth Sts.; the *Columbia Square Baptist*, in Russ St., between Howard and Folsom; and the **First Congregational*, cor. Post and Mason Sts. The Jewish Synagogue of ***Emanu-El**, in Sutter St., between Stockton and Powell, is a large, elegant, and substantial structure, with 2 lofty towers, and richly-decorated interior. That of the *Sherith-Israel*, cor. Post and Taylor Sts., is an imposing structure; the lofty ceiling, arched and frescoed in imitation of the sky at night, is much admired. The *Chinese Mission House*, cor. Stockton and Sacramento Sts., will prove interesting to strangers.

The most important educational institution near San Francisco is the *University of California*, at Berkeley (see Route 87). In the city are an excellent *School of Design*, two Medical Colleges, and three Academies. Among the charitable institutions the principal are the *United States Marine Hospital*, in extensive and handsome new buildings, on the Presidio Reservation, W. of the city; the *New City Hospital*, in the S. part of the city; *St. Mary's Hospital* (Roman Catholic), cor. Bryant and 1st Sts.; the *State Woman's Hospital*, cor. 12th and Howard Sts.; the *Almshouse*, on the San Miguel Road, in the suburbs; the Protestant *Orphan Asylum*, in Laguna St., near Haight; and the *Roman Catholic Orphan Asylum*, in S. San Francisco. The *Alameda Park Asylum for the Insane* is situated on the Encinal, Alameda. The fine building of the *State Asylum for the Deaf, Dumb, and Blind*, near Oakland, was burned in 1875.

The * **Golden Gate Park**, W. of the city, comprises 1,043 acres, about one half of which is beautifully laid out in walks, drives, lawns, etc. One of the features of the Park is a magnificent conservatory, in which, at the proper season, the only specimen of the *Victoria Regia* lily in America can be seen; the building is modeled after the Royal Conservatories at Kew, England, and stands facing the main drive. To the left of the Pavilion is laid out an extensive promenade, in the midst of which the music-stand and Garfield Monument stand. The Park is reached by three lines of cable-cars, one of which extends to the extreme end of the Park, landing its passengers on the ocean-beach. *Portsmouth Square*, commonly called the *Plaza* (W. side Kearney St. from Washington to Clay Sts.), is inclosed with a handsome iron railing, is tastefully improved with gravel-walks, trees, shrubs, and grass-plots, and has a fountain in the center. *Washington Square*, *Union Square*, and *Columbia Square*, have also been neatly laid out and planted with trees and shrubbery. * **Laurel Hill Cemetery** is in many respects unsurpassed. It lies $2\frac{1}{2}$ miles W. of the principal hotels (reached by horse-cars). Within the inclosure of the cemetery is a singular mountain, of conical shape, which rises up singly and alone to a considerable height above the surrounding country, which is tolerably level. On its summit is a large wooden cross; and both mountain and cross are very conspicuous, and may be seen from almost any part of the city. There are several fine monuments in the cemetery, that of Senator Broderick and Ralston (modeled after the Pantheon at Rome) being especially noteworthy; but the great feature is Lone Mountain, with its unrivaled outlook, embracing views of the city, bay, ocean, Mount Diablo, and the Coast Range. There are several other cemeteries, among which are the *Calvary* (Catholic), the *Masonic*, and the *Odd-Fellows*'.

There are about 40,000 Chinese in San Francisco, and the "Chinese Quarter" has already been defined as comprising portions of Sacramento, Commercial, Dupont, Pacific, and Jackson Sts. Here they hold undisputed possession of several blocks, and the houses are crammed from sub-cellar to attic. No stranger in San Francisco, who has leisure, should fail to visit one of the two *Chinese Theatres*. He will find the entire audience, even the women, who have a compartment to them-

selves, smoking either tobacco or opium, and the performance is carried on amid the clashing of cymbals, the beating of drums and gongs, the blowing of trumpets, and other hideous kinds of noise. A visit to the *Gambling-houses* and *Opium-cellars* will repay the curious tourist; but it had better be made in company with a policeman. The Chinese are probably the most inveterate gamblers in the world, and they all gamble. In a cellar, greasy and dirty and filled with smoke, eighty or a hundred will be found sitting around tables, betting. Their mode of gambling is simple: some one throws a handful of copper coins on the table, and, after putting up stakes, they bet whether the number of coins is odd or even; then they count them and declare the result. Often in a single night they will gamble away several months' earnings. The opium-cellars are fitted up with benches or shelves, on each of which will be found a couple of Chinamen lying on the boards with a wooden box for a pillow. They smoke in pairs; while one smokes and prepares the opium, the other is dozing in a half-drunken sleep. There are three *Temples*, and at all times the visitor will find them open and joss-sticks smoking in front of the favorite gods.

One of the chief points of interest in the vicinity of San Francisco is the ***Cliff House**, a low, rambling building, set on the edge of some cliffs rising sharply from the ocean and facing west. It is 6 miles from the city, and is reached by a fine, admirably-kept boulevard, on which riders and vehicles of every description are met, especially Saturday afternoon, the half-holiday of business men. The restaurant attached to the house is famous for its excellence, and it is a delightful experience to drive down in the early morning, before the summer northers begin to blow, and breakfast there. *Seal Rock* is close by the hotel, and the greatest charm of the place is to lounge on the wide, shady piazza and watch the seals basking in the sun or wriggling over the rocks, barking so noisily as to be heard above the roar of the breakers. Northward lies the *Golden Gate*, the beautiful entrance to San Francisco Bay. Southward is the beach, upon which the waves beat ceaselessly, and beyond, a rocky shore whose outlines melt in the blue distance. In front is the vast Pacific Ocean, on whose distant horizon on a clear day the peaks of the *Farallone Islands* are visible. The road passes beyond the hotel to a broad, beautiful beach several miles long, over which at low tide one can drive to the *Ocean House* at its extreme end, and return to the city by a road behind the Mission hills. Another popular drive is through Golden Gate Park to the beach near the Cliff House. At *Hunter's Point*, $4\frac{1}{2}$ miles S. E. of the City Hall, is a Dry Dock, cut out of the solid rock, and said to be one of the finest in the world. The drive to it is across an arm of the bay, and affords varied and pleasant views. The ***Mission Dolores**, the old mission of San Francisco, lies in the S. W. part of the city (reached by Market St. cars and also by omnibus). It is an adobe building of the old Spanish style, built in 1778. Adjoining it is the cemetery, with its well-worn paths and fantastic monuments. *Alameda*, *Sausalito*, and *Oakland*, across the Bay (reached by ferry), are beautiful towns with fine public gardens.

89. The Yosemite Valley.

THERE are now four stage-routes to the valley: 1. By the Visalia Div. of the Central Pacific R. R., which diverges from the main line at *Lathrop* (see Route 87), to *Madera* (185 miles from San Francisco), and thence *via* Clark's and Inspiration Point. There are 90 miles of staging on this route, and it is popular because it affords an opportunity for visiting *en route* the * **Mariposa Grove of Big Trees**, which is only $3\frac{1}{2}$ miles from Clark's. The Mariposa Grove is part of a grant made by Congress to be set apart for "public use, resort, and recreation" forever. The area covered by the grant is two miles square, and embraces two distinct groves which are about $\frac{1}{2}$ mile apart. The Upper Grove contains 365 trees of a diameter of one foot and over, besides a great number of smaller ones. The average height of the Mariposa trees is less than that of the Calaveras (see Route 87), the highest of the former (272 ft.) being 53 ft. less than the tallest of the latter; but their average size is greater. The largest tree in the grove is the *Grizzly Giant* (Lower Grove), which is still 94 ft. in circumference and 31 in diameter, though much decreased in size by burning. The first branch is nearly 200 ft. from the ground, and is 6 ft. in diameter. The remains of a prostrate tree, now nearly consumed by fire, indicate that it must have reached a diameter of about 40 ft. and a height of 400. The trunk is hollow, and will admit of the passage of three horsemen riding abreast. There are about 125 trees over 40 ft. in circumference. The *Fresno Grove* is also directly on the line of this route, and contains over 800 trees spread over an area $2\frac{1}{2}$ miles long and 1 to 2 broad. The largest is 95 ft. in circumference at 3 ft. from the ground.

2. The second route is to *Merced*, on the Visalia Div. of the Central Pacific R. R. (152 miles from San Francisco), and thence by stage *via* Snelling and Coulterville. The staging on this route is over 100 miles. The *Tuolumne Grove of Big Trees*, containing about 30 trees widely scattered, and none of them very large, is near Crane Flat on this route.

3. The third route is to *Merced*, on the Visalia Div. of the Central Pacific R. R., 152 miles from San Francisco, and thence by stage to Clark's, whence the route is the same as in the first route. The staging on this route is 95 miles, and by stopping over at Clark's the tourist can visit the Fresno and Mariposa Groves of Big Trees.

4. The fourth route is from Stockton on the C. P. R. R. (see Route 87) *via* Stockton & Copperopolis Branch to *Milton* (133 miles from San Francisco), and thence by stage. There are 147 miles of staging on this route, and it is only taken by those who wish to visit the *Calaveras Grove of Big Trees* (see Route 87). The best plan for the tourist is to enter the valley by the 1st or 3d route and return by the 2d route.

Yosemite Valley.

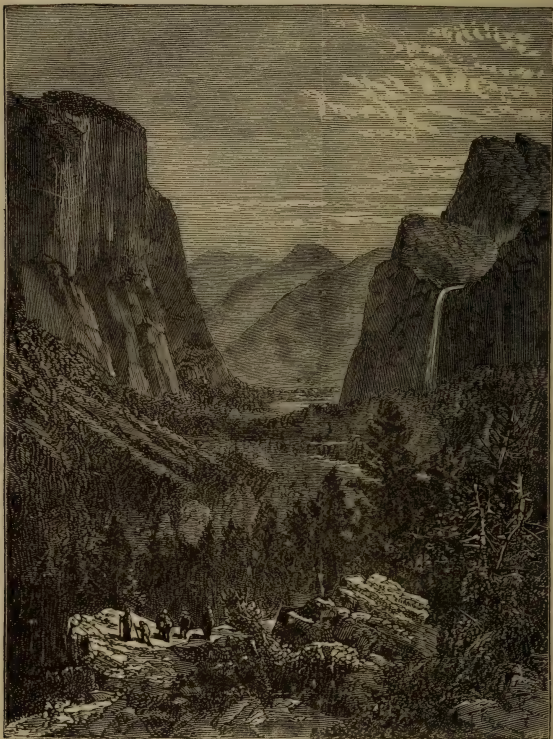
Hotels, etc.—There are three hotels in the valley—Leydig's, Black's, and Walsh & Coulter's. The sleeping accommodations are good, and the table fairly provided, considering the distance of the locality from the ordinary markets. *Guides*, including their horses, will usually cost \$5 a day.



The Yosemite Valley is situated on the Merced River, in the S. portion of the county of Mariposa, California, 140 miles a little S. of E. from San Francisco, but over 220 miles from that city by any of the usually-traveled routes. It is on the western slope of the Sierra Nevada, midway between its E. and W. base, and nearly in the center of the State, measuring N. and S. The valley is a nearly level area, about 6 miles in length, and from a half to a mile in width, and almost a mile in perpendicular depth below the general level of the adjacent region, and inclosed in frowning granite walls rising with almost unbroken and perpendicular faces to the dizzy height of from 3,000 to 6,000 ft. From the brow of the precipices in several places spring streams of water which, in seasons of rains and melted snow, form cataracts of a beauty and magnificence surpassing anything known in mountain scenery. "The principal features of the Yosemite," says Professor J. D. Whitney, in his excellent "Yosemite Guide-Book," "and those by which it is distinguished from all other known valleys, are: 1. The near approach to verticality of its walls; 2. Their great height, not only absolutely, but as compared with the width of the valley itself; and 3. The very small amount of *débris* at the base of these gigantic cliffs. These are the great characteristics of the Yosemite region, throughout its whole length; but, besides these, there are many other striking peculiarities and features, both of sublimity and beauty, which can hardly be surpassed, if equaled, by those of any mountain valleys in the world. Either the domes or the waterfalls of the Yosemite, or any single one of them even, would be sufficient, in any European country, to attract travelers from far and wide in all directions. Waterfalls in the vicinity of the Yosemite, surpassing in beauty many of the best known and most visited in Europe, are actually left entirely unnoticed by travelers, because there are so many other objects of interest to be visited that it is impossible to find time for them all." The valley is almost one vast flower-garden. Plants, shrubs, and flowers of every hue cover the ground like a carpet; the eye is dazzled by the brilliancy of the color, and the air is heavy with the fragrance of a million blossoms. Trees of several centuries' growth raise their tall heads heavenward, yet, beside and in comparison with the vast perpendicular clefts of rocks, they look like daisies beside a tall pine. On every side are seen the beautiful and many-colored manzanita and madrone, and trees of such shape and variety as are never seen in the Atlantic States. The Yosemite was discovered in the spring of 1851 by a party under the command of Captain Belling, in pursuit of a band of predatory Indians, who made it their stronghold, considering it inaccessible to the whites. By an act of Congress passed in 1864, the Yosemite Valley and the Mariposa Grove of Big Trees were granted to the State of California upon the express condition that they shall be kept "for public use, resort, and recreation," and shall be "inalienable for all time." The Indian residents of the valley had a name for each of the prominent cliffs and waterfalls, but these are difficult of pronunciation, and have all been discarded except the name of the valley itself (which means "Large Grizzly Bear").

The most striking feature of the valley scenery is * **El Capitan.**

Although not so high by several thousand feet as some of its giant neighbors, yet its isolation, its breadth, its perpendicular sides, and its prominence as it projects like a great rock promontory into the valley, make it, as its name indicates, the Great Chief of the Valley. It is



The Yosemite Valley.

3,300 ft. high, and the sides or walls of the mass are bare, smooth, and entirely destitute of vegetation. "It is doubtful," says Prof. Whitney, "if anywhere in the world there is presented so squarely-cut, so lofty, and so imposing a face of rock." On the opposite side of the valley is the beautiful * **Bridal-Veil Fall**, where the creek of the same name

leaps over a cliff 900 ft. high into the valley below. The water, long ere it reaches its rocky bed, is converted into mist, and descends in a white sheet of spray. The *Virgin's Tears Creek*, on the other side of the valley, directly opposite the Bridal-Veil, makes a fine fall over 1,000 ft. high, inclosed in a deep recess of the rock near the lower corner of El Capitan. This is a beautiful fall while it lasts, but the stream which produces it dries up early in the season. On the same side as the Bridal-Veil, and a little above it, is *Cathedral Rock*, a massively sculptured pile of granite, 2,660 ft. high, with nearly vertical sides, bare of vegetation. Just beyond are *The Spires*, two graceful columns of granite standing out from, but connected at the base with, the walls of the valley. From one point of view these spires appear symmetrical and of equal height, and rise above the edge of the cliff exactly like the towers of a Gothic cathedral. Farther up the valley, on the opposite side, is the triple group of rocks known as the *Three Brothers*. The peculiar outline of these rocks, as seen from below, resembling three frogs sitting with their heads turned in one direction, is supposed to have suggested the Indian name *Pompompasus*, which means "Leaping-Frog Rocks." The highest of the peaks is 3,830 ft. high, and from its summit there is a superb view of the valley and its surroundings. Nearly opposite the Three Brothers is a point of rocks projecting into the valley, the termination of which is a slender obelisk of granite, which, from its peculiar position, or from its resemblance to a gigantic watch-tower, is called * **Sentinel Rock** (3,043 ft. high). This is one of the grandest masses of rock in the Yosemite. Directly across the valley are the * **Yosemite Falls**, which are justly regarded as the most wonderful feature of the Yosemite scenery. The fall has a total height of 2,600 ft., which, however, is not all perpendicular. There is first a vertical leap of 1,500 ft., then a series of cascades down a descent equal to 626 ft. perpendicular, and then a final plunge of 400 ft. to the rocks at the base of the precipice. The rumble and roar of the falls are heard at all times, but, in the quiet of the evening, they are so great that it seems as if the very earth were shaking. No falls in the known world can be compared with these in height and romantic grandeur. The renowned Staubbach of Switzerland is greatly inferior, both in height and volume. The best time to see the falls is in May, June, and July; by August or September both the Yosemite and Bridal-Veil have shrunk almost to nothing. The cliff a little to the east of the Yosemite Fall rises in a bold peak to the height of 3,030 ft. above the valley, and affords a magnificent view of the entire region. Its summit is easily reached by a trail leading up Indian Cañon.

About 2 miles above the Yosemite Falls the main valley ends, and branches out in three distinct but much narrower cañons. Through the middle one of these the Merced River comes down; in the left-hand or N. W. one the Tenaya Fork of the Merced flows in; and in the right-hand or S. W. one, the South Fork or Illilouette. At the angle where the Yosemite branches is the rounded columnar mass called *Washington Column*, and immediately to the left of it the immense arched cavity known as the *Royal Arches*. Above these the symmetrical form of the

North Dome looms up to the height of 3,568 ft. The * **Half Dome**, on the opposite side of the Tenaya Cañon, is the loftiest and most imposing mountain of those considered as part of the Yosemite. It is a crest of granite, rising to the height of 4,737 ft. above the valley, and was long considered perfectly inaccessible, but in 1879 certain improvements were made by which tourists were enabled and will in future be enabled to reach this commanding point. Lying in perfect quiet and seclusion at the foot of and between the North and Half Domes is the exquisite little * **Mirror Lake**, an expansion of the Tenaya Fork. It is frequently visited (and best early in the morning) for the purpose of getting the reflection upon its mirror-like surface of an overhanging mass of rock to which the name of *Mt. Watkins* has been given. In the middle cañon the Merced River comes down from the plateau above in a series of noble cascades and two grand cataracts, which are among the chief attractions of the Yosemite. The first fall reached in ascending the cañon is the **Vernal Fall**, which has a vertical height of about 400 ft. The ledge over which the fall descends is surmounted by a steep but not difficult path, and the view down the cañon from the summit is extremely fine. "From the Vernal Fall up-stream," to quote Prof. Whitney again, "for the distance of about a mile, the river may be followed, and it presents a succession of cascades and rapids of great beauty. As we approach the Nevada Fall, the last great one of the Merced, we have at every step something new and impressive. On the left hand, or N. side of the river, is the **Cap of Liberty**, a stupendous mass of rock, isolated and nearly perpendicular on all sides, rising perhaps 2,000 ft. above its base, and little inferior to the Half Dome in grandeur. It has been frequently climbed, and without difficulty, although appearing so inaccessible from the cañon of the Merced. The * **Nevada Fall** is in every respect one of the grandest waterfalls in the world, whether we consider its vertical height, the purity and volume of the river which forms it, or the stupendous scenery by which it is environed. The fall is not quite perpendicular, as there is near the summit a ledge of rock which receives a portion of the water and throws it off with a peculiar twist, adding considerably to the general picturesque effect." The height of the fall is about 600 ft. In the cañon of the South Fork, or Illilouette, there is a fine fall estimated at 600 ft. high. It is visible from a point on the trail from the hotel to Mirror Lake, but is seldom visited by travelers, as the cañon is rough and difficult to climb.

Several small encampments of Digger Indians are generally to be found in the valley; and, if not delighted, the visitor will certainly be amused by the primitive mode of living of these "children of Nature." Professor Whitney warmly recommends tourists visiting the Yosemite to make an excursion round the valley on the outside. Such an excursion can be made mostly on beaten trails without the slightest difficulty or danger, will occupy but a few days, and will afford as grand panoramic views of mountain and valley as can be found in Switzerland itself. Those who can not make this tour should at least make excursions to *Inspiration Point*, on the Mariposa trail, and to *Glacier Point* (3½ miles), on the McCauley trail. The view from either is indescribably grand.

90. California Resorts.

AN easy and popular excursion from San Francisco is by steamer from foot of Market St. to *San Quentin* (11 miles), and thence by narrow-gauge R. R. in 3 miles to **San Rafael**, a remarkably pretty town near the W. shore of San Pablo Bay, built on the site of the old Jesuit mission of San Rafael. It is sheltered on the N. and W. by mountains, and is something of a *sanitarium* for those who find the ocean-winds and fogs that prevail at San Francisco too trying. The scenery in the vicinity of San Rafael is extremely picturesque, and there are many charming drives, but the chief attraction is the ascent of ***Mt. Tamalpais** (12 miles distant). The W. summit of the mountain is 2,606 ft. high, and the view from it embraces the cities of San Francisco and Oakland, numerous towns and villages, the bay and the Golden Gate, and the illimitable ocean beyond.—Another favorite excursion is to **Pescadero** (*Swanton's Hotel*), which is reached by stage from San Mateo or Redwood City on the Southern Pacific R. R. The stage-ride of 30 miles over the Contra Costa Range affords some noble views. Pescadero is a thriving town, beautifully situated in a remarkably productive valley, on both sides of Pescadero Creek, near its confluence with the Butano, about a mile from the sea-shore. The new San Francisco Water Company takes its supply from the head of the creek. Near the town is the famous *Pebble Beach*, where agates, opals, jaspers, and carnelians, of almost every conceivable variety of color, are found in great abundance, with a natural polish imparted by the action of the waves.—Tri-weekly stages run along the coast from Pescadero to **Santa Cruz**, one of the two principal watering-places of California. (Santa Cruz is also reached direct from San Francisco *via* Southern Pacific R. R. to *Pajaro*, and thence by the Santa Cruz R. R., and by narrow-gauge road from San Francisco.) Santa Cruz is attractively situated on the N. side of Monterey Bay, and near by are *Aptos* and *Soquel*, popular sea-side resorts. Bathing, fishing, and hunting may be enjoyed here to the full, and in the vicinity there are charming drives.—Opposite Santa Cruz, at the S. extremity of the bay, is the historic city of **Monterey** (reached from San Francisco by steamer, or *via* Southern Pacific R. R.). Until 1847 this town was the seat of government and principal port on the California coast; but since the rise of San Francisco its commerce and business have dwindled away, and it is now one of the quietest places in the State. Within the past two or three years, however, it has begun to attract attention as a health-resort; its climate being warm in winter, cool in summer, and dry all the year round. The Southern Pacific R. R. Co. have erected the *Hôtel Del Monte*, the finest on the coast, and pushed improvements with the design of making Monterey a great health and pleasure resort.

One of the excursions most frequently recommended to the stranger in San Francisco is that to San José and the Santa Clara Valley (*via* Southern Pacific R. R. and San José Branch of Central Pac. R. R.). The *Santa Clara Valley* lies between the Coast and Santa Cruz Mts.,

and is about 100 miles in length; it is watered by the Coyote and Guadalupe Rivers and by artesian wells, and claims to be the most fertile in the world. Vineyards covering hundreds of acres, vast wheat-fields one and two miles in length, stately trees, forests of live-oak, and finely cultivated farms, are to be seen on every hand; and the vegetation is of tropical luxuriance and beauty. In the heart of the valley, 40 miles S. E. of San Francisco and 8 miles from the head of San Francisco Bay, is the city of **San José** (*Auzerais House, St. James*), with a population of 13,000. The main portion of the city occupies a gently rising plateau between the Coyote and Guadalupe Rivers, here $1\frac{1}{2}$ mile apart, with suburbs extending beyond them. The principal public buildings are the **Court-House*, a massive Corinthian structure, costing \$200,000, with a dome commanding a fine view; the *Jail*, adjoining it, the finest in the State, costing \$80,000; the *City Hall*; two *markets*, costing more than \$40,000 each; 8 public-school buildings; and 10 churches, of which the largest and most expensive is an unfinished edifice belonging to the Roman Catholics. The city is noted for its educational institutions. Besides the public schools, there are the *College of Notre Dame* (Roman Catholic), a day and boarding school for girls; the *San José Institute*, a day and boarding school for both sexes; the *University of the Pacific* (Methodist), connected with which is a young ladies' seminary; and the *State Normal School*, whose building, erected at a cost of \$275,000, is the finest of the kind on the Pacific coast. The library of the *San José Library Association* contains 4,000 volumes. There is an *Opera-House*, seating 1,200 persons, and an elegant and commodious *Music-Hall*. The city has three public parks, containing 2, 8, and 30 acres respectively, and owns a tract of 400 acres in Penitencia Cañon, 7 miles E., reserved for a public park, containing a wild, rocky gorge with a mountain-stream and a variety of mineral springs. The surrounding country yields grain and fruits abundantly, and in the vicinity are some of the finest vineyards in California. There are many fine drives in the neighborhood of San José, notably one to the *Lick Observatory* (in course of erection) on the summit of Mt. Hamilton, 12 miles distant. This mountain is 4,443 ft. high, and affords a magnificent view of the Santa Clara Valley. The famous *Almaden Quicksilver Mines* are about 14 miles from San José, and may be reached by a pleasant two-hours' ride in a stage-coach. They are well worth a visit. Three miles W. of San José is the picturesque village of **Santa Clara**, with a population of about 4,000. Horse-cars connect the two, running along the **Alameda*, a beautiful avenue bordered by fine residences, and rows of superb trees planted by the Jesuit fathers in 1777. Santa Clara contains several fine churches, and is the site of the Santa Clara College (Jesuit), which occupies a number of handsome buildings in an inclosure of about 12 acres. Included in this institution is the Old Mission, founded by the Spanish missionaries in early times, and the orchards planted by them may still be seen. Stages run from the depot at Santa Clara to the **Pacific Congress Springs** (10 miles S. W.). These waters contain carbonate and sulphate of soda, chloride of sodium, lime, iron, silicate of alumina, and magnesia, and are recommended for rheumatism,

Still another favorite excursion from San Francisco is to Calistoga and the Geysers, *via* California Pacific Div. **Napa City** (46 miles from San Francisco) is a thrifty place of about 4,000 inhabitants, surrounded by a highly productive agricultural region, rich in fruits of all kinds, and in vast fields of grain that stretch away in every direction. There are many beautiful drives in the vicinity, one of the most attractive of which is that to Santa Rosa, taking in the famous wine-cellars of Sonoma. The highly esteemed *Napa Soda Springs* are situated in the foot-hills about 5 miles N. E. of the town. **Calistoga** (*Magnolia Hotel, Cosmopolitan*), the terminus of the Napa Valley Branch of the California Pacific Div., is a pretty town, lying in a valley a mile in width, and encircled by forest-clad hills and mountains. It is supplied with pure water from a reservoir on the adjacent mountain-side, and there are several bath-houses, supplied with water from neighboring springs. The public warm swimming-bath, 40 ft. square, is one of the features of the place. The scenery is exceedingly picturesque, the well-cultivated fields, green lawns, sunny slopes, and shaded villas contrasting pleasantly with the wild grandeur of the rugged mountains. There are numerous mineral springs in the vicinity, the most noted of which are *Harbin's* (20 miles N. of Calistoga), and the *White Sulphur Springs*, situated in a deep and picturesque gorge of the mountains, which rise on either side to a height of about 1,000 ft. About 5 miles S. E. of Calistoga is the ***Petrified Forest**, which is justly regarded as one of the great natural wonders of California. Portions of nearly 100 distinct trees, of great size, prostrate and scattered over a tract 3 or 4 miles in extent, have been found, some on the surface and others projecting from the mountain-side. They are supposed to have been silicified by an eruption of the neighboring Mount St. Helena, which discharged hot alkaline waters containing silica in solution. Daily stages run from Calistoga to the famous ***Geyser Springs**, which are situated in Sonoma County, in a lateral gorge of the Napa Valley, called the "Devil's Cañon," near the Pluton River. The approaches to the springs are very impressive, the scenery being finer, according to Bayard Taylor, than anything in the Lower Alps. The narrow Geyser ravine, which is always filled with vapor, is shut in by steep hills, the sides of which, marked with evidences of volcanic action, are smoking with heat and bare of vegetation. A multitude of springs gush out at the base of these rocks. Hot and cold springs, boiling springs, and quiet springs lie within a few feet of each other. They differ also in color, smell, and taste. Some are clear and transparent, others white, yellow, or red with ochre, while still others are of an inky blackness. Some are sulphurous and fetid in odor, and some are charged with alum and salt. The surface of the ground about the springs, which is too hot to walk upon with thin shoes, is covered with the minerals deposited by the waters, among which are sulphur, sulphate of magnesia, sulphate of aluminum, and various salts of iron. A properly directed course of these waters is said to afford an almost certain cure for rheumatism, gout, and skin-diseases; but persons suffering from throat or pulmonary affections should not reside in the neighborhood.

The Geysers may also be reached from San Francisco *via* steamer twice daily to *Donahue* (34 miles), where connection is made with the San Francisco & N. Pacific R. R. From *Cloverdale* on this road (90 miles from San Francisco) stages run in 12 miles (fare for the round trip, \$4.50) to the Geysers over an excellent road. A good plan for the tourist is to go by one route and return by the other.

Among the health-resorts of southern California,¹ the most frequented is **Santa Barbara** (*Arlington Hotel, Occidental*), lying in a sheltered nook of the shore of the Pacific, 275 miles S. S. E. of San Francisco (from which it is reached by steamer, and also *via* Southern Pacific R. R. to *Newhall* [438 miles], and thence by stage). It is completely protected on the N. by several ranges of mountains, and its climate is extremely equable and mild, the mean temperature for summer being 69°58° and for winter 53°33°, while the variations are very slight. The air, too, is not only warm, but remarkably *dry*; and the days are nearly always brilliantly bright and sunny. The town has grown out of an old Spanish mission which was founded in 1780, and which gradually drew around it the native cultivators of the adjacent lands. Its present population is about 6,000, half of whom are Americans that have come here in search of health from the New England and Middle States; and, as most of these latter belong to what are called the "better classes," the society of the place is exceptionally pleasant and refined. There are 2 banks, a college, good public-schools, 3 daily and 2 weekly newspapers, and 7 churches. The town contains a "Spanish quarter" and a "Chinese quarter," both of which will prove interesting to strangers by their tumble-down picturesqueness; but the new or American part of the town, and especially the suburbs, are handsomely built and tastefully adorned. Every plot of ground, no matter how small, has its row of orange-trees, its exotics, and its bed of native perennials. Roses abound summer and winter. The verbenas are cut down like grass thrice yearly, and spring up again stronger than ever. Vines of every sort flourish luxuriantly, heliotrope climbs 20 ft. high, cacti of the rarest and most curious sort grow freely, and a little shoot of the Australian blue-gum (*Eucalyptus globulus*) becomes in 2 years a shade-tree 15 or 20 ft. high. *Montecito* is a suburb 2 or 3 miles from the town, near which are the *Hot Sulphur Springs*, some containing sulphur and sulphureted hydrogen, and others containing iron, alumina, and potash. Horseback-riding is the chief recreation at Santa Barbara, and horses can be bought for from \$20 to \$50, and kept for very little.

San Diego (*Horton House*), another favorite resort of health-seekers, lies on the N. E. shore of a bay of the same name, about 460 miles S. E. of San Francisco and 15 miles N. of the Mexican border (in lat. 32° 44' 41"). Its harbor is, next to that of San Francisco, the best on the California coast. The town is more than 100 years old, having been founded by the Roman Catholic missionaries in 1769. Its growth during the last few years has been rapid, and it now has 4 churches, 2

¹ Full particulars concerning these health-resorts, with details as to climate, changes of temperature, relative dryness, etc., etc., will be found in "Appletons' Illustrated Hand-Book of American Winter-Resorts."

academies, 2 daily and 2 weekly newspapers, 2 banks, a fine courthouse, an excellent hotel, several large boarding-houses, and a population estimated at 5,000. The climate of San Diego is remarkably equable and salubrious, the thermometer seldom rising to 80°, or sinking to the freezing-point, and the usual mean being 62°. The winter days are as sunny and inviting as those of June in the Eastern States, and an out-door life is possible to all save the feeblest invalids. There is no fog, as in Santa Barbara and more northern latitudes, and very little moisture in the air. For consumptives and asthmatics, San Diego is probably as healthful a place of residence as any in Europe or America; but rheumatism is said to be more or less prevalent in winter, and malarious diseases in summer. San Diego has been fixed by act of Congress as the W. terminus of the Texas & Pacific R. R.; but its present connection with San Francisco is by steamer along the coast, or by the Southern Pacific R. R. to Los Angeles, thence by the San Diego Div. to *Santa Ana*, and from Santa Ana by stage (103 miles, fare \$10).—The **Paso-Robles Hot Springs** lie on the line of the stage-route between Santa Ana and San Diego, but the easiest way of reaching them from San Francisco is *via* steamer to San Luis Obispo, and thence by a pleasant stage-ride of 28 miles. They are situated on the great Paso-Robles ranch, and contain sulphureted hydrogen, carbonic acid, soda, magnesia, potassa, iron, bromine, iodine, alumina, and sulphuric acid. The waters are taken chiefly in the form of baths, at the natural temperature, and are considered among the most valuable in America for rheumatism, gout, and chronic diseases of the skin. There are good accommodations for visitors at the springs, and the climate has the mildness and salubrity common to all southern California.

Los Angeles (*Pico House, St. Charles*), the largest city in southern California, is situated on the W. bank of the Los Angeles River, a small stream, 30 miles above its entrance into the Pacific, and 350 miles S. S. E. of San Francisco. A railroad 23 miles long connects it with Wilmington, on the coast, whence it has connection with San Francisco, by steamer, and it may also be reached from San Francisco *via* the Los Angeles Div. of the Southern Pacific R. R. (482 miles). The city was settled by the Spaniards in 1780, and was called Pueblo de los Angeles ("town of the angels"), from the excellence of its climate and the beauty of its surroundings. Its population by the census of 1880 was 11,311, and the adobe buildings of which it was originally composed are fast giving way to larger and more imposing structures. In the N. W. portion is a hill 60 ft. high, commanding a fine view of the city, which lies in a sheltered valley, bounded on the W. by low hills, that extend from the Santa Monica Mountains, 40 miles distant, and on the E. by the San Gabriel plateau. The climate of Los Angeles is almost as mild as that of San Diego, and some invalids prefer it, because here they escape the winds, which blow all along the coast. The nights, however, are chilly, and it is not considered a desirable residence for persons affected with throat-diseases. Along both banks of the river below the city extends a fertile plain, planted with vineyards and orange-groves, and there are also large vineyards within the

city limits. Los Angeles is the center of the orange-growing business of California, and lemons, olives, and other tropical fruits are cultivated in the vicinity.

About 60 miles E. of Los Angeles (reached by a stage-ride of 10 hours) is **San Bernardino** (*Starke's Hotel*), the most frequented of the inland resorts. It lies in a beautiful valley, with picturesque mountains on three sides of it, and contains about 4,000 inhabitants. It is supplied with water by artesian wells, and all parts of the town are embowered in fruit and ornamental trees. Fruits of all kinds are grown here, and oranges and lemons are produced in great abundance. The view of Mt. San Bernardino, the loftiest peak of the Coast Range, is exceedingly grand. The air of San Bernardino is drier than that of points nearer the coast, and for this reason is preferable for some consumptives. Little rain falls during the year, malaria is unknown, and the climate is a perpetual invitation to an open-air life. Many invalids find a residence in *Old San Bernardino* (which lies higher than the new town), or in *Riverside*, more beneficial than one in the town proper; but the entire valley is remarkably salubrious. About 4 miles distant, near Mt. San Bernardino, are some *hot springs*, containing lime, soda, iron, and alumina; their medicinal properties have not been fully ascertained, and the waters should be taken with caution. Horses may be bought at from \$20 to \$50 each at San Bernardino; their keep costs very little, and many attractive excursions may be made—to the San Geronimo Pass, the Great Yuma Desert, the San Jacinto tin mines, or the placer gold diggings.

91. San Francisco to Portland, Oregon.

Besides the overland route described below, there are several lines of coast-steamers from San Francisco to Portland, Victoria, and intervening ports. The Pacific Coast Steamship Co. runs semi-weekly steamers, and the voyage from San Francisco to Portland occupies about 3 days. Fare to Portland, \$20 for cabin passage; \$10 for steerage.

THE starting-point for the overland trip to northern California and Oregon is **Sacramento** (see Route 87). Here the Oregon Div. of the Central Pacific R. R. diverges from the main line and extends to Redding (170 miles), whence stages convey the traveler to Roseburg, the terminus of the Oregon & California R. R. The total distance from San Francisco to Portland by this route is 784 miles, and the fare \$55.

Leaving Sacramento, the R. R. follows the Sacramento River in a general northern direction. The country traversed is one of the most productive wheat-growing sections of the State, and the grazing which it affords is unsurpassed. The first important station is **Marysville** (52 miles), a flourishing town of 5,000 inhabitants at the confluence of the Yuba and Feather Rivers, at the head of navigation on the latter. It is well built, has several foundries and machine-shops, and contains an abundance of choice fruit and shade trees, including oranges and lemons. From Marysville a fine view is obtained of the *Marysville*

Buttes, an isolated chain of mountains which rise from the plain of the Sacramento Valley to the height of 1,200 ft. and extend for some 8 miles in length, forming a remarkable feature of the scenery. Beyond Marysville the Feather River is crossed, and the train traverses the upper Sacramento Valley, which is one vast wheat-field. **Chico** (96 miles) is another thriving town of 5,000 inhabitants, situated on the Chico Creek near its junction with the Sacramento River. Just N. of the town is the magnificent estate of General Bidwell, which comprises 32,000 acres of the richest land in one tract. The orchard is filled with oranges, lemons, figs, walnuts, almonds, and other choice fruits; and the vegetable and flower gardens are said to be unsurpassed in northern California. Near *Tehama* (123 miles) the Sacramento River is crossed, and the train passes several small stations to *Redding* (170 miles), the present terminus of the railroad.

At Redding the stages of the California & Oregon Stage Co. are taken, and for 275 miles the route lies amid wild and picturesque scenery. Just beyond Redding the Sacramento Valley is left behind, though the river is ascended for about 80 miles amid the foot-hills. The N. extremity of the Sierra Nevada range is then climbed and crossed, and the road strikes the Pitt and McCloud Rivers, the main affluents of the upper Sacramento. "Near the crossing of the McCloud," says Mr. Williams in his "Pacific Tourist," "is the U. S. fish-hatching establishment. All these rivers abound in trout and salmon, but the best place on them for trout-fishing is the upper waters of the McCloud. The valley of the Sacramento grows narrower as one goes N., and at last is almost a cañon. Just beyond *Campbell's Soda Springs* (69 miles N. of Redding) the road ascends from the river to an extensive mountain-basin, walled in by yet loftier mountains—a sort of semicircular wall from Scott's Mt. on the N. to Trinity on the W. and Castle Rock on the S. E. On the E. side of the road, and in this great basin, Mt. Shasta rears its lofty head into the dark, deep blue of heaven." The ascent of ****Mt. Shasta** is made from *Sisson's* (77 miles from Redding), and though tedious is not dangerous. The trip will take about 36 hours, and the cost, including horses, guides, provisions, etc., will be \$15 to \$20 for each person, according to the size of the party. Shasta from Sisson's is a broad triple mountain, the central summit (14,442 ft. high) being flanked on the W. by a large and quite perfect crater whose rim is 12,000 ft. high. As a whole, Shasta is the cone of an immense extinct volcano, which rises from its base 11,000 ft. in one sweep.

"There is no reason why any one of sound wind and limb should not, after a little mountaineering practice, be able to make the Shasta climb. There is nowhere the shadow of danger and never a real piece of mountain climbing—climbing, I mean, with hands and feet—no scaling of walls or labor involving other qualities than simple muscular endurance. The fact that two young girls have made the ascent proves it a comparatively easy one. Indeed, I have never reached a corresponding altitude with so little labor and difficulty. Whoever visits California, and wishes to depart from the beaten track of Yosemite scenes, could not do better than come to Strawberry Valley and get Mr. Sisson to pilot him up Shasta. When I ask myself to-day what were the sensations on Shasta, they render themselves into three—geography, shadows, and uplifted isolation.

. . . A singularly transparent air revealed every plain and peak until the

earth's curve rolled them under remote horizons. The whole great disk of world outspread beneath wore an aspect of glorious cheerfulness. The Cascade range, a roll of blue forest land, stretched northward, surmounted at intervals by volcanoes; the lower, like symmetrical Mount Pitt, bare and warm with rosy lava colors; those farther N. lifting against the pale horizon-blue solid white cones upon which strong light rested with brilliance. It seemed incredible that we could see so far toward the Columbia River, almost across the State of Oregon, but there stood Pitt, Jefferson, and the Three Sisters in unmistakable plainness. N. E. and E. spread those great plains out of which rise low lava chains, and a few small, burned-out volcanoes, and there, too, were the group of Klamath and Goose Lakes lying in mid plain, glassing the deep upper violet. Farther and farther from our mountain base in that direction the greenness of forest and meadow fades out into rich mellow brown, with warm cloudings of sienna over bare lava hills, and shades, as you reach the E. limit, in pale ash and lavender and buff, where stretches of level land slope down over Madelin plains into Nevada deserts. . . . S. E. the mountain spurs are smoothed into a broad glacis, densely overgrown with chapparal, and ending in open groves around plains of yellow grass. A little farther begin the wild, cañon-carved piles of green mountains which represent the Sierras, and afar, towering over them, eighty miles away, the lava dome of Lassen's Peak standing up bold and fine. S. the Sacramento cañon cuts down to unseen depths, its deep trough opening a view of the California plain, a brown, sunny expanse, over which loom in vanishing perspective the Coast Range peaks. W. of us, and quite around the semicircle of view, stretches a vast sea of ridges, chains, peaks, and sharp walls of cañons, as wild and tumultuous as an ocean storm. Here and there above the blue billows rise snow-crests and shaggy rock-chains, but the topography is indistinguishable. . . . Whichever way we turned the great cone fell off from our feet in dizzying abruptness. We looked down steep slopes of *névé*, on over shattered ice-wreck, where glaciers roll over cliffs, and around the whole broad massive base curved deeply through its lava crusts in straight cañons."—*Mountaineering in the Sierra Nevada*, by CLARENCE KING.

Beyond Sisson's several fine views of Shasta are obtained from various points on the road, the best being from the summit of Scott Mt., which is crossed at an elevation of 5,000 ft. above the sea. Another fine distant view is obtained from a ridge just E. of *Yreka* (115 miles from Redding). Beyond Yreka the road climbs the Siskiyou Mt., and descends to *Jacksonville* (177 miles from Redding), the principal town of southern Oregon, picturesquely situated in the fertile Rogue River Valley. At *Roseburg* (275 miles from Redding) the stages connect with the Oregon & California R. R., whose route of 200 miles is through the beautiful and productive Willamette Valley. Many pretty towns cluster along the railway, but none require special mention until **Salem**, the capital of Oregon, is reached, 53 miles from Portland. Salem is a city of about 3,000 inhabitants, beautifully situated on the E. bank of the Willamette River, and surrounded by a fertile prairie. Mill Creek enters the river at this point, and its rapid fall affords a good water-power, which is extensively used in manufacturing. Here are Willamette University and three State institutions, the Penitentiary, the Deaf-Mute School, and the Institute for the Blind. Thirty-seven miles beyond Salem, at the Falls of the Willamette, is **Oregon City**, with a population of 2,000, and several large flouring and woolen mills. The falls have a descent of 38 ft., and constitute one of the finest water-powers in the world. Sixteen miles beyond Oregon City the train reaches **Portland** (*Clarendon Hotel, St. Charles*), the chief city of Oregon, with a population of about 18,000. It is situated at the head of navigation on the Willamette River, 12 miles above its mouth in the

Columbia, and is built on a plateau rising gradually from the river. A range of fir-covered hills surrounds it in a semicircle on the W., and commands fine views of the Willamette Valley, with the Cascade Mts. in the distance. The streets are regularly laid out, well paved, lighted with gas, and, except in the business portion, shaded with maples. A park 300 ft. wide extends almost the entire length of the city, and there are many handsome residences and substantial business structures. The chief public buildings are the Custom-House, the Masonic and Odd Fellows' Halls, the Market, and the County buildings. The Library Association has a reading-room and a library of 10,000 volumes. For fuller description of points in Oregon and Washington, see Route 102.

Several very agreeable excursions may be made from Portland, of which the easiest and most attractive is that up the Columbia River. Steamers run daily to the *Dalles* (120 miles, fare \$5), and tri-weekly to *Wallula* (245 miles, fare \$12). The scenery all the way is grand and impressive beyond description, especially at the Cascades and the Dalles. Another pleasant excursion is to Puget Sound, and may be made in two ways: 1, *via* daily steamer to Kalama (50 miles, fare \$1), where connection is made with the Northern Pacific R. R. for various points on the Sound; 2, *via* semi-weekly steamers to Victoria, the capital of British Columbia. *Puget Sound* is one of the most picturesque bodies of water in the world, and the stopping-places of the steamers are all pretty and prosperous towns. A third excursion is to *Astoria*, near the mouth of the Columbia, and thence across the promontory to * *Clatsop Beach*, the great watering-place of Oregon.

92. St. Louis to Denver.

FROM St. Louis to Kansas City three routes are available: The Missouri Pacific R. R. (distance, 282 miles); the Wabash, St. Louis & Pacific R. R. (distance, 275 miles); and the Chicago & Alton R. R. (distance, 323 miles). All three routes traverse a rich and productive section of Missouri, but the Wabash, St. Louis & Pacific R. R. has been more recently constructed, and has fewer important towns and cities along the line. The principal stations on this route are *St. Charles* (22 miles), where the Missouri River is crossed on a magnificent iron bridge, *Warrenton* (58 miles), *Montgomery* (82 miles), *Centralia* (122 miles), *Moberly* (146 miles), *Salisbury* (167 miles), *Miami* (196 miles), *Carrollton* (209 miles), and *Missouri City* (254 miles).

The Missouri Pacific R. R. has a considerable number of large towns *en route*, but very few of them possess any features which will prove of special interest to the tourist. *Kirkwood* (13 miles) is a beautiful suburban town with many fine villas of St. Louis merchants. *Pacific* (37 miles), *Washington* (54 miles), and *Hermann* (81 miles) are prosperous and handsome towns. **Jefferson City** (125 miles; *McCarty House*, *Madison Hotel*) is the capital of the State of Missouri, and is beautifully situated on high bluffs which overlook the Missouri River for many miles. It is well built, and has a population of about 6,000. The *State House* is a handsome stone edifice; the *State Penitentiary* is massive and spacious; there are 8 churches of various denominations; the State Library contains 12,000 volumes; and there are numerous flour-mills and factories. **Sedalia** (188 miles; *Sichers Hotel*, *Garrison*) is a busy manufacturing town and railroad center, built on one of the highest

swells of a rolling prairie, and containing about 10,000 inhabitants. The principal street is 120 ft. wide, is finely shaded, and has many handsome buildings. The shops of two R. R. companies are located here, and there are extensive mills, foundries, machine-shops, etc. The Missouri, Kansas & Texas Div. (Route 97) intersects here. *Warrensburg* (218 miles), *Holden* (232 miles), *Pleasant Hill* (248 miles), and *Independence* (272 miles) are all neat and thriving towns, with much business activity.

The Chicago & Alton R. R. route has already been described in reverse as far as **Alton** (see Route 82). The junction with the Chicago, Burlington & Quincy R. R. is at *Whitehall* (67 miles), and at *Louisiana* (109 miles) connection is made with St. Louis, Keokuk & Northwestern R. R., and with Missouri River steamers. **Mexico** (160 miles; *Windsor Hotel*, *Ferris House*) is a city of 4,000 inhabitants, and has considerable trade and manufacturing. It has 9 churches, and is the seat of *Hardin College* (for women). Here also is a point of junction with the Wabash, St. Louis & Pacific R. R. At **Glasgow** (216 miles; *Palmer House*), a town of 2,000 population, there are several mills and factories and some excellent educational institutions, among them *Lewis College*. *Marshall* (239 miles; *Mingo House*) is a town of 3,000 population, and has a number of thriving carriage and wagon factories. At this place there are many remarkable salt-springs. *Higginsville* (268 miles) and *Independence* (313 miles) are enterprising towns, both points of junction with branches of the Missouri Pacific R. R. * **Kansas City** (*Coates House*, *St. James Hotel*, *Centropolis House*) is the second city of Missouri in size and importance, has a population of nearly 94,000, and is situated on the S. bank of the Missouri River, just below the mouth of the Kansas River, and near the Kansas border. It is somewhat irregularly laid out, but is well built, chiefly of brick, and contains many handsome business blocks and private residences. Its manufacturing interests are comparatively unimportant, but it has an immense and increasing trade, which is brought to it by the 12 important railroads which converge here, and by the steamboat traffic on the river. The first bridge ever built across the Missouri is located at Kansas City; it is 1,387 ft. long and cost over \$1,000,000. The *Coates Opera-House* and the *Gillis Opera-House* are tasteful structures, and the *Union Depot* is one of the finest of the kind in the West. Four lines of street railroad run to various parts of the city, and to the suburbs of Wyandotte, Kan., and Westport.

Kansas City to Denver via Kansas Div. of Union Pacific R. R.

On this route there is one through train daily, which runs from Kansas City to Denver without change in 30 hours. It traverses the central portion of Kansas, linking together the principal cities and towns of the State, and affording the opportunity to view its famous wheat and corn fields and immense cattle-ranges. Striking the Kansas (or Kaw) River at Kansas City, the route follows the windings of this beautiful stream for nearly 200 miles amid extremely pleasing scenery, and as it approaches the Rocky Mountains commands some grand views. Leaving Kansas City, the train passes in 38 miles to **Lawrence** (*Ludington House*), a

beautiful city of 10,000 inhabitants situated on both sides of the Kansas River, which is here spanned by 2 bridges. It is built on a rolling slope, and is regularly laid out, with wide streets, partly shaded by trees, and many handsome buildings. Massachusetts St., the principal business thoroughfare, is built up for nearly a mile with blocks of brick and stone. The *State University*, a large and handsome structure, stands upon a bluff called Mt. Oread in the S. W. part of the city. The trade of Lawrence is very large, and a substantial dam across the river furnishes water-power for numerous mills and factories. Thirty miles beyond Lawrence the train reaches **Topeka** (*Tefft House, Fifth Ave.*), the capital of Kansas, situated on both sides of the Kansas River, which is here spanned by a fine iron bridge. The city contains 18,000 inhabitants, and is remarkably well built. The *State-House* cost \$400,000, and is one of the finest in the West. A site has been purchased by the U. S. Government for a public building, and a spacious State Asylum for the Insane is in course of construction about 2 miles W. of the State House. There are several important educational institutions, besides the excellent public schools, and the Topeka Library Association has about 4,000 volumes. The river affords a good water-power, and the surrounding country is very fertile and contains deposits of coal. *Wamego* (103 miles), *St. George* (110 miles), *Manhattan* (118 miles), and *Ogden* (129 miles) are busy and rapidly-growing towns. At *Junction City* (138 miles) connection is made with the Neosho Branch of the Missouri, Kansas & Texas Div. of the Missouri Pacific R. R. (Route 99). A highly productive agricultural region is next traversed, with numerous thriving villages *en route*. *Brookville* (200 miles) is at the end of the second division of the Kansas Pacific R. R. and has a fine depot. *Ellsworth* (223 miles) is situated on the Smoky Hill River in a fine stock-raising country. *Fort Hays* (288 miles) is one of the handsomest military posts in the West, situated on a commanding elevation overlooking the plains. Opposite, upon Big Creek, is Hays City, once the center of the buffalo range. *Fort Wallace* (420 miles) is another important military post, situated near the W. boundary-line of Kansas, and just beyond the train enters Colorado. The first noteworthy station in Colorado is *Kit Carson* (487 miles), named after the great "Pathfinder," and situated on Sand Creek, about 20 miles above the spot where Colonel Chivington's Indian massacre took place. The Arkansas Valley Branch to Las Animas (56 miles) diverges here. Between Kit Carson and Denver there are only "station towns," but the country along the line is rapidly filling up. At * *First View* (472 miles) the first view is obtained of the Rocky Mountains. "Towering against the western sky, more than 150 miles away, is Pike's Peak, standing out in this rarefied atmosphere with a clearness which deludes the tourist, if it be his first experience, into a belief that he is already in close proximity to the mountains. Henceforth you feel, in the presence of the mighty peaks which disclose themselves one after another, that you have entered a new world—a land of unapproachable beauty and grandeur—and you reach Denver, having before you an unobstructed panorama of mountains, snow-clad peaks, and plain, more than 300 miles in length."

Kansas City or Atchison to Denver via Atchison, Topeka & Santa Fé and Denver & Rio Grande R. Rs.

The Atchison, Topeka & Santa Fé R. R. has three eastern termini: Atchison, Kansas City, and Pleasant Hill. Atchison is 47 miles N. of Kansas City; Pleasant Hill, 34 miles S. E. of the same point. The Pleasant Hill branch unites with the Kansas City line 44 miles from Pleasant City; and the Atchison branch unites with the Kansas City line at Topeka, 66 miles from Kansas City. One daily express-train, with Pullman sleeping and buffet cars attached, runs on this route from Atchison and Kansas City daily to Pueblo, where connection is made with the Denver & Rio Grande R. R. **Atchison** is a bustling city of 18,000 inhabitants, situated beautifully on the right bank of the Missouri River. It is quite an important railroad center, and it is said that on the 8 railroads meeting here there are some 90 trains arriving and departing daily. It has 12 churches, 5 banks, several theatres and public halls, and a large manufacturing industry in flour-mills, machine-shops, engine-works, breweries, furniture and carriage factories, etc. A fine iron bridge across the river connects the city with the railroads which terminate on the E. bank.

At **Topeka** (66 miles from Kansas City, and 50 miles from Atchison) the branches of the road unite. Topeka is the capital of Kansas, and has been described in the present route. Beyond Topeka a number of thriving towns are passed, of which *Burlingame* (93 miles), *Osage City* (101 miles), *Emporia* (127 miles), *Cottonwood* (147 miles), *Florence* (172 miles), *Newton* (201 miles), and *Halstead* (210 miles), are the most important. At Halstead, which is the terminus of the St. Louis & San Francisco R. R., the latter road makes connection for its through transcontinental route from St. Louis to San Francisco over the A., T. & St. F. R. R. From Halstead to Pueblo (425 miles) the road follows the fertile valley of the Arkansas River, through one of the finest agricultural and stock-raising regions in America. The principal towns on this portion of the route are *Hutchinson* (234 miles), *Sterling* (253 miles), *Great Bend* (285 miles), *Larned* (307 miles), *Dodge City* (368 miles), *Las Animas* (547 miles), and *La Junta* (571 miles). La Junta is the point of junction with the main line extending to all points in New Mexico and Arizona. Just before reaching Las Animas, the first glimpse is caught of the Rocky Mountains, still 90 miles distant. Soon Pike's Peak looms up; then the Spanish Peaks reveal their snowy crowns; and finally, as Pueblo is neared, the splendid mountain panorama gradually unfolds itself before the delighted eye. **Pueblo** (*Lindell Hotel, Commercial*) is the chief city of southern Colorado, and is situated at the confluence of Arkansas River and Fontaine Creek. It is the center of a vast and rich agricultural and grazing region, does a very large trade, and has a population of about 4,000. In the Union Depot at Pueblo connection is made with a train of the Denver & Rio Grande R. R., which conveys passengers to Denver in 119 miles from the south, passing, *en route*, *Colorado Springs*, *Manitou*, *Pike's Peak*, *Garden of the Gods*, *Monument Park*, and other famous Colorado resorts, whose

attractions are described in Route 93. The points of interest in southern Colorado which can be visited from Pueblo are described in Route 94.

Denver.

Hotels, etc.—The leading hotels are the *St. James*, the *Windsor*, the *Grand Central*, the *American*, and *Charpiot's* (on the European plan). The rates at these hotels vary from \$3 to \$4 per day.

Denver, the capital and largest city of Colorado, is situated on the S. bank of the South Platte River, at the junction of Cherry Creek, 15 miles from the E. base of the Rocky Mountains, and about 500 miles W. of the Missouri River. It occupies a series of plateaus, facing the mountains, and commanding a grand and beautiful view. Through the clear mountain atmosphere may be seen Pike's and Long's Peaks, and the snow-capped range extending more than 200 miles, its rich purple streaked with dazzling white, and here and there draped in soft, transparent haze. The city is the commercial center of Colorado, and is compactly built, chiefly of brick manufactured in the vicinity. Its trade is very large, and five railroads radiate from it, which, with their stage connections, afford access to all parts of the State. There are upward of 30 hotels, numerous handsome commercial buildings, a U. S. Branch Mint, several fine churches and school-houses, a theatre, large manufactories and breweries, and many elegant private residences. The Mint is employed in the melting and assaying of bullion, which is returned to depositors in the form of bars with the weight and fineness stamped upon them. The Denver Smelting and Refining Works occupy a building 55 by 200 ft., with capacity for 40 tons of ore per day. The population of the city in 1880 was 35,630 (but is now estimated at more than 40,000), and it is annually visited by large numbers of tourists. Whatever places in Colorado the tourist may wish to visit, Denver will be his natural starting-point.

93. Colorado Springs and Vicinity.

COLORADO SPRINGS (76 miles from Denver *via* the Denver & Rio Grande R. R.) is an important center for the tourist, being situated in close proximity to various points of interest; but its name is misleading, the springs being 5 miles distant, and bearing another name. Colorado Springs is a flourishing village, situated on the plains, with a fine view of the mountains, and with pleasantly-shaded streets. The following table of distances will show how conveniently it is situated for tourists bent on sight-seeing: To Manitou Springs, 5 miles; to Garden of the Gods, 4 miles; to Glen Eyrie, 5 miles; to Monument Park, 8 miles; to Cheyenne Cañon, 5 miles; and to the summit of Pike's Peak, 16 miles. Guides are at hand for the more distant points, and horses, etc., are easily procured.

The * **Manitou Springs** are 5 miles from Colorado Springs, with which they connect by stages on the arrival of every train, and are so much resorted to as to be known as the "Saratoga of Colorado." They are situated among the foot-hills at the base of Pike's Peak, on the

banks of the beautiful Fontaine Creek. The waters contain sulphur, soda, and iron, and are recommended for their tonic effects in all diseases of which general debility is a feature. Asthmatics and consumptives are usually benefited by a residence at Manitou; the former always. There are several hotels, of which the most prominent are the *Manitou House* and the *Beebe House*; and the adjacent grounds are beautifully laid out and adorned. Within easy walking-distance of the hotel is the picturesque and romantic *Ute Pass*, through which a road runs to the South Park. A short distance above the mouth of the Pass are the *Ute Falls*, where the creek descends in an unbroken sheet over a precipice 50 ft. high. The road runs close to the edge of this precipice, while on the other hand the rocks tower above to an immense height. In this vicinity is the picturesque *Williams Cañon*, 15 miles long, with walls of rock rising 600 or 800 ft. above a very narrow pass below. Manitou is on the trail to ***Pike's Peak**, the summit of which is only 11 miles distant, and may be reached on horseback. This peak stands on the outer edge of the great mountain-range, and the view from its summit (14,300 ft. high) is magnificent, embracing many thousand square miles of mountain and plain. Here is a station of the Weather-Signal Bureau, which is occupied winter and summer.

***Garden of the Gods** is the fanciful title of a little mountain-valley lying 4 miles N. W. of Colorado Springs. The road enters it through the "Beautiful Gate," a narrow passage-way between two towering but narrow ledges of cliffs, which is still further narrowed by a rock-pillar, 30 ft. high, standing nearly in the center. The Garden consists of a tract of land less than 500 acres in extent, hemmed in by mountains on the W. and N., bordered by ravines on the S., and by old red sandstone cliffs on the E., which shut it in entirely from the plains. Its features are a number of isolated rocks, upheaved into perpendicular positions, some of them rising to a height of 350 ft. The rocks are mainly of a very soft, brilliantly-red sandstone, although several ridges of cliffs are of a white sandstone. The foot-hills in the vicinity are, many of them, capped by similar upheavals, while all about the main cliff in the valley are numerous separate, spire-like columns. At the entrance to **Glen Eyrie** (1 mile from the Garden, and 5 miles from Colorado Springs) are similar formations, one of which, the *Major Domo*, rises to a height of 120 ft., while at its base it is not over 10 ft. in diameter. Glen Eyrie is a most picturesque mountain-gorge, closed in on either hand by frowning cliffs, and with a purling mountain-brook traversing it from end to end. Within it is the elegant summer-villa of General Palmer, President of the Denver & Rio Grande R. R., and the natural attractions of the place have been enhanced by art. Up the rugged *Queen's Cañon* is the Devil's Punch-Bowl, and a succession of picturesque rapids and cascades. The road to the Glen from Colorado Springs offers a succession of noble views.

Cheyenne Cañon, 5 miles from Colorado Springs, is a sequestered mountain-gorge, in which are some striking rock-formations and picturesque cascades. A tortuous trail leads from the mouth of the cañon in 3 miles to the first fall, which is 30 ft. high, and extremely fine. From

the ledge above the fall there is a view of a succession of falls, 6 in all, rising one above another at almost regular intervals, the remotest and highest being several miles away.

* **Monument Park**, perhaps the most visited spot in Colorado, is 8 miles from Colorado Springs, and still nearer to *Monument*, a station on the railway above the Springs. The Park is very striking. It is filled with fantastic groups of eroded sandstone (6 to 50 ft. high), per-



Eroded Sandstones, Monument Park.

haps the most unique in the Western country, where there are so many evidences of Nature's curious whims. They are, for the most part, ranged along the low hills on each side of the park, which is probably a mile wide, but here and there one stands out in the open plain.

94. Southern Colorado and New Mexico.

The *Denver & Rio Grande Railway* (narrow gauge) is a great system of railways, running to Ogden, Utah, where it connects with the Central Pacific R. R., penetrating into nearly every portion of southern and southwestern Colorado, and extending into New Mexico. It comprises over 20 branches, of which the most important are those from Denver to *Pueblo*; *Pueblo* to *Ogden*, Utah; *Cuchara* to *Silverton*; *Pueblo* to *Leadville*; *Antonita* to *Española*. Distances: Denver to Monument, 56 miles; to Colorado Springs, 75; to Pueblo, 120; to Ogden, 651; to Cañon City, 161; to Leadville, 279; to Cuchara, 170; to El Moro, 206; to Antonita, 279; to Española, 370; to Durango, 453.

THE section of this road between Denver and Pueblo (120 miles) has been described in Routes 92 and 93. From Pueblo the Leadville

Division runs N. W. in 41 miles to **Cañon City**, near which is *Talbot Hill*, where Professor Marsh has excavated some of the most remarkable fossils ever discovered. Two miles beyond Cañon City the railway enters the * **Grand Cañon of the Arkansas**, where the Arkansas River cuts its way for 8 miles through mountain-walls of solid granite, in some places 3,000 ft. in perpendicular height. The scenery at the *Royal Gorge* is of inconceivable majesty and sublimity, and here the track runs for 200 ft. along an iron bridge suspended over the river by steel girders mortised into the rock on either side. From *Salida City* (87 miles from Pueblo) the Denver & Ogden Division extends W. 564 miles through *Gunnison City* and the center of the silver-teeming "Gunnison Country," to Ogden, Utah (see Route 97 a). Five miles from South Arkansas are the *Poncha Hot Springs*, noted for their medicinal properties; near Nathrop, on the line of the road, are the *Heywood Hot Springs*; and near Buena Vista are the *Cottonwood Hot Springs*. **Leadville** (*Clarendon Hotel*, *Windsor*) is in the heart of the new silver El Dorado, whose fabulous richness was discovered in 1878, and is already a busy city of 18,000 inhabitants. It is the most celebrated mining-camp in the West, and its output of silver has been unparalleled except by that of Virginia City, Nevada, in its best days. The total value of ore produced for 1880, the last census year, was \$15,025,153. Fourteen miles from Leadville are the celebrated *Twin Lakes*, nearly 2 miles above the sea-level.

The *Denver & Silverton Division* extends S. W. from Pueblo, and at the distance of about 80 miles crosses the Sangre di Cristo range by the wonderful * **La Veta Pass**, at an altitude of 9,486 ft., amid scenery of remarkable beauty and grandeur, the *Mule-Shoe Curve* and the passage around the point of *Dump Mountain* being among the most daring feats of railway engineering ever accomplished. The view of *Sierra Blanca* (14,464 ft. high), flanked by the serrated peaks of the Sangre di Cristo range, as seen from *Alamosa* (250 miles) and for 70 miles across the San Luis Park, is nowhere surpassed. Thirty-five miles W. of *Antonita* (279 miles) are the **Los Pinos Cañon** and the * **Toltec Gorge**, the most wonderful scenic attractions of Colorado. Here for a distance of 8 miles the railway runs just below the brow of a precipitous mountain-range at the giddy and terror-inspiring height of 1,200 ft. above the stream, following the irregular contour of the mountains, through deep cuts and over high hills, past weird monumental rocks and under lofty cliffs, at **Phantom Curve**, till it comes to the end of a mountain-wall that juts into the cañon, narrowing it to a mere cleft or gorge, 1,400 ft. in depth, with the wall on the farther side rising to a height of 2,100 ft. A few rods from this gorge, at a point from which the passengers look down to the white foam of the stream 1,100 ft. below, the railway suddenly enters a tunnel in the solid granite cliff, and 600 ft. farther on emerges upon a trestle-bridge overlooking the precipice that extends to the bottom of the gorge, an awful abyss. From the entrance to the tunnel, in fact all along this "aërial trip," an extended landscape of mountain and valley adds to the grandeur of the view. *Durango* is the supply depot for the famous

San Juan mining district, and the road continues to *Silverton* (495 miles from Denver), in the heart of the region. Thirty miles from Durango are the prehistoric cliff-dwellings on the Rio Mancos, among the most wonderful in America.

At Antonita the *New Mexico Div.* branches off to the S., and runs in 91 miles to *Española*, which is only 23 miles from Santa Fé. Near *Española* are eight ancient pueblos, inhabited by the Pueblo Indians, whom the Spaniards found there only forty-eight years after the discovery of America; and in the neighboring cliffs are numerous cave-dwellings, prehistoric in their origin.

95. The Colorado Central Branch of the Union Pacific R. R.

THIS road extends from Denver to Cheyenne (131 miles), and a branch line extends from Golden to Georgetown (22 miles). Both routes traverse exceedingly picturesque regions and afford some of the finest scenery to be enjoyed in all Colorado. *Golden* (16 miles from Denver) is situated between two picturesque hills and the North and South Table Mountains. It is the center of an extensive mining-region, and is the point of departure for *Bear Creek Cañon*.

At Golden the Central City branch diverges from the main line, and passing up ***Clear Creek Cañon**, follows the windings of the Creek through one of the wildest and most picturesque localities on the continent. *Black Hawk* (37 miles from Denver) is built irregularly along the gulches and mountain-sides, and is one of the busiest mining towns in the State. A mile beyond Black Hawk, reached by a zigzag course up the mountain-side, is *Central City*, a flourishing mining town of 2,500 inhabitants, picturesquely situated on the mountain slopes, at an elevation of 8,300 ft. There are a number of quartz-mills here, and the town has a U. S. land office and an assay office. Being in the center of an exceedingly rich gold-mining region, it is at once a depot of supply and a point of shipment, and business is very active. *James Peak* may be ascended from Central City and affords a wide-extended view. The Georgetown Branch diverges at *Forks Creek* (29 miles from Golden) and runs in 9 miles to **Idaho Springs**, a quiet little village, beautifully situated in a lovely valley nestling among lofty mountain-ranges at an elevation of 7,800 ft. above the sea. The air is remarkably dry, pure, and invigorating, and the surrounding scenery is charming; but the chief attraction of the place is its hot and cold mineral springs. The waters contain soda, magnesia, iron, and lime, have fine tonic properties, and are considered remedial in rheumatism and paralysis. They are used chiefly for bathing, and there are extensive bathing establishments and swimming-baths, in which baths may be had at the natural heat of the water as it bubbles from the ground, or at a lower temperature. During the summer the little town is thronged with tourists, and its sheltered position makes it a desirable resort in winter. It is a favorite rendezvous for excursion parties, and full outfits of carriages, horses,

and guides are here furnished to those desiring to visit Middle Park, the Chicago Lakes, Green Lake, the Old Chief, or the mining regions. The most popular excursions are to *Fall River* ($2\frac{1}{2}$ miles), and to the lofty-lying ***Chicago Lakes** (15 miles by trail). These lakes are the most picturesque sheets of water in Colorado, and are embosomed on the slopes of Mt. Rosalie at a height of 11,995 ft. above the sea. Georgetown and Idaho Springs are equidistant from them, and though the trail by which they are approached is rough, they are visited by many tourists during the summer months. Twelve miles beyond Idaho Springs is **Georgetown**, an important mining town with a population of 3,500, situated on S. Clear Creek, at an altitude of 8,412 ft.—the highest town in the world, 5,000 ft. higher than the glacier-walled valley of Chamounix, higher even than the famous hospice of St. Bernard. It is inclosed in a perfect amphitheatre of hills and mountains and cliffs, is laid out with broad streets, and is divided by the creek which winds through it in a silvery current. There are many romantic spots in the neighborhood. Just above the town is the *Devil's Gate*, a profound chasm through which a branch of Clear Creek foams and leaps. About $2\frac{1}{2}$ miles distant is *Green Lake*, with clear waters of a bright green color produced by a coppery sediment on the rocks at the bottom. Many mountaineering tourists make Georgetown their base of operations during the season, and complete outfits and guides may easily be procured. The distance to the Hot Springs in Middle Park (see Route 96) is 45 miles. Georgetown is also the starting-point for ***Gray's Peak**, which every one who can should ascend. It is only 15 miles to the summit (14,251 ft. above the sea), and the trip there and back can be made in a day. The mountain-view from Gray's Peak, except that it lacks the picturesqueness of the glaciers, has all the beauties of Alpine scenery.

The main line of the Colorado Central Branch runs N. W. from Golden, and in 24 miles reaches *Boulder*, a mining town whose proximity to the famous ***Boulder Cañon** makes it interesting to tourists. A wagon-road leads up the cañon, which is a stupendous mountain-gorge, 17 miles long, with walls of solid rock that rise precipitously to a height of 3,000 ft. in many places. A brawling stream rushes down the center of the ravine, broken in its course by clumsy-looking rocks, and the fallen trunks of trees that have been wrenched from the sparse soil and moss in the crevices. About 8 miles from Boulder are the *Falls of Boulder Creek*, and at the head of the cañon is a mining settlement. *Longmont* (13 miles beyond Boulder) is the starting-point for a delightful excursion through the lovely **Estes Park** to the summit of *Long's Peak* (36 miles). Estes Park affords some beautiful views and excellent trout-fishing. Long's Peak is 14,088 ft. high, and affords one of the grandest views to be obtained in Colorado. The ascent is tedious, but not difficult. Beyond Longmont the railway gradually nears the mountains, crosses the beautiful and productive Cache la Poudre Valley at *Fort Collins*, and for the last 50 miles runs at the base of the Rocky Mount-

ains, affording magnificent panoramic views of their snow-capped summits. **Cheyenne** (131 miles from Denver) is described in Route 87.

The *Denver Pacific Branch of the Union Pacific R. R.* also runs from Denver to Cheyenne. The distance by this route is 106 miles, and the country traversed is for the most part a vast level plain covered only with the short gray buffalo grass. The road runs nearly parallel with the principal range of the Rocky Mountains, and 20 to 30 miles from their E. base. The only noteworthy town *en route* is **Greeley** (51 miles from Denver), which is a flourishing little town of 2,500 inhabitants, situated on the banks of the Cache la Poudre River, and named after the founder of the *N. Y. Tribune*. It is watered by an excellent system of irrigation, and is well wooded. No intoxicating liquors are sold within its limits.

96. The Great Natural Parks.

THE surface of Colorado is generally mountainous, but in the E. and N. W. portions are elevated plains, and the spurs or branches of the Rocky Mountains inclose large fertile valleys. These valleys are known as the North Park, Middle Park, South Park, and San Luis Park, and are perhaps the most characteristic feature of Colorado. **North Park**, lying in the extreme northern part of the State, has been less explored and settled than the rest, owing to its remote situation and colder climate. It offers, for these reasons, the greatest attractions for the sportsman and adventurer. The park embraces an area of about 2,500 square miles, and has an elevation of about 8,000 ft. above the sea. Recent discoveries of gold and silver are attracting attention. It is best reached by stage from Fort Collins on the Colorado Central Div. to *Mason City* (80 miles) and *Tyner* (125 miles).

Middle Park lies directly S. of North Park, from which it is separated by one of the cross-chains of the great mountain labyrinth. The snow-range, or continental divide, sweeps around on its E. side, and it is completely encircled by majestic mountains. Long's Peak, Gray's Peak, and Mount Lincoln, from 13,000 to 14,500 ft. high, stand sentinels around it. It embraces an area of about 3,000 square miles, extending about 65 miles N. and S. and 45 miles E. and W., and is about 7,500 ft. above the sea. It is drained by Blue River and the headwaters of Grand River, flowing westward to the Colorado. The portions of the park not covered by forest expand into broad, open meadows, the grasses of which are interspersed with wild-flowers of every hue. There is game in abundance, including deer, mountain-sheep, elk, bears, and antelopes, and the waters teem with fish. The climate, notwithstanding the great elevation, is remarkably mild and equable, with cool nights in summer and warm days in winter. No one, of course, should attempt to winter here who can not safely be cut off from many of the comforts and conveniences of life; but those who are able and willing to "rough it" will hardly find a place where they can do so under more favorable conditions. The usual objective point of tourists who go to the Middle Park is the **Hot Sulphur Springs**, which may be reached from Georgetown by the Berthoud Pass (45 miles); from Central City by the James's Peak trail (60 miles); and from South Boulder. The Colorado Company's fine stages leave the Barton House, Georgetown, every other

day for the Springs. A pleasant way of making the journey is on horseback *via* the first-mentioned route. The Springs are situated on a tributary of Grand River, about 12 miles from the S. boundary of the park. The waters are used chiefly in the form of baths, and have been found highly beneficial in cases of rheumatism, neuralgia, chronic diseases of the skin, and general debility. The accommodations for invalids are not first-rate as yet, but sufficient, perhaps, for those who ought to venture upon the journey thither over the mountains. A small town is gradually growing up in the vicinity. One of the pleasantest excursions in Middle Park is up the valley, 27 miles from the Springs, by a good road to *Grand Lake*, the source of the main fork of Grand River. The lake nestles close to the base of the mountains, precipitous cliffs hang frowning over its waters on three sides, tall pines come almost down to the white sand-beach, and its translucent depths are thronged with trout and other fish.

South Park, the best known and most beautiful of all the parks, lies next below Middle Park, from which it is separated by a branch of the Park range. It is 60 miles long and 30 wide, with an area of about 2,200 square miles, and, like the Middle Park, is surrounded on all sides by gigantic ranges of mountains, whose culminating crests tower above the region of perpetual snow. The maximum elevation of the park above the sea is 10,000 ft., while the average elevation is about 9,000 ft., and nearly all the land which it contains is well adapted to agriculture. The streams, which are supplied by melting snows from the surrounding mountains, are tributaries of the South Platte, and flow E. through the park to the plains. The climate of the South Park is milder than that of either North or Middle Park, and its greater accessibility gives it peculiar advantages for such tourists and invalids as can not endure much fatigue. *Fairplay* is the chief town of the region, and a good center for excursions. The Park is traversed from north to south by the South Park Division of the Union Pacific R. R., which takes Morrison, Como, Fairplay, and Breckenbridge *en route*. The scenery afforded by any or all of these routes is of incomparable grandeur and beauty, especially at the cañon of the Platte and Kenosha Summit. The visitor to Fairplay in summer should not fail to ascend * **Mount Lincoln**, which is one of the highest of the Colorado peaks (14,296 ft.), and affords a view that Professor Whitney declares to be unequaled by any in Switzerland for its reach or the magnificence of the included heights. The ascent may be made nearly all the way by wagon or carriage, and presents no difficulty. Another pleasant excursion from Fairplay is to the beautiful *Twin Lakes* (35 miles). The *South Park Div. of Union Pacific R. R.* runs from Denver S. W. through South Park to *Leadville* (see Route 94).

San Luis Park is larger than the other three combined, embracing an area of nearly 18,000 square miles—about twice the size of New Hampshire. It lies S. of South Park, from which it is separated by the main range, which forms its N. and E. boundary, while its W. boundary is formed by the Sierra San Juan.* It is watered by 35 streams descending from the encircling snow-crests. Nineteen of these streams flow

into *San Luis Lake*, a beautiful sheet of water near the center of the parks, and the others discharge their waters into the Rio del Norte, in its course to the Gulf of Mexico. On the flanks of the great mountain, dense forests of pine, spruce, fir, aspen, hemlock, oak, cedar, and piñon alternate with broad, natural meadows, producing a luxuriant growth of nutritious grasses, upon which cattle subsist throughout the year, without any other food, and requiring no shelter. The highest elevation in the park does not exceed 7,000 ft. above the sea, and this, together with its southern and sheltered location, gives it a wonderfully mild, genial, and equable climate. Thermal springs abound here, as in other parts of Colorado, generally charged with medicinal properties. The Denver & Silverton Branch of the Denver & Rio Grande R. R. (see Route 94) is rendering this vast and attractive region more accessible.

97. Kansas City to San Francisco via Atchison, Topeka & Santa Fé R. R.

a. Northern Route via Pueblo, Col., and Ogden, Utah.

The great system of the Atchison, Topeka & Santa Fé R. R. now has three routes to San Francisco and the Pacific coast, and the only route to the city of Mexico. All these routes connecting with the principal routes from New York and other Eastern cities have their point of departure from Kansas City. These routes we shall now successively describe. The northern route to the Pacific coast is by the Atchison, Topeka & Santa Fé R. R. to Pueblo, Col.; thence by the Denver & Ogden Div. of the Denver & Rio Grande Ry. to Ogden, Utah; thence by the Central Pacific R. R. to San Francisco. For principal stations as far as Pueblo (635 m.) see Route 92. At S. Pueblo the trains take the track of the Denver & Rio Grande Ry., and the stations and distances are as follow: Cañon City, 676 miles; Salida, 719; Mears, 730; Sargent, 761; Gunnison, 792; Sapinero, 824; Montrose, 861; Grand Junction, 933; Lower Price Crossing, 1,078; Pleasant Valley Junction, 1,145; Provo, 1,264; Bingham Junction, 1,299; Salt Lake City, 1,310; Ogden, 1,346. For stations from Ogden to San Francisco (2,180 m.) see Route 87. This route runs the latest improved Pullman sleepers and buffet cars, and there are meal stations along the whole line. Fare from Kansas City to San Francisco, \$95; from New York to San Francisco, \$122.85.

THE route from Kansas City to Pueblo, Col., has already been described in Route 92. At this point the train takes the track of the Denver & Rio Grande R. R. From *S. Pueblo to Salida*, 97 miles, the route has been described in Route 94. At this place the regular Denver & Ogden line begins and cuts through the wonderful **Gunnison Country**, as it is known in mining parlance. This region, which in the last two years has attracted so much attention on account of its remarkable mining developments, has an area of not less than 10,000 square miles, being 110 miles long by 80 miles wide. The most important part of the territory is the Elk Mountain Range with its many spurs and foot-hills, constituting one of the most picturesque portions of the Rocky Mountains. Great masses of granite have been upheaved through the surface in giant forms, and there are seven peaks in the range rising to a height of 14,000 ft., while many times that number reach the height of 12,000 ft. Vast beds of coal and iron and innumerable fissure veins of silver are scattered through this region. The principal streams are

the Gunnison, Uncompahgre, Cochetopa, Sumichel, Taylor, East, Ohio, Eagle, Rock, Roaring Fork, and Slate, with hundreds of smaller tributaries, all emptying into the Colorado River. In addition to its great mineral resources, the Gunnison region is admirably adapted in many parts to stock-raising, as there are large areas of perennial pasturage, where bunch-grass, blue-grass, and other varieties afford the richest grazing. The most important towns and mining camps in this section are Gunnison, Rocky Camp, Pilkin Gothic, Washington Gulch, Irwin, Crested Butte, Hillerton, Virginia City, Red Cliff, Willard, Cochetopa, and Aspen. **Gunnison**, the most important place on the route we are describing, after leaving *Salida* (792 miles from Kansas City), is a town of about 5,000 inhabitants. It has a court-house that cost \$15,000, a large hotel, five school-houses, and a bank representing \$10,000,000 capital. It is the great outfitting center of the region, and the trade growing out of mining interests is very large. Here is the connection with the Crested Butte Branch. *Montrose* (861 miles) is a thriving mining town lying on the edge of very valuable coal-fields, and is the point of connection with stage routes to Ouray, San Miguel, Telluride, Placerville, and Cantonment. Near by this place was the Ute Reservation, recently thrown open to settlers and prospectors. *Grand Junction* (933 miles) is the point of departure for pack-trains for the White River country. The whole of the region this route traverses is notable for its grand and picturesque scenery. *Green River* is on the Green River, across which there is a fine railway bridge. *Pleasant Valley Junction* (1,145 miles) is at the junction with the Pleasant Valley Branch. **Provo** (1,269 miles), a prosperous town in Utah of some 4,000 population, is on the Provo River, about 3 miles E. of Utah Lake, and lies near the W. base of the Wahsatch Range. It contains a town-hall, a theatre, many flouring-mills and tanneries, reduction-works, etc., and is the center of a region rich in products of wheat, hay, wool, and cattle. Here connection is made with the Utah Central R. R. for important points in southern Utah. At *Bingham Junction* (1,299 miles) connection is made with the Little Cottonwood and Bingham branches; and in 11 miles farther we reach **Salt Lake City** (see Route 87). At **Ogden** (1,346 miles) junction is made with the Central Pacific R. R., by which the passenger continues his route to **San Francisco** (see Routes 87, 88). Ogden is also the point of junction with the Utah Northern and Union Pacific railways.

b. Via Albuquerque Short Line.

This route consists of the Atchison, Topeka & Santa Fé R. R. to Albuquerque, N. M. (918 m.); thence of the Atlantic & Pacific R. R. to the Needles (1,493 m.); thence of the Southern Pacific R. R. to San Francisco (2,115 m.). The principal stations on the Atchison, Topeka & Santa Fé R. R. as far as La Junta, Col. (571 m.), have already been described (see Route 92). After leaving La Junta, the most important stations are Trinidad (652 m.), Las Vegas (786 m.), Lamy (835 m.), and Albuquerque (918 m.). The Atlantic & Pacific R. R. junction is 17 m. S., and thence the notable stations are Wingate (1,064 m.), Manuelito (1,092 m.), Holbrook (1,171 m.), Winslow (1,204 m.), Ash Fork (1,319 m.), Peach Springs (1,384 m.), The Needles (1,493 m.), Daggett (1,653 m.), Mojave (1,733 m.), Caliente (1,768 m.), Tulare (1,874 m.), Madera (1,930 m.), Merced

(1,963 m.), Lathrop (2,071 m.), San Francisco (2,115 m.). Fare from Kansas City to San Francisco, \$95; from New York to San Francisco, \$122.85. Pullman sleeping and buffet cars are used on this line, and there are excellent meal stations along the route under the general supervision of an official of the company.

The route from Kansas City to La Junta (571 miles) has already been described in Route 92. The Atchison, Topeka & Santa Fé R. R. at this point bends southward, skirting the Raton Range of the Rocky Mts. on the W., and affording a succession of beautiful mountain landscapes to the eye of the traveler. **Trinidad** (652 miles), lying at the foot of the Raton Mountains, has a population of 5,000, and was one of the most important points between Santa Fé and the Missouri River in the days of the "Old Santa Fé Trail." This, the first typical Mexican town met with on the southern route across the continent, and with its mixture of wooden, brick, and adobe houses, is always an object of interest to travelers on first journeys to this region. Trinidad has become a modern city now, since the railroad arrived, and has water-works, gas, daily papers, graded schools, banks, etc. It is the center of a large mining business and cattle trade. At *Morley* (662 miles) the road climbs the mountains through *Raton Pass*, on a grade 185 feet to the mile. The ascent is attended with many charming "views," not in the least marred by the name which attaches to the pass—Devil's Cañon. The view afforded from the pass, of the Spanish Peaks as they rise across the plains, nearly 100 miles to the north, affords an excellent illustration of the vast reach of vision which is possible in these mountain heights. Five miles further up the mountain, at an elevation of 7,688 feet, the train suddenly plunges into a tunnel nearly half a mile long, running under the crest of the Raton Range. The light of Colorado quickly vanishes and that which flashes upon us again in a few minutes is the warm brightness of sunny New Mexico, for we have crossed the border while coming through the tunnel. *Las Vegas* (786 miles) is situated on a branch of the Pecos River, is a place of about 1,500 population, and is the trade-center of the great sheep-ranches of New Mexico. About 5,000,000 lbs. of wool are annually exported from this place. A short branch connects the town with Las Vegas Hot Springs.

Las Vegas Hot Springs is rapidly becoming a rival of the celebrated Arkansas Hot Springs. This attractive sanitarium is at the mouth of a beautiful cañon which opens on the plains 4 m. above Las Vegas, and from that point winds romantically into the Spanish Range of the Rocky Mountains. The springs have an altitude of 6,400 ft. The character of the waters closely resembles that of the Arkansas Hot Springs. The excellence of the waters for a wide range of diseases and the delightful climate have combined to make this a favorite resort, to which larger numbers are thronging every year. There are ample hotel accommodations, and the railroad company are now building an immense hotel to replace the Hotel Montezuma, which was burned last year. For fuller details the reader is referred to "Appletons' Hand-Book of Winter Resorts."

At *Lamy* (835 miles) the Santa Fé Branch diverges in 18 miles to the ancient and interesting city of ***Santa Fé**, which most tourists will be sure to visit. This place, the oldest town in the United States, has a population of 5,500 inhabitants. It contains a court-house, several banks and newspapers, 6 churches, and a convent. It is the seat of a Roman Catholic archiepiscopal diocese. The mining interests which

center here are large and of growing value, and the increasing trade will be likely to make Santa Fé one of the most important cities of the great Southwest. But its interest now is rather historical than actual. Among the relics of its past greatness is the ancient *Governor's Palace*, extending along one whole side of the *Plaza*, a long, low structure built of adobe. In the plaza stands the *Soldiers' Monument*, built in honor of those who fell in the Indian and the late civil wars, and on the N. E. outskirts of the city stands the military post of *Fort Marcy*. Mrs. Governor Wallace thus writes of Santa Fé: "Santa Fé was a primeval stronghold before the Spanish conquest, and a town of some importance to the white race when Pennsylvania was a wilderness, and the first Dutch governor was slowly drilling the Knickerbocker ancestry in the difficult evolution of marching round the town-pump. Once the capital and center of the Pueblo kingdom, it is rich in historic interest, and the archives of the Territory, kept, or rather neglected, in the queer old *Palacio del Gobernador* where I write, hold treasure well worth the seeking of student and antiquary. The building itself has a history as full of pathos and stirring incident as the ancient fort of St. Augustine, and is older than that venerable pile. It had been the palace of the Pueblos immemorially before the holy name of Santa Fé was given in baptism of blood by the Spanish conquerors; palace of the Mexicans after they broke away from the crown, and palace ever since its occupation by *El Gringo*. In the stormy scenes of the seventeenth century it withstood several sieges; was repeatedly lost and won, as the white man or the red held the victory. Who shall say how many and how dark the crimes hidden within these dreary earthen walls?"

Santa Fé is mostly built of adobe, and its streets present a very picturesque commingling of Americans, Mexicans, and Indians. Resuming our journey from Lamy, we arrive in 77 miles at **Albuquerque** (918 miles), a town of 3,500 population, situated on the Rio Grande River, at an elevation of some 5,000 feet above the sea. The place has an extensive trade in wool and hides. The junction with the Atlantic & Pacific R. R. is 13 miles S. of this point, though officially Albuquerque is the E. terminus of the road. The road runs 130 miles W. through New Mexico, through a region full of fine sheep and cattle ranches, interspersed with mountainous tracts, till it reaches at the station known as the *Continental Divide* the great mother ridge of the Rocky Mts. Many parts of the region traversed have recently opened rich mining developments. *Wingate* (1,064 miles) is a busy little town, 3 miles from which is Fort Wingate. From this point stages run to the Indian village of Zuni, 45 miles N., about which so much interest has been aroused by the researches of Mr. F. Cushing, who claims to have found among these Indians the relics of a high and mysterious civilization. Passing *Manuelito* (1,092 miles), where a stage-line runs to Fort Defiance, the headquarters of the Navajo Agency, *Holbrook* (1,171 miles) is reached after a number of small stations. A stage runs several times a week to the *Moqui Indian Village*, 70 miles away. The towns of these Indians are singularly interesting and well worth a visit. They are generally built on an eminence commanding a view of the surrounding country,

so situated that they can only be approached through a narrow defile. The houses are 2 or 3 stories high, built of mud and stone, and ranged in the form of hollow squares. Access can only be had by ladders to the second stories, the first being built solid without any opening. There are seven of these Moqui Pueblos, or Dying Cities, as they have been called (of which Zuni is the chief), and the inhabitants, by their skill in pottery, weaving, and mural decoration, and by their strange religious rites, have deeply excited the curiosity of archæologists. Among a succession of small stations *Winslow* (1,204 miles) is important as being the diverging-point for stage-routes and supply-trains. About 26 miles farther on we reach *Cañon Diablo*, where the scenery is of the most somber and impressive nature, and the railroad spans the mighty chasm by a bridge 500 ft. long and 225 ft. high. Passing *Ash-Fork* (1,319 miles) and a number of small stations, we reach *Peach Springs* (1,384 miles), to which the tourist will look with greater interest than to any other station *en route*, as it is the point of departure for one of the greatest wonders of nature in the world, the Grand Cañon of the Colorado. A short stage-route of 18 miles conveys the tourist to the most stupendous portion of the cañon.

The * **Grand Cañon of the Colorado** was made known to the world with any accuracy of detail only a few years ago by the adventurous voyage of Major Powell down the River. The Colorado River is formed by the Grand and Green Rivers, which unite in Utah, and flows southward into Arizona. It passes through a succession of remarkable cañons, remarkable in themselves; but all of these preliminary wonders sink into insignificance before the Grand Cañon, which is more than 300 m. long. This cañon opens all the series of geological strata down to the granite foundation. The walls are from 3,000 to 7,000 ft. in height. The plateau adjacent to the cañon is said to be about 7,000 ft. above the sea-level. Major Powell, who has made the most satisfactory study of this great wonder, writes as follows: "To a person studying the physical geography of this country without a knowledge of its geology, it would seem very strange that the river should cut through the mountains, when apparently it might have passed around them to the east through valleys, for there are such along the north side of the Uintahs, extending to the east, where the mountains are degraded to hills. Then why did the river run through these mountains? The first explanation suggested is, that it followed a previously-formed fissure through the range; but a very little examination will show that this is unsatisfactory. Then why did not the river turn around this obstruction, rather than pass through it? The answer is, that the river had the right of way; in other words, it was running ere the mountains were formed; not before the rocks of which the mountains are composed were deposited, but before the formations were folded so as to make a mountain-range. The contracting or shrinking of the earth causes the rocks near the surface to wrinkle or fold, and such a fold was started athwart the course of the river. Had it been suddenly formed, it would have been an obstruction sufficient to turn the water into a new course to the east beyond the extension of the wrinkle, but the emergence of the fold above the general surface of the country was little or no faster than the progress of the corrosion of the channel. We may say, then, that the river did not cut its way down through the mountains from a height of many thousand feet above its present site, but having an elevation differing but little, perhaps, from what it is now, it cleared away an obstruction by cutting a cañon, and the walls were thus elevated on either side. The river preserved its level, but the mountains were lifted up: as the saw revolves on a fixed pivot while the log through which it cuts is moved along. . . . The upheaval was not marked by a great convulsion, for the lifting of the rocks was so slow that the rains removed the sandstones almost as fast as they came up. The mountains were not thrust up as peaks, but a great block was slowly lifted up, and from this the mountain was carved by the clouds—patient artists, who take time to do their work. Mount-

ains are often spoken of as forming clouds about their tops: the clouds have formed the mountains. Lift a district of granite or marble into their region, and they gather about and hurl their storms against it, beating the rocks into sand; and then they carry them out into the sea, carving cañons, gulches, and valleys, and leaving plateaus and mountains embossed on the surface."

Thomas Moran, the artist, who visited the Grand Cañon shortly after Major Powell, gives us the following interesting description: "Our first journey was to the Toroweap Valley. By following down this valley, we passed through the upper line of cliffs to the edge of a chasm cut in red sandstone and vermilion-colored limestone or marble, 2,800 feet deep and about 1,000 feet wide. Creeping out carefully to the edge of the precipice, we could look down directly on the river, 15 times as far away as the waters of Niagara are below the bridge. Mr. Hillers, who passed through the cañon with Major Powell, was with us, and he informed us that the river below was a raging torrent; yet it looked from the top of the cliff like a small, smooth, sluggish river. The river, looking up the cañon, is magnificent and beyond the most extravagant conception of the imagination. In the foreground lies a profound gorge, with a mile or two of the river seen in its deep bed. The eye looks twenty miles or more through what appears like a narrow valley formed by the upper line of the cliffs. The many-colored rocks in which the valley is curved project into it in vast headlands 2,000 feet high, wrought with beautiful but gigantic architectural forms. Within an hour of the time of sunset the effect is strange, weird, and dazzling. Every moment, until light is gone, the scene shifts, as one monumental pile passes into shade, and another, before unobserved, comes into view. Our next visit was to the Karbal Plateau, the highest plateau through which the river cuts. It was only after much hard labor, and possibly a little danger, that we could reach a point where we could see the river, which we did from the edge of Powell Plateau, a small plain, severed from the mainland by a precipitous gorge 2,000 feet deep, across which we succeeded in making a passage. Here we beheld one of the most awful scenes on the gulch. While on the highest point of the plateau, a terrible thunder-storm burst on the cañon. The lightning flashed from crag to crag. A thousand streams gathered on the surrounding plain, and dashed down into the depths of the cañon in waterfalls many times the height of Niagara. The vast chasm which we saw before us, stretching away forty miles in one direction and twenty miles in another, was nearly 7,000 feet deep. Into it all the domes of the Yosemite, if plucked from the level of that valley, might be cast, together with all the mass of the White Mountains in New Hampshire, and still the chasm would not be filled."

The Needles (1,493 miles), so named from the curious shape of the huge pinnacles of rock which greet the eye, is the end of the Atlantic & Pacific R. R., and here the train takes the track of the Southern Pacific, on the W. bank of the Colorado River, which no longer displays the wonderful character described above. For 240 miles to *Mojave* (1,733 miles) the route, which is known as the Colorado Div. of the Southern Pacific, presents no special features which it is necessary to describe. The town is a brisk place of about 1,000 population, and an important point of distribution for mining supplies. *Caliente* (1,768 miles) and *Tulare* (1,874 miles) need only passing mention. At *Madera* (1,930 miles) and *Merced* (1,963 miles) stages may be taken for the Yosemite Valley (see Route 89). At *Lathrop* the road proceeds duly W. 94 miles to **San Francisco** (see Route 88).

c. *The Los Angeles Route via Deming and Los Angeles over the Atchison, Topeka & Santa Fé R. R. and Southern Pacific R. R.*

As far as Deming this route is by the Topeka, Atchison & Santa Fé R. R. (1,148 m.), thence by the Southern Pacific R. R. to San Francisco *via* Los Angeles (1,286 m.); total distance, 2,439 m. The fares from Kansas City and New York are the same as by Sub-Routes *a* and *b*, and the same equipment and provision are made for the comfort of the traveler. The principal stations as

far as Albuquerque, N. M. (918 m.), have already been described in Routes 92 and 97 *b*. After this station the main places of interest are *Socorro* (994 m.), *San Marcial* (1,021 m.), *Rincon* (1,094 m.), and *Deming* (1,149 m.), the point of junction with the Southern Pacific R. R. The main points on this line are *Benson* (1,368 m.), *Tucson* (1,439 m.), *Casa Grande* (1,499 m.), *Yuma* (1,781 m.), *Colton* (1,949), *Los Angeles* (2,007 m.), *Newhall* (2,037 m.), and *Mojave* (2,107 m.). Between this point and **San Francisco** (see Route 88) the stations are enumerated in Sub-Route *b*.

This route has been described in Route 92 (from Kansas City to La Junta) and in Sub-Route *b* (from La Junta) as far as Albuquerque (918 miles). Following the main line of the A., T. & St. F. R. R., we soon reach one of the most interesting mining regions of New Mexico, which covers several thousand square miles and extends between the Block Range Mts. on the W. and the San Madres Mts. on the E., the valley of the Rio Grande running between. The mineral belts lying in the foot-hills of the Block Range have proved themselves to be peculiarly rich. **Socorro** (994 miles) has a population of about 5,000, and is one of the principal mining towns of the territory. There are a new and an old town here, too. The old town took its name from the story that once, when a revolution was in progress, a party of Santa Fé Spanish fugitives received help here from their countrymen at El Paso; hence the name, which means "succor." Mining, grazing, and fruit-growing are the principal industries. Socorro has a stamp-mill and smelting-works, and includes in the mining districts tributary many of the best-known in New Mexico. The Socorro district contains the famous Torrence and Merritt mines within three miles. The ores are mostly carbonates of lead, carrying silver, some of which run as high as \$28,000 to the ton. Though there has been very little development, enough has been done to warrant the belief that the mountains around Socorro contain many millions of gold, silver, and lead. The town is beautifully situated in the Rio Grande Valley, and has three papers, three banks, four hotels, a number of large outfitting stores, six churches, and a good school. In addition to its mining interests Socorro is the center of a fine agricultural, fruit-growing, and stock-raising region, and there are many fine ranches in the vicinity. *San Marcial* (1,119 miles), consisting of the old and new towns, has about 1,200 population, and is a thriving place, where the R. R. company has repair-shops. The battle of Valverde, named after a little Mexican village across the river, was fought here in 1862 between the Federals under Gen. Canby and the Confederates under Gen. Sibley. The railway runs on the W. side of the Rio Grande as far as San Marcial, where it crosses the stream, and in 75 miles reaches *Rincon*, whence the El Paso Branch diverges to the S. to *El Paso* (77 miles), and connects with the Mexican National R. R. for the city of Mexico and intermediate points (see Route 98). At *Deming* (1,149 miles) is the proper terminus of the A., T. & St. F. R. R.; and here the transcontinental train takes the track of the Southern Pacific, which runs through southern Arizona.

Arizona is a region comparatively unknown to the tourist, but the country has been now made so accessible by the Southern Pacific and Atlantic & Pacific R. Rs., running in connection with the Atchison, Topeka & Santa Fé R. R., that its beautiful scenery and many attractions are likely to excite much curiosity

and interest. It is bounded on the N. by Utah, on the E. by New Mexico, on the S. by Mexico, on the W. by California. It occupies an area of 113,916 square miles, being about twice as large as the State of New York. It is essentially a mountainous and wooded country, though there are vast stretches of sandy plains, which, however, only need irrigation to become fertile. It is exceedingly rich in mineral products, and has many large sheep and cattle ranches. The land dips toward the S. W. from lofty plateaus nearly 6,000 ft. high to plains only a few hundred feet above the sea. This slope is one grand network of mountains, which contains some of the most noble and picturesque scenery in America. The Gila River, which has its sources in the mountains of N. E. Arizona, flows for a portion of its course parallel with and near the S. P. R. R., emptying into the Colorado near Yuma (see present route). Of the Colorado, a river without a parallel in many of its features, we have already spoken (see Sub-Route b). The winter climate of S. Arizona can not be surpassed. The climate near Yuma is finer than that of Italy. In the mountains of W. Arizona, for the greater part of the season white with snow on the upper peaks, the air is pure and dry and deliciously cool. An immense variety of climate can be found within a range of 200 m. from N. to S. The winter climate of S. Arizona is both warm and dry. A recent writer, familiar with the region, thus describes the country :

"As soon as this great sanitarium is fully known it will become for winter what Colorado now is in summer—a great resort for invalids. From the middle of June to October, however, the heat is intense; but travelers say that, even with the thermometer at 120 degrees, sunstrokes are of rare occurrence. This is due to the rarity of the atmosphere. The average rainfall at Fort Mojave is but little over five inches, distributed through August, December, February, and June. At Camp Grant, which is said to be in all respects a medium climate, the diurnal variations of temperature are from 15 to 30 degrees; the monthly range being about 27 degrees, and the yearly extremes of heat and cold 34 and 96 degrees respectively. There are, annually, about 65 days of rain and hail, and 3 of snow. At Camp Verde the temperature ranges from 5 degrees to 113 degrees, and the average rainfall is 8 inches. At Camp Lowell, 7 miles east of Tucson, the diurnal range is sometimes 70 degrees. Persons afflicted with pulmonary complaints experience speedy relief in this warm atmosphere, and many wonderful and well-authenticated cures of this nature are reported. The scenery is truly charming. It is not so rugged, perhaps, as Colorado, but it is, if possible, more pleasing. Instead of having a continuous mountain-chain running in a given direction, it has isolated peaks and detached sections coming up out of the plain apparently at random. Yet, while her landscapes are thus beautiful to a degree that admits of no rivalry, Arizona has her towering peaks and deep cañons surpassing those of any other locality. The cañons on the Colorado River are some of them 6,000 feet, or more than a mile, in depth. Mention should here be made of the valleys of Arizona. They are numerous and fertile. In the valley of the Verde, settlements have been made to a considerable extent. Williamson's Valley, near Prescott, contains not less than 500,000 acres, together with 300,000 acres of adjacent foot-hills, well furnished with bunch-grass. Around Mount Hope, in Yavapai County, there are scores of beautiful valleys containing from 40 to 400 acres of land each; in fact, wherever a river runs, there, at some portion of its course, may be found as lovely depressions as exist anywhere in the United States. It is estimated that there are about 2,800,000 acres of land in the territory, of the very best quality, with sufficient surface water near at hand to properly irrigate. At least 10,000,000 acres more, it is said, can be reclaimed by the use of artesian wells."

Let us now resume our railroad journey across the southern part of the territory. *Benson* (1,368 miles) is the point of junction with the Sonora Div., which runs in 265 miles to *Guaymas*, Mexico, on the Gulf of California, through Sonora. The ancient city of **Tucson** (1,434 miles), which has about 7,000 population, was until recently the capital of the territory (*Prescott* now enjoying that honor), was founded in 1560 by the Jesuits, and is almost as quaint in its buildings and social characteristics as Santa Fé. It contains two churches (one Roman Catholic),

several excellent schools, two banks, a *Court-House*, and a *U. S. Depository*. It does a large business in exporting gold-dust, wool, and hides. Near *Casa Grande* (1,499 miles) is a remarkable ruin of an ancient **Pueblo city**, these interesting remains being preserved in a very perfect state and extending $2\frac{1}{2}$ miles by $1\frac{1}{2}$ miles, showing that it must have had a population in olden times of at least 100,000 people. The city of **Yuma** (1,781 miles) is near the junction of the Gila and Colorado Rivers, and here the train crosses the latter river on a fine bridge. The city has a population of about 2,500, it is approached by steamer up the Colorado River, and is the W. terminus of the Arizona Branch of the S. P. R. R. Here is the location of the *Territorial Penitentiary*, and there are several other notable public buildings, besides a convent and several churches. Crossing the river here, we find ourselves in the State of California, and resume our journey, *via* the Tulare & Los Angeles Div. of the S. P. R. R. *Colton* (1,949 miles) is a point of departure by stage for San Bernardino and California Southern R. R. for San Diego, and in 58 miles we reach **Los Angeles** (2,007 miles), which has already been described (see Route 90). At *Newhall* (2,037 miles) the passenger may take stage for San Buenaventura and Santa Barbara (see Route 90), and in a run of 70 miles we reach *Mojave* (2,107 miles). For description of remaining route to San Francisco, see Sub-Route *b*; for description of **San Francisco**, see Route 88.

98. Kansas City to the City of Mexico via Atchison, Topeka & Santa Fé R. R. and the Mexican Central R. R.

This route now furnishes an all-rail journey *via* Kansas City and El Paso, Texas, from New York to the city of Mexico and all intermediate points. The trains run Pullman sleeping-cars daily between Kansas City and El Paso without change, and the transfer to the Mexican Central R. R. is in the Union depot, whence the passenger has the comfort of Pullman sleeping and buffet cars without change to the end of the route. The distance from Kansas City to El Paso is 1,173 m.; to city of Mexico, 2,398 m. Fare from New York to city of Mexico, \$111.25. All the great through routes from New York connect with the A., T. & St. F. R. R. at Kansas City for Mexico.

FROM Kansas City to La Junta this route has been described in Route 92; from La Junta, Col., to Albuquerque, N. M., in Route 97 *b*; from Albuquerque to Rincon, N. M., in Route 97 *c*. At *Rincon* (1,096 miles) the El Paso Branch runs to El Paso on the Rio Grande. *Las Cruces* (1,129 miles) is known as the "Vineyard City," from the surrounding orchards and vineyards, and has a population of 3,000. It has several churches, 2 hotels, 1 newspaper, and good schools. It is the center of a rich mining region, one mine, the "Stephenson," having produced \$3,000,000 in five years.

El Paso, in Texas, is 77 miles S. of Rincon, 1,173 miles from Kansas City. The Atchison, Topeka & Santa Fé R. R. connects here in its own depot with the Mexican Central R. R. The population of El Paso is about 3,500, and the city is growing very rapidly; a large retail and wholesale trade is done here, and its superior railroad facilities give El Paso merchants many advantages. There are hotels, banks, a street-

railway running across the Rio Grande to the old town of Paso del Norte, and 3 newspapers; Methodist, Episcopal, Catholic, Baptist, and Presbyterian churches, and good public schools.

El Paso del Norte,¹ the first city of Old Mexico which we reach, is just across the river from El Paso. It is built almost entirely of adobe, and the homes of its 6,000 people are scattered along a narrow, rambling, adobe-walled street running several miles down the river. The ride to the city of Chihuahua, made during the day, introduces the traveler to the wide expanse of that high table-land which forms the greater portion of the interior of Mexico, but for variety it also includes a view of the beautiful valley of the Rio Carmen, with its green meadows and dark forests, while beyond, on the W., lie the Sierra Madre Mts., which form a natural and effectual boundary between the States of Chihuahua and Sonora. **Chihuahua** (1,398 miles), the capital of the State of the same name, is a beautiful city of 20,000 people. There is a great deal of wealth and refinement in Chihuahua, this city being the center of a rich mining, agricultural, and stock-growing country, and its magnificent cathedral is one of the most imposing edifices on the continent. From Chihuahua the road runs along the central plateau, through mountain-passes and among fertile valleys, with every variety of landscape. Immense herds and flocks graze beside the track, while the agriculture is of that diversified character only possible where the products of the tropic and temperate climates may be grown in the same field. Passing *Sombrerete*, with its colleges and mines, a city of 20,000 population, and *Fresnillo*, a city of 28,000 people, the junction of the Northern and Southern Divs. of the Mexican Central R. R., we arrive at **Zacatecas**, with a population of 64,000 (1,960 miles). Telephonic and telegraphic service and the electric light—which illuminates the plaza—are evidences that this interior city in the heart of Mexico has begun to feel the influence of the great tide of immigration from the United States. The mines of Zacatecas have produced, with the primitive method of mining not yet entirely discarded in Mexico, about \$1,000,000,000. The city is built on a vein of silver, and contains many fine residences and public buildings, among them being the *Mint*, *Theatre*, *Hospital*, and several convents. *Aguascalientes* (2,035 miles, population 35,000) is noted for its *Hot Springs*, which give name to the city and State. **San Luis Potosi** (45,000 population), which lies a little E. of the main line on a projected route to Tampico, is now reached by stage, and is considered by many to be the most beautiful city of Mexico. **Guadalajara**, another important city not on the main line, has a population of 100,000, and is one of the most important manufacturing centers of the republic. It is easily accessible by stage or private conveyance from the railroad. On the Mexican Central R. R. we successively pass *Lagos* (2,103 miles, 20,000 population), *Leon* (2,140 miles, 82,000 population), and *Celaya* (2,207 miles, 30,000 population), till we reach the historic city of **Queretaro** (2,246 miles, 50,000 popu-

¹ A very brief description is given of all cities mentioned in Mexico. The reader is referred for fuller information to "Appletons' Illustrated Guide to Mexico."

lation), which was the scene of the downfall and execution of the ill-fated Emperor Maximilian in 1867. The city contains many important woolen-mills, and is chiefly noticeable for its numerous ecclesiastical and religious structures, among the latter being the *Franciscan Monastery*, with its noble gardens and grounds. Passing *San Juan del Rio* (2,280 miles, 10,000 population), *Polatitlan* (2,304 miles), *Tula*, on the banks of the river of the same name, famous as the ancient capital of the Toltecs (2,349 miles, 10,000 population), and several unimportant places, we reach the ***City of Mexico** in 2,398 miles. This ancient and interesting capital has a population of 300,000, and was a seat of art, science, and commerce long before the Spanish conquerors reached the shores of the New World. It is situated in the center of the great valley of Mexico, which measures 45 miles long and 31 miles wide. Its elevation above the sea is 7,420 ft., which gives it a climate of remarkable uniformity, the range of the thermometer being from 50° to 70° F. The rainy season begins early in June and continues until September, showers occurring usually in the afternoons and nights. The city is built on a part of the old bed of Lake Texcoco, and tradition gives it a more romantic origin than it ascribes to the founding of Rome. Science and art have done much to make it a beautiful city, and there seems to be a disposition on the part of the people and government to make their nation's capital compare favorably with the capitals of other countries. The city is encircled by walls and entered by gates. The residences are mostly of stone, 1 and 2 stories high, and built around court-yards. The public edifices are numerous and substantial. Chief among the objects of interest is the ***Cathedral**, 500 ft. in length by 420 ft. in breadth, the largest ecclesiastical edifice in the western hemisphere. It is of mixed Gothic and Indian architecture, and is on the site of the chief temple of the Aztecs. The walls are gorgeously decorated, and the high altar is a marvel of magnificence. The dress on the statue of the Virgin is incrustated with gems, the diamonds alone being worth \$3,000,000, it is claimed. The Cathedral is on one side of the *Grand Plaza*, the other sides being occupied by the **National Palace**, comprising the government offices, mint, and prison, the *National Museum*, and the *Market-Place*. Other fine old buildings are the *University of Mexico*, *Academy of Arts*, *Public Library*, containing 105,000 volumes, several theatres, and numerous churches and convents, of which there are 60 of the former and 40 of the latter. Objects of interest are found in the fine *Botanic Garden* and the two aqueducts. The city is noted industrially for its manufacture of gold and silver lace, and of silversmiths' work.

99. St. Louis to Texas.

a. *Via Missouri Pacific R. R. (Main Line), and Missouri, Kansas & Texas Div.*

THE Missouri Pacific R. R. makes close connection at St. Louis with all the important Eastern and Northern routes to that city, and runs four daily express-trains with Pullman sleeping-cars to principal points in

Texas. For the route to Sedalia (188 miles) see Route 92. At this point connection for Southern points is made with the Missouri, Kansas & Texas Div., which has its northern terminus at Hannibal, Mo. (143 miles from Sedalia), where close connection is made with the Chicago, Burlington & Quincy R. R., and other trunk-lines from the E. Eastern passengers for Texas, preferring this Northern route, may take an express-train equipped with Pullman sleeping-cars at Hannibal. The Missouri, Kansas & Texas R. R. brings the rich agricultural and cattle-raising districts of Texas within 3 or 4 days' time of the Northern markets. It is this which gives the road its importance, and except for this it presents little of interest to the traveler, traversing as it does a region which is for the most part destitute of picturesque features. Sedalia is described in Route 92. At *Fort Scott* (298 miles from St. Louis) it enters Kansas, and just beyond *Chetopa* (370 miles) it enters the Indian Territory, which it crosses in a nearly straight line from N. to S. If the tourist desires to visit the great Indian Reservations, this is the road which he should take, as it carries him directly into their midst; otherwise he will find but little to claim his attention in the long journey of nearly a thousand miles.

The principal stations on the northern section of the line are Fort Scott (298 miles) and Parsons (347 miles), both in Kansas. **Fort Scott** is a city of about 6,000 inhabitants, situated on the Marmiton River, a branch of the Osage. It was established as a military post in 1842, and incorporated as a town in 1855, and is now rapidly growing. Bituminous coal is abundant in the surrounding country, and the manufacturing interests promise to become important. **Parsons** is a flourishing little city of 3,500 inhabitants at the junction of the Neosho Div. of the M., K. & T. R. R. with the main line. It is the site of the R. R. construction and repair shops, and is built on a high rolling prairie between and near the confluence of the Big and Little Labette Rivers. *Vinita* (399 miles) is the first station in the Indian Territory, which is traversed to *Durant* (600 miles). The first important station in Texas is **Denison** (621 miles), which is the S. terminus of the M., K. & T. R. R., and which is becoming an important railroad center. It dates only from 1872, and has a population estimated at 5,000, with several important flour-mills and factories. Denison is the N. terminus of the Houston & Texas Central R. R., which traverses the most fertile portions of Texas. Nine miles beyond Denison is **Sherman**, a city of 8,000 inhabitants. This is reached by the Houston & Texas Central R. R., and is at the intersection of the N. Branch of the Texas & Pacific Div. of the M. P. R. R. It is substantially built, largely of stone, and has a handsome stone Court-House, with excellent schools and churches. Its trade with the surrounding country is large, and its manufactures are varied and important. Thirty-six miles beyond Sherman is **Dallas** (*Grand Windsor Hotel, Lamar*), the commercial capital of northern Texas, with a population of 12,000, an extensive trade with the surrounding country, and numerous manufacturing establishments. It is well built for so young a city (its population in 1872 was but 1,500), and has 22 churches, 19 schools, street-railways, fire-com-

panies, gas and water works. The *Court-House* is a neat building, as are also the Catholic and Episcopal Churches, and the Dallas Female College (Methodist) and Male and Female College (Baptist). Dallas is on the main line of the Texas & Pacific R. R., which is completed from New Orleans, to El Paso, New Mexico, 1,155 miles. *Corsicana* (748 miles) and *Mexia* (778 miles) are thriving towns. At *Bremond* (816 miles from St. Louis and 143 miles from Houston) a branch line, known as the Waco Tap, diverges and runs in 45 miles to **Waco** (*McClelland House, Central City Hotel*), a rapidly-growing city of 9,000 inhabitants, situated nearly in the center of the State, on both sides of the Brazos River, which is spanned by a handsome suspension-bridge. The city is regularly laid out and remarkably well built, and contains a substantial stone Court-House, 9 churches, and a number of flourishing educational institutions, of which *Waco University* is the principal. Waco is the commercial center of a rich and fertile country, which is rapidly filling up with immigrants, and has a number of prosperous manufacturing establishments.

On the main line, 22 miles S. of Bremond, is *Hearne*, where the International & Great Northern Div. of the M. P. R. R. intersects the present route. From *Hempstead* (51 miles from Houston) the Western Div. diverges and runs in 115 miles to **Austin**, the capital of Texas, a city of 12,000 inhabitants, beautifully situated on the N. bank of the Colorado River, 160 miles from its mouth. The city is built on an amphitheatre of hills, and overlooks the valley of the Colorado and the rich prairies beyond. The public buildings are constructed of a white limestone called marble, but too soft to admit of polish. *Capitol Square* contains 20 acres on a gentle elevation in the center of the city, upon the summit of which the *Capitol* is situated. In the square are the Supreme Court and Treasury buildings, and on the E. side is the *General Land Office*, which is a handsome edifice. Other noteworthy buildings are the *County Court-House*, the *County Jail*, the *Deaf and Dumb, Blind, and Lunatic Asylums*, and the *Market-House*, in the 2d story of which are the municipal offices. An artesian well has been sunk just N. of the capitol, to the depth of 1,300 ft., from which a small stream constantly flows. The water is impregnated with lime, and has some medicinal qualities. A substantial truss bridge, 900 ft. long, spans the Colorado River, which is navigable to this point in winter by steamboats. (Austin is also reached by a branch of the International & Great Northern R. R.)

Houston (*Barnes House, Hutchins House*), the third city of Texas in population and commerce and the first in manufactures, is situated at the head of tide-water on Buffalo Bayou, 45 miles above its mouth in Galveston Bay, and 819 miles from St. Louis. It is built on the left bank of the bayou, which is spanned by several bridges, embraces an area of 9 square miles, and had by the census of 1880 a population of 18,646. Its manufactures are varied and extensive; and it is the center of the railroad system of the State, with 9 diverging railways, which bring to it the products of a rich grazing and agricultural region. An extensive lumber trade is also carried on with the Louisiana and Florida coasts. The principal public building is the * *City Hall*

and *Market-House*, constructed of brick at a cost of \$400,000. It is 272 ft. long by 146 ft. wide, and, besides the city offices, contains a hall 70 by 110 ft., fitted up for public entertainments, and capable of seating 1,300 persons. From the top of the main tower, 128 ft. high, there is a fine view. The *Masonic Temple* is a spacious and ornate structure costing \$200,000. The city is lighted with gas, and horse cars run on the principal streets. Everywhere is the shade of beautiful trees. The bayou is navigable by vessels drawing 13 ft. of water, and the Morgan Line of Steamships affords connections with Galveston and New Orleans. From Houston the Galveston, Houston & Henderson R. R. runs S. E. in 50 miles to **Galveston** (*Beach House, Tremont House, Girardin, Washington*), the largest city and commercial metropolis of Texas, situated at the N. E. extremity of Galveston Island, at the mouth of the bay of the same name. The city is laid out with wide and straight streets, bordered by numerous flower-gardens, and in 1880 contained 22,253 inhabitants. Besides the churches, of which several are handsome edifices, the public buildings include the Custom-House, Post-Office, U. S. Court-House, County Court-House, City Hall, Cotton Exchange, Masonic Temple, Opera-House, 2 theatres, several public halls, the Union and Harmony Club-Houses, and 3 market-houses. In the business portion of the city are numerous handsome commercial buildings, and there are many fine residences. The *University of St. Mary* (Roman Catholic) and the *Galveston Medical College* are flourishing institutions. The *Ursuline Convent* contains 25 nuns and has a female academy connected with it. *Ball's High-School*, when completed, will have cost \$100,000. The *Mercantile Library* contains about 9,000 volumes and has a reading-room. *Oleander Park* comprises 80 acres and the *City Park* 25 acres. *Magnolia Grove Cemetery* embraces 100 acres neatly laid out. The *Island of Galveston* is about 28 miles long and $1\frac{1}{2}$ to $3\frac{1}{2}$ wide, and is bordered throughout its whole length by a smooth hard beach which affords a pleasant drive and promenade. The harbor is the best in the State, and the commerce of the city is very extensive, the chief business being the shipment of cotton.

There is a daily line of steamers (the Morgan Line) from Galveston to New Orleans, and another to Indianola and Corpus Christi; a weekly line (the Mallory Line) to New York (starting-point in New York, Pier 20, East River), and another to Havana; and a semi-monthly line to Liverpool. There is also a line plying along the coast to the Rio Grande, and another through Buffalo Bayou to Houston.

From Houston the Galveston, Harrisburg & San Antonio R. R. runs W. 205 miles through a rather sparsely settled country to **San Antonio** (*Menger Hotel, Maverick, Hord House, Vance, Central*), the chief city of western Texas, with a population of about 20,000, one third of whom are of German and one third of Mexican origin. It is situated on the San Antonio and San Pedro Rivers, and is divided into three "quarters": San Antonio proper, between the two streams; Alamo, E. of the San Antonio; and Chihuahua, W. of the San Pedro. The former is the business quarter, and has been almost entirely rebuilt since 1860.

It consists of the *Military Plaza*, *Main Plaza*, and *Commerce, Market, and Houston Sts.*, and the streets running parallel with each other from the *Main Plaza*. Separated from the *Main Plaza* by a fine Catholic church is the *Plaza de las Armas*. Chihuahua is almost exclusively Mexican in character and population; its houses are one story high, built partly of stone and partly of upright logs with cane roofs. Alamo is considerably higher than the other two sections of the city, and is mostly inhabited by Germans. In the N. part, on the Alamo Plaza, is the famous * *Fort Alamo*, where, in March, 1836, a garrison of Texans, attacked by an overwhelming Mexican force, perished to a man rather than yield. Missions San José, San Juan, and Concepcion, built by the Spaniards, who founded San Antonio in 1714, are interesting objects; and the market-places and street-scenes will amuse the visitor as being more foreign and queer than those of almost any other American city. San Antonio may also be reached from northern points by the International & Great Northern Div. of the Missouri Pacific, connecting with the Texas extension of the Missouri, Kansas & Texas Div. from Denison at *Taylor*.

b. Via St. Louis, Iron Mountain & Southern Div.

This route is nearly 100 miles shorter than the previous one, and extends S. W. through eastern Missouri and central Arkansas, connecting at Longview with the International & Great Northern Div. One train daily, with Pullman palace sleeping-cars attached, runs through without change of cars to Houston, where close connections are made for Galveston and San Antonio. For about 25 miles from St. Louis the W. bank of the Mississippi River is followed, and afterward the road traverses a rich and highly cultivated agricultural region, and the great mineral fields of Missouri, including the famous Iron Mountain and Pilot Knob. At *Bismarck* (75 miles) the road branches: one line running S. E. to Belmont, on the Mississippi, opposite Columbus, Ky., where connection is made with the railway system of the Southern States E. of the Mississippi River; while the Texas line passes S. W. and crosses the State of Arkansas in a diagonal direction. The only important place on this section of the line is **Little Rock** (*Capital Hotel, Deming, and Grand Central*), the capital and chief city of Arkansas, with a population of 20,000, built upon the first bed of rocks that is met with in ascending the Arkansas River. Its elevation is not more than 40 or 50 ft.; but about 2 miles above, on the opposite bank, is a precipitous range of cliffs, 400 to 500 ft. high, known as Big Rock. The name Little Rock is antithetical to this. The city is regularly laid out, with wide streets lighted with gas and traversed by horse-cars. The business blocks are mainly of brick, and the residences are surrounded by gardens adorned with shade-trees and shrubberies, presenting a handsome appearance. The principal public buildings are the *State House, New Custom-House, the Lunatic Asylum, Northern Medical College, and St. John's College* (a military institute), of brick; but several of the churches and school-houses are handsome structures. Little Rock is the seat of a U. S. Arsenal and Land Office, of the State Penitentiary, and of the State Institutions for deaf-mutes and the blind. The *State Library* con-

tains 12,500 volumes and the *Mercantile Library* 1,800. The Arkansas is navigable to Little Rock at all times by steamers, and several important railways converge here. From *Malvern* (42 miles S. of Little Rock) the Hot Springs R. R. diverges and runs in 25 miles to the famous **Hot Springs** (numerous hotels and boarding-houses), one of the most frequented health-resorts in America. The town, which is simply an appendage of the sanitarium, contains about 5,000 inhabitants, and is built principally in the narrow valley of Hot Springs Creek, which runs N. and S. amid the Ozark Mts. The valley is about $1\frac{1}{2}$ mile long, is 1,500 ft. above the sea, and is very rugged and picturesque. The springs (66 in number) issue from the W. slope of Hot Springs Mountain, vary in temperature from 93° to 160° Fahr., and discharge into the creek about 500,000 gallons a day. The waters are taken both internally and externally (but chiefly in the form of baths), and are remedial in rheumatism, rheumatic gout, malarial fevers, scrofula, and diseases of the skin. The air, being warm and moist, is bad for consumptives. At *Texarkana* (491 miles from St. Louis) Texas is entered, and connections are made with the Texas & Pacific R. R., by which *Marshall* (566 miles), *Sherman* and *Dallas* (see Sub-Route *a*), and *Fort Worth* (743 miles) are reached. At *Longview* (587 miles) the train passes on to the track of the International & Great Northern R. R., which runs S. to *Palestine* (765 miles), and there branches, the Gulf Div. leading to Houston and Galveston (see Sub-Route *a*). The International Div. runs S. W. from Palestine to Taylor, where it connects with a branch of the Missouri, Kansas & Texas Div., thence through Austin and San Antonio (see Sub-Route *a*) to **Laredo**, a town of some 4,000 population, on the Rio Grande (165 miles from San Antonio), an important center of the wool and cattle business, as some of the largest and most profitable ranches in the State lie in this vicinity. This place has lately acquired a new importance as the connecting-link between the Missouri Pacific R. R. system in the U. S. and the new Mexican R. R. system now building, including the Mexican, Oriental, Interoceanic, and International divisions. This new railway, which when completed will give another through route to the city of Mexico and all other important Mexican cities, is projected to run from Nueva Laredo (connected by R. R. bridge with Laredo across the Rio Grande) to Mexico city, with branches to Matamoras, San Luis Potosí, Tampico, Tuxpan, Papantla, Nautla, Vera Cruz, and to the Pacific coast. The total length, including branches, will be about 1,400 miles.

Another international route now building is the Mexican National. This is already finished from *Corpus Christi*, Tex., to Laredo (161 m.), and from Laredo by the Nueva Laredo bridge over the Rio Grande to El Salacio, Mex. (323 m.). On the S. it is completed from the city of Mexico in a northerly direction to San Miguel (409 m.), with several small branches. When completed this will give another close connection with the M. P. R. R. system, and by steamship and railway with Galveston.

100. St. Louis to San Francisco.

THE journey from St. Louis to San Francisco may be made by two routes, either one of which may be recommended. That *via* the Missouri

Pacific R. R. main line runs an express with Pullman sleeping-cars daily to Kansas City (283 miles; see Route 92). Here connection with either one of the three transcontinental routes of the A., T. & St. F. R. R. to San Francisco (see Route 97).

Another route is that *via* the St. Louis & San Francisco R. R. main line to Pierce City, Mo. (287 miles), thence *via* Kansas Div. to Halstead, Kan. (530 miles; see Route 97 *a*), thence *via* A., T. & St. F. R. R. to Albuquerque, N. M. (1,106 miles; see Route 97 *a* and *b*), thence *via* Atlantic & Pacific R. R. and Southern Pacific R. R. to San Francisco (2,435 miles; see Route 97 *b*). Pullman sleeping and dining cars are run through on this route the whole distance. Fare, both by this and the preceding route, \$121.35. After leaving St. Louis *via* the St. Louis & San Francisco R. R., the first station of much importance is **Springfield** (238 miles), with a population of 6,500, and beautifully located on high ground. It is the most important town of S. W. Missouri. It is the seat of *Drury College*, and has a fine *Court-House*, 12 churches, 3 banks, and 5 newspapers. Here also are large machine-shops, engine and boiler-works, and woolen and cotton mills. Here junction is made with the Kansas City, Fort Scott & Gulf R. R. At *Plymouth* (282 miles) connection is made with the Arkansas Div., and in 5 miles we reach *Pierce City*, the point of junction with the Kansas Div. This place has 1,000 population, and is growing rapidly. **Carthage** (314 miles) is an important place $\frac{1}{2}$ mile S. of Spring River, which furnishes fine water-power, driving flour-mills, woolen-mills, machine-shops, and manufactories of plows, carriages, etc. The population is about 6,000. Connection is made here with the Missouri Pacific R. R. At *Oswego* (360 miles) connection is made with the Missouri Pacific R. R., and at *Cherryvale* (387 miles) with the Southern Kansas and Kansas City, Fort Scott & Gulf R. Rs. *Sedgwick City*, Kan. (522 miles), is a flourishing place of 1,000 people; and at Halstead (530 miles) we reach the point of junction with the Atchison, Topeka & Santa Fé R. R., the St. Louis & San Francisco train taking the track of that railroad for its further journey. For particulars of the route hence to San Francisco, see Route 97 *a* (Halstead to La Junta, Col.) and Route 97 *b* (La Junta to San Francisco).

The main line of the St. Louis & San Francisco R. R. is now completed to Red Fork, I. T. The Atlantic & Pacific R. R. is projected to be completed from Albuquerque, N. M., to Red Fork. When this is accomplished it will give the St. Louis & San Francisco R. R. control of the shortest through-line between New York, Boston, Philadelphia, and other Eastern points and San Francisco.

101. The Great Lakes.

LAKES Ontario, Erie, Huron, Michigan, and Superior are known as the "Great Lakes," and are the largest bodies of fresh water in the world. They are part of one great system of continental drainage, and are connected in such a manner that one and the same boat can traverse them almost from end to end. **Lake Ontario**, however, is cut off from the others by the Falls of Niagara, and, being the least attractive of the five, is seldom included in the regular routes of summer

travel. The tour of the lake may be made in connection with the tour of the St. Lawrence by taking the Royal Mail Steamers of the Canadian Navigation Co. at *Hamilton*, instead of at Kingston (see Route 58). A steamer leaves Hamilton daily at 9 A. M., stopping at Toronto, Port Hope, and Cobourg, and reaching Kingston, at the E. end of the lake, at 5.30 o'clock next morning. Lakes Erie, Huron, and Superior may be included in a single tour, and afford one of the most delightful trips that can be taken in this country during the summer. The steamers of the Lake Superior Transit Co. are swift, strong, commodious, and handsomely furnished. These steamers leave Buffalo, Erie, Cleveland, and Detroit. They may be taken at any one of these places, or at Port Huron or Sault Ste. Marie. In the following description of the route we shall suppose ourselves to be starting from Buffalo, at the E. end of Lake Erie, which is fully described in Route 39. Excursion steamers leave Buffalo on Mondays, Tuesdays, Thursdays, and Saturdays for Lake Superior, making the round trip in two weeks (fare, \$50).

Lake Erie.

"Among the five great lakes of the Western Chain," says a writer in "*Picturesque America*," "Erie occupies the fourth place as regards size, the last place in point of beauty, and no place at all in romance." For the rest, the lake is 250 miles long, 60 wide, less than 90 ft. in average depth, and 564 ft. above the level of the sea. It is the shallowest and most dangerous of the entire chain of the Great Lakes. It can be avoided at the cost of a 10 or 12 hours' railway journey, but then the tourist loses the pleasure of the Detroit River trip.

After leaving Buffalo, the scenery for a time is uninteresting, as the steamer does not approach near enough to the land to enable us to see anything, except when entering and leaving port, and many of the steamers make no stops until reaching Detroit. For the convenience of the traveler who may be upon a boat making all the landings, brief mention will be made of the principal ones on the S. shore of the lake. *Dunkirk* (42 miles from Buffalo) has a good harbor, and is described in Route 40. **Erie** (90 miles) is situated on "that sturdy little elbow which Pennsylvania has pushed up to the lake-shore, as if determined to have a port somewhere, on fresh water if not on salt." It is the terminus of the Philadelphia & Erie Div. of the Pennsylvania R. R. (Route 51), and has a very large and beautiful harbor, formed by what was once a long, narrow peninsula, but is now an island. The bar at the mouth has been dredged away so as to afford a good channel, and Erie is a United States naval station. It was here that Commodore Perry built his fleet, and here he brought his prizes after the battle of Lake Erie, in September, 1813. On the bank above, the embankments of the old French fort, Presque Isle, can be traced. For description of the city see Route 51. Dotted along the coast of the lake are numerous lighthouses, standing on lonely islets and rocky ledges, wherever they can command a wide sweep of the horizon. To the traveler they appear both picturesque and friendly. There is almost always one in view; and, a pillar of cloud by day and of fire by night, they greet the

voyager as he journeys, one fading astern as the next shines out ahead. The light at Erie is visible for a distance of 20 miles. **Cleveland** (185 miles) is universally considered the most beautiful city on the Great Lakes. It stands upon a high bluff, and a good view of it is had from the water; though it is so embowered in trees that little save the spires of the churches can be seen through the green. Steamers usually make a stay of several hours at Cleveland, and give passengers an opportunity of seeing the city. It is fully described in Route 64. W. of Cleveland the coast grows more picturesque; the shore is high and precipitous, and the streams come rushing down in falls and rapids. Seven miles from the city is *Rocky River*, which flows through a deep gorge between perpendicular cliffs that jut boldly into the lake and command a wide prospect. "Here is the most extensive and unbroken view of Lake Erie; Black River Point is seen on the W., and the spires of Cleveland shine out against the green curve of the E. shore; but far away toward the N. stretches the unbroken expanse of water, and one can see on the horizon-line distant sails, which are still only in mid-lake, with miles of blue waves beyond." W. of Rocky River, the Black, Vermilion, and Huron Rivers flow into the lake through ravines of wild beauty; and then, after a long stretch of dreary coast, the steamer approaches **Sandusky** (*Sloane House, West House, Colton*), with its beautiful bay, which is 20 miles long and 5 or 6 wide. Sandusky has a population of 20,000, and is handsomely built on ground rising gradually from the shore, and commands a fine view of the bay and lake. Beneath its site is an inexhaustible bed of excellent limestone, which is extensively employed in building and in the manufacture of lime. The new *Court-House*, built of white and blue limestone, is one of the finest in the State. The city is celebrated for its manufacture of articles of wood, of which handles, spokes, and hubs, "bent work" for carriages, and carpenters' tools are the most important; and fresh and salt fish, ice, and lumber are extensively exported. It is the largest fresh-water fish-market in the United States, and thousands of tons are frozen every fall to supply the demand, in addition to the great quantity salted. The *State Fish Hatchery* is located here, and 3,000,000 young white-fish are annually put into the lake. The city is also the center of one of the most important vine-growing districts in the United States. *Lakeside*, situated on the lake-shore just outside of the mouth of Sandusky Bay, is a pleasant resort, with a fine summer hotel, and a hundred or more cottages. This is a great rendezvous for camp-meetings and Sunday-school and educational gatherings. The Lake Erie Div. of the Baltimore & Ohio R. R. (see Route 67) terminates here, and it is also the lake outlet of the Indianapolis, Bloomington & Western R. R., which runs to Springfield, O., and thence to Indianapolis and Peoria, Ill.; and of the Lake Erie & Western R. R., by which connections are made at Bloomington, Ill., with St. Paul and the Northwest, and St. Louis and the Southwest. From New York, Sandusky is reached by the Lake Shore & Michigan Southern R. R. and its Eastern connections. During the summer season there is daily steamer connection with Detroit, Point Au, Pelee Island, and the Canada shore.

After leaving Sandusky, the steamer speedily reaches the ***Put-in-Bay Islands**, a beautiful group, 15 or more in number, lying in the S. W. corner of Lake Erie, near the mouth of the Detroit River. Within a few years past these islands have become a favorite summer resort, as they combine all the advantages of pure air, bathing, fishing, boating, and convenience of access from any of the lake-cities. From Detroit there is a daily steamer to *Kelly's Island*, the largest of the group. *Put-in-Bay Island* has several large summer hotels, of which the *Beebe House* is the chief. The islands are noted for their vineyards and the superior quality of the wine produced; but some of them are still wild and uninhabited. Shortly after passing the islands the steamer enters the Detroit River.

The Detroit and St. Clair Rivers.

There are 15 islands within the first 12 miles of the Detroit River. Father Hennepin, who passed up the river in 1679, enthusiastically writes: "The islands are the finest in the world; the strait is finer than Niagara; the banks are vast meadows; and the prospect is terminated with some hills crowned with vineyards, trees bearing good fruit, groves and forests so well disposed that one would think that Nature alone could not have made, without the help of art, so charming a prospect." Since that day, "art" has done something to mar the freshness of the scene; but the strait still affords some of the loveliest river scenery in America. The river is broad, varying from 3 miles at the mouth to a mile in width at the city of Detroit; the Canadian shore rising abruptly from the water to a height of from 20 to 25 ft., the American shore being low, and in some places marshy. The only island calling for special mention is *Grosse Ile*, which is a favorite summer resort for Detroiters, who find here, within 20 miles of their homes, a delightful retreat from the heat and dust of the city. The island divides the river into two channels, which are known as American and Canadian; the latter, being the deepest, is used by the through-boats, none passing on the American side except to touch at *Trenton* or *Gibraltar*, the former of which is a flourishing place noted for its shipbuilding. *Wyandotte, Mich.* (15 miles below Detroit), is the site of extensive rolling-mills, which may be said to have created the town. Three miles below the steamboat-landing at **Detroit**, the river makes a sudden turn, and the city comes into full view. On the right hand is the village of *Windsor*, in Canada, and directly opposite is *Fort Wayne*, a bastioned redoubt, mounted with heavy ordnance. For at least 6 miles above the fort the river-front is lined with mills, dry-docks, ship-yards, foundries, grain-elevators, railway-depots, and warehouses, and, on the level plateau above, the city extends inland for $2\frac{1}{2}$ miles. The steamers generally stop at Detroit several hours, and the tourist should improve this opportunity for seeing the city, which is described in Route 63.

Beyond Detroit, the steamer passes *Belle Isle*, a small island at the head of the river, and enters **Lake St. Clair**, which is 25 miles long and about the same distance from shore to shore. It is shallow, and at

the upper end, where the river St. Clair comes in, large deposits of sand have been made, known as "The Flats." These for a long time greatly impeded navigation, but the difficulty has been lately overcome by the construction of a ship-canal, which is justly regarded as a triumph of engineering skill. Around the shores of the lake are large fields of wild rice. Here immense flocks of wild ducks swarm, geese are found in the shooting-season, and the waters teem with fish. *Ile la Pêche* (commonly known as "Peach Island"), near the lower end of the lake, belongs to Canada. It was at one time the summer home of the celebrated Indian chief Pontiac. The **St. Clair River** is really a strait through which the waters of Lake Huron take their way toward the Atlantic Ocean. It is 17 miles long, and has a descent in that distance of 15 ft., which gives a current of $3\frac{1}{2}$ to 4 miles an hour. The scenery along the St. Clair is beautiful, the banks on either side being well cultivated or covered with a thick forest-growth. There are several small towns along the river, but none of much importance (except *St. Clair, Mich.*) until we reach **Port Huron** (*Huron House*), a port of entry at the mouth of Black River, which runs through a rich pine-region, and down which is floated the lumber that supplies the numerous saw-mills at this point. The trade in fish is important, and there are 3 ship-yards and 2 dry-docks. During the season of navigation Port Huron is connected by daily lines of steamers with Detroit, Saginaw, and the principal lake and river ports. **Port Sarnia**, a Canadian port of entry opposite Port Huron (connected by ferry), is a place of active business, being the terminus of the main line of the Grand Trunk R. R., and of a branch of the Great Western R. R. Two miles above Port Huron, between *Fort Gratiot*, a United States military post, and *Point Edward*, the river narrows until it is less than 1,000 ft. wide, the increased velocity of the current being so noticeable that the descent of the water can be seen from the wharves on either side. Here the Grand Trunk R. R. crosses the St. Clair River on a handsome bridge, passing which the steamer enters

Lake Huron.

Lake Huron lies between the 43d and 46th degrees of north latitude, is 250 miles in length from the head of the St. Clair River to the Straits of Mackinaw, and 100 miles wide. It is 574 ft. above the level of the ocean, and varies in depth from 100 to 750 ft. *Georgian Bay*, at the N. E. side of the lake, is very large, and lies entirely within the Dominion of Canada; *Saginaw Bay*, on the S. W., being within the limits of the State of Michigan. *Tawas Bay* is a good harbor on the S. W. side of Saginaw Bay. *Thunder Bay* is farther N., and has the *Thunder Bay Islands* at its mouth. The stormiest part of the lake is between the Saginaw and Georgian Bays, where the wind often sweeps with terrific violence. But few islands are seen, and the traveler who has never been at sea can form some idea of what the ocean is, for during a portion of the voyage no land can be seen even from the mast-head; the boundless expanse of water, dotted here and there with a distant sail, stretching on every side.

Mackinaw Island.

Mackinaw is conveniently reached from Detroit by steamer four times a week, and close connection is made with the steamer-service from Cleveland. There is also a daily line of steamers between Collingwood, on Georgian Bay, one of the termini of the Grand Trunk R. R., and Chicago, touching at Mackinaw; and a mail-boat 3 times a week from Port Sarnia. By rail it can be reached from Detroit by the Saginaw and Mackinaw Divs. of the Michigan Central R. R.; also by the Detroit, Grand Haven & Michigan R. R. to Grand Haven, Mich., and thence by the Grand Rapids & Indiana R. R. to Mackinaw. From Chicago this place is reached by the Chicago & Northwestern R. R. to Ne-gaunee, Mich., and thence by the Detroit, Mackinaw & Marquette R. R.

Mackinaw (also called Mackinac, and formerly Michilimackinac) is an island in the Strait of Mackinaw, which connects Lakes Michigan and Huron, 260 miles N. W. of Detroit, and about 300 N. of Chicago. It is about 3 miles long and 2 wide, is rough and rocky, and has 800 inhabitants. It is an old military post of the United States, as well as a delightful and popular place of summer resort. The waters surrounding the island are wonderfully clear and pellucid, and teem with fish of delicious flavor. The fisherman sees the fish toying with his bait, and the active little Indian boys on the piers are always ready to dive for any coins the visitor may throw into the water for them. The inhabitants of the decayed and antiquated village at the foot of the cliff are mainly dependent on their seines and fishing-nets for support, and upon the money spent every summer by tourists, there being 4 good hotels and several stores where Indian curiosities, agates, photographs, and other mementos of the place are offered for sale. Boats for pleasure-excursions may always be had; and the usual accessories of a summer resort, such as bowling-alleys, billiard-rooms, etc., are provided at the best hotels (the *Mission House*, *Island House*, and *St. Cloud*). On the cliff over the village (reached by a steep road) is *Fort Mackinaw*, 200 ft. above the level of the lake, and overlooking the village and beautiful harbor. In rear of and about 100 ft. above this fort are the ruins of old *Fort Holmes*, and in their immediate neighborhood, 320 feet above the lake, the highest point on the island, stands a signal-station. The view from this elevation is very fine.

"The natural scenery of Mackinaw," says a writer whom we have already several times quoted, "is charming. The geologist finds mysteries in the masses of calcareous rock dipping at unexpected angles; the antiquarian feasts his eyes on the Druidical circles of the ancient stones; the invalid sits on the cliff's edge in the vivid sunshine, and breathes in the buoyant air with delight, or rides slowly over the old military roads, with the spicery of cedars and juniper alternating with the fresh forest-odors of young maples and beeches. The haunted birches abound, and on the crags grow the weird larches beckoning with their long fingers, the most human tree of all. Bluebells on their hair-like stems swing from the rocks, fading at a touch, and in the deep woods are the Indian pipes, but the ordinary wild-flowers are not

to be found. Over toward the British landing stand the Gothic spires of the blue-green spruces, and now and then an Indian trail crosses the road, worn deep by the feet of the red men, when the Fairy Island was their favorite and sacred resort." Chief among the curiosities of the island is * **Arched Rock**, on the E. side, a natural bridge 145 ft. high by less than 3 ft. wide, excavated in a projecting angle of the limestone cliff. The beds forming the summit of the arch are cut off from direct connection with the main rock by a narrow gorge of no great depth. The portion supporting the arch on the N. side, and the curve of the arch itself, are comparatively fragile, and can not long resist the action of rain and frosts, which, in this latitude, and on a rock thus constituted, produce great ravages every season. *Fairy Arch* is of similar formation to Arched Rock, and lifts from the sands with a grace and beauty that justify the name bestowed upon it. The *Lover's Leap* is a rock about a mile W. of the village, having a vertical height of 145 ft. The Indian legend to which the rock owes its name is that a young squaw, standing on this point waiting for the return of her lover from battle, saw the warriors carrying his dead body to the island, and in her grief threw herself into the lake. *Robinson's Folly* is a precipitous cliff E. of the village, 128 ft. high. It is named after a Scotchman, who, delighted with the situation, built himself a small house on its verge. One night the house was blown over the edge, and Mr. Robinson, being within, paid for his folly with his life. The *Sugar-Loaf* is a solitary conical rock, rising 134 ft. from the plateau upon which it stands, and 284 ft. above the lake. The *Devil's Kitchen* is a curious cave. The *British Landing* is a favorite resort for picnics, and received its name from being the point where the British landed when they captured the island in 1812. There are other places of interest on the island, and many pleasant excursions may be made to fishing and hunting grounds in the vicinity.

The regular lake-steamers pass a considerable distance to the E. of Mackinaw Island, and enter the **St. Mary's River**, a remarkably beautiful stream, 62 miles long, and forming the only outlet to Lake * Superior. It is a succession of expansions into lakes and contractions into rivers, and is dotted with beautiful forest-clad islands, while a few small towns are scattered along either shore. The *Ste. Marie Rapids* are avoided by a ship-canal, and 6 miles beyond the steamer traverses the picturesque *Waika Bay*, and passing between Iroquois Point, on the American, and Gros Cap, on the Canadian side, enters the vast reaches of

Lake Superior.

Lake Superior, the largest body of fresh water in the world, is 360 miles long and 140 miles wide in its widest part, having an average width of 85 miles, a circuit of 1,500 miles, and an estimated area of 32,000 square miles. It is 800 ft. deep in its deepest portion—the bottom there being 200 ft. below the level of the ocean. It receives its waters from about 200 rivers and streams draining an area of 100,000

square miles. It contains a number of islands in the E. and W. portions, but very few in the central. The most important of these are Ile Royal, The Apostles, and Grand Island, belonging to the United States, and Michipicoten, Ile St. Ignace, and Pie Islands, belonging to Canada. The early French Jesuit fathers, who first explored and described this great lake, and published an account of it in Paris in 1636, speak of its shores as resembling a bended bow, the N. shore being the arc, the S. shore the cord, and Keweenaw Point, projecting from the S. shore to near the middle of the lake, the arrow. The coast of Lake Superior is mostly formed of rocks of various kinds, and of different geological groups. With the exception of sandy bars at the mouth of some of the rivers and small streams, the whole coast of the lake is rock-bound; and in some places, but more particularly on the N. shore, mountain-masses of considerable elevation rear themselves from the water's edge, while mural precipices and beetling crags oppose themselves to the surges of this mighty lake, and threaten the unfortunate mariner who may be caught in a storm upon a lee-shore with almost inevitable destruction. The waters are of surprising clearness, are very cold, and filled with the most delicious fish.

Once having passed *White-Fish Point*, with its "sand dunes" or hills, and its tall lighthouse, the steamer usually takes a course for *Point au Sable*, 50 miles beyond, keeping in sight of the Michigan shore, which here presents a succession of desolate sand-hills, varying from 300 to 500 ft. in height. Twenty miles beyond the Point are the famous **** Pictured Rocks**, a wonderful exhibition of the denuding effect of water, combined with the stains imparted by certain minerals. They extend for a distance of about 5 miles, rising in most places vertically from the water's edge to a height of from 50 to 200 ft., there being no beach whatever. When the weather permits, the steamers run near enough to give passengers a cursory view of these great curiosities; but, in order to be able to appreciate their extraordinary character, the tourist should leave the steamer at *Munesing*, and visit them in a small boat. As we can not spare the space required for such a detailed description of these rocks as they deserve, we must content ourselves with briefly mentioning the more conspicuous features in order from E. to W. (the visitor from *Munesing* approaches them in the opposite direction). The *Chapel* is a vaulted apartment in the rock, 30 or 40 ft. above the level of the lake. An arched roof of sandstone rests on 4 columns of rock so as to leave an apartment about 40 ft. in diameter and the same in height. Within are a pulpit and altar, perfect as if fashioned by the hand of man. A little to the west of the Chapel, Chapel River falls into the lake over a rocky ledge 15 ft. high. The *** Grand Portal**, which appears next, is the most imposing feature of the series. It is 100 ft. high by 168 broad at the water-level, and the cliff in which it is cut rises above the arch, making the whole height 185 ft. The great cave, whose door is the portal, extends back in the shape of a vaulted room, the arches of the roof built of yellow limestone, and the sides fretted into fantastic shapes by the waves driving in during storms, and dashing a hundred feet toward the reverberating roof. Within this cave there

is a remarkably clear echo. *Sail Rock* is about a mile W. of the Grand Portal, and consists of a group of detached rocks, bearing a resemblance to the jib and mainsail of a sloop when spread; so much so that, when viewed from a distance, with a full glare of light upon it, while the cliff in the rear is left in the shade, the illusion is perfect. The height of the block is about 40 ft. Passing to the westward, we skirt the cliffs worn into thousands of strange forms, colored deep brown, yellow, and gray, bright blue, and green. They are arranged in vertical and parallel bands, extending to the water's edge, and are brightest when the streams are full of water. *Miner's Castle*, 5 miles W. of the Chapel, and just W. of the mouth of Miner's River, is the western end of the Pictured Rocks. It resembles an old turreted castle with an arched portal. The height of the advanced mass in which the Gothic gateway may be recognized is about 70 ft., that of the main wall forming the background being 140 ft. The coast of Pictures is not yet half explored, nor its beauties half discovered. "In one place there stands a majestic profile looking toward the north—a woman's face, the *Empress of the Lake*. It is the pleasure of her royal highness to visit the rock only by night, a Diana of the New World. In the daytime, search is vain; she will not reveal herself; but when the low-down moon shines across the water, behold, she appears! She looks to the north, not sadly, not sternly, like the Old Man of the White Mountains, but benign of aspect, and so beautiful in her rounded, womanly curves, that the late watcher on the beach falls into the dream of Endymion; but when he wakes in the gray dawn he finds her gone, and only a shapeless rock glistens in the rays of the rising sun."

Leaving Munising and the Pictures, and going westward past the *Temples of Au Train* and the *Laughing-Fish Point*, the city of **Marquette** (*Cozzens Hotel, Northwestern*), the entrepot of the Marquette Iron Region, comes into view. This important center is on the Detroit, Mackinac & Marquette R. R., and is by this route easy of access from Mackinac; or from Chicago *via* the Northwestern R. R., which connects at Negaunee with the Marquette, Houghton & Ontonagon R. R. It has a large and picturesque harbor, is well built, and has a population of about 6,000. It is the chief depot of supplies for the iron mines of the Upper Peninsula, and the principal point of shipment for the ore. There are many blast-furnaces and rolling-mills within the city limits and in the vicinity. The place has great attractions for the invalid and tourist, in its healthy, invigorating atmosphere, beautiful walks and drives, fine scenery, boating, and fishing. Persons spending several weeks at Marquette can pass the time very agreeably in making excursions to *Grand Island* and the *Pictured Rocks*, to *Carp River*, *Dead River*, and *Chocolat River*, all of which offer fine trout-fishing. Another excursion is by the Marquette, Houghton & Ontonagon R. R. to *Champion* on Lake Michigami (32 miles), where there are good boating, hunting, and fishing, but poor accommodations for travelers. A visit may also be made to the iron-regions by the M., H. & O. R. R., which is now completed to Houghton. Beyond Marquette the steamer makes no stops until it reaches *Portage Lake*, pass-

ing on the way *Granite Island* (12 miles from Marquette); *Stanard's Rock*, a very dangerous granite ledge; the *Huron Islands*, a picturesque group; *Huron Bay* and *Point Abbaye*; and crossing *Keweenaw Bay* to *Portage Entry*. The Entry was originally a narrow, crooked channel, leading from Keweenaw Bay into Portage Lake, and very difficult of navigation; but the channel has been artificially deepened, and in conjunction with the Portage Lake ship-canal saves the tedious and dangerous circuit of 120 miles around Keweenaw Point. In digging the canal indubitable evidences were found that Portage Lake was once an arm of Lake Superior, cutting off Keweenaw Point, which was then a large island. The lake is about 20 miles long, and from $\frac{1}{2}$ to 2 miles in width. On either side the banks are covered with dense forests, a farm-house with wide clearings and a wood-dock occasionally varying the scene. *Ontonagon* (336 miles from Sault Ste. Marie) is a small village at the mouth of a river of the same name, and is a station on the Chicago & Northwestern Ry. Twenty miles beyond, the *Porcupine Mountain*, 1,300 ft. high, is a conspicuous object; and 70 miles from Ontonagon are the ***Twelve Apostles' Islands**, a large and beautiful group, 27 in number. The clay and sandstone cliffs have been worn into strange shapes by the action of the water, and the islands are covered with fine forest-trees. The fishing here is excellent, and trout, white-fish, and siskowit are caught in abundance. At *Bayfield*, a Wisconsin town on the mainland opposite, is a secure and spacious harbor. At the head of Lake Superior the *St. Louis River* comes in, and on the lake-shore near its mouth is **Duluth** (1,235 miles from Buffalo). Duluth is a city of 17,000 inhabitants, and has commercial importance as the extreme western link of the Great Chain of Lakes, and as the E. terminus of the Minnesota Div. of the Northern Pacific R. R. and of the St. Paul & Duluth R. R., which runs S. to St. Paul. It is well built, having 6 hotels, 5 grain-elevators with capacity of 3,000,000 bushels, 12 churches, 3 banks, and 7 newspapers. Among the public buildings are a new *Grand Opera-House*, built at a cost of \$100,000, *St. Luke's Hospital*, and two High-School buildings, which cost \$65,000. The manufactures, principally in the way of lumber, are extensive, and it is very important as a grain-shipping point. The view from the hill above Duluth over the lake is very fine.

The **North Shore of Lake Superior** is comparatively an unknown region, traversed only by the hunters, trappers, and *voyageurs* of the Hudson Bay Company, who own more than half its length. The easiest way of seeing it is by taking the steamers of the Lake Superior Transit Co. to Sault Ste. Marie, whence the Canadian steamers may be taken to the more important points; but, if the tourist desires to visit any number of the many places of interest, he must hire a small boat and 2 or 3 experienced men as a crew. N. of Duluth the shore rises into grand cliffs of greenstone and porphyry, 800 to 1,000 ft. in height. The ***Palisades** (58 miles from Duluth) are a remarkable rock formation, presenting vertical columns from 60 to 100 ft. high, and from 1 to 6 ft. in diameter. Near by, *Baptism River* comes dashing down to the lake in a series of wild waterfalls. *Pigeon River* (113 miles) is the boundary-

line between the United States and Canada; and here begins the "Grand Portage," by which, through a series of lakes and streams, the very names of which have a wild sound (Rainy Lake, Lake of the Woods, and Winnipeg), the *voyageurs* are enabled, with short portages, to take their canoes through to the Saskatchewan and Manitoba. The whole Canadian coast is grandly beautiful in every variety of point, bay, island, and isolated cliff. Passing *Fort William* (143 miles), an important post of the Hudson Bay Company, *Thunder Cape* is seen, a basaltic cliff 1,350 ft. high, on whose summit is the crater of an extinct volcano. At the foot of this cliff, near the shore, is *Silver Island*, the tales of whose productiveness read like pages of "Monte Cristo." Here are extensive quartz-mills and a busy mining settlement. W. of the cape is Thunder Bay, on the shore of which stands the rising village of *Prince Arthur's Landing*, with a population of about 1,000. This is the E. terminus of the "Dawson Route" to Manitoba (see Route 103) and also of the projected railway to Winnipeg. *Neepigon Bay* (203 miles) is 40 miles long by 15 wide, and contains a number of beautiful islands. Beyond Neepigon Bay eastward, the coast, studded with waterfalls, stretches for miles, entirely uninhabited save by a few Indians. Hunting-parties from the lower lake towns camp along the beach occasionally during the summer months; but the region is as wild as in the days before Columbus. At *Pic River* (276 miles) is a post of the Hudson Bay Company, and here the shore-line bends to the S. and the lake begins to narrow toward the Sault. At *Otter Head* (30 miles S. of Pic River) the cliff rises in a sheer precipice 1,000 ft. from the water, and on its summit stands a rock like a monument, which on one side shows the profile of a man, and on the other the distinct outline of an otter's head. The Indians never passed this point without stopping to make their offerings to its manitou. Still farther S. is the broad bay of Michipicoten, or the "Bay of Hills"; and here is another post of the Hudson Bay Company. There are many islands in this portion of the lake, among the most important of which are *Isle Royale* (45 miles long and 8 to 12 wide), *Saint Ignace*, and *Michipicoten Island*, the latter of which will probably become a favorite place of summer resort.

102. From Duluth or St. Paul to Portland, Ore., and the Pacific Coast.

Via the Northern Pacific R. R.

The Northern Pacific R. R., completed in 1883, is now one of the greatest railroad systems in the United States, and is destined to be still greater, as it runs through an unbroken belt of country in every way fitted to invite immigration and sustain a dense population. The principal E. terminus is St. Paul, and there are 2 termini on Lake Superior, one at Duluth, Minn., the other at Superior, Wis. The branches unite to form the main line at Brainerd, 136 m. from St. Paul. At Wallula Junction, the present W. terminus of the N. P. R. R. (1,697 m.), connection is made with the Oregon Railway & Navigation Co., which carries the train through to Portland (1,911 m.). The main line of the N. P. R. R. is now being completed from Wallula Junction to Tacoma, on Puget Sound, the ultimate W. terminus of the road. From Portland, Ore., there are branches running to Olympia, Tacoma, and other important points

on Puget Sound. By its branch lines and its connections with the Oregon Railway & Navigation Co., and Oregon & California R. R., convenient access is given to all important points in California, Oregon, Washington Territory, and British Columbia. The route crosses Minnesota, Dakota, Montana, Idaho, Washington Territory, and Oregon, bisecting a country of unsurpassed advantage for agricultural and grazing purposes, while portions of the route hold in tribute also mining regions which promise to be extraordinarily rich. The scenery on the western half of the route displays many wonderful phases to attract the tourist and the pleasure-seeker, and the sportsman will find inexhaustible resources in shooting and fishing. The largest game known to North America, the grizzly, cinnamon, and black bear, the mountain-lion, the elk, and many varieties of deer and antelope, are found in numbers sufficient to excite the most eager lover of field sports, while creatures of the fin and feather invite the sportsman at every turn. Two daily express trains run from St. Paul to Portland, Ore., equipped with Pullman sleepers of the most improved pattern, and with elegant dining-cars owned by the company; meals, 75c. each. Fare from New York to Portland, \$126.75; from St. Paul to Portland, \$95. The principal stations *en route* are as follow (distances given are from St. Paul): Little Falls (105 m.), Brainerd (136 m.), Wadena (182 m.), Detroit (227 m.), Moorhead (273 m.), Fargo (274 m.), Casselton (295 m.), Valley City (332 m.), Sanborn (344 m.), Jamestown (368 m.), Bismarck (469 m.), Mandan (474 m.), Little Missouri (624 m.), Glendive (690 m.), Miles City (768 m.), Custer (862 m.), Billings (915 m.), Livingston (1,030 m.), Cinnabar (1,081 m.), Bozeman (1,056 m.), Helena (1,153 m.), Garrison (1,204 m.), Butte City (1,256 m.), Missoula (1,278 m.), Heron (1,427 m.), Spokane Falls (1,537 m.), Sprague (1,577 m.), Palouse Junction (1,644 m.), Wallula Junction (1,697 m.), Umatilla Junction (1,724 m.), The Dalles (1,822 m.), Portland (1,911 m.).

THE principal Lake Superior terminus of the Northern Pacific R. R. is the enterprising city of **Duluth**, which has been described (see Route 101). The branch connecting with the main line at *Northern Pacific Junction* (23 miles) is a portion of the St. Paul & Duluth R. R. The main line extends at present from Northern Pacific Junction to *Superior*, Wis., forming the Wisconsin Div., 24 miles long. These two outlets on the lake insure for the railroad a large interest in the lake business. The St. Paul Div. meets the main line at Brainerd. **St. Paul** has been already described (see Route 84). The road from St. Paul runs along the E. bank of the Mississippi, furnishing delightful views from the car-windows through *Sank Rapids* (75 miles, population 1,000), *Little Falls* (105 miles, population 1,800), and several smaller stations. **Brainerd** (136 miles) is the junction with the main line. The population is 10,000, and here is the seat of the company car and repair shops, which give employment to 1,200 men. The city is in the midst of a forest of pine, and the initial point of the great Minnesota pineries. The city is lighted by electricity, and has many fine buildings, public and private; among which may be mentioned the *Northern Pacific Hospital*, a fine *Opera-House*, and a capacious hotel. There are 3 public parks, and many churches, schools, etc. The shooting and fishing from this point are excellent. Passing a number of small stations, we reach *Wadena* (182 miles), at the junction of the Black Hills Branch. It is the county-seat, has a population of 1,200, and is the seat of a thriving trade with the rich agricultural region around. As we proceed westward, the forests of northern Minnesota disappear, except in beautiful groves dotting expansive plains, in which are numerous lakes and water-courses. **Detroit** (227 miles) has a population of 2,000, and is situated on a beautiful lake of the same name in the edge of an extensive timber-belt. It is in the

center of the "Lake and Park Region," and the vicinity is famous for quiet, picturesque beauty. This region is said to be the resort and breeding-ground of a greater number of game-birds and water-fowl than can be found elsewhere in America. The town has 6 hotels, several of them fitted for summer visitors, who are attracted by the well-known *Mineral Springs* here. There are also many summer cottages and villas, owned by residents of St. Paul, Minneapolis, etc. We pass the small stations of *Audubon*, *Lake Park*, *Hawley*, and *Muskoda*, and arrive at *Glyndon* (264 miles), which is the junction-point with the St. Paul, Minneapolis & Manitoba R. R., and an important grain-shipping point for the Red River Valley. **Moorhead** (273 miles) is a town of 5,000 population on Red River. It is the center of an important trade and thriving manufactures. There are 12 hotels, 7 churches, an opera-house, 2 banks, 3 newspapers, car-wheel works, agricultural-machinery works, brick-yards, etc. Here is the seat of an *Episcopal College*. **Fargo** is on the opposite side of the Red River, and the first station we reach in Dakota. Through the whole of western Minnesota and northern Dakota the road passes through the finest wheat lands in the world, and there are many farms where thousands of acres are inclosed within one fence, and wheat-growing is followed on a gigantic scale. Both Moorhead and Fargo base their prosperity on the fact that they are the entrepôts of the wheat-growing interests. Dakota Territory is twice as large as all the New England States. It produced, in 1882, 22,000,000 bushels of wheat, and it is believed that, with the same increase in population and production in the future as in the past, the production of cereals at no distant date will reach 200,000,000 bushels. Fargo, the county-seat of Cass Co., has 10,000 inhabitants, 28 hotels, 12 churches, 4 banks, 6 newspapers, a U. S. Land Office, new opera-house, a theatre, a court-house, car-wheel works, street-railway, water-works, high-school, gas and electric light, 3 elevators with capacity of 250,000 bushels, 1 planing-mill, large brewery, 1 paper-mill, 250 stores, manufactories, and all the various branches of trade which make a thrifty and prosperous city. Brick is manufactured extensively. It is regarded as the future commercial center of Dakota. It is the junction-point of the Dakota and Minnesota Divs., and of the Fargo & Southwestern Branch, and here the company has car-shops and round-houses. *Casselton* (295 miles, population 2,800) is a busy and enterprising town, important as a grain-shipping point. A half dozen small stations intervene before we reach **Jamestown** (368 miles), beautifully situated in the valley of the James River. It has 2,500 population, nearly all of whom are native born to the United States. It has excellent hotels, 4 churches, 4 newspapers, 4 banks, and considerable flour-production. The Jamestown & Northwestern Branch diverges here and is rapidly being pushed up into the Devil's Lake Region.

The road is now completed nearly to *Minnewaukan* (91 m.). *Devil's Lake*, on which the town is situated, is a salt-water lake, about 50 miles long and 30 miles wide, with high wooded banks and surroundings of great beauty. Beyond Devil's Lake are very attractive regions of Dakota, known as the *Mouse River* and *Turtle Mountain* regions, and the railroad will ultimately be pushed thither. This portion of Dakota is specially attractive to sportsmen, as it swarms with game, and the lakes and streams are full of splendid salmon and brook-trout.

There are no stations of much importance on the Northern Pacific R. R. after leaving Jamestown before reaching **Bismarck**, the territorial capital, situated on the E. bank of the Missouri River, and having a population of 5,000. Four lines of steamers carry on trade with the region of the Upper Missouri. The principal buildings are the *State Capitol*, *Chamber of Commerce*, *St. Mary's Catholic Seminary*, and *U. S. Land Office*. There are 12 hotels, 5 churches, 4 banks, a theatre, court-house, and town-hall. Various stage-lines converge here from different military posts, Indian agencies, and small settlements. **Mandan** (474 miles) is on the W. bank of the Missouri, and has 2,000 inhabitants. It is the junction-point of the Dakota and Missouri Divs., and the machine-shops here built by the company cost \$150,000. The Missouri River is spanned by a fine iron *Railroad Bridge*, and another iron wagon bridge gives access to Fort Abraham Lincoln. Here is one of the finest hotels in the territory, built at a cost of \$60,000. Many of the blocks are built of red brick, home-made, and are handsome and substantial. There is nothing to note in the numerous small stations, all of which are thrifty and growing, till we reach the twin towns of *Medora* and *Little Missouri* (624 miles), lying on the E. and W. banks of the Missouri, 80 yards apart. In the vicinity are valuable coal-mines. This is the headquarters of several large stock-raising companies and the location of the Northern Pacific Refrigerator Car Co., and of the extensive abattoirs of the Marquis de Mores, a young French gentleman, who has thousands of cattle on the range, and is doing an extensive trade in shipping dressed beef. The Marquis has established storage-houses at St. Paul, Duluth, Brainerd, Fargo, and other points. This is also the central point of **Pyramid Park**, being but 4 miles distant from Cedar Cañon, and 6 miles from the burning coal-mines. Both places abound in magnificent scenery, full of interest to scientists and wonder to pleasure-seekers. **Glendive** (690 miles) is on the Yellowstone River, and is at the junction of the Missouri and Yellowstone Divs., being the location of machine-shops, round-houses, etc. The population is 1,200, and there are several hotels, churches, banks, etc. The town is a favorite outfitting-spot for hunting-parties. Stages run from here to Fort Buford, 80 miles away. **Miles City** (769 miles, population 3,000) is on the Yellowstone at the mouth of Tongue River, and has many fine buildings, public and private, among which is the *Court-House*, a stone edifice, costing \$50,000. There is a *Government Land Office* here, and valuable lignite mines in the near vicinity. The Tongue River Irrigation Co. have just completed a ditch, 14 miles long, for irrigating purposes. Two miles farther on the railroad is *Fort Keogh*, a military post of 10 companies. Passing a number of stations, among which is *Custer* (862 miles), deriving its name from Fort Custer, the largest post in the territory, 30 miles S. (reached by stage), we reach **Billings**, on the Yellowstone River (915 miles, population 1,500), where the R. R. Co. has repair-shops. A thriving business is done here, and there are large shipments hence of cattle, wool, hides, and bullion. Stages leave 3 times a week for the Maginnis Mines, Fort Benton, and other points of importance in a valuable agricultural, grazing, and mining region.

We have proceeded thus far without giving any general description of the territory, a region full of interest both to the investor and the tourist. Montana covers an area of 143,776 sq. m., two fifths of it being mountainous and the rest arable. It is splendidly watered, small tributaries of the Missouri and the Yellowstone running in every direction through the E. portion, while a great number of small rivers, tributary to Flathead and Missoula Rivers, forming one of the forks of the Columbia, water the W. section of the territory. The country is admirably adapted for cattle-raising, and many extensive ranches are scattered over the region. The climate is mild, dry, and exhilarating like that of the Pacific coast. The mountainous region is rich in mineral deposits. The yield of the precious metals in 1882 was \$10,000,000, and new mining-camps are continually being opened. The scenery in western Montana is remarkably varied, ranging from the picturesque to the sublime, and offering every kind of weird and strange rock-formation.

Resuming our journey on the Northern Pacific R. R., we reach **Livingston** (1,030 miles), with a population of 2,600, located at the foot of the Belt Mts., about midway between the Great Lakes and the Pacific coast, and at the last crossing of the Yellowstone River. It has the largest railroad round-house and machine-shops between Brainerd and Portland, also 5 hotels, 2 banks, 1 hall, 75 stores, 1 daily and 2 weekly newspapers, 1 school and 2 churches. Large deposits of iron, lime and sand stone, silver ore, and bituminous coal exist in close proximity. Lumber, lime, and brick are manufactured in the town. *White Sulphur Springs* are 65 miles to the N. These springs contain remarkable medicinal qualities, and are becoming somewhat renowned. The Yellowstone Park Branch diverges here and runs to *Cinnabar* (51 miles). From the end of the railway, stages convey the tourist in 6 miles to the Wonderland of the United States,

The Yellowstone Park.

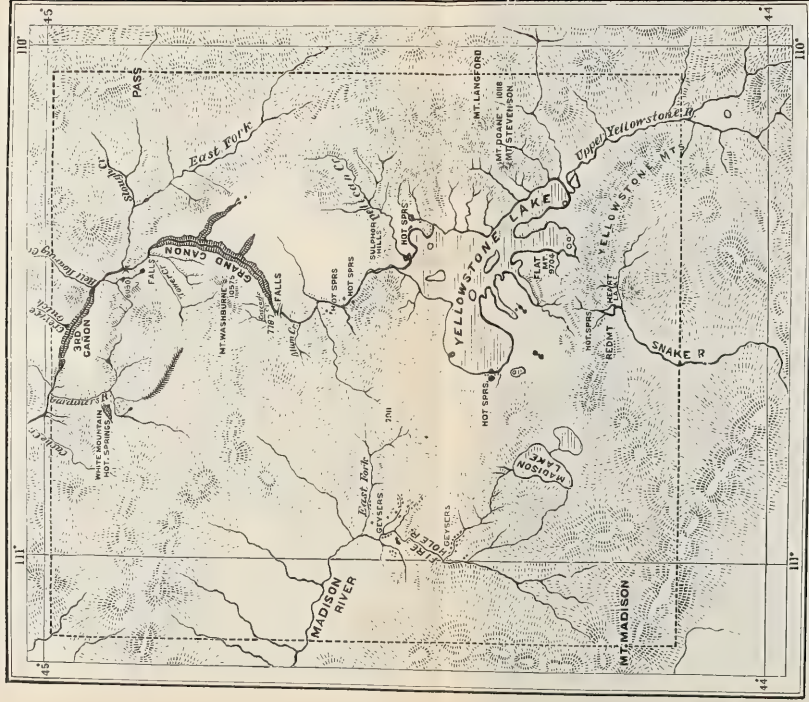
A large hotel, built at an expense of \$200,000, is found at the Mammoth Hot Springs, the N. entrance of the Park. This will accommodate 500 guests, and is provided with every comfort and luxury. There are also small hotels in the Lower Geyser Basin. Six other hotels are to be erected as rapidly as possible, it is understood, under the terms of a Government lease, as follows: At the W. entrance to the Park on the Madison River; at the Upper Geyser Basin; at Yellowstone Lake; at Soda Springs; at the Great Falls of the Yellowstone River; and at Tower Falls. The best time to visit the Park is from July 15th to October 1st. Within the Park the various objects of interest may be visited on horseback with perfect safety. Indeed, the most desirable way of seeing the wonders of the Yellowstone to the best advantage is by camping out. In this way sight-seeing may be united with the pleasures of hunting and fishing, as the Park is full of large and small game, and excellent angling can be had in the Yellowstone River and Lake and the smaller streams. A complete camp-outfit can be purchased at Livingston or Bozeman, 25 m. W.

THE Yellowstone National Park, which Congress has "dedicated and set apart as a public park or pleasuring ground for the benefit and enjoyment of the people," lies partly in Wyoming and partly in Montana Territory. It is 65 miles N. and S. by 55 miles E. and W., comprises 3,575 square miles, and is all more than 6,000 ft. above the sea. Yellowstone Lake has an altitude of 7,788 ft., and the mountain-ranges that hem in the valleys on every side rise to the height of 10,000 and 12,000 ft., and are covered with perpetual snow. The entire region was at a comparatively recent geological period the scene of remarkable volcanic

activity, the last stages of which are still visible in the hot springs and geysers. In the number and magnitude of these the Park surpasses all the rest of the world. There are probably 50 geysers that throw a column of water to a height of from 50 to 200 ft., and from 5,000 to 10,000 springs, chiefly of 2 kinds, those depositing lime and those depositing silica. There is every variety of beautiful color, and the deposits form around their border the most elaborate ornamentation. The temperature of the calcareous springs is from 160° to 170° ; that of the others rises to 200° or more. The principal collections are the upper and lower geyser basins of the Madison River and the calcareous springs on Gardiner's River. The Park is also one of the most interesting geographical localities in North America, having within its limits or in its vicinity the sources of vast rivers flowing in various directions. On the N. are the sources of the Yellowstone; on the W. those of the principal forks of the Missouri; on the S. W. and S. those of Snake River, flowing into the Columbia and through it into the Pacific Ocean, and those of Green River, a branch of the great Colorado, which enters into the Gulf of California; while on the S. E. side are the numerous headwaters of Wind River.

The **Yellowstone River**, which is a tributary of the Missouri, is without exception the most extraordinary river on the continent. Its source is near the S. E. corner of the Park, in the ***Yellowstone Lake**, a beautiful sheet of water 22 miles long and 10 to 15 wide, 7,788 ft. above the sea, and nearly inclosed by snow-clad mountains rising 3,000 to 5,000 ft. higher. Its waters are exquisitely clear and cool, are 300 ft. deep at the deepest part, and abound in salmon-trout. Its shores are rugged but extremely picturesque, and on the S. W. arm is a belt of hot springs 3 miles long and $\frac{1}{2}$ mile wide, some of which extend into the lake itself. The Upper Yellowstone, the ultimate source of the river, flows into the lake from the S. E. after a course of 25 miles; and from its N. end the Yellowstone River emerges on its course of 1,300 miles to the Missouri. About 15 miles below the lake are the *Upper Falls*, where the river, after passing through a series of rapids, makes an abrupt descent of 140 ft.; and about $\frac{1}{4}$ mile farther down are the majestic ***Lower Falls**, which are 360 ft. high. Below the Lower Falls the river flows for 20 miles through the ****Grand Cañon**, whose perpendicular sides, from 200 to 500 yards apart, rise to the height of 1,200 to 1,500 ft.

In Professor F. V. Hayden's report to Congress on the explorations which he conducted, to which we are indebted for nearly all the authentic knowledge we have of the Yellowstone region, he says: "No language can do justice to the wonderful grandeur and beauty of the cañon below the Lower Falls; the very nearly vertical walls, slightly sloping down to the water's edge on either side, so that from the summit the river appears like a thread of silver foaming over its rocky bottom; the variegated colors of the sides, yellow, red, brown, white, all intermixed and shading into each other; the Gothic columns of every form, standing out from the sides of the walls with greater variety and more striking colors than ever adorned a work of human art. The margins of the cañon on either side are beautifully fringed with pines. . . . The decomposition and the colors of the rocks must have been due largely to hot water from the springs, which has percolated all through, giving to them their present variegated and unique appearance. Standing near the margin of the Lower Falls, and looking



MAP OF YELLOWSTONE PARK.

down the cañon, which looks like an immense chasm or cleft in the basalt, with its sides 1,200 to 1,500 ft. high, and decorated with the most brilliant colors that the human eye ever saw, with the rocks weathered into an almost unlimited variety of forms, with here and there a pine sending its roots into the clefts on the sides as if struggling with a sort of uncertain success to maintain an existence—the whole presents a picture that it would be difficult to surpass in Nature. Mr. Thomas Moran, a celebrated artist, and noted for his skill as a colorist, exclaimed, with a kind of regretful enthusiasm, that these beautiful tints were beyond the reach of human art. It is not the depth alone that gives such an impression of grandeur to the mind, but it is also the picturesque forms and coloring. After the waters of the Yellowstone roll over the upper descent, they flow with great rapidity over the apparently flat, rocky bottom, which spreads out to nearly double its width above the falls, and continues thus until near the Lower Falls, when the channel again contracts, and the waters seem, as it were, to gather themselves into one compact mass, and plunge over the descent of 350 ft. in detached drops of foam as white as snow; some of the large globules of water shoot down like the contents of an exploded rocket. It is a sight far more beautiful than, though not so grand or impressive as, that of Niagara Falls. A heavy mist always rises from the water at the foot of the falls, so dense that one can not approach within 200 or 300 ft., and even then the clothes will be drenched in a few moments. Upon the yellow, nearly vertical wall of the W. side, the mist mostly falls; and for 300 ft. from the bottom the wall is covered with a thick matting of mosses, sedges, grasses, and other vegetation of the most vivid green, which have sent their small roots into the softened rocks, and are nourished by the ever-ascending spray."

Just below the Grand Cañon, the river receives Tower Creek, which flows for 10 yards through a deep and gloomy cañon known as the *Devil's Den*. About 200 yards above its mouth the creek pours over an abrupt descent of 156 ft., "forming," as Professor Hayden says, "one of the most beautiful and picturesque falls to be found in any country." Below the mountains the course of the Yellowstone lies through a wide, open valley bounded by high, rolling hills.

As already mentioned, there are immense numbers of hot springs in the Yellowstone Basin, some dead and others evidently dying. A very interesting group is on the E. side of Mt. Washburn, covering an area of 10 or 15 square miles, and there are other extensive groups on both sides of the Yellowstone Lake and also at various points on the river (see map). But the most remarkable group, not only in the Yellowstone region but in the world, is the Mammoth or * **White Mountain Hot Springs**, situated on the W. side of Gardiner's River, on the slope of White Mountain. Many of the springs are dead, but the calcareous deposits from them cover an area of about 2 miles square. The active springs extend from the margin of the river to an elevation nearly 1,000 ft. above.

"After ascending the side of the mountain," says Professor Hayden, "about a mile above the channel of Gardiner's River we suddenly came in full view of one of the finest displays of Nature's architectural skill the world can produce. The snowy whiteness of the deposit at once suggested the name of White Mountain Hot Spring. It had the appearance of a frozen cascade. If a group of springs near the summit of a mountain were to distribute their waters down the irregular declivities, and they were slowly congealed, the picture would bear some resemblance in form. We pitched our camp at the foot of the principal mountain, by the side of the stream that contained the aggregated waters of the hot springs above, which, by the time they reached our camp, were sufficiently cooled for our use. Before us was a hill 200 feet high, composed of the calcareous deposit of the hot springs, with a system of step-like terraces, which would defy any description in words. The steep sides of the hills were ornamented

with a series of semicircular basins, with margins varying in height from a few inches to 6 or 8 ft., and so beautifully scalloped and adorned with a kind of bead-work that the beholder stands amazed at this marvel of Nature's handiwork. Add to this a snow-white ground, with every variety of shade of scarlet, green, and yellow, as brilliant as the brightest of our aniline dyes. The pools or basins are of all sizes, from a few inches to 6 or 8 ft. in diameter, and from 2 inches to 2 ft. deep. As the water flows from the spring over the mountain-side from one basin to another, it loses continually a portion of its heat, and the bather can find any desired temperature. At the top of the hill there is a broad, flat terrace, covered more or less with these basins, 150 to 200 yards in diameter, and many of them going to decay. Here we find the largest, finest, and most active spring of the group at the present time. The largest spring is very near the outer margin of the terrace, and is 25 by 40 ft. in diameter, the water so perfectly transparent that one can look down into the beautiful ultramarine depth to the bottom of the basin. The sides of the basin are ornamented with coral-like forms, with a great variety of shades, from pure white to a bright cream-yellow, and the blue sky, reflected in the transparent waters, gives an azure tint to the whole which surpasses all art. Underneath the sides of many of these pools are rows of stalactites, of all sizes, many of them exquisitely ornamented, formed by the dripping of the water over the margin of the basin."

On the W. side of the Yellowstone River, about 10 miles from the falls, is the *Sulphur Mountain*, rising to a height of 150 ft. from an almost level plain and perforated with numerous fissures and "craters" from which sulphurous vapor pours forth in great abundance. The fissures are lined with sulphur-crystals, and the ground is hot and parched with internal fires. Close by are some boiling *Mud Springs*, and there is another remarkable group of them about 2 miles S. E. on the bank of the river. A few miles above Sulphur Mountain is the * **Mud Volcano**, which has broken out from the side of a well-timbered hill. The crater is 25 ft. across at the top and about 30 ft. deep. The surface of the bottom is in a constant state of ebullition, puffing and throwing up masses of boiling mud, and sending forth dense columns of steam which rise several hundred feet and can be seen for many miles in all directions. Close by are 3 large hot springs, one of which is a geyser having periods of active eruption about every 6 hours.

The great **Geysers** of the Yellowstone region are situated on the Fire-Hole River, the middle fork of the Madison, in the W. portion of the Park. They lie in two large groups, in what are called the Upper and Lower Geyser Basins. The *Lower Basin*, beginning near the junction of the East and Middle Forks of the Madison, comprises an area of about 30 square miles, and contains uncounted numbers of geysers and springs which are distributed in 7 groups. The most interesting of these is the second group, which lies near the center of the basin, and which is said to resemble a factory village, the steam rising in jets from more than 100 orifices. The principal geyser of this group, situated on the side of a hill, is about 20 ft. in diameter, and throws a column to the height of 50 ft. Another is named the *Thud Geyser*, from the dull, suppressed sound given off as the water rises and recedes. It has a beautiful scalloped rim, with small basins around it. The *Upper Basin* lies in the valley of the same river, about 8 miles S. of the Lower Basin. It is not so large as the latter, covering an area of only 3 square miles, and there are fewer springs; but the phenomena exhibited are far more remarkable. Most of the springs and geysers are near the river, ex-

tending along on both branches about 3 miles. Their average temperature is over 170° , that of the air being 67° . At the head of the valley, near its S. extremity, stands ***Old Faithful**, a geyser so called for its regularity; it spouts at intervals of about an hour, throwing a column of water 6 ft. in diameter to a maximum height of 130 ft., and holding it up by a succession of impulses from 4 to 6 minutes. When the action ceases, the water recedes out of sight, and nothing but the occasional hiss of steam is heard until the time approaches for another eruption. On the opposite side of the river is the *Beehive*, which once in 24 hours throws a column of water 3 ft. in diameter to a height of from 100 to 220 ft. The eruption lasts from 5 to 15 minutes. About 200 yards from the Beehive is ***The Giantess**, one of the largest of the geysers. It has an oval aperture 18 by 25 ft. in diameter, the inside of which is corrugated and covered with a whitish silicious deposit. When not in action, no water can be seen in its basin, although its sides are visible to the depth of 100 ft., but a gurgling sound can be heard at a great distance below. When an eruption is about to take place, the water rises in the tube with much sputtering and hissing, sending off vast clouds of steam. When it finally bursts forth, it throws up a column of water the full size of its aperture, to the height of 60 ft., and through this rise 5 or 6 smaller jets, varying from 6 to 15 inches in diameter, to the height of 250 ft. The eruption, which takes place at irregular



The Giantess.

intervals, continues for about 20 minutes. Farther down the river, on the same side, is the *Sawmill Geyser*, which throws a small stream 10 or 15 ft. high almost uninterruptedly. Near it is the ***Grand Geyser**, one of the most powerful in the basin. Its orifice is $2\frac{1}{2}$ by 4 ft., and when not in eruption the water is quiet and clear as crystal. An eruption (which occurs at irregular intervals) is preceded by a rumbling and shaking of the ground, followed by a column of steam shooting up from the crater, immediately after which the water bursts forth in a succession of jets, apparently 6 ft. in diameter at the bottom and tapering to a point at the top, to a height of from 175 to 200 ft., while the steam ascends to 1,000 ft. or more. This immense body of water is kept up to this height for about 20 minutes, when it gradually recedes and again becomes quiescent. Only 20 ft. from the Grand Geyser, and in the same basin, but apparently having no connection with it, is *Turban Geyser*, with an orifice 3 by 4 ft., which is never wholly quiet, and as often as once in 20 minutes throws its water to the height of from 15 to 25 ft. The ***Giant Geyser** has a rugged crater, like a broken horn, 10 ft. in height, 25 ft. in diameter at the base, and about 8 ft. at the top. The cone is open on one side, having a ragged aperture from the ground upward. Its discharges are irregular and continue for irregular periods. When Prof. Hayden saw it in 1871, it played an hour and 20 minutes, throwing the water 140 ft.; but Lieut. Doane, who visited it the year before, states that it played $3\frac{1}{2}$ hours at one time, to a height varying from 90 to 200 ft. The *Castle*, the *Grotto*, the *Punch-Bowl*, the *Riverside*, the *Soda*, and the *Fan Geysers*, and numerous others which have not been named, are worthy of notice.

The Yellowstone Park may also be reached by the Utah and Northern Branch of the Idaho Div. of the Union Pacific R. R., from Ogden (see Route 87), to *Garrison* (454 m.), on the N. P. R. R., and thence E. to *Livingston* (175 m.).

Resuming our journey on the Northern Pacific R. R., we reach **Bozeman** (1,065 miles), after passing a number of small stations. It has a population of 2,500. Among its principal buildings are a fine *Court-House*, 3 hotels, 6 theatres and public halls, 3 banks, 5 churches, and the *United States Land Office*. There are several flour and planing mills. Coal, gold, silver, iron, and copper are found near by. *Fort Ellis*, a military post, is 3 miles E. on the railroad. Passing *Gallatin* (1,084 miles), situated at the head of the Missouri River, and *Townsend* (1,120 miles), we arrive at ***Helena**, the territorial capital, with a population of 8,000, the commercial and financial center of the region, where all routes of transportation converge. Among its important buildings are the *State-House*, *Ming's Opera-House*, the *U. S. Assay Office*, *U. S. Land Office*, 4 national banks, and 2 fine public halls. The hotels, churches, schools, and other public buildings and the private residences are of a character to attract the eye of the stranger. The city is the center of important manufacturing interests, as well as of trade and commerce. It has telephones, electric lights, an admirable fire-department, and a system of water-works. Helena is situated in the center

of a mineral region unsurpassed either in Montana or elsewhere for the number and richness of its gold and silver bearing lodes, there being, within 25 miles, over 3,000 quartz lodes, which have been claimed and recorded, and several hundred patented. The Drum-Lummon Mine has recently been sold for \$1,500,000. Besides the gold and silver lodes, veins of galena, copper, and iron are found in great numbers. Among the attractions of Helena are the noted *Hot Springs*, situated in a romantic glen, 4 miles W. of the town, which are much resorted to by persons afflicted with rheumatism and other kindred diseases. The temperature of the water as it bubbles up from the earth varies from 110° to 190° Fahr. Fort Benton, 160 miles N. E., is reached by daily stage.

Helena is the center of a region of remarkable scenic attractions. South of it lies Madison Co., traversed by the Jefferson and Madison Rivers, two of the three streams forming the headwaters of the Missouri River. Near the center of the county is the picturesquely located *Virginia City*, the former capital of the territory (connected with Bozeman by stage), and in the midst of a rich mining region. It is at the very foot of the great chain of the Rocky Mountains. The western boundary of Lewis and Clance Counties, in which Helena is situated, is the divide of the main range of the Rockies, and the eastern is the Missouri River. From peak to lowland there is a difference of fully 5,000 feet in altitude; the valleys are green and smiling, while the mountains are grand and gloomy, with dark-browed firs and growths of pine. Eighteen miles north of Helena the Benton stage-road enters the noted cañon of the *Little Prickly Pear*. The towering and precipitous walls look down upon a dashing mountain torrent, from 500 to 1,000 feet below, and the rich coloring of the rock-formation blends beautifully with the shades of the foliage which covers every spot where a chink or crevice affords a footing for tree, or shrub, or vine. The most striking scenery, however, next to that of Yellowstone Park, is found along the course of the Upper Missouri. Eighteen miles N. from Helena, the tourist finds the great mountain-gate through which the waters of the Missouri plunge between walls 300 ft. wide and 1,000 ft. high. *Atlantic Cañon* is 3 m. further down, and at the lower end of it is the *Bear's Tooth*, whose tusk-like forms can be seen from Helena, 25 m. away. One hundred miles from Helena are the first of the falls of the Missouri. The principal falls, four in number, are scattered along a distance of 12 miles, where the river flows through a cañon with vertical banks from 200 to 500 ft. in height. First is the *Black Eagle Fall*, where the entire river takes a vertical plunge of 26 feet. Four miles below this, the river, here 1,200 ft. wide, hurls itself over an unbroken rocky rim, forming the beautiful *Rainbow Falls*, with a perpendicular descent of 50 ft. Six miles farther down are the *Great Falls*, whose descent is 90 ft., and whose tremendous roar can be heard a dozen miles away. The river, here possessing a volume three times greater than that of the Ohio, is narrowed to 300 yards and passes between vertical cliffs some 200 ft. high. Nearly half the stream next to the right bank descends with such force as to send into the air clouds of spray 200 ft. high and glowing with all the prismatic hues. The remainder is precipitated over successive ledges, forming a magnificent cataract of fleecy foam, 200 yards in breadth and 90 ft. in perpendicular elevation. In a distance of 10 miles of the river's course there are twelve distinct falls with a total descent of about 400 ft.

After leaving Helena, the next station worthy of notice is *Garrison* (1,204 miles), the northern terminus of the Utah & Northern Branch of the Union Pacific R. R. For a distance of 60 miles the *Deer Lodge Valley*, through which the road now passes, spreads out from 5 to 10 miles wide, and within a short radius are to be found lofty peaks, lovely mountain lakes, glittering cascades, mineral springs, and the Great Geyser Cone, which gives name to the river and valley. *Deer Lodge* (population 1,500), 11 miles S. from Garrison, and *Butte City* (popula-

tion 9,000), 52 miles S. E. from Deer Lodge, are important mining centers on the Utah & Northern R. R. **Missoula** (1,278 miles) is an enterprising town, with a population of 1,200, and is beautifully situated near the junction of the Hell Gate and Bitter-Root Rivers, on a broad, high plateau, from which there is a noble outlook. The *Bitter-Root Valley*, noted for its picturesque loveliness, extends S. from this 60 miles. The military post of *Fort Missoula* is 4 miles S. Following the Jocko River, the road traverses the Flathead Reservation. Here is *Flathead Lake*, 28 miles long by 10 miles wide, lying embosomed in a lovely expanse of country; a chain of wooded islets stretches across the center, lofty cliffs frown on two sides, while on the others lie sunny meadows beyond the sloping shores. In this lake the Pend d'Oreille River takes its rise and winds for hundreds of miles through deep gorges and beautiful valleys before discharging its waters into *Lake Pend d'Oreille*. About 40 miles from Flathead Lake, near St. Ignatius's Mission, are the *Two Sisters*, cascades of great beauty, which leap down from opposite walls of a great amphitheatre, scooped out of the mountains, a sheer fall of 2,000 ft., like banks of snow against the background of rock. They unite after their descent, and pass on as a single stream. Leaving the Flathead Country, the railroad now follows the charming valley of Clark's Fork of the Columbia River. *Heron* (1,427 miles) is at the junction of the Idaho and Rocky Mts. Divs., and there are railroad-shops at this point. The road skirts Clark's Fork of the Columbia till it reaches the large opening in the river 45 miles long and from 3 to 15 miles in width, known as *Lake Pend d'Oreille*, a sheet of water whose beauty has long made it notable. Both the lake and the surrounding scenery are of the most picturesque description. At Sand Point (1,465 miles) the road crosses one end of the lake. *Rathdrum*, Idaho (1,508 miles), is a small town, which has recently come into notice as the main point of approach to the Cœur d'Alene Mines, in the *Cœur d'Alene Mts.*, daily stages running S. to Eagle City, about 25 miles. The great "mining boom" of the last six months has filled this point with a population of 2,000 people, and some extraordinarily rich "finds" are said to have been made. *Lake Cœur d'Alene*, 11 miles from Rathdrum, is one of the most beautiful sheets of water in Idaho. Ten miles beyond Rathdrum the road enters Washington Territory.

Washington Territory (69,994 sq. m.) and the State of Oregon (95,274 sq. m.) are so essentially alike in their general geographical, climatic, geological, and physical conditions that the same description will apply in the main to both. This magnificent region is known as the "New Northwest," as it is only within a few years that its great capacities and attractions have been realized by the world. It lies within the parallels of 49 degrees and 42 degrees N. latitude, and the population is about 400,000. The warm Japan current, which sweeps down the Pacific coast, tempers the climate to a great mildness, giving cool summers and warm winters, and the soil, which is of great fertility, yields great crops of all the products of temperate climates. The forests of the W. section of this region, consisting of fir, pine, hemlock, spruce, larch, and cedar, and all the hard woods, are immense, surpassing the lumbering wealth of any other part of the country. Trees attain an unusual height, growing so tall and straight as to specially fit them for ships' masts. Yellow fir often attains 250 ft.; pine, 160 ft.; silver fir, 150 ft.; black fir, 150 ft. Cedars have been found 63 ft. in girth and 120 ft. in height. The country is traversed by the Cascade and

Coast Ranges. Some of the peaks of the Cascade Range are among the highest in the country, among them *Mount Ranier* (14,444 ft.), *Mount Baker* (10,500 ft.), *St. Helen's* (12,000 ft.), and *Adams* (9,750 ft.), all of them former volcanoes, which still give occasional signs of activity. The Columbia River, which is famous for its beautiful scenery, is navigable for large vessels for 725 m., and for small vessels 150 m. further. The Snake River is one of the large affluents of the Columbia, and the former has many tributaries traversing Washington and Oregon. Many large streams flow also into the Lower Columbia, the principal one being the Willamette, which passes through a valley of extraordinary beauty and fertility. The largest steamships can come up the Columbia and the Willamette to Portland on the latter river (112 m.) from the Pacific Ocean. All of the coast rivers are navigable from the sea for a long distance. In addition to its great agricultural resources, the mineral wealth of the "New Northwest" is great, including gold, silver, iron, copper, lead, tin, zinc, cinnabar, plumbago, etc. The fishing interests are very important; the Columbia River, Puget Sound, and all the tributaries emptying into them, teeming with salmon and other fish of great commercial value. The value of the salmon-fishing on the Columbia River for 1883 amounted to \$2,773,357.

Spokane Falls (1,537 miles), the first station of interest after entering Washington Territory, is beautifully situated on the S. side of the Spokane River on the Idaho Div. of the N. P. R. R. Amidst the many picturesque scenes in the vicinity may be mentioned the *Spokane Falls*, which in the space of half a mile fall 150 ft., and which are utilized for water-power. There are 4 hotels, 2 banks, and 5 churches, and a population of 1,500. There are two large saw-mills here, besides grist-mills and machine-shops. We pass a number of small stations, among them *Sprague* (1,577 miles), *Providence* (1,625 miles), *Palouse Junction* (1,644 miles), and at *Ainsworth* (1,684 miles) the road crosses the Snake River about a mile above its junction with the Columbia. Thence the route follows the course of this majestic stream amidst scenes of surpassing beauty to Portland, the capital of Oregon. *Wallula Junction* (1,697 miles) is at the junction of the N. P. R. R. with the Oregon Railway & Navigation Co.'s Line, and thence the traveler proceeds by the latter-named road. *Castle Rock* (1,750 miles) takes its name from a titanic boulder on the bank of the river with its turreted and pin-nacled sides 500 ft. in the air. A number of small stations intervene before we reach **Dalles City**, the second city of Oregon in size (1,822 miles). The population is 4,000, and the city does an important trade with the surrounding country. In addition to a large commerce, considerable manufacturing is done. The city has fine water-works, 3 hotels, 3 banks, 4 public halls and theatres, 3 newspapers, and 5 churches. Though there are no important stations between Dalles City and Portland, it is one of the most interesting portions of the route on account of the beauty and grandeur of the river scenery. The Columbia now passes through the very heart of the Cascade Mountains, and the turbulent waves roar through the narrow channel as they flow between the huge cliff-like walls that in many cases frown over the very brink of the river in basaltic masses sometimes 1,200 ft. high. At the *Cascade Locks* (1,865 miles) there are fierce and whirling rapids, where the river falls 40 ft., dashing 20 ft. at a bound. For 5 miles the water is a seething caldron of foam, so that a portage railway conveys the river-passenger around the obstruction. The characteristic feature of the Columbia River in this portion of its course is found in the heavy

forests of fir and spruce. Far in the distance loom snowy peaks, and the clouds, trees, and mountains are reflected in the clear water as in a mirror. From time to time mountain streams dash over precipices into the river. Among these the most picturesque is *Multnomah Falls* (1,879 miles), near the railway station of the same name. The water plunges down a distance of 700 ft. in a ribbon of glittering spray. Thence the stream plows its way through moss-lined banks until it makes its leap into the Columbia in a broad, thin sheet of foamy silver.

* **Portland, Ore.** (1,911 miles), is the commercial metropolis of the Pacific Northwest. The city is situated on the Willamette River, twelve miles above its confluence with the Columbia. The population in 1870, including that of East Portland, was 11,103. This had swollen in 1880 to 23,000, and in 1883 to about 40,000. It is virtually a seaport, to which large vessels may come direct from any part of the world and find wharf accommodation. It lies in the very heart of a great producing country, which has no other outlet, and for which it must serve as a receiver and distributor of exports and imports. From Portland elegant passenger steamships sail to San Francisco and Puget Sound, British Columbia and Alaska, as well as to points on the Willamette, Columbia, and smaller rivers. From every direction in the Pacific Northwest railroads lead to Portland, making the city the grand terminus of a system which will completely develop the entire region. The streets of Portland are wide, regularly laid out, well paved and well lighted. The buildings of the business thoroughfares would do credit to any city, and the same may be said of many of the churches, the post-office, the custom-house, and other public edifices, as well as private residences. The markets are good and spacious. There are public and other schools of various grades, a large library, well-conducted newspapers, 10 banks, 20 commodious hotels, 3 public halls, a good theatre, 4 lines of street-railway, water-works, gas, manufacturing establishments, telegraphic communication with all parts of the world, an immense wholesale and retail business, and, in fine, all the features of a flourishing modern city. The wholesale trade of Portland in 1882 amounted to about \$40,000,000, being an increase of 28 per cent in a single year. The value of building improvements in 1882 amounted to \$2,977,000, of which sum \$2,000,000 was expended upon business and manufacturing establishments alone. The factories of the city in 1882 turned out a product of \$7,434,800, being an increase over the census returns of 1880 of \$4,832,000. Among the many agreeable excursions which can be made from Portland may be mentioned that up the Columbia River to the Cascades and the Dalles; that to *Astoria* near the mouth of the Columbia and thence across to *Clatsop Beach*, the great watering-place of Oregon; the trip to Victoria, the capital of British Columbia, by semi-weekly steamer; and that to Puget Sound, which see below. For description of the country traversed by the Oregon & California R. R. see Route 91.

Puget Sound is reached from Portland by steamer down the Columbia River, and thence up the Pacific coast, or by steamer on the Columbia to Kalama, and thence by the Pacific Div. of the N. P. R. R. to Tacoma,

and branching from *Tenino* by the Olympia & Chehalis R. R. This sheet of water is one of the loveliest of inland seas, and has not unaptly been called the Mediterranean of the United States. It communicates with the Pacific Ocean by the Strait of Juan de Fuca, in the middle of which is the boundary between the United States and the British possessions. This charming land-locked sea lies in the N. W. portion of Washington Territory, is navigable by the largest ships, and penetrates far into the interior of the territory, some parts of the Sound being 150 m. from the Pacific Ocean. Large ships can ride close to the shores without the need of wharves. The lofty hills which encompass the Sound and the interior far back are densely wooded with noble forests, the trees being of great size and straightness. The lumbering interest of Puget Sound has already become enormous. The tourist will be charmed by the great beauty and picturesqueness of this body of water, the ease of traversing it, as steamers plow its waters in every direction, and the general novelty of its surroundings. The principal towns on Puget Sound are Tacoma (pop., 5,000); Olympia, the territorial capital (pop., 2,500); Seattle (pop., 7,000); Port Townsend (pop., 1,500), and Whatcom (pop., 1,200). The first two of these points may be reached *via* the Northern Pacific line, already named. **Tacoma**, situated on Commencement Bay, has many fine buildings, public and private, and is the center of large trade and manufacturing interests, as well as of an important mining country. A new brick hotel has just been built at a cost of \$150,000. This place is the N. terminus of the N. P. R. R. on Puget Sound, as well as of the Cascade Div. leading to valuable coal-fields. Pacific Mail steamships come up to the wharves. **Olympia** is reached from *Tenino*, a station on the above-named road *via* the Olympia & Chehalis R. R., and is a thriving little city with water-works, 5 hotels, 7 churches, 3 newspapers, etc. It is a favorite rendezvous for sportsmen, as the employment afforded for rifle, shot-gun, and angling-rod is of the most exciting kind. The other places mentioned on Puget Sound are reached by steamboats from Tacoma. **Seattle**, on Elliot Bay, is one of the busiest towns in the territory, and is notable for the substantial excellence of its public and private edifices. It is the seat of the *University of Washington Territory*. **Port Townsend**, on the W. side of Townsend Bay, is the port of entry for the Puget Sound customs-district. **Whatcom**, on Billingham Bay, is the point of departure for tourists who wish to visit the well-known islands of the *San Juan Group*, from 10 to 15 m. away. All these towns on Puget Sound are likely in the future to attract large numbers of summer visitors, as, in addition to the scenic attractions of the region, and the admirable character of the Sound for yachting, the variety and abundance of game and fish can hardly be matched. **Victoria, B. C.**, is not only reached by steamer from Portland, but by *Puget Sound* steamers, and is situated in the southeastern part of Vancouver Island, on Victoria Harbor, immediately off the Strait of San Juan de Fuca. Victoria has quite a trade during the season of navigation with ports on the Strait of Georgia and Fraser River, being the port of transshipment from ocean to river boats. Population, 7,500. It has water-works, gas, and will soon have electric lights; also a large number of extensive mercantile houses and manufacturing establishments, with several educational and religious institutions. It is garrisoned by British soldiers. At *Esquimault*, 3 miles from Victoria, are the headquarters of the English Pacific Squadron, where there is usually a fleet of from three to five ships.

103. Manitoba.

How to reach.—(1) In summer the cheapest and pleasantest way to reach Manitoba is by the Lake steamers (which may be taken at Buffalo [see Route 101] Toronto, Detroit, Collingswood, Windsor, Sarnia, or Southampton) to *Duluth*, at the W. end of Lake Superior (see Route 101); thence by the Northern Pacific R. R. to *Glyndon* (223 miles); and from Glyndon by the St. Paul, Minneapolis & Manitoba R. R. and the Pembina Branch of the Canada Pacific Railway, which runs down the E. bank of the Red River of the North, to St. Boniface, opposite the city of Winnipeg. (2) Another route is by Route 84 or 85 to St. Paul, thence *via* the St. Paul, Minneapolis & Manitoba and the Pembina Branch of the Canada Pacific Railway, as before. (3) A very romantic and picturesque route for those who have the time is the "Dawson Route" from

Prince Arthur's Landing, on the N. shore of Lake Superior (see Route 101), partly by boat and partly by stage to Winnipeg (477 miles; fare, \$10). This route being chiefly by water, it is available only during the season of navigation (May to November). The Canadian Pacific Railway is under construction from Winnipeg to Lake Superior, and when completed will form a new and popular route from the East to Manitoba.

MANITOBA, a province of the Dominion of Canada, lies just N. of Minnesota and Dakota, and is in the form of a parallelogram, 135 miles long E. and W. by 104 miles in breadth; area, 14,340 square miles; population about 25,000, of whom nearly half are half-breeds. These half-breeds include all having any intermixture of Indian blood, and are the descendants of Indian mothers and French-Canadian, English, and Scotch fathers. Since 1870 a considerable immigration from the Eastern Provinces and from Europe has set in, and the whites are rapidly becoming the dominant element in the population, which, besides the half-breeds, comprises about 600 Indians.

The general surface of Manitoba is a level prairie 80 ft. above Lake Winnipeg and 700 ft. above the sea. It is broken by the Big Ridge and Pembina Mountain, ancient beaches of that vast lake which is supposed at one time to have covered this entire region. The only important lakes at present are Winnipeg and Manitoba, from the latter of which the province derives its name. *Lake Winnipeg* is of irregular shape, being about 260 miles in length and from 6 to 60 miles wide. It is 628 ft. above the sea, contains many islands, and does not exceed 12 fathoms in depth. Ice forms frequently to a thickness of 5 ft. and does not leave the upper part of the lake before the 10th of June. The name Winnipeg in Algonquin signifies "dirty water." *Lake Manitoba* lies about 60 miles S. of Lake Winnipeg, into which it discharges through the Little Saskatchewan or Dauphin River, and is 120 miles long and 25 wide at the widest part. It abounds in fish. The name signifies "supernatural strait," the Indians attributing the peculiar agitation of the water in a portion of the lake to the presence of a spirit. The principal stream in Manitoba is the Red River of the North, which, rising in Minnesota, flows for 140 miles through the province and empties into Lake Winnipeg. Its chief affluent, the Assiniboin, joins it about 50 miles above Lake Winnipeg.

The climate is healthy, but exhibits great extremes of temperature, the thermometer falling in winter to 40° below zero, and in summer rising as high as 100°. Owing to the dryness of the atmosphere, however, the cold is not severely felt, and horses winter on the prairies without shelter, fattening on the grasses which they dig from beneath the snow, which is seldom very deep. The rainfall in summer is ample for agricultural purposes, and vegetation comes rapidly to maturity. Winter sets in early in November, and lasts until the middle of April. Frosts are liable to occur until the end of May, and cold nights begin toward the end of August. The soil is very fertile.

To the sportsman, Manitoba, being a comparatively virgin field, offers unrivaled attractions. The rivers and lakes abound in white-fish, sturgeon, trout, cat-fish, pike, perch, and gold-eyes. Ducks, geese, cranes, swans, snipe, prairie-hens, and other birds swarm in countless numbers;

and among the wild animals are elks, black bears, rabbits, squirrels, and badgers. The great buffalo-ranges, visited by the half-breed and Indian hunters, lie to the W. and S. W. of the province.

The capital and chief city of Manitoba is **Winnipeg**, near *Fort Garry*, situated at the confluence of the Red River of the North with the Assiniboin, 50 miles S. of Lake Winnipeg. It covers an area of 3 square miles, is regularly laid out, and contains about 10,000 inhabitants. The chief public buildings are the *Governor's Residence*, the *Court-House*, the *City Hall*, the *Post-Office*, the *Custom-House*, and the *Dominion Land-Office*; these, with the *Merchants' Bank*, *Ontario Bank*, *Hudson Bay Company's Office*, and many warehouses, are large and handsome structures of white brick manufactured in the vicinity. Winnipeg is the headquarters of the Dominion bureaus relating to the North-west Territories, and in America of the Hudson Bay Co. Opposite, on the E. bank of the river (reached by ferry), is *St. Boniface*, which is the northern terminus of the Pembina Branch of the Canada Pacific Railway. The trade of Winnipeg is important, and consists chiefly in jobbing to the traders on the plains of the Saskatchewan, Bow, Mackenzie, and Peace Rivers, and in furnishing supplies to the new settlements and arriving immigrants. The exports consist chiefly of furs. The principal settlements in Manitoba besides Winnipeg are on both banks of the Red River, from about 20 miles N. to 15 miles S. of that city, and along the Assiniboin for about 20 miles W.; but the province is rapidly filling up by immigration, and each year sees marked changes.

Manitoba forms part of the territory granted in 1670 by Charles II. to the Hudson Bay Co., which in 1811 sold a tract, including what is now the province, to Thomas Douglas, Earl of Selkirk. Under his auspices a colony was established, which was sometimes called the Selkirk Settlement, but more commonly the Red River Settlement. In 1835 the Hudson Bay Co. bought back this tract, and in 1870 Manitoba became a province of Canada, upon the annexation of the Hudson Bay territory to the Dominion. A previous attempt of the Dominion authorities to take possession of the country led to organized resistance on the part of the French half-breeds under the lead of Louis Riel, who formed a provisional government, adopted a bill of rights, and held possession of the province from about Oct. 20, 1869, to Aug. 24, 1870, when a force under Col. (now Gen. Sir Garnet) Wolseley entered Winnipeg and reinstated the regular authorities, Riel having previously vacated the place.

104. Baltimore to Richmond and the South.

Via Steamer on Chesapeake Bay and Connecting Railways.

THE trip down the Chesapeake Bay from Baltimore to Portsmouth or Richmond, if made in pleasant weather, is delightful. The fine steamers of the *Bay Line* make daily trips from Baltimore (Union Dock, foot of Mill St.) to Portsmouth, running through in about twelve hours, and connecting at the latter point with the Seaboard & Roanoke R. R. for the South Atlantic States. The principal points of interest seen in the passage of the Bay are the mouth of the Patapsco River and the battleground of North Point near Baltimore, referred to in the description of that city (Route 6); the Bodkin, 3 miles distant; and the harbor of Annapolis, 15 miles below, with a distant view of the great dome of the

Capitol at Washington. At the lower end of the Bay are the famous fortifications of * **Fortress Monroe** and the *Rip Raps*, protecting the entrance to Hampton Roads and James River. At the head of the steamboat landing at Old Point Comfort, within 100 yards of the Fortress, stands the spacious and elegant *Hygeia Hotel*, which accommodates 1,000 guests; is open all the year. Fortress Monroe, the largest in America, is always open to visitors, and presents many features of interest. *Hampton*, $2\frac{1}{4}$ miles above Old Point Comfort, is the seat of the *National Soldiers' Home* and the *Normal and Agricultural Institute for Colored People and Indians*, one of the most interesting institutions in the country. **Newport News**, 9 miles above Fortress Monroe, on Hampton Roads, is reached by the Chesapeake & Ohio R. R. from Old Point Comfort. This spot has great historic interest in connection with the Revolutionary War and the late civil war. *Hotel Warwick*, at this place, is a popular summer and winter resort. **Norfolk** (*Atlantic Hotel, Purcell House*), whose harbor is defended by the above-mentioned forts, is pleasantly situated on the N. bank of the Elizabeth River, 8 miles from Hampton Roads and 32 miles from the ocean. After Richmond, it is the most populous city of Virginia, with about 26,000 inhabitants, and has an extensive trade. Large quantities of oysters and early fruits and vegetables are brought thither by the railways and canals and shipped to Northern ports. It is the third cotton port in the country. The city is irregularly laid out, but the streets are generally wide, and the houses well built of brick and stone. The *Custom-House and Post-Office*, on Main St., is a handsome edifice, erected at a cost of \$228,505, and the *City Hall* has a granite front and a cupola 110 ft. high. The *Norfolk Academy*, the *Masonic Temple*, the *Academy of Music*, and the *Norfolk College for Young Ladies*, are handsome structures; and *St. Mary's* (Roman Catholic), the *First Presbyterian Church*, the *Freemason St. Baptist Church*, and *St. Paul's Episcopal Church* are fine edifices. The grounds of the latter are very lovely, and have some quaint old tombs. There are two cemeteries tastefully laid out and adorned with cypress-trees. Norfolk was founded in 1682, was incorporated in 1705, burned by the British in 1776, severely visited by the yellow fever in 1855, and played a prominent part in the first year of the civil war, when it was captured by the Virginians and became the chief naval depot of the Confederacy. Off Norfolk, on March 8, 1862, was fought the memorable engagement between the Confederate iron-clad Virginia and the Federal iron-clad Monitor, which marks one of the most notable epochs in naval warfare and changed the course of naval construction throughout the world. From Norfolk, Richmond is reached by steamer on the James River. The boats of the *Va. Steamboat Co.* make the trip in 10 hours, passing amid much pleasing scenery and by many localities of great historical interest. The Norfolk & Western, Norfolk & Southern, and Chesapeake & Ohio R. Rs., the Old Dominion S. S. Line, the Boston Merchants' and Miners' Transportation Co., and the Baltimore and Washington steamers connect Norfolk with every part of the country. Directly opposite Norfolk, with which it is connected by ferry, is **Portsmouth** (*American House, Crawford*), a city

of 11,388 inhabitants, regularly laid out on level ground, and well built. Its harbor is one of the best on the Atlantic coast, and is accessible by the largest vessels. At Gosport, the S. extremity of the city, is a *U. S. Navy Yard*, which contains a Dry Dock constructed of granite at a cost of \$974,536. Near by is the *U. S. Naval Hospital*, a spacious brick edifice on the bank of the river. At the time of the secession of Virginia (April 18, 1861) nearly 1,000 men were employed at the Navy Yard. Two days afterward it was destroyed by fire, with property valued at several million dollars, including 11 vessels of war. At Portsmouth, the Bay steamers connect with the Seaboard & Roanoke R. R., which runs in 80 miles to *Weldon*, where connection is made with through routes to the South (see Route 106).

Daily steamers run from Baltimore (Pier 10, Light St.) to *West Point*, at the head of navigation on York River, whence the Richmond, York River & Chesapeake R. R. runs in 38 miles to Richmond. **Yorktown**, a small village on the right bank of York River, 10 miles above its mouth, is memorable as the scene of that decisive event in the American Revolution, the surrender of the British army under Lord Cornwallis, Oct. 19, 1781. The precise spot where the surrender took place will be pointed out to the inquiring visitor. Remains of the British intrenchments may still be seen, and the country around bears abundant evidences of the operations conducted there by McClellan in 1862. The railway between West Point and Richmond traverses a section of country remarkable as the scene of many important events during the late civil war. A short distance from the point where the railway crosses the Chickahominy River are *Powhite Creek* and *Cold Harbor*, famous as the localities of the great struggles of 1862 and 1864. *Fair Oaks Station* (7 miles from Richmond) was the scene of the bloody but indecisive *Battle of Seven Pines*, fought May 31, 1862, between McClellan and Johnston. **Richmond** (see Route 105).

105. Washington to Richmond.

a. *Via Baltimore & Potomac R. R. Distance, 116 miles.*

THE city of Washington is fully described in Route 8. The Richmond train leaves the depot in Washington at the cor. of 6th and B Sts., crosses the Long Bridge into Virginia, and runs down parallel with the Potomac 7 miles to **Alexandria**, which is described in Route 8. Beyond Alexandria it still follows the Potomac for 27 miles to *Quantico*, a small station and steamer-landing, where connection is made with the steamers from Washington. Here the train takes the track of the Richmond, Fredericksburg & Potomac R. R., which runs S. E. across a broken and desolate-looking region, part of which is known as "The Wilderness" and is famous as the scene of the great combats of 1863 and 1864. Twenty-one miles beyond Quantico is **Fredericksburg**, a quaint and venerable old city on the S. bank of the Rappahannock River. It was founded in 1727, contains about 6,000 inhabitants, and is notable as the scene of one of the severest battles of the civil war, fought Dec. 13,

1862, in which Gen. Burnside was defeated by Gen. Lee. Many traces of the conflict still remain and may be seen from the cars. In the vicinity are a National and a Confederate cemetery, the latter being adorned with a monument. Eleven miles W. of Fredericksburg, on the E. edge of "The Wilderness," the *Battle of Chancellorsville*, in which "Stonewall" Jackson lost his life, was fought, May 2-4, 1863. Southward from Chancellorsville is *Spottsylvania Court-House*, where, in May, 1864, were fought some of the bloodiest battles of Grant's campaign on his way to Richmond. Just outside the limits of Fredericksburg an unfinished monument, begun in 1833, marks the tomb of the mother of Washington, who died here in 1789. It was in the vicinity of Fredericksburg that Washington himself was born, and here he passed his early years. Leaving Fredericksburg, the train crosses the Rappahannock and passes directly over the ground where Gen. Meade's charge was made in the battle of Fredericksburg, already referred to. *Guinneys* (12 miles beyond Fredericksburg) was the scene of the death of Stonewall Jackson. He was wounded May 2, 1863, and died at the house of William Chandler, May 10, exclaiming, "Let us cross over the river and rest under the shade of the trees." At *Hanover Junction* (37 miles from Fredericksburg) another battle was fought between Generals Grant and Lee in May, 1864. Remains of the works occupied by the two armies may still be seen. *Ashland* is a favorite residence of many citizens of Richmond, from which it is only 16 miles distant. Near here Henry Clay was born.

b. By Steamer to Quantico, and thence by Railway.

This is a pleasant way of reaching Richmond from Washington when a few hours more or less are of no importance to the traveler. The trip down the Potomac is made by day, and affords good views of the river scenery and the various places of interest on its banks—Alexandria, Arlington, and Mount Vernon. In passing Mount Vernon the bell of the boat is always tolled. At *Quantico* (about 45 miles) the steamer connects with the Richmond, Fredericksburg & Potomac R. R., which is described in the foregoing route. (Passengers can use the same ticket on either of these routes.)

Richmond.

Hotels, etc.—The leading hotels are the *Exchange* and the *Ballard House*, facing and connected with each other on Franklin St. below the Capitol. *Ford's*, the *St. James*, and the *American* are smaller but good houses. *Horse-cars* (fare, 10c.) traverse the main thoroughfares. *Garber's* omnibuses and hacks are in waiting at the depots and steamboat landings, and at stands in the city. Fare from depot or landing to any point in the city, 50c. Hacks by the hour, \$1.50 for first hour, and \$1 for each additional hour. *Post-Office* in Main St., between 10th and 11th.

Richmond, the capital and largest city of Virginia, is situated on the N. bank of the James River, about 100 miles (by water) from Chesapeake Bay. It is built on several eminences, the principal of which are Richmond and Shockoe Hills, which are separated by Shockoe Creek, and is surrounded by beautiful scenery. It is regularly laid out and well built; the streets, which are lighted with gas, cross

each other at right angles. In the business quarter are many substantial and handsome buildings, and nearly all the residences have grass and flower plots in front.

Richmond was founded in 1737, was incorporated in 1742, and became the State capital in 1779, at which period it was a small village. The city was, in turn, the scene of the conventions of 1788, to ratify the Federal Constitution, those of 1829, 1850, and 1861, and other important political gatherings, which largely shaped the destinies of the Commonwealth. In 1861 still greater prominence was given to it as the capital of the Southern Confederacy; and one of the great aims of the Federal authorities, throughout the war, was to reduce it into their possession. The obstinacy with which the Confederates defended it was a proof of the great importance which they attached to its retention. To effect this, strong lines of earthworks were drawn around the place, and may still be seen as memorials of the great struggle. When General Lee evacuated Petersburg, April 2, 1865, the troops defending Richmond on the E. were withdrawn, and, to prevent the tobacco warehouses and public stores from falling into the hands of the Federal forces, the buildings—together with the bridges over James River—were fired. This resulted in the destruction of a large part of the business section of the city, the number of buildings destroyed having been estimated at 1,000, and the loss at \$8,000,000. With the cessation of hostilities, Richmond set to work to rebuild her blackened quarters, which she has now wholly accomplished, and the city is rapidly surpassing its former prosperity. The population in 1870 was 51,038, and in 1880 it amounted to 63,803. The commerce is large, the chief articles of export being tobacco and flour. The manufactures include iron-works, machine-shops, foundries, sugar-refineries, cigar-factories, coach and wagon factories, furniture, sheetings and shirtings, and stoneware. Five lines of railroad intersect at Richmond, and regular lines of steamers run to Norfolk, Baltimore, Philadelphia, and New York.

The most prominent public building of Richmond, and by far the most conspicuous object in the city, or from its approaches, is the * **State Capitol**, standing in the center of a park of 8 acres, on the summit of Shockoe Hill. It is a Græco-Composite building, adorned with a portico of Ionic columns, the plan having been furnished by Thomas Jefferson after that of the *Maison carrée* at Nîmes, in France. The view from the platform on the roof is extensive and beautiful. In the center of the building is a square hall surmounted by a dome, beneath which stands *Houdon's celebrated statue of Washington. It is of marble, of the size of life, and represents Washington as clad in the uniform worn by an American general during the Revolution. Near by, in a niche in the wall, is a marble bust of Lafayette. The *State Library* contains 40,000 volumes and many portraits of historical personages. The *Historical Society Collection* is in the rooms of the Westmoreland Club. On the esplanade leading from the Governor's house to the W. gate of the Capitol Square, and near the latter, is Crawford's equestrian ** **Statue of Washington**, consisting of a bronze horse and rider, of colossal size, rising from a massive granite pedestal, and surrounded by bronze figures of Patrick Henry, Thomas Jefferson, John Marshall, George Mason, Thomas Nelson, and Andrew Lewis. The horse is half thrown upon its haunches, and is thought to be one of the finest bronzes in the world. A life-size marble statue of Henry Clay (near the W. corner), and Foley's statue of *General "Stonewall" Jackson*, of heroic size, on a granite pedestal (N. of the Capitol), complete the decorations of the Capitol Square. The *Governor's House* is a plain building on the N. E. corner of Capitol Square. The *City*

Hall, on Capitol St., is a new and handsome structure. The * **Custom-House**, which also contains the *Post-Office*, is a handsome structure of granite, in the Italian style, in Main St., between 10th and 11th. The **Medical College**, in rear of the Monumental Church, is a fine specimen of the Egyptian style of architecture. Other educational institutions are the *Richmond College* and *Southern Female Institute*. In the vicinity is the *Brockenbrough House*, which was the residence of Jeffer-



Statue of Washington.

son Davis, President of the Southern Confederacy; it is now used as a school-house. The *Almshouse* is one of the finest edifices in the city, and the *State Penitentiary*, a vast brick building, is in the W. suburbs. *Libby Prison* and *Belle Isle* retain some interest from their celebrity as military prisons during the civil war; the former is now used as a depot for fertilizers.

The churches of Richmond are numerous, and several of them are

handsome specimens of architecture. Those with historic associations are St. John's and the Monumental. ***St. John's** (Episcopal) is a plain edifice with a modern spire, on Church Hill, cor. Broad and 24th Sts. It is of ante-Revolutionary origin, and in it was held (in 1775) the Virginia Convention to decide the action of the colony, on which occasion Patrick Henry made his celebrated speech containing the words, "Give me liberty or give me death!" St. John's Church was subsequently, in 1788, the scene of the meeting of the convention to determine whether Virginia would ratify the Federal Constitution. The ***Monumental Church** (Episcopal), cor. Broad and 13th Sts., is a handsome edifice, with a dome, standing on the spot formerly occupied by the Richmond Theatre. In 1811, during the performance of a piece called "The Bleeding Nun," the theatre caught fire, and, in the terror and confusion of the crowd rushing to the doors, 69 persons, including the Governor of Virginia and some of the most eminent men and beautiful women of the State, were crushed or burned to death. The church was erected as a memorial of the event, the remains of the victims being interred beneath a mural tablet in the vestibule. Of the more modern structures, ***St. Paul's** (Episcopal), cor. Grace and 9th Sts., is the most imposing. In it Jefferson Davis was seated when a messenger brought him the fatal news that Lee was about to evacuate Petersburg. The old *African Church* is a long, low building in Broad St., near Monumental Church, famous as a place of political meetings before and during the war.

Of the several cemeteries of Richmond, ***Hollywood** (reached by horse-cars) is the principal. It is a spot of great natural beauty, in the W. limits of the city, above James River, and embraces an extensive tract, alternately hill and dale, the whole ornamented with venerable trees, shrubs, and flowers. On the hill at the S. extremity, a monument marks the resting-place of President Monroe. Other persons of note are buried here, among them General J. E. B. Stuart, commander of Lee's cavalry. In the soldiers' section are the graves of hundreds of Confederate dead, from the midst of which rises a monumental pyramid of rough stone. *Monroe Park* is near the W. and *Marshall Park* (Libby Hill) near the E. end of the city. From the latter a fine river view may be had. Five bridges across the river connect Richmond with Spring Hill and *Manchester*, the latter a pretty town with 2 fine cotton-mills. The *Tredegar Iron-Works*, which were the great cannon manufactory of the Confederacy, are worth a visit. The buildings cover 15 acres of ground. The *Gallego* and *Haxall Flour-Mills* are among the largest in the world. A carriage may be taken, and within a few hours' ride from the city several battle-fields and National Cemeteries visited.

106. Richmond to Charleston.

a. Via Wilmington and Florence.

The "**Associated Railways of Virginia and the Carolinas**," comprising the Atlantic Coast, Piedmont Air, Central Short, and Seaboard Air Lines, with their two fast express-trains daily from New York, with Pullman palace-cars attached, constitute the fast mail and passenger routes to Charleston

and Savannah. The route from New York to Philadelphia is *via* Route 3 *a* ; from Philadelphia to Baltimore *via* Route 5 ; from Baltimore to Washington *via* Route 7 ; from Washington to Richmond *via* Route 105 *a* ; from Richmond to Charleston as described below ; and from Richmond to Savannah *via* Route 107 *a*. The schedule time from New York to Charleston is 33 hours ; to Savannah, 39 hours.

LEAVING Richmond, the train crosses the James River on a handsome bridge and runs in 23 miles to **Petersburg**, a well-built city of 23,000 inhabitants, situated at the head of navigation on the Appomattox River, 12 miles above its entrance into the James. Its trade is large, the handling of tobacco and cotton, with wheat, corn, and general country produce, being the chief business. The principal buildings are the Custom-House and Post-Office, the Court-House, 2 market-houses, and the Theatre. There is a public park called Poplar Lawn. Petersburg was the scene of the last great struggles during the late civil war. Since the war the place has prospered, and the marks of the conflict are rapidly disappearing ; but the fortifications are still distinctly traceable, and the chief battle-fields, etc., are easily found. *Weldon* (86 miles) is a thriving post-village in North Carolina, at the head of steamboat navigation on Roanoke River. Here the Seaboard & Roanoke R. R. (see Route 104) from Portsmouth and Norfolk connects. Beyond Weldon the country is flat and uninteresting, the road traversing for many miles the great pine belt which extends from Virginia to Florida. **Goldsboro** (164 miles) is a prosperous town of 5,000 inhabitants, near the Neuse River, at the head of navigation, and at the intersection of the Atlantic & North Carolina R. R. Eighty-four miles beyond, passing many small stations *en route*, the train reaches **Wilmington** (*Purcell House, National Hotel*), the largest city of North Carolina, situated in the S. E. corner of the State, upon the Cape Fear River, 20 miles from the sea. Wilmington has a population of 18,000, an extensive commerce, both coastwise and foreign, and has long been the leading market for naval stores in the world. There are regular lines of steamers to Baltimore, Philadelphia, and New York. The principal articles of shipment are lumber, turpentine, rosin, tar, pitch, shingles, and cotton. Street-cars run through the principal streets to *Oakdale Cemetery* and to the R. R. depots. *The Sound*, a place of summer resort, is 7 miles distant ; and *Fort Fisher*, which played so conspicuous a part in the civil war, is 20 miles below, at the mouth of the river. From Wilmington to Florence (108 miles) the country is of the same featureless and monotonous character, the route now being through South Carolina. *Florence* (356 miles) is a place of considerable commercial importance by reason of its railroad facilities, and is the point of shipment for most of the cotton of the adjacent country. Here the Charleston train takes the track of the Northeastern R. R., which runs to Charleston in 102 miles, through an uninteresting region. **Charleston** (458 miles) is described further on.

b. Via Charlotte and Columbia.

From Richmond to Charlotte this route is by the Richmond & Danville Line. Crossing the James River on a substantial covered bridge,

the train passes through the populous suburb of *Manchester*, and runs S. W. through a famous tobacco-growing region to *Burkeville* (53 miles), situated at the intersection of the Norfolk & Western R. R., formerly the *South-Side Railway*, which played so prominent a part in the siege of Petersburg.

In April, 1865, Burkeville became a place of critical importance. General Lee, having evacuated Petersburg on the night of April 2d, retreated up the N. bank of the Appomattox, and, recrossing, reached Amelia Court-House, from which it was his design to advance to Burkeville Junction. General Grant moved more rapidly toward the same point from Petersburg, and, having a shorter distance to pass over, reached the place before Lee, who was forced to halt at Amelia Court-House to obtain rations. The presence of General Grant at Burkeville induced Lee to alter his line of march and retire toward Lynchburg, which resulted, April 9, 1865, in the surrender of the Confederate forces at Appomattox Court-House. The scene of the surrender was near *Appomattox*, a station on the Norfolk & Western R. R., 48 miles W. of Burkeville and 23 miles E. of Lynchburg.

Thirty-two miles beyond Burkeville is *Roanoke*, the name of which will recall the famous orator "John Randolph of Roanoke," who passed almost his entire life in this region. *Danville* (140 miles) is a town of 3,500 inhabitants, pleasantly situated at the head of navigation on the Dan River. It is the market-town of the best tobacco-growing section of Virginia, and has an active trade. Connection is made here with the Washington City, Virginia Midland & Great Southern R. R., which forms with the present line a popular through route (known as the "Virginia Midland") from Washington *via* Lynchburg to the South-Atlantic States (see Route 118). Five miles beyond Danville the train enters North Carolina, and soon reaches *Greensboro* (McAdoo House), a rapidly growing town, situated in the midst of a rich tobacco-producing region, and near valuable deposits of coal, iron, and copper.

From Greensboro a branch line runs S. E. in 130 miles to *Goldsboro* (see Route 106 a), passing **Raleigh** (*Yarborough House, National*), the capital of North Carolina. Raleigh is a city of about 8,000 inhabitants, pleasantly situated on an elevation 6 miles W. of the Neuse River and a little N. E. of the center of the State. It is regularly laid out, with a park of 10 acres in the center (*Union Square*), from which extend 4 streets, dividing the city into 4 parts, in each of which is a square of 4 acres. In Union Square is the beautiful **State House*, built of granite, after the model of the Parthenon, at a cost of \$531,000. The old State House, containing Canova's statue of Washington, was burned in 1831. Other public buildings are the *U. S. Custom-House and Post-Office*, a fine granite structure, the *State Geological Museum*, the *State Insane Asylum*, the *Institution for the Deaf and Dumb*, and the *Penitentiary*. Raleigh is also reached from *Weldon* (see present route) by the Raleigh & Gaston R. R. (distance, 97 miles).

The next important station S. of Greensboro on the main line is *Salisbury* (238 miles), where connection is made with the Western North Carolina R. R., by which the tourist may reach the Mountain Region (see Route 125). Forty-four miles beyond is **Charlotte**, a busy little city of 5,000 inhabitants, on Sugar Creek, at the junction of several important railways. It is situated on the gold range of the Atlantic

States, and its prosperity is chiefly owing to the working of the mines in its vicinity. A U. S. Assay Office (formerly a branch mint) is located here. A plank road 120 miles long connects Charlotte with Fayetteville. From Charlotte the route is *via* the Charlotte, Columbia & Augusta R. R., which runs S. through a pleasant and productive farming region, and in 110 miles (392 miles from Richmond) reaches **Columbia** (*Wright's Hotel, Grand Central*), the capital of South Carolina. Columbia is a beautiful city, situated on the bluffs of, and 15 ft. above, the Congaree, on an elevated level plateau, a few miles below the charming falls of that river. It was famous for its delightfully shaded streets and its wonderful flower-gardens, but the aspect of the city was greatly changed by the unfortunate conflagration which destroyed so large a part of it during its occupation by General Sherman's forces, in Feb., 1865. The streets, however, are still abundantly shaded, and there are many attractive drives in the vicinity. The view from *Arsenal Hill* is the most beautiful in this portion of South Carolina. The *State House*, when completed, will be one of the handsomest public buildings in the United States; it has cost \$3,000,000, and about \$1,000,000 more will be required to finish it. The *Executive Mansion* has grounds laid out in walks, gardens, and drives, and commands a picturesque view of the Congaree Valley. The *State Penitentiary* is a vast structure situated in a plot of 20 acres at the junction of the Broad and Saluda Rivers, within the city limits. The *Lunatic Asylum* occupies a group of spacious buildings in the N. E. part of the city. The grounds, 20 acres in extent, are surrounded by an inclosure and beautified with gardens, hot-houses, and walks, and has a farm of 200 acres around it. Other noteworthy public buildings are the U. S. Court-House and Post-Office, the City Hall, and the Market-House. There are several important educational institutions, of which the principal are the *University of South Carolina*, which has substantial brick buildings in grounds 12 acres in extent, with a library of 27,000 volumes; the *Presbyterian Theological Seminary*, with a library of 18,340 volumes; the *Lutheran Theological Seminary*, with 4,000 volumes; and the *Columbia Male and Female Academies*, founded in 1785. The car-shops of the C. C. & A. R. R. occupy 4 acres of ground, and there are other large manufacturing establishments. The * *Fair Grounds* of the South Carolina Agricultural and Mechanical Society, in the N. W. suburbs, contain about 30 acres, with spacious buildings, and are well supplied with fountains, fish-ponds, a race-course, etc. *Sydney Park* contains about 25 acres tastefully laid out and adorned with trees and shrubbery.

From Columbia to Charleston (*via* South Carolina R. R.) the journey will give the traveler some inkling of the lowland features of Southern landscape, though not in its most interesting character, since the country is level, and most of the way is through extensive pine-forests. The only station on the line requiring mention is *Summerville* (22 miles from Charleston), a small village situated on a pine-clad ridge which extends across from the Cooper to the Ashley River. Its climate is remarkably agreeable, and the place is attracting attention as a winter resort.

CITY OF CHARLESTON

Scale of Yards
0 300 600

REFERENCE TO FIGURES

Hotels

- 1 Charleston D 2
- 2 Pavilion C 3
- 3 Waverley C 2

Churches

- 4 St. Michael's C 3
- 5 St. Philip's D 2
- 6 Grace C 3
- 7 Cen. Presbyterian C 3
- 8 Unitarian C 2
- 9 German Lutheran C 3
- 10 Baptist D 3

Public Buildings

- 11 City Hall C 2
- 12 Court House C 2
- 13 Post Office D 2
- 14 Custom House D 2
- 15 Club House C 2
- 16 Market Hall C 2
- 17 Orphan House C 3
- 18 Acad. of Music C 2
- 19 Masonic Temple C 3
- 20 Charleston Coll. C 3
- 21 Medical College C 2
- 22 Roper Hospital C 2
- 23 City Hospital C 2
- 24 Jail C 2
- 25 Citadel C 3



Charleston.

Hotels, etc.—The best hotels are the *Charleston Hotel*, in Meeting St. between Hayne and Pinckney Sts.; the *Pavilion Hotel*, cor. Meeting and Hasel Sts.; and the *Waverley House*, in King St. near Hasel. The rates at these hotels vary from \$2 to \$4 per day. *Horse-cars* (fare, 5c.) traverse the city and afford easy access to the chief points of interest. *Omnibuses* are in waiting at the depots and landings on the arrival of trains and steamers, and convey passengers to any portion of the city (fare, 50c.). Besides the rail-routes described above, Charleston is reached from New York by *Steamers* ("New York & Charleston Line"), leaving Pier 27, North River, at 3 p. m. on Wednesdays and Saturdays. Time, about 60 hrs.; fare (cabin), \$20. Also from Philadelphia by weekly steamers (fare, \$15), and from Baltimore every 5 days. A line of steamers also makes close connection with the above, running to Jacksonville and Palatka, Fla.

Charleston, the chief commercial city of South Carolina, is picturesquely situated at the confluence of the Ashley and Cooper Rivers, in lat. 32° 45' N., and lon. 79° 57' W. The rivers run a parallel course for nearly 6 miles, widening as they approach the sea, and thus gradually narrowing the site of the city to a peninsula. The corporate limits of the city extend from Battery or White Point, on the extreme S. verge of the city, to an arbitrary line on the N. about 3 miles above. Within this area the city is laid out with tolerable regularity, the streets generally crossing each other at right angles, and being laid with Belgian pavement. The houses are mostly of brick or wood, and have large, open grounds around them, ornamented with trees and shrubbery. The two principal streets are King and Meeting, which run N. and S., nearly parallel, the whole length of the city, but converge to intersection near the northern limits. *King St.* contains the leading retail stores, and is the fashionable promenade. The jobbing and wholesale stores are chiefly in *Meeting St.*; and the banks, and brokers' and insurance offices, are in *Broad St.* The ***Battery** is a popular promenade, lying near the water's edge, and commanding an extensive view of the Bay; it is surrounded by fine private residences. Fine residences are also found in Meeting St. below Broad, in Rutledge St. and Ave., and at the W. end of Wentworth St. The roads leading out of the city along the Ashley and Cooper Rivers are singularly beautiful, and afford interesting drives. They are all embowered in loveliest foliage; pines, oaks, magnolias, myrtles, and jasmines vying with each other in tropical luxuriance and splendor. There are also fine drives on Sullivan's Island (reached by ferry). An iron bridge has just been built across the Ashley River, which will give access to some charming drives on the mainland among the old plantations.

Charleston was settled in 1679 by an English colony under William Sayle, who became the first Governor. It played a conspicuous part in the Revolution, having been the first among the chief places of the South to assert a common cause with and for the colonies. It was thrice assaulted by the British, and only yielded to a six weeks' siege by an overwhelming force, May 12, 1780. It was the leading city, both in the nullification movement during Jackson's administration and in the incipient stages of Southern secession. Open hostilities in the civil war began at Charleston, with the bombardment of Fort Sumter on April 12, 1861; and for the next four years it was one of the chief points of Federal attack, without being lost by the Confederates, however, until Sherman's capture of Columbia on February 17, 1865. During the war many build-

ings were destroyed, and the towers and steeples of churches riddled with shot and shell. Since its close, rapid progress has been made in the work of rebuilding, and Charleston is now more prosperous than ever. The growth of population has been as follows : In 1800 it was 18,711 ; in 1850, 42,985 ; in 1860, 40,519 ; in 1870, 48,956 ; in 1880, 49,999. The commerce of the city is large, the chief exports being cotton (for which it is one of the chief shipping-ports), rice, naval stores, and fertilizers. The manufacture of fertilizers from the valuable beds of marl and phosphate, discovered in 1868, is now one of the principal industries, and 350,000 tons were shipped in 1883. Ten companies, representing \$2,030,000, are now engaged in the business. There are also flour and rice mills, bakeries, carriage and wagon factories, and machine-shops. Lumber is taking a place among the leading articles of exports. Among the new industries is the *Charleston Cotton-Mill*, built at a cost of \$600,000, with 15,000 spindles and 312 looms, and giving employment to 400 operatives.

Of the public buildings of Charleston, several of the most important are clustered at the intersection of Broad and Meeting Sts. On the N. E. corner is the ***City Hall**, an imposing building, entered by a double flight of marble steps, and standing in an open square. The Council-Chamber is handsomely furnished, and contains some interesting portraits. On the N. W. corner is the *Court-House*, a substantial structure of brick, faced so as to resemble stone. On the S. W. corner is the *Guardhouse*, or Police Headquarters, a plain brick building, with a colonnade extending over the sidewalk in Broad St. ; and on the S. E. corner stands the venerable ***St. Michael's Church** (Episcopal), built in 1752, it is said from designs by a pupil of Sir Christopher Wren. The tower is considered very fine, and the situation of the church makes the spire a conspicuous object far out at sea. Its chimes are celebrated for their age and sweetness. The *view from the belfry is very fine, embracing the far stretch of sea and shore, the fortresses in the harbor, the shipping, and nearer at hand buildings as ancient as the church itself. At the foot of Broad St. stands the *Post-Office*, a venerable structure, dating from the colonial period, the original material having been brought from England in 1761. It was much battered during the war, but has since been renovated. The new ***U. S. Custom-House**, which has been building for several years and has just been completed, at a cost of \$3,000,000, is situated just S. of the Market-wharf, on Cooper River. It is of white marble, in the Roman-Corinthian style, and is now the finest edifice in the city. A noble view is obtained from its graceful Corinthian portico. The *U. S. Court-House* (formerly the Charleston Club-House) is a neat building, in Meeting St. between Broad and Tradd, with a pretty garden in front. The *Chamber of Commerce* occupies the 2d and 3d floors of a handsome building at the cor. of Broad and E. Bay Sts. ; it has a good reading-room, conveniently arranged for the use of the members. The *Academy of Music*, cor. King and Market Sts., is one of the finest theatres in the South. It is 60 by 231 ft., and cost \$160,000. Besides the theatre, with accommodations for 1,200, it contains two large halls for concerts, lectures, etc. The Charleston Club, the leading club of the city, is handsomely located on Meeting St., near the Battery ; and the German Artillery Co. has a fine armory and club-house on Wentworth St., near King. The *Masonic Temple* is a large but fantastic building, at the cor. of King and Wentworth Sts. The old ***Orphan-House**, standing in the

midst of spacious grounds, between Calhoun and Vanderhorst Sts., is a most imposing edifice, and a famous institution. John C. Fremont, once a candidate for the presidency, and C. C. Memminger, Confederate Secretary of the Treasury, were educated there. The statue of William Pitt, formerly in the midst of the grounds, has been removed to the park, cor. of Broad and Meeting Sts. The *College of Charleston*, founded in 1788, has spacious buildings, located in the square bounded by George, Green, College, and St. Philip Sts. It has a library of about 6,000 volumes, and a valuable museum of natural history. The *Medical College*, cor. Queen and Franklin Sts., and *Roper Hospital*, cor. Queen and Logan Sts., are large and handsome buildings, the latter especially so. On the same square with these two are the *City Hospital* and *County Jail*. The *Workhouse*, near by, in Magazine St., is a spacious castellated structure in the Norman style. The *Charleston Library*, founded in 1748, has a plain but commodious building at the cor. of Broad and Church Sts. It lost heavily in the fire of 1861, but now contains about 17,000 volumes. The *South Carolina Society Hall*, in Meeting St. near St. Michael's Church, is a substantial structure, with colonnade and portico, and a fine interior. * **Market Hall**, in Meeting St. one block S. of Charleston Hotel, is a fine building, in temple form, standing on a high, open basement, having a lofty portico in front, reached by a double flight of stone steps. In rear of this building are the markets, consisting of a row of low sheds supported by brick arches, and extending to E. Bay St. Between 6 and 9 A. M. these markets present one of the most characteristic sights that the stranger can see in Charleston. A fine line of wharves has been recently built by the South Carolina R. R., extending $\frac{1}{2}$ mile on the Cooper River from the foot of Columbus St., and freight tracks extended to the water's edge.

After St. Michael's (already described) the most interesting church edifice in Charleston is * **St. Philip's** (Episcopal), in Church St. near Queen. It was the first church establishment in Charleston; but the present structure, although of venerable age, is yet not quite so old as St. Michael's. The view from the steeple is fine; but there is a keener interest in the graveyard than even in the old church itself, for here lie South Carolina's most illustrious dead. In the portion of the graveyard that lies across the street is the tomb of John C. Calhoun. It consists of a plain granite slab, supported by walls of brick, and for inscription has simply the name of "CALHOUN." *St. Finbar's Cathedral* (Roman Catholic), or rather the ruins of it (for the building was destroyed in the great fire of 1861), is at the cor. of Broad and Friend Sts. It was one of the costliest edifices in Charleston, and the walls, turrets, and niches, still standing, are highly picturesque. The *Citadel Square Baptist Church*, cor. Meeting and Henrietta Sts., is a fine building, in the Norman style, with a spire 220 ft. high. The *Central Presbyterian*, in Meeting St. near Society, has an elegant Corinthian portico with 8 columns. The *Unitarian Church*, in Archdale St. near Queen, is a fine specimen of the perpendicular Gothic style, and has a very rich interior. The new *German Lutheran Church*, in King St. opposite the Citadel, is

a handsome building, in the Gothic style, with lofty and ornate spire. *Grace Church* (Episcopal), in Wentworth St., is the most fashionable in the city. The old *Huguenot Church*, cor. Church and Queen Sts., is worthy of a visit, if for no other purpose than to see the quaint and elegant mural entablatures with which its walls are lined.

Washington Park, at the meeting of Pitt and Broad Sts, is ornamented with the Pitt statue. At the W. end of Broad St., a promenade on the banks of an inlet of the Ashley, converted into an artificial lake, is becoming a popular resort. *Marion Square*, a military parade-ground at Calhoun and Meeting Sts., and Hamstead Mall, in the N. E. part of the city, are also favorite resorts. *White Paint Garden*, on Battery Park, has beautifully shaded promenades, and contains a fine bronze monument erected in honor of Sergeant Jasper, of Revolutionary fame; also a bronze bust of William Gilmore Simms, the novelist. Just outside of the city, on the N. boundary, is ***Magnolia Cemetery** (reached by horse-cars). It is embowered in magnolias and live-oaks, is tastefully laid out, and contains some fine monuments, of which the most noteworthy are those to Colonel Wm. Washington, of Revolutionary fame, Hugh Legaré, and W. Gilmore Simms, the novelist. Perhaps the most interesting spot in the neighborhood of Charleston is the old ***Church of St. James**, on Goose Creek (reached by carriage, or by Northeastern R. R. to Porcher's Station, 15 miles). It is situated in the very heart of a forest, is approached by a road little better than a bridle-path, and is entirely isolated from habitations of any sort. The church was built in 1711, and was saved from destruction during the Revolutionary War by the royal arms of England that are emblazoned over the pulpit. The floor is of stone, the pews are square and high, the altar, reading-desk, and pulpit are so small as to seem like miniatures of ordinary church-fixtures, and on the walls and altar are tablets in memory of the early members of the congregation. One dates from 1711 and two from 1717. —A short distance from the church, on the other side of the main road, is a farm known as *The Oaks*, from the magnificent avenue of those trees by which it is approached. The trees are believed to be nearly 200 years old; they have attained great size, and for nearly $\frac{1}{4}$ mile form a continuous arch over the broad road.

The harbor of Charleston is a large estuary, extending about 7 miles to the Atlantic, with an average width of 2 miles. It is landlocked on all sides except an entrance about a mile in width. The passage to the inner harbor is defended by four fortresses. On the right, at the entrance, is *Fort Moultrie*, on Sullivan's Island, occupying the site of the fort which, on June 28, 1776, beat off the British fleet of Sir Peter Parker. On the left, raised upon a shoal in the harbor and directly covering the channel, is ***Fort Sumter**, rendered famous by the part which it played in the opening scene of the civil war, and now entirely rebuilt. Immediately in front of the city, and but 1 mile from it, is *Castle Pinckney*, covering the crest of a mud-shoal, and facing the entrance. A fine view of the city is obtained in entering the harbor from the sea; and as it is built on low and level land, it seems to rise from the water as we approach, whence it has been called the "American

Venice." *Sullivan's Island* is fast becoming the "Long Branch" of South Carolina, and contains many handsome cottages and some attractive drives. A fine hotel here, the *New Brighton*, will be opened on June 1st with accommodations for 300 guests. It will have a large Casino for amusements and be open the year round. A steamboat plies regularly every hour between the city, *Sullivan's Island*, and *Mount Pleasant*; the latter being a popular picnic resort.

107. Richmond to Savannah.

a. By "Atlantic Coast Line."

THE Savannah through cars of the "Atlantic Coast Line" run by way of Charleston; and the route from Richmond to Charleston has been described in Route 106 a. From Charleston to Savannah the route is *via* Savannah & Charleston R. R. (distance, 115 miles), which runs within a few miles of the Atlantic coast line, though never in sight of the ocean. For miles the rails are laid on piles, passing through marsh and morass, and crossing swift-rushing, dirty streams, dignified by the name of rivers, and baptized with unpronounceable Indian names. There are no towns of importance on the line, but the scenery is wild and rich. Extensive pine-forests, lofty cypresses, wreathed in garlands of pendent moss, the bay and the laurel, draped with the vines of the wild grape and of ivy, and huge oaks that have stood the wear and tear of centuries, line the road on either side. Noble avenues are created by these forest giants, and pendent from their stalwart limbs hang long festoons of moss and vine, dimly veiling the vista beyond. At *Yemassee* (61 miles) the Savannah & Charleston R. R. is intersected by the Port Royal R. R., which extends from Augusta to *Beaufort* and *Port Royal* (112 miles). **Savannah** (see present route).

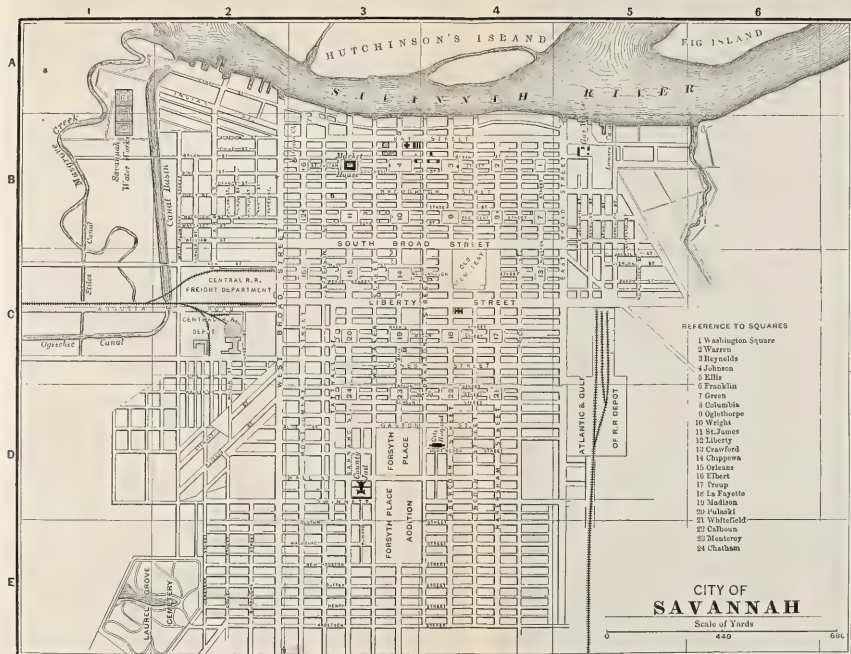
b. Via Charlotte, Columbia, and Augusta (609 miles).

As far as **Columbia** this route is the same as Route 106 b. Beyond Columbia the Charlotte, Columbia & Augusta R. R. continues on through a level, wooded region, unmarked by any striking feature. *Graniteville* (511 miles) is a manufacturing town, with several large granite cotton-mills, giving employment to several hundred operatives who constitute the bulk of the population. Here connection is made with the South Carolina R. R., and on this railway, 6 miles from Graniteville, is **Aiken** (*Highland Park Hotel, Aiken, Clarendon*), among the most famous and frequented winter-resorts in America.¹ The land upon which it lies is an elevated plateau, some 600 or 700 ft. above the sea. The soil is an almost unmixed sand, covered by a scanty crust of alluvium which is so thin that a carriage-wheel easily breaks through. It bears but little grass and hardly any of the minor natural plants; but the great Southern pine finds here a congenial habitat, and vast

¹ For full and minute description of Aiken, giving tables of comparative temperature, relative dryness (or humidity), etc., see "Appletons' Illustrated Handbook of American Winter Resorts."

forests of it encircle the town on all sides. The streets of the town are remarkably wide, the main avenue being 205 ft. wide, and the cross-streets 150 ft. The houses are generally large and pleasant, and very far apart. Within the town, the natural barrenness of the soil has been overcome by careful culture and a liberal use of fertilizers; and every house has its garden full of trees and Southern plants. Inside the white palings are dense thickets of yellow jasmine, rose-bushes, orange, wild-olive, and fig-trees, bamboo, Spanish bayonet, and numberless sorts of vines and creepers, to say nothing of the low bush and surface flowers that are common in the North. But, without the palings, the sand is as dry and white as it is upon the sea-shore. The air of Aiken is remarkably pure and dry, and the balsamic odors of the pines endow it with a peculiar healing power. The winter climate is wonderfully mild and genial, consisting, as some one has described it, of "four months of June." From observations recorded during the year 1870, it was found that the mean temperature of Aiken in spring is 63.4° ; in summer, 79.1° ; in autumn, 63.7° ; in winter, 46.4° ; for the year, $63.1\frac{1}{2}^{\circ}$. The average rainfall during the same period was, spring, 11.97 inches; summer, 13.89; autumn, 7.34; winter, 7.16; for the year, 40.36. The climate is as beneficial to rheumatic and gouty patients as to consumptives; and many visit Aiken who, without being sick, desire to escape the rigors of a Northern winter.

Eleven miles beyond Graniteville the Charleston train reaches **Augusta** (*Planter's Hotel, Globe, Central*), the third city of Georgia in population (32,000), and one of the most beautiful in the South. It is situated at the head of navigation on the Savannah River, and embraces an area of about 3 miles in length and a mile and a half in breadth. It is regularly laid out, with broad streets crossing each other at right angles, and many of them beautifully shaded. *Broad St.* is the main thoroughfare of the city, and is 165 ft. wide and 2 miles long. On it are the principal banks, hotels, and shops; and in the center of it is the * *Confederate Monument* (the finest in the South), consisting of an obelisk 80 ft. high, surmounted by a statue of a soldier, and with 4 portrait statues (including Lee and Jackson) on the corner pedestals. * *Greene St.* is 168 ft. wide, and lined with handsome residences; tall, spreading trees not only grace the sidewalks, but a double row, with grassy spaces between, runs down the center of the ample roadway. Of the public buildings, the * *City Hall*, completed in 1824 at a cost of \$100,000, and set in an ample green amid tall trees, is the most attractive. In front of it stands a granite monument erected by the city in 1849 to the memory of the Georgian signers of the Declaration of Independence. The *Masonic Hall*, the *Odd Fellows' Hall*, the new *Orphan Asylum*, and the *Opera-House*, are handsome edifices. The commerce of Augusta is very prosperous, and the fine water-power secured by means of the *Augusta Canal*, 9 miles long, which brings the upper waters of the Savannah River to the city at an elevation of 40 ft., is enriching it with extensive manufactures. Just outside of the city, and E. of the *City Cemetery*, are the * *Fair Grounds* of the Cotton States Mechanics' and Agricultural Fair Association, comprising



47 acres, laid out in attractive walks and drives. A most charming view of Augusta and its environs may be had from **Summerville**, a suburban town of handsome villas situated on high hills about 3 miles from the city (reached by horse-cars). Among the objects of interest at Summerville are the *U. S. Arsenal*, built in 1827, and the range of workshops, 500 ft. in length, built and used by the Confederates during the war. Across the river from Augusta at Hamburg there are some beautiful wooded and grassy terraces, known as *Schultz's Hill*, and much resorted to as a picnic-ground.

From Augusta to Savannah (132 miles), the route is *via* the Central R. R. of Georgia, which passes through one of the most productive and populous sections of the State. There are no points, however, of special interest on the line, all the towns being small and of merely local importance. At *Millen* (53 miles from Augusta) the road forks, one branch going to Macon and the other to Savannah.

Savannah.

Hotels, etc.—The leading hotels are the *Screven House*, on Johnson Square; the *Pulaski House*, in Bryan St., Johnson Square; the *Marshall House*, in Broughton St.; *Pavilion Hotel* and *Harnet House*. The rates at these hotels range from \$2.50 to \$3.50 per day. Besides the routes described above, Savannah is reached from New York by *Steamers*, leaving Pier 35, North River, three times a week. Time, about 60 hrs.; fare (cabin), \$20. There are also steamers to Savannah from Philadelphia every Saturday at noon, and from Boston and Baltimore once a week. Savannah is also reached from Charleston by steamer (fare, \$4). It may also be reached *via* Norfolk and the sea-coast (see Route 104) and the Charleston & Savannah R. R. (see above). By the Savannah, Florida & Western R. R. the city is connected with all important points in the Gulf States.

Savannah, the chief city and commercial metropolis of Georgia, is situated on the S. bank of the Savannah River, 18 miles from its mouth. The site was selected by General Oglethorpe, the founder of the colony of Georgia, who made his first settlement at this point in Feb., 1733. The city occupies a bold bluff, about 40 ft. high, extending along the river-bank for a mile, and backward, widening as it recedes, about 6 miles. The river making a gentle curve around Hutchinson's Island, the water-front of the city is in the shape of an elongated crescent about 3 miles in length. The corporate limits extend back on the elevated plateau about $1\frac{1}{2}$ mile, the total area of the city being $3\frac{1}{2}$ sq. m. In its general plan, Savannah is universally conceded to be one of the handsomest of American cities. Its streets are broad and beautifully shaded, they cross each other at right angles, and at many of the principal crossings are small public squares or parks from $1\frac{1}{2}$ to 3 acres in extent. These parks, 24 in number, located at equal distances through the city, neatly inclosed, laid out in walks, and planted with the ever-green and ornamental trees of the South, are among the most characteristic features of Savannah; and, in the spring and summer months, when they are carpeted with grass, and the trees and shrubbery are in full foliage, afford delightful shady walks, and playgrounds for the children, while they are not only ornamental, but conducive to the general health by the free ventilation which they afford. The residences are mostly surrounded by flower-gardens, which bloom throughout the year;

and among the shrubbery, in which the city is literally embowered, are the orange-tree, the banana, the magnolia, the bay, the laurel, the crape-myrtle, the stately palmetto, the olive, the flowering oleander, and the pomegranate.

Savannah was founded by Gen. Oglethorpe in 1733. In 1776 the British attacked it and were repulsed; but on December 29, 1779, they reappeared in overwhelming force and took possession of the city. In October, 1779, the combined French and Americans attempted to recapture it, but were unsuccessful, and Count Pulaski fell in the engagement. Savannah received a city charter in 1789. In 1850 it had 15,312 inhabitants; in 1860, 22,292; and in 1870, 28,235. According to the U. S. Census of 1880, its population amounted to 30,681. The chief business of the place is the receipt and shipment of cotton, though the trade in lumber is also considerable. As a cotton port it ranks second in the United States. It recovered rapidly from the effects of the civil war, and its commerce has since about doubled. The chief manufacturing establishments are planing-mills, foundries, and flouring and grist mills.

The great warehouses of the city are located on a narrow street at the foot of the steep bluff; they open below on the level of the piers, and from the uppermost story on the other side upon a sandy area 200 ft. wide and divided by rows of trees. This is called the **Bay**, and is the great commercial mart of Savannah. The principal business streets are *Bull*, *Drayton*, and *Broad* Sts., and the favorite promenade is out Bull St. to Forsyth Park. Among the noteworthy public buildings are the granite ***Custom-House**, which also contains the *Post-Office*, cor. Bull and Bay Sts.; the *City Exchange*, in front of which General Sherman reviewed his army, January 7, 1865; the *Court-House*, the *U. S. Barracks*, the *Police Barracks*, *Artillery Armory*, and *Jail*. The *Chatham Academy* and *St. Andrew's Hall* are conspicuous buildings. From the tower of the Exchange the best *view of the city and neighborhood is to be had. The building on the N. E. cor. of Bull and Broughton Sts., known as the *Masonic Hall*, is interesting as the place where the Ordinance of Secession was passed, Jan. 21, 1861. Four years later (Dec. 28, 1864) a meeting of citizens was held in the same apartment to commemorate the triumph of the Union arms. The **Market* presents an animated and characteristic spectacle in the early morning. The *Georgia Historical Society* has a large and beautiful hall, in which are a fine library and some interesting relics. Among the educational institutions are *McCarthy's Business College*, on Congress St., and the *Savannah Medical College*, on Huntington near Drayton Sts. Of the church edifices the Episcopal churches of *St. John's* and *Christ's* are the most striking. The former is in the Gothic, the latter in the Ionic style. The lofty spire of the *Independent Presbyterian Church* is much admired. This church is built of Quincy granite, and cost \$130,000. *Trinity Church* is in Johnson Square, near the spot where Wesley delivered his famous sermons. The new Roman Catholic *Cathedral* is a fine edifice.

The most attractive place of public resort is ***Forsyth Park**, an inclosure of 30 acres in the S. part of the city. It is shaded by some venerable old trees, is laid out in serpentine walks, and ornamented with evergreen and flowering trees and shrubs. In the center is a handsome fountain, after the model of that in the Place de la Concorde, Paris, and

a stately *Confederate Monument* stands in the new portion. In Johnson or *Monument Square*, near the center of the city, is a fine Doric obelisk, erected to the memory of General Greene and Count Pulaski, the cornerstone of which was laid by Lafayette, during his visit in 1825. The * **Pulaski Monument** stands in Monterey Square, and is one of the most chaste and perfect specimens of monumental architecture in the United States. The steps are plinths of granite; the shaft is of purest marble, 55 ft. high, and is surmounted by an exquisitely carved statue



Presbyterian Church.

of Liberty, holding the national banner. The monument appropriately covers the spot where Pulaski fell, during an attack upon the city while it was occupied by the British, in 1779.

Though built upon a sandy plain, Savannah is not without suburban attractions, there being several places in its vicinity whose sylvan character and picturesque beauty are in keeping with the "Forest City" itself. Thunderbolt, Isle of Hope, Beaulieu, Montgomery, and White Bluff, are all rural retreats on "The Salts," within short driving-distance of the city, where, in the summer months, bracing sea-breezes and salt-

water bathing may be enjoyed. The great drive is to * **Bonaventure Cemetery**, which is situated on Warsaw River, a branch of the Savannah, about 4 miles from the city. The scenery of Bonaventure has long been renowned for its Arcadian beauty; for its broad avenues of live-oaks draped in pendent gray moss. *Laurel Grove*, the municipal cemetery, lies N. W. of the city, near Forsyth Park. *Thunderbolt*, a popular drive and summer resort, is on the Warsaw River, 1 mile beyond Bonaventure. According to local tradition, this place received its name from the fall of a thunderbolt. A spring of water which issued from the spot upon that event has continued to flow ever since. *Jasper Spring*, $2\frac{1}{2}$ miles W. of the city, is the scene of the famous Revolutionary exploit of Sergeant Jasper, who, with only one companion, successfully assailed a British guard of eight men and released a party of American prisoners. *White Bluff*, 10 miles out, is another favorite resort of the Savannah people, and the road to it is one of the most fashionable drives.

108. Charleston or Savannah to Jacksonville, Florida.

Steamer Routes.—(1) A steamer of the Florida line leaves Charleston every Tuesday and Saturday (on the arrival of the New York steamer), and runs *via* Savannah to Fernandina, Jacksonville, and up the St. John's River to Palatka, stopping at the principal landings. The steamer leaving Charleston on Saturday morning, reaches Savannah Saturday afternoon, Jacksonville Sunday morning, and Palatka Sunday afternoon. Fare, Charleston to Jacksonville, \$14; to Palatka, \$16. (2) The steamer of the "*Sea Island Route*" (running behind the fringe of islands that lines the coast) leaves Savannah daily in summer, except Saturday, and runs to Fernandina, where connection is made with the Fernandina & Jacksonville R. R. (fare, \$10).

THE most direct all-rail route from Savannah to Jacksonville is *via* Savannah, Florida & Western R. R. to *Waycross* (90 miles), and thence *via* the "*Cut-Off*" Branch of the S., F. & W. R. R. (total distance, 166 miles; time, 6 hours; fare, \$8.40). The Savannah, Florida & Western R. R. is the great connecting-link between the railways from the North (*via* Savannah) and southern Georgia and Florida. The main line runs S. W. from Savannah to *Bainbridge* on the Flint River (236 miles). *Climax*, a few miles E., is the point of connection with Chattahoochee, Fla., the junction of the through Florida line from Jacksonville to Pensacola. Numerous small towns are clustered along the line, but the only one that need be mentioned is **Thomasville** (200 miles from Savannah), which has lately begun to attract attention as a winter resort. It is a pretty town of about 4,000 inhabitants, situated at the N. verge of the great pine-forest which stretches across southern Georgia from E. to W. in a belt 75 miles wide. It stands on the highest ground between the Savannah and Flint Rivers, 300 ft. above the sea, and has the dry pure atmosphere, laden only with the odors of pine-forests, which consumptives highly prize. The streets of the town are broad and shady, and in the surrounding country, besides corn and cotton, grapes are produced in abundance. An excellent hotel (the *Mitchell House*), owned and conducted by Northern men, has been opened here. This region is a great center of the "pear" culture.

Diverging from the main line at Dupont, the Florida Div. of the

Savannah, Florida & Western R. R. runs S. in 49 miles to *Live Oak*, situated at the junction with the Florida Central & Western R. R. Eleven Miles beyond Live Oak, on the latter road, is the village of **Wellborn**, pleasantly situated, and a favorite resort for invalids. In the neighborhood are *Lake Wellborn* and other lakes, well stocked with fish. About six miles north of Live Oak, on the bend of the Suwanee River as it turns eastward, is the Lower Mineral Spring, sometimes called the Lower Suwanee Spring. It may be reached within a mile or two by the railroad to Dupont, Ga. This spring is a cove of the river, and rises and falls with the same. It is a place of much local resort. The Upper Mineral or Suwanee Spring is reached by the stage-road north from Wellborn, about 8 miles, being on a short bayou of the river as it bends more northerly. The regular route is by stages from the railroad at Wellborn. The spring is picturesque, boiling up from a dark gorge, and rises and falls, so that the bathing-house is formed by several stories to reach the water conveniently. From Live Oak the connection is continued by rail, by the Plant Company, into South Florida, *via* Bradford (Rowland's Bluff), on the Lower Suwanee, thence merging into the Florida Southern Railway at Gainesville. Twelve miles E. from Wellborn is **Lake City** (*Thrasher House, Central*), the most important place in this portion of Florida, with about 2,500 inhabitants. Within the city limits are Lakes Isabella, De Soto, and Hamburg, and Indian or Alligator Lake is only half a mile away. The climate of Lake City is very similar to that of Jacksonville, but the air is thought to be somewhat drier, while the rich balsamic odors from the surrounding forests endow it with exceptional curative and healing power, and render the neighborhood remarkably beneficial to consumptives in the more advanced stages of the disease. *Olustee* (12 miles beyond Lake City) is noted as the site of a battle between the Federal and Confederate forces, fought in Feb., 1864, in which the former were defeated. *Baldwin* is a small station at the crossing of the Fernandina & Cedar Keys R. R. (Route 113).

Jacksonville.

Hotels, etc.—The principal hotels are the *St. James*, the *Carlton*, the *Windsor*, the *Everett House*, the *Duval*, and the *St. Mark's*. Prices at these hotels range from \$2.50 to \$4 per day. There are said to be upward of a hundred boarding-houses, at which the prices range from \$8 to \$20 per week. Good furnished rooms, including lights, fuel, and attendance, may be had in private houses for from \$4 to \$10 per week, and board without rooms is \$11 per week at the hotels, and less at the boarding-houses. Unfurnished cottages can be hired at from \$20 to \$30 per month.

Jacksonville, the largest city in Florida, is situated on the left bank of the St. John's River, about 25 miles from its mouth. It was named after General Andrew Jackson, was laid out as a town in 1822, had a population of 1,045 in 1850, of 6,912 in 1870, and of 7,648 in 1880. It is now estimated with its suburbs at 18,740. Its resident population is largely increased during the winter months by transient visitors. The city is regularly laid out, with streets crossing each other at right angles and shaded with trees. The principal thoroughfare is *Bay St.*, and on this are situated the finest commercial buildings. On the N. E. and N.

W. sides of the city are picturesque bluffs, covered with fine residences, and commanding a beautiful view of the river. There are several suburban villages (East Jacksonville, Springfield, Brooklyn, River Side, Arlington, St. Nicholas, and South Shore), and those on the other side of the river are connected with the city by steam ferry and the Jacksonville & St. Augustine R. R. Besides several good schools, Jacksonville contains Catholic, Episcopal, Presbyterian, Methodist, Baptist, and Congregational churches; a circulating library and a free reading-room; 2 daily newspapers and 3 weeklies; banks, a theatre, public halls, and telegraphic connections with all parts of the United States. The commerce of the city is extensive, the chief business being the sawing and shipment of lumber; cotton, sugar, fruit, fish, and early vegetables are also shipped to Northern and foreign ports. Jacksonville is much resorted to by invalids on account of its mild and salubrious climate; and many prefer remaining here to going farther into the interior, on account of the superior accommodations which it offers, and its social advantages. The mean temperature of Jacksonville, as reported by the chief signal-officer of the United States, is 69.6° ; of the coldest month (January) 52.7° ; of the hottest month (July) 83.4° . Frost is very variable at different seasons, but is slight in Florida in proportion to its location in latitude. It occurs oftenest between November and March, being most frequent in December and January, and rarely showing itself in October and April as far north as Jacksonville. As a general thing no frost occurs throughout the year below lat. 28° N. Summer being the rainy season in Florida, the winters are usually clear and dry. By observations taken for a period of 22 years at Jacksonville, it was found that January averaged 20 clear days; February, 19; March, 20; April, 25; May, 22; June, 17; July, 18; August, 19; September, 17; October, 19; November, 20; and December, 20. It must not be inferred, moreover, that rain fell on all the days which could not be registered as clear; it may be said in general terms that from October to May there are not more than four or five rainy days in a month. Among the amusements at Jacksonville are excursions on the river and drives on the excellent shell-roads which lead out of the city. A favorite drive is to *Moncrief's Spring* (4 miles), whose waters are said to cure malarial diseases. Another favorite drive is on the shell-road to and beyond the Fair Grounds.

109. Jacksonville to St. Augustine.

ST. AUGUSTINE is reached from Jacksonville most directly by the Jacksonville, St. Augustine & Halifax R. R., 36 m.; fare, \$1.75, or \$3 for the round trip, running through a region of much historical interest; also by daily steamer to Tocol on the St. John's River (57 miles), and thence by railway (15 miles). Fare from Jacksonville, \$4. The steamboat journey is over one of the most attractive reaches of the river (see Route 110), and from the car the traveler has an excellent chance to see some characteristic Florida scenery. The entrance to the city is exceedingly picturesque, and should be noted by the traveler.

St. Augustine.

Hotels, etc.—The principal hotels are the *St. Augustine*, fronting on the Plaza and Charlotte St.; the *Magnolia*, in St. George St. near the Plaza; and the *Florida House*, cor. St. George and Treasury Sts. Rates at these houses are about \$4 per day. There are also numerous boarding-houses, at which board may be had for from \$10 to \$15 a week. Two lines of sailing-packets ply between St. Augustine and New York.

St. Augustine is situated on the Atlantic coast of Florida, about 40 miles S. of the mouth of the St. John's River, and 33 S. E. of Jacksonville. It occupies a narrow peninsula formed by the Matanzas River on the E., and the St. Sebastian on the S. and W., the site being a flat, sandy level, encompassed for miles around by a tangled undergrowth of low palmettos and bushes of various descriptions. Directly in front lies Anastasia Island, forming a natural breakwater, and almost entirely cutting off the sea-view. On the N. end of the island is a lighthouse with a revolving light, situated in lat. $29^{\circ} 53' N.$, and lon. $81^{\circ} 16' W.$ *St. George St.* is the Fifth Avenue of the place, and the other principal streets are *Tolomato St.*, *Charlotte St.*, and *Bay St.* The latter commands a fine view of the harbor, Anastasia Island, and the ocean. All the streets are extremely narrow, the thoroughfares being only 12 or 15 ft. wide, while the cross-streets are narrower still. An advantage of these narrow streets in this warm climate is that they give shade, and increase the draught of air through them as through a flue. The principal streets were formerly paved with shell-concrete, portions of which are still to be seen above the shifting sand; and this flooring was so carefully swept that the dark-eyed maidens of Old Castile who once led society here could pass and repass without soiling their satin slippers. No rumbling wheels were permitted to crush the firm road-bed, or to whirl the dust into the airy verandas. All the old Spanish residences are built of coquina-stone. Many of them have hanging balconies along their second stories, which in the narrow streets seem almost to touch, and from which their respective occupants can chat confidentially and even shake hands. It must not be supposed, however, that St. Augustine is built wholly of coquina and in the Spanish style; there are many fine residences there in the American style, and in a few years St. Augustine will rival Newport in the number of its villas. A profusion of oranges, lemons, bananas, figs, date-palms, and all manner of tropical flowers and shrubs, ornament their grounds. A charming drive is out St. George St., through the City Gate to the beach of the San Sebastian.

The most interesting feature of St. Augustine is the old ***Fort of San Marco** (now *Fort Marion*), which is built of coquina, a unique conglomerate of fine shells and sand found in large quantities on Anastasia Island, at the entrance of the harbor, and quarried with great ease, though it becomes hard by exposure to the air. The fort stands on the sea-front at the N. E. end of the town. It was 100 years in building, and was completed in 1756, as is attested by the following inscription, which may still be seen over the gateway, together with the arms of Spain, handsomely carved in stone: "Don Fernando being King of Spain, and the Field-Marshal Don Alonzo Fernando Herida being governor and

captain-general of this place, St. Augustine of Florida and its provinces, this fort was finished in the year 1756. The works were directed by the Captain-Engineer Don Pedro de Brazos y Garenny." While owned by the British, this was said to be the prettiest fort in the king's dominions. Its castellated battlements; its formidable bastions, with their frowning guns; its lofty and imposing sally-port, surmounted by the royal Spanish arms; its portcullis, moat, and drawbridge; its circular and ornate sentry-boxes at each principal parapet-angle; its commanding lookout tower; and its stained and moss-grown massive walls—impress the external observer as a relic of the distant past; while a ramble through its heavy casemates—its crumbling Romish chapel, with elaborate portico and inner altar and holy-water niches; its dark passages, gloomy vaults, and more recently-discovered dungeons—bring you to ready credence of its many traditions of inquisitorial tortures; of decaying skeletons, found in the latest opened chambers, chained to the rusty ring-bolts, and of alleged subterranean passages to the neighboring convent. Next to the fort the great attraction is the ***Sea-Wall**, which, beginning at the water-battery of the fort, extends S. for nearly a mile, protecting the entire ocean-front of the city. It is built of coquina, with a granite coping 4 ft. wide, and furnishes a delightful promenade of a moonlight evening. Near the S. end of the wall are the *U. S. Barracks*, which are among the finest and most complete in the country. The building was formerly a Franciscan monastery, but has undergone extensive modifications and repairs. The old Spanish wall, which extended across the peninsula from shore to shore and protected the city on the N., has crumbled down or been removed, but the ***City Gate**, which originally formed a part of it, still stands at the head of St. George St. It is a picturesque and imposing structure, with lofty ornamented towers and loop-holes and sentry-boxes in a fair state of preservation.

In the center of the town is the *Plaza de la Constitucion*, nearly in the center of which stands a monument, about 20 ft. high, erected in 1812 in commemoration of the Spanish Liberal Constitution. Fronting on the Plaza are several imposing buildings, the most striking of which is the old ***Catholic Cathedral**, erected in 1793 at a cost of \$17,000. Its quaint Moorish belfry, with four bells set in separate niches, together with the clock, form a perfect cross. One of the bells bears the date of 1682. A neat Episcopal church also fronts on the Plaza, and there are Methodist, Baptist, and Presbyterian churches in the city. The old *Convent of St. Mary's* is an interesting building in St. George St., just W. of the Cathedral. In its rear is a more modern structure designated as the *Bishop's Palace*. The new *Convent of the Sisters of St. Joseph* is a tasteful coquina building on St. George St., S. of the Plaza; the old convent of this sisterhood is on Charlotte St., N. of the Barracks. The nuns are mainly occupied in teaching young girls, but they also manufacture lace of a very fine quality, and excellent palmetto hats. After the Cathedral, the most imposing edifice on the Plaza is the *Governor's Palace*, formerly the residence of the Spanish Governors, but now used as Post-Office, City Clerk's Office, and Public Library. The old **Huguenot Burying-Ground**, on King

St. near the City Gate, is a spot of much interest; and so is the *Military Burying-Ground* (just S. of the Barracks), where rest the remains of those who fell near here during the prolonged Seminole War. The *Soldiers' Monument*, erected in 1871, in honor of the Confederate dead, is located on St. George St., just S. of Bridge St.

Although the severe frost of 1835 killed all the trees and nearly put a stop to the culture of the orange in this part of Florida, there are many fine orange-groves in the environs of St. Augustine, and visits to them are among the unfailing delights of visitors. The harbor affords excellent opportunities for boating, and numerous points of interest attract excursion-parties. Among the most popular of these are those to the *North Beach*, one of the finest on the coast, affording an admirable view of the ocean; to the *South Beach*; to the sand-hills, where General Oglethorpe planted his guns and laid siege to Fort Marion; to *Fish's Island*; and to the lighthouses and coquina-quarries on Anastasia Island. A pleasant trip is to *Matanzas*, about 20 miles S. on the edge of the mainland, where are the ruins of a fortress more ancient than any structure in the city itself; and *Matanzas Inlet* affords excellent camping-places for hunting and fishing parties. About 2½ miles off Matanzas an immense *Sulphur Spring* boils up out of the ocean where the water is 132 ft. deep, and is well worth a visit. Salt-water bathing may be practiced at St. Augustine in suitable bathing-houses, but the sharks render open sea-bathing dangerous.

St. Augustine is the oldest European settlement in the United States, excepting perhaps Santa Fé, N. M., having been founded by the Spaniards under Menendez in 1565, more than half a century before the landing of the Pilgrims at Plymouth. It experienced many vicissitudes; was several times attacked by the French, English, and Indians; and was twice assailed by expeditions from the neighboring English colonies of South Carolina and Georgia. With the rest of Florida it came into the possession of the English by the treaty of 1763, was ceded to Spain in 1783, and was transferred to the United States in 1819. During the civil war it changed masters three times. The resident population at the present time is about 2,209; but this is increased by from 7,000 to 10,000 visitors during the winter, and St. Augustine is then one of the gayest places in the South. The *climate* of St. Augustine is singularly equable both winter and summer, the mean annual temperature being 70°. The mean temperature for winter is 58°-08°; for spring, 68°-54°; for summer, 80°-27°; and for autumn, 71°-73°. Frosts seldom occur even in midwinter, and the sea-breezes temper the heats of summer so that they are quite endurable.

110. The St. John's River.

The steamers of the Florida line from Charleston and Savannah (see Route 108) run up the St. John's as far as Palatka. The De Bary & People's line steamers leave Jacksonville daily at 1 P. M. for Sanford and Enterprise, carrying the U. S. mails. Time to Sanford, 20 hrs. There are numerous other steamers on the river, some running through to Palatka and Sanford, and others running only to the lower landings. The following list of principal places on the St. John's may prove useful to the tourist: Riverside, 3 miles from Jacksonville; Black Point, 10; Mulberry Grove, 11; Mandarin, 15; Fruit Cove, 18; Hibernia, 22; Remington Park, 25; Magnolia, 28; Green Cove Springs, 31; Hogarth's Landing, 36; Picolata, 45; Tocoi, 52; Federal Point, 60; Orange Mills, 64; Dancy's Wharf, 65; Whitestone, 66; Russell's Landing, 69; Palatka, 75; Rawlstown, 77; San Mateo, 80; Buffalo Bluff, 88; Ocklawaha River, 100; Welaka, 100; Beecher, 101; Orange Point, 103; Mount Royal, 109; Fort Gates,

110; Georgetown, 117; Lake View, 132; Volusia, 137; Orange Bluff, 140; Hawkinsville, 160; Cabbage Bluff, 162; Lake-Beresford, 165; Blue Spring, 172; Emanuel, 184; Shell Bank, 193; Sanford, 199; Mellonville, 200; Enterprise, 205; Cook's Ferry and King Philip's Town, 224; Lake Harney, 225; Sallie's Camp, 229; Salt Lake, 270.

THE St. John's River has its sources in a vast elevated savanna midway down the peninsula, flows almost directly N. for 300 miles to Jacksonville, and then turning E. empties into the Atlantic. Its whole course, which lies through an extremely level region, is about 300 miles, including the windings of the river above Palatka, and throughout the lower 150 miles it is little more than a succession of lakes, expanding in width from $1\frac{1}{2}$ to 6 miles and having at no point a width of less than $\frac{1}{2}$ mile. Its banks are lined with a luxuriant tropical vegetation, handsome shade-trees and orange-groves, and here and there are picturesque villages. "The banks are low and flat," says Edward King, "but bordered with a wealth of exquisite foliage to be seen nowhere else upon this continent. One passes for hundreds of miles through a grand forest of cypresses robed in moss and mistletoe; of palms towering gracefully far above the surrounding trees, of palmettos, whose rich trunks gleam in the sun; of swamp, white and black ash, of magnolia, of water-oak, of poplar and plane trees; and, where the hammocks rise a few feet above the water-level, the sweet-bay, the olive, the cotton-tree, the juniper, the red cedar, the sweet-gum, the live-oak, shoot up their splendid stems; while among the shrubbery and inferior growths one may note the azalea, the sumach, the sensitive plant, the agave, the poppy, the mallow, and the nettle. The vines run not in these thickets, but over them. The fox-grape clammers along the branches, and the woodbine and bignonia escalate the haughtiest forest-monarchs. When the steamer nears the shore, one can see far through the tangled thickets the gleaming water, out of which rise thousands of 'cypress-knees,' looking exactly like so many champagne-bottles set into the current to cool. The heron and the crane saucily watch the shadow which the approaching boat throws near their retreat. The wary monster-turtle gazes for an instant, with his black head cocked knowingly on one side, then disappears with a gentle slide and a splash. An alligator grins familiarly as a dozen revolvers are pointed at him over the boat's side, suddenly 'winks with his tail,' and vanishes! as the bullet meant for his tough hide skims harmlessly over the ripples left above him. . . . For its whole length the river affords glimpses of perfect beauty. One ceases to regret hills and mountains, and can hardly imagine ever having thought them necessary, so much do these visions surpass them. It is not grandeur which one finds on the banks of the great stream, it is Nature run riot. The very irregularity is delightful, the decay is charming, the solitude is picturesque."

A highly attractive excursion-point from Jacksonville is *Mulberry Grove*, a beautiful grove on the W. bank of the river. On the same bank, a short distance above, is *Orange Park*, whose spires can be seen from the steamer. Four miles above, on the E. bank, is *Mandarin*, one of the oldest settlements on the St. John's. It is a village of about 250

inhabitants, and is the winter-home of Mrs. Harriet Beecher Stowe, whose cottage is situated near the river, a few rods to the left of the shore-end of the pier. She owns about 40 acres of land, three or four of which are planted with orange-trees. Seven miles above Mandarin, on an island near the opposite bank, is *Hibernia* (22 miles from Jacksonville). This is a popular resort for invalids, and Mrs. Fleming keeps a large and excellent boarding-house (terms, \$12 a week). **Magnolia** (*Magnolia Hotel*, \$4 a day) is situated on the W. bank, and is considered one of the most desirable resorts in Florida for consumptives. It has a sandy soil, covered with beautiful groves of pine and orange trees, and there are no dangerous hummock-lands near by. In the vicinity is *Magnolia Point*, one of the highest points of land extending into the river between Jacksonville and Palatka. A little to the N. of the Point, Black Creek, a navigable stream, up which small steamers make weekly trips as far as *Middleburg*, empties into the St. John's. The banks swarm with alligators, which are apt to be mistaken at times for logs, which are floated down this stream in large quantities to market. Three miles above Magnolia are the **Green Cove Springs** (*Clarendon Hotel*, *St. Clair*), one of the favorite resorts on the river. The place takes its name from a sulphur-spring, situated about 100 yards from the landing amid a grove of great water-oaks, covered with hanging festoons of gray moss and mistletoe. The spring discharges about 3,000 gallons a minute and fills a pool some 30 ft. in diameter with greenish-hued crystal-clear water. The water has a temperature of 73° Fahr.; contains sulphates of magnesia and lime, chlorides of sodium and iron, and sulphureted hydrogen; is used both for bathing and drinking; and is considered beneficial for rheumatism, gouty affections, and Bright's disease of the kidneys. *Picolata* is the site of an ancient Spanish settlement, of which no traces now remain. On the opposite side of the river are the ruins of a great earthwork fort of the time of the Spanish occupation. **Tocoi** is of some importance as the point where connection is made with St. John's R. R. to St. Augustine, 15 miles distant (see Route 109). Passing *Federal Point*, a wood-station, *Orange Mills* (64 miles), and *Dancy's Wharf* (65 miles)—the two latter noted for their fine orange-groves—the steamer stops at **Palatka** (*Putnam House*, *Larkin House*, *St. John's*), the largest town on the River above Jacksonville. It has a permanent population of about 5,000, and is admirably situated on high ground on the W. bank of the river, where the surface land is for the most part sandy. The wonderful blandness of its climate renders Palatka peculiarly favorable to consumptives, and it offers advantages in the way of churches, schools, postal and telegraphic facilities, etc., not possessed by many of the interior resorts. Palatka is the steamboat headquarters for the Upper St. John's and its tributaries; and the steamers *en route* for Enterprise and Sanford remain to discharge and receive freight, sometimes affording passengers an opportunity to spend a few hours ashore. Steamers run from Palatka up the Ocklawaha River to Silver Spring, Ocala, and the head of navigation (see Route 111). Another line runs *via* Deep River to *Crescent City*, on Lake Crescent, 25 miles S. of Palatka. Stages run from Crescent City to New Britain and Daytona (see Route 112).

All the towns on the W. side of the river from Jacksonville to Palatka are also traversed by the Jacksonville, Tampa & Key West R. R., ultimately designed to run the whole length of the State. Palatka is also the W. terminus of the Florida Southern R. R. The latter road runs to *Ocala* (see Route 111), and a branch runs from *Cruelle*, a station on the main line, to *Gainesville* (see Route 113), on the Florida Transit R. R. The present S. terminus of the Florida Southern R. R. is *Leesburg* (105 m. from Palatka). The road is projected to run from Ocala to *Tampa* (125 m.), and the extension is now rapidly building.

Above Palatka the vegetation becomes more characteristically tropical, and the river narrows down to a moderate-sized stream, widening out at last only to be merged in Grand and Little Lake George, Dexter's Lake, Lake Beresford, and Lake Monroe, at Enterprise. The steamers make the run from Palatka to Enterprise in about 12 hours. Five miles above Palatka, on the opposite bank, is *San Mateo* (Riverdale House), a thriving settlement situated on a high ridge overlooking the river. **Welaka** (25 miles above Palatka) is opposite the mouth of the Ocklawaha River, and is the site of what was originally an Indian village, and afterward a flourishing Spanish settlement. The name is Indian, meaning "river of lakes." Just above Welaka the river widens into *Little Lake George*, 4 miles wide and 7 miles long, and then into **Lake George**, 12 miles wide and 18 miles long. This is one of the most beautiful sheets of water in the world, being considered by many tourists equal in attractions to its namesake in the State of New York. Among the many lovely islands which dot its surface is one called *Rembert*, which is 1,700 acres in extent, and contains one of the largest orange-groves on the river. All along the lake the eye is delighted and the ear charmed by the brilliant plumage and sweet song of the Southern birds. One finds here the heron, the crane, the white curlew, the pelican, the loon, and the parouquet; and there are many varieties of fish. *Volusia* (5 miles above Lake George) is a landing-station, with a settlement of considerable size back from the river. An ancient Spanish town used to stand here, this formerly being the principal point on the line of travel between St. Augustine and the Mosquito Inlet country. This place was made the base of operations during the campaigns of the Seven Years' Indian War. *Orange Grove* and *Hawkinsville* are other landings, and 35 miles above Volusia is *Blue Spring*, one of the curious mineral springs in the State. It is 500 yards from the St. John's, but the stream flowing from it is large enough at its confluence with the river for the steamers to float in it. Pursuing its voyage to the south, and passing several unimportant landings, the steamer speedily enters *Lake Monroe*, a sheet of water 12 miles long by 5 miles wide, teeming with fish and wild-fowl. On the south side of the lake is **Sanford** (*Sanford House*, and *Sawyer's City Hotel*), a young but rapidly growing city of about 1,000 inhabitants, which has sprung into existence within the last few years. It is situated at the head of navigation for large steamers on the St. John's, and is the principal avenue of entrance to Orange County, whither so many of the new settlers are going. The South Florida R. R. extends S. W. to Lake Tahope-Kaliga, opening up an excellent country, and passing the growing towns of Maitland, Osceola, Willcox, *Winter Park*, and Orlando (the county-seat). The latter place shows great progress. Near Sanford are a number of fine

orange-groves. On the opposite side of the lake from Sanford is Enterprise, one of the most popular resorts in southern Florida for invalids, especially for those suffering from rheumatism. Frederick De Bary, the well-known Champagne importer of New York, and the founder of the De Bary Steamboat Line on the St. John's, has his Florida country-seat near here. The climate is rather warmer than that of Jacksonville and Magnolia, but it is said to have special invigorating qualities which speedily convert invalids into successful fishermen and hunters. The *Brock House* is famous among travelers, and board may be had in private families for from \$8 to \$15 per week. A mile N. of the town is the *Green Spring*, a sulphur-spring, with water of a pale-green hue, but quite transparent. It is nearly 80 ft. in diameter, and about 100 ft. deep.

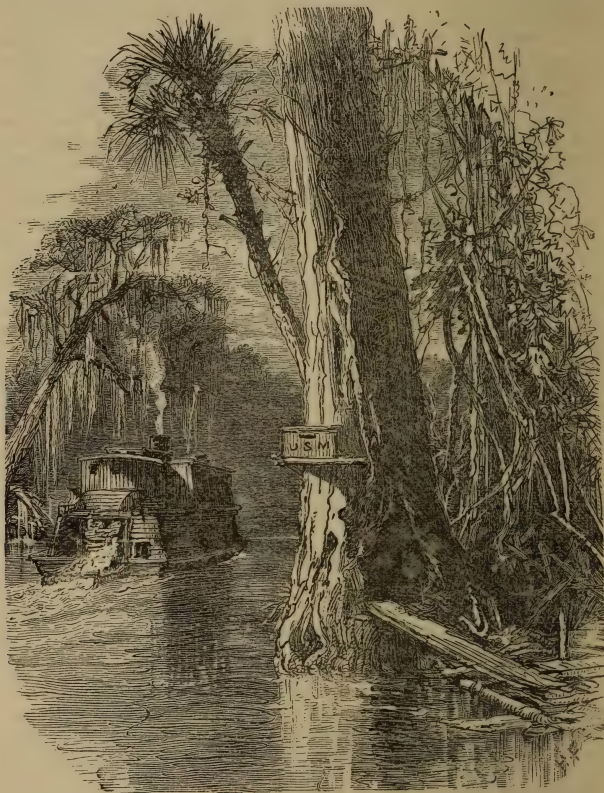
Although Sanford is the terminus of regular navigation on the St. John's, there is for the sportsman still another hundred miles of narrow river, deep lagoons, gloomy bayous, and wild, untrodden land, where all sorts of game are plentiful, while the waters teem with fish. Small steamers run through Lake Harney to *Salt Lake*, the nearest point to the Indian River from St. John's; and a small steamboat makes frequent excursions to *Lake Jessup* and *Lake Harney*, for the benefit of those who wish to try their hand at the exciting sport of alligator-shooting, or of those who wish simply to enjoy the charming scenery. The trip to Lake Harney and back is made in 12 hours. Lake Jessup is near Lake Harney; it is 17 miles long and 5 miles wide, but is so shallow that it can not be entered by a boat drawing more than 3 ft. of water. The St. John's rises in the elevated savanna before mentioned, fully 120 miles S. of Sanford, but tourists seldom ascend farther than Lake Harney. About 20 miles S. E. of Enterprise (reached by stage) is the ancient town of *New Smyrna* (see Route 112).

111. The Ocklawaha River.

THE Ocklawaha empties into the St. John's about 25 miles S. of Palatka, opposite the small town of Welaka (see Route 110), after flowing for about 250 miles through Putnam, Marion, and Sumter Counties. The channel possesses no banks to speak of, being mainly a navigable passage through a succession of small lakes and cypress-swamps; but small steamers ascend it for a distance of nearly 200 miles. An excursion up the Ocklawaha to Silver Spring (109 miles) is perhaps the most unique experience of the tourist in Florida; and every one who can should make it. Alligators of immense size are numerous, and birds of the most curious forms and brilliant plumage may be everywhere seen. From Palatka steamers run to Silver Spring. A pleasant round trip, partly by rail and partly by steamer, can be made in connection with the Transit R. R. from Waldo.

The principal landing on the Ocklawaha is **Silver Spring**, the largest and most beautiful of the springs of Florida, navigable by steamers of several tons' burden. This spring is said to be the traditional "fountain of youth" of which Ponce de Leon heard, and for

which he so vainly searched. The clearness of its waters is wonderful; they seem more transparent than air. "You see on the bottom, 80 ft. below, the shadow of your boat, and the exact form of the smallest



Post-Office, Ocklawaha River.

pebble; the prismatic colors of the rainbow are beautifully reflected, and you can see the fissure in the rocky bottom through which the water pours upward like an inverted cataract." A deep river, 100 ft. wide, is formed by the water of this spring, which in the course of 7 miles forms

a junction with the Ocklawaha. This is known as *Silver Spring Creek*. *Ocala* is only 5 miles distant from the spring.

Silver Spring was once considered the head of navigation in this direction, but small steamers now run far beyond it on the Ocklawaha, through Lakes Griffin, Eustis, Harris, and Dora, to *Leesburg* (182 miles from the mouth of the St. John's), *Pendryville* (215 miles), *Fort Mason* (218 miles), and *Yalaha* (227 miles). A change has also been effected by the increase of railway accommodation with the lacustrine center of the peninsula. Silver Spring was at one time the basin of the interior commerce. Extensive warehouses on its banks were reflected in the water, and boats conveyed cargoes to and from St. John's River. Perhaps the best way to visit Silver Spring now is by steamer up the Ocklawaha, and then leaving Silver Spring for Palatka by the Florida Southern R. R. (see Route 110).

112. The Indian River Country.

INDIAN RIVER is a long lagoon or arm of the sea, beginning near the lower end of Mosquito Inlet (with which it is connected by a short canal), and extending S. along the E. side of the peninsula for a distance of nearly 150 miles. It is separated from the Atlantic by a narrow strip of sand, through which it communicates with the open water by the Indian River Inlet (latitude $27^{\circ} 30' N.$) and by Jupiter Inlet; and for more than thirty miles of its northern course the St. John's River flows parallel with it, at an average distance of not more than 10 miles. The water of the lagoon is salt, though it receives a considerable body of fresh water through Santa Lucia River, an outlet of the Everglades; there are no marshes in the vicinity; the adjacent lands are for the most part remarkably fertile, producing abundantly oranges, lemons, limes, bananas, pineapples, guavas, grapes, sugar-cane, strawberries, blackberries, and all varieties of garden vegetables; and the river itself teems to an almost incredible degree with fish of every kind, including the pompano, the mullet, the sheepshead, turtles, and oysters of the most delicious flavor. Along the shore of the lagoon toward the Atlantic is a belt of thick, evergreen woods, which, breaking the force of the chilling east winds that sometimes visit these latitudes in winter, renders the climate of the Indian River country peculiarly favorable to consumptives. "The sportsman who pitches his tent for a few days on the splendid camping-ground of the W. shore will see the pelican, the cormorant, the sea-gull, and gigantic turtles, many of them weighing 500 pounds; may see the bears exploring the nests for turtles' eggs; may 'fire-hunt' the deer in the forests; chase the alligator to his lair; shoot at the 'raft-duck'; and fish from the salt-ponds all the finny monsters that be. Hardly a thousand miles from New York one may find the most delicate and delightful tropical scenery, and may dwell in a climate which neither Hawaii nor southern Italy can excel." Thus wrote Mr. Edward King in 1873. Since then things have greatly changed. *Titusville* and *Rock Ledge* are now flourishing settlements, and the entire region is rapidly filling up with inhabitants.

It was by one of the many southern outlets of Indian River that General Breckenridge escaped to Nassau after the collapse of the Confederacy.

At its N. end, as already mentioned, the Indian River connects by a canal with the Mosquito Lagoon, which is also known as the Hillsboro' River; and at the N. end of Mosquito Lagoon the Halifax River comes in, which begins about 40 miles S. of St. Augustine. The principal settlements are *New Britain*, *Daytona*, and *Port Orange*, on the Halifax River; *New Smyrna*, on the Hillsboro' River, 3 miles S. of Mosquito Inlet, near the coast; *Titusville* (formerly Sand Point) and *Rock Ledge*, on the W. bank of the Indian River. Titusville is the terminus of the Lake Harney & Titusville R. R., which is to run to Salt Lake (8 miles) and Lake Harney (21 miles). Canal communication is being opened between St. Augustine and Indian River, a heavy dredging-boat having been put on that work in 1882.

The routes to the Indian River country are as follow : (1) By steamer on the St. John's River to Sanford, thence by small steamer to Salt Lake, and thence by mule-railroad to Titusville, on the Indian River. (2) By steamer on the St. John's to Enterprise, as described in Route 110; thence by stage to New Smyrna (20 miles); and from New Smyrna to other localities by boat. (3) By steamer from Jacksonville or Palatka to Crescent City (see Route 110), and thence by stage to New Britain and Daytona.—When the Lake Harney & Titusville R. R. is completed, an easy route will be by steamer from Jacksonville *via* Enterprise to Lake Harney, and thence by rail to Titusville. Several railroads, to connect the St. John's with Indian River, have been recently chartered, among them the *St. John & Indian River R. R.*, which will probably be completed by the winter of the present year.

113. Fernandina to Cedar Keys.

FERNANDINA (*Egmont Hotel*, *Mansion House*) is an interesting old seaport town, situated on the W. shore of Amelia Island, at the mouth of Amelia River, 50 miles N. of Jacksonville. It is reached by rail from Jacksonville; by steamer, direct from New York (leaving Pier 20, East River, every Friday at 3 p. m.); and by steamers from Charleston and Savannah (see Route 108). Fernandina was located by a Spanish grantee early in the present century, and at the present time has a population of about 3,000, which is largely increased during the winter season. Its harbor is the finest on the coast S. of Chesapeake Bay, being landlocked and of such capacity that, during the War of 1812, when the town was Spanish and neutral, more than 300 square-rigged vessels rode at anchor in it at one time. It has an important trade in lumber; possesses a large cotton-ginning establishment and a manufactory of cotton-seed oil; and it is in the neighborhood of numerous sugar, cotton, and orange plantations. The *climate* of Fernandina is very similar to that of St. Augustine; mild and equable in winter, and in summer tempered by the cool sea-breezes. The town, which is the headquarters of the Florida Transit and Peninsula R. R., is the seat of the Episcopal bishopric of Florida, and contains 7 churches, a large number of business houses, a flourishing young ladies' seminary under the charge of the bishop, and a weekly newspaper. Fernandina possesses other attractions for visitors besides its delightful climate. There is,

for instance, a fine shell-road, 2 miles long, leading to the ocean-beach, which affords a remarkably hard and level drive of nearly 20 miles. A favorite excursion is to *Dungeness*, the purposed home of the Revolutionary hero, General Nathanael Greene. This estate, of about 10,000 acres of choice land, was the gift of the people of Georgia to the general, in recognition of his services as commander of the Southern provincial army. The grounds were beautifully laid out, and are embellished with flower-gardens, and handsome groves and avenues of olive-trees, and live-oaks draped with long festoons of the graceful Spanish moss. General Greene, however, never lived here, having died on the Savannah River. His widow subsequently married, and built the Dungeness mansion. The building was burned during the civil war. On the beach, about half a mile from the Dungeness mansion, is the grave of another Revolutionary hero, General Henry Lee, marked by a headstone erected by his son, General Robert E. Lee.

Beginning at Fernandina, the Florida Transit R. R. extends directly across the State to Cedar Keys, on the Gulf coast (155 miles), passing through some of the most picturesque scenery in Florida. There are a number of small stations on the line, but few requiring mention. *Baldwin* is at the crossing of the Florida Central & Western R. R. (see Route 108). The next noteworthy town is **Waldo** (84 miles, *Waldo House*), at the junction of the railroad constructing to Tampa Bay. The climate here is dry and the air balsamic, and the region is regarded as particularly favorable to invalids suffering from lung-diseases. The woods in the vicinity of the village abound in deer, ducks, quail, etc.; and about 2 miles distant is *Santa Fé Lake*, which is 9 miles long and 4 wide, and affords good facilities for boating and fishing. The streams in the neighborhood are filled with trout and perch. The Santa Fé River disappears underground a few miles from Waldo, and, after running underground for two miles, rises and continues to its discharge into the Suwanee River. **Gainesville** is the principal town on the line of the road (98 miles from Fernandina). It has 2,500 inhabitants, 4 churches, and 2 newspapers, and, owing to its favorable situation in the center of the peninsula and in the midst of the pine-forests which clothe this portion of Florida, Gainesville is much frequented by consumptives and other invalids. The hotels and a large portion of the town were destroyed by fire on May 3, 1884, but it is believed that the town will be substantially rebuilt during the coming year. Tri-weekly stages run between Gainesville and Tampa (see Route 115) on the Gulf of Mexico. **Cedar Keys** (the *Suwanee House*), the Gulf terminus of the railway, is a town of about 1,000 inhabitants, pleasantly situated on a large key forming one of a cluster of islands, which affords excellent facilities for bathing, boating, and fishing. The chief commerce of the place is in cedar and pine wood, turtles, fish, and sponges, the sponging-grounds being about 60 miles distant. The climate of Cedar Keys is nearly similar to that of Jacksonville, and is beneficial to rheumatism as well as consumption. Sportsmen will find unlimited occupation for both rod and gun. Eighteen miles W. of Cedar Keys, the *Suwanee River*, navigable to Ellaville, enters the Gulf; and the *Withlacoochee River*, 18

miles S. Steamers ply between New Orleans and Havana *via* Cedar Keys, touching at various points on the Florida coast, according to schedules of particular seasons. A semi-weekly line runs to Tampa, Charlotte Harbor, Manatee, Key West, etc. (see Route 115).

114. Middle Florida.

THAT portion of Florida known as "Middle Florida" (in the midst of which Tallahassee lies) differs from the rest of the State in that its surface is more broken and undulating, reaching here and there an elevation of from 300 to 400 ft. The hills are singularly graceful in outline, and the soil is exceedingly fertile, producing all the characteristic products of the Southern States, including tobacco and early garden vegetables. The vegetation is less tropical in character than that of eastern and southern Florida, but it is very profuse and comprises many evergreens. **Tallahassee** (*Tallahassee Hotel, City, St. James*), the capital of the State and county-seat of Leon County, is situated on the Florida Central & Western R. R., 155 miles W. of Jacksonville and 21 miles N. of the Gulf of Mexico. It is beautifully located on high ground, and is regularly laid out in a plot a mile square, with broad streets and several public squares, shaded with evergreens and oaks. The abundance and variety of the shrubs and flowers give it the appearance of a garden. The business portion of the city is of brick. The public buildings are the *Capitol* (commenced in 1826), a large 3-story brick edifice, with pillared entrances opening E. and W.; the *Court-House*, a substantial 2-story brick structure; and the *West Florida Seminary*, a large 2-story brick building, on a hill commanding a view of the entire city. The climate is delightful, the heat of summer and the cold of winter being tempered by the breezes from the Gulf. In the immediate neighborhood of Tallahassee are *Lake Bradford*, *Lake Jackson* (17 miles long), and *Lake Lafayette* (6 miles long). During the winter months these lakes swarm with duck and brant; and to the angler Lake Jackson presents many attractions, as it is well stocked with bass and bream. Quail are also very abundant. About 15 miles S. from Tallahassee is the famous ***Wakulla Spring**, which is reckoned among the chief wonders of Florida. It is an immense limestone basin, 106 ft. deep, and with waters so crystalline clear that the fish near its bottom can be seen as plainly as though they were in the air, and so copious that a river is formed at the very start.

Along the line of railway on which Tallahassee is situated (the Florida Central & Western) there are several towns which offer great attractions to invalids, tourists, and sportsmen. **Quincy** (24 miles W. of Tallahassee) is a prosperous village of about 1,000 inhabitants, the county-seat of Gadsden County. Its climatic characteristics are the same as those of Tallahassee, and there is a similar abundance of game in the vicinity. Board may be had at the *Stockton House* and at private boarding-houses. **Monticello** (33 miles E. of Tallahassee) is an important town of about 2,000 inhabitants, and the terminus of a branch road $4\frac{1}{4}$ miles in length. It contains Baptist, Episcopalian, Methodist,

and Presbyterian churches, several schools, and a weekly newspaper. The *Monticello Hotel* and the *Florida House* are good houses, and board may be had in private families. In the vicinity of Monticello is *Lake Miccosukie*, whose banks were, according to tradition, the camping-ground of De Soto, and the field of a bloody battle between General Jackson and the Miccosukie Indians. At its S. end the lake contracts to a creek and disappears underground. Near Monticello is the Lipona plantation, where Murat resided for some time while in Florida. The Florida Central & Western R. R. terminates at Chattahoochee River, where it makes connection with the Pensacola & Atlantic R. R. (see Route 115) for Pensacola, Mobile, and other points W.

115. The Gulf Coast and Key West.

MUCH the larger part of the coast-line of Florida is washed by the Gulf of Mexico; but this immense stretch of sea-front is almost inaccessible on account of shallow soundings, and has few good harbors. The principal place in this part of the State is **Pensacola** (*City Hotel, European*), a city of about 5,000 inhabitants, situated on the N. W. side of the bay of the same name, 10 miles from the Gulf of Mexico. Its commerce is extensive and its lumber business important. The Pensacola & Atlantic R. R. (45 miles long) connects with the Mobile & Montgomery R. R. (see Route 116), and brings Pensacola into connection with the general railway system of the country. The Perdido R. R. runs in 9 miles to *Millview*, on Perdido Bay, where there are extensive lumbering establishments. The principal public buildings of Pensacola are a Custom-House and several churches. The remains of the old Spanish forts, San Miguel and St. Bernard, may be seen in rear of the city. A weekly line of steamers was established in 1878 to ply between Pensacola and Tampa, calling at Cedar Keys. **Appalachicola**, recently a decadent city of about 1,000 inhabitants, but now springing into new life, is attractively situated at the entrance of the river of the same name into the Gulf of Mexico, through Appalachicola Bay. It is connected with Columbus, Georgia (see Route 116 *b*), by steamers on the Appalachicola and Chattahoochee Rivers. **Cedar Keys** has already been described in Route 113. Semi-weekly steamers run down the coast from Cedar Keys to Tampa, Charlotte Harbor, Manatee, Key West, etc.

Tampa (*Orange Grove Hotel, Tampa*, and other good houses), the first noteworthy point below Cedar Keys, is situated near the center of the W. coast, at the head of the beautiful Tampa Bay (formerly Espiritu Santo Bay). The bay is about 40 miles long, is dotted with islands, and forms a good harbor. Its waters swarm with fish and turtle, and there is an abundance of sea-fowl, including the beautiful flamingo. Deer swarm on the islands. The surrounding country is sandy, and for miles along the shore there is a luxuriant tropical vegetation. Large groves of orange, lemon, and pine trees are everywhere to be seen. The town contains about 1,000 inhabitants, and is probably destined to become one of the chief health resorts of Florida. Tampa

is now directly connected by railroad and steamboat with Palatka, Jacksonville, and other points N., and probably by the end of 1884 there will be all-rail connection. The South Florida R. R., now a portion of the Savannah, Florida & Western R. R. system, connects at Sanford (see Route 110), on the St. John's River, with the People's and De Bary's Steamboat Lines. The railroad runs S. 40 miles, to *Kissimmee City*, near *Kissimmee Lake*, a new place, which has grown into importance within the last two years. The route is through one of the most wild and picturesque portions of the State, where the greatest abundance of fish and game of every description attract the sportsman to the delights of camping out. At Kissimmee the road bends to the W., and reaches Tampa in a run of 75 miles, passing, *en route*, near several beautiful lakes, *Lake Maitland*, *Lake Hamilton*, *Lake Parker*, and *Lake Hancock*. The road when completed will extend to Palatka. For other projected all-rail routes to Tampa, which are expected to be in operation before the end of the year, see Route 110. *Manatee* is a small village situated on the Manatee River about 8 miles from its mouth. There are two or three boarding-houses here where fair accommodations may be had at \$2 a day or \$40 a month. *Charlotte Harbor* is about 25 miles long and from 8 to 10 miles wide, and is sheltered from the sea by several islands. The fisheries in and around the harbor are very valuable, the oysters gathered here being remarkably fine and abundant. On one of the islands in Charlotte Harbor there are a number of Indian shell-mounds, from one of which some curious Indian relics have been dug. *Punta Rassa* is a small hamlet near the mouth of the Caloosahatchie River, chiefly noteworthy as the point where the Cuban telegraph-line lands and as a U. S. Signal-Service station. The thermometrical observations recorded here are interesting as indicating the climate of all this portion of the coast. In 1874 the range was as follows: January, highest 79°, lowest 42°; February, highest 84°, lowest 50°; March, highest 85°, lowest 55°; April, highest 87°, lowest 55°; May, highest 90°, lowest 59°; June, highest 91°, lowest 70°; July, highest 91°, lowest 70°; August, highest 91°, lowest 70°; September, highest 91°, lowest 67°; October, highest 85°, lowest 64°; November, highest 82°, lowest 50°; December, highest 80°, lowest 49°.

Key West (*Russell House*), the largest city of Florida, next to Jacksonville, is situated upon an island of the same name off the S. extremity of the peninsula, and occupies the important post of key to the Gulf passage. The island is 7 miles long by from 1 to 2 miles wide, and is 11 ft. above the sea. It is of coral formation, and has a shallow soil, consisting of disintegrated coral, with a slight admixture of decayed vegetable matter. There are no springs, and the inhabitants are dependent on rain or distillation for water. The natural growth is a dense, stunted chaparral, in which various species of cactus are a prominent feature. Tropical fruits are cultivated to some extent, the chief varieties being cocoanuts, bananas, pineapples, guavas, sapodillas, and a few oranges. The air is pure and the climate healthy. The thermometer seldom rises above 90°, and never falls to freezing-point, rarely standing as low as 50°. The mean temperature,

as ascertained by 14 years' observation, is, for spring, $75^{\circ}79'$; for summer, $82^{\circ}51'$; for autumn, $78^{\circ}23'$; for winter, $69^{\circ}58'$. The city has a population of about 7,000, a large portion of whom are Cubans and natives of the Bahama Islands. They are a hardy and adventurous race, remarkable for their skill in diving. The language commonly spoken is Spanish, or a *patois* of that tongue. The streets of the town are broad, and for the most part are laid out at right angles with each other. The residences are shaded with tropical trees, and en-bowered in perennial flowers and shrubbery, giving the place a very picturesque appearance. The buildings, however, are mostly small, and are constructed of wood, except the Western Union telegraph-office, those belonging to the U. S. Government, and one other, which are of brick. Key West has a fine harbor, and, being the key to the best entrance to the Gulf of Mexico, it is strongly fortified. The principal work of defense is **Fort Taylor**, built on an artificial island within the main entrance to the harbor, and mounting about 200 guns. Among the principal industries of Key West are turtling, sponging, and the catching of mullet and other fish for the Cuban market. Upward of 30 vessels, with an aggregate of 250 men, are engaged in wrecking on the Florida Reef, and the island profits by this industry to the amount of \$200,000 annually. The manufacture of cigars employs about 800 hands, chiefly Cubans, and 25,000,000 cigars are turned out yearly. There are a number of charming drives on the island, and the fishing and boating are unsurpassed. (From New York, Key West is reached *via* New York and New Orleans steamers, leaving Pier 36, North River, every Saturday at 3 p. m.; also *via* New York and Galveston steamers, leaving Pier 20, East River, every Saturday at 3 p. m. From Baltimore by semi-monthly steamers. Through tickets by rail from New York to Cedar Keys and thence by steamer, \$45.) Key West is the most important supply-station on the Gulf of Mexico.

116. Richmond to Mobile.

a. Via Charlotte, Atlanta, and Montgomery.

As far as *Charlotte* (282 miles) this route has been described in Route 106 *b*. At *Charlotte* the Atlanta & Charlotte Air-Line R. R. (branch Richmond & Danville R. R.) is taken. This road runs S. W. through South Carolina and Georgia, reaching *Atlanta* in 267 miles. The country traversed is rolling and hilly, being on the border of the picturesque mountain-region of both States. Numerous small towns are passed *en route*, but most of them are mere railroad-stations, and only three or four worthy of notice. The first of these is *King's Mountain* (35 miles from *Charlotte*), near an eminence of the same name which was the scene of a battle, Oct. 7, 1780, between the British and the patriot forces, in which the former were defeated and their entire detachment captured. Near *Cowpens* (67 miles) is the memorable Revolutionary battle-field of the *Cowpens*, situated on the hill-range called the Thicketty Mountain. The battle was fought Jan. 17, 1781, and resulted in the

defeat of the British under Tarleton. In the olden time the cattle were allowed to graze on the scene of the conflict—whence the name. Ten miles beyond Cowpens is **Spartanburg** (*Palmetto Hotel, Piedmont House*), the most important town in this portion of South Carolina, with a population of 8,000. It is pleasantly situated in the midst of a region famous for its gold and iron, and is much resorted to in summer by people from Charleston and the lowlands. Near Spartanburg are the *Glenn Springs*, whose waters are strongly impregnated with sulphur, and recommended for rheumatism and dyspepsia; and the *Limestone Spring*, a chalybeate possessing valuable tonic properties. The Spartanburg, Union & Columbia R. R. connects Spartanburg with Columbia. Thirty-two miles beyond Spartanburg is **Greenville** (*Commercial Hotel, Mansion House*), a city of 6,000 inhabitants, beautifully situated on Reedy River, near its source, and at the foot of Saluda Mountain. It is one of the most popular resorts in the up-country of the State, lying as it does at the threshold of the chief beauties of the mountain region of South Carolina (see Route 125). The Columbia & Greenville R. R. runs S. E. in 143 miles to Columbia. At *Seneca City* (148 miles from Charlotte) connection is made with the Blue Ridge Div., and, a short distance beyond, the road crosses the Savannah River and enters the State of Georgia. *Toccoa* (176 miles) and *Mount Airy* (189 miles) are convenient entrances to the mountain region of Georgia (see Route 125). From *Lulu* (203 miles) the Northeastern R. R. runs in 39 miles to the collegiate town of *Athens*, on the Georgia R. R. The principal place on this portion of the line is **Gainesville** (216 miles, *Richmond House*), a town of 2,500 inhabitants, which has grown wonderfully since the completion of the railway. One mile from Gainesville (reached by horse-cars) is the *Gower Springs Hotel*, and 2 miles E. are the *New Holland Springs*, a favorite resort. The *Porter Springs* are 28 miles N., attractively situated among the mountains. Just before reaching Atlanta, Stone Mountain comes into view far away on the left, and shortly afterward the train crosses Peach Tree Creek, the scene (lower down) of the bloody conflict of July 22, 1864. **Atlanta** (*Kimball House, Hotel Westminster, Markham*) is the capital of Georgia, and the most important commercial city in the State, though Savannah surpasses it in the cotton-trade. The population is 50,000. According to the recent census, Atlanta ranks third in the country as a manufacturing city, in proportion to population. It is the outgrowth of the railroad-system centering there, and in its activity and enterprise reminds one of a Northern rather than of a Southern city. The railroads are the E. Tenn., Va. & Ga. R. R., Georgia Pacific R. R., Georgia R. R., Atlanta & West Point R. R., Western & Atlantic R. R., Central R. R., and Richmond & Danville R. R., connecting Atlanta with every part of the country. The city is picturesquely situated upon hilly ground 1,100 ft. above the sea, and is laid out in the form of a circle about 3 miles in diameter, the Union Passenger Depot occupying the center. The most noteworthy buildings are the **State-House* (from the cupola of which a fine view is obtained), the *City Hall* (beautifully located), the *First Methodist Church* (South), the *Union Passenger Depot*, the *Opera-House*, the *U. S. Custom-House*, built at a cost of \$350,000,

the *County Court-House*, and the *Chamber of Commerce*. A new State Capitol is now in process of erection at a cost of \$1,000,000. The old Kimball House, which was destroyed by fire, is replaced by a new fire-proof edifice 7 stories high, built at a cost of \$500,000. The *State Library* contains about 16,000 volumes; the *Young Men's Library* about 10,000. The chief interest which Atlanta possesses for the tourist is the memorable siege with which it is inseparably associated. Its position made it of vital importance to the Southern cause, and with its capture by Sherman, Sept. 2, 1864, the doom of the Confederacy was sealed. Before abandoning the city, to fall back upon Macon, Gen. Hood set fire to all machinery, stores, and munitions of war which he could not remove, and, in the conflagration which resulted, the greater part of the city was reduced to ashes. Atlanta became the State capital in 1868.

From Atlanta the route is *via* the Atlanta & West Point R. R., which runs S. W. through a prosperous agricultural region, and in 87 miles reaches West Point, on the Alabama border. The principal towns *en route* are *Newnan* (40 miles), where connection is made with the *Savannah*, *Griffin* & North Alabama R. R., and *La Grange* (72 miles), which is noted throughout the State for the excellence of its educational establishments. *West Point* is a thriving town of 2,000 inhabitants on both sides of the Chattahoochee River, with an active trade in cotton, and several cotton-factories. At West Point the Western R. R. of Alabama is taken, which runs W. in 88 miles to Montgomery. *Opelika* (22 miles) is a flourishing village at the junction of the branch line from Columbus, Georgia, 29 miles distant (see Sub-Route *b*). **Montgomery** (*Exchange Hotel, Railroad Hotel, Central*) is the capital of Alabama, and the second city of the State in size and commercial importance. It is situated on a high bluff on the left bank of the Alabama River, was founded in 1817, named after the lamented Gen. Richard Montgomery, who fell at Quebec, has a population of 19,500, and has a sort of fame as the first capital of the Confederate States (from Feb. to May, 1861). The principal public building is the *U. S. Court-House and Post-Office*, which cost \$125,000. The * *State House*, though small, is an imposing structure. It is situated on Capitol Hill, at the head of Market St., and from its dome there is a fine view. Other noteworthy buildings are the *City Hall*, a fine edifice containing a market and rooms for the fire department, the *Court-House*, several of the churches, and the two theatres. The Alabama River is navigable to Montgomery by steamers at all seasons, and 4 important railroads converge here. From Montgomery to Mobile the route is *via* the Mobile & Montgomery Div. of the Louisville & Nashville R. R., which extends S. W. through one of the most productive portions of Alabama (distance, 180 miles). The most important town *en route* is *Greenville* (44 miles from Montgomery), with a population of about 1,200. **Mobile** (see Sub-Route *b*). The total distance from Richmond to Mobile by this route is 904 miles.

b. Via Augusta, Macon, and Columbus.

Between Richmond and *Augusta* (477 miles) the tourist may take either of the routes described in Route 107. In Route 107 *a* the Wil-

mington, Columbia & Augusta R. R. is followed to Columbia, whence the route is the same as in *b*. From Augusta to Macon there are two routes: the Georgia R. R. and the Central R. R. of Georgia. The principal towns on the Georgia R. R. are *Camak* (47 miles from Augusta), whence a branch line runs in 124 miles to **Atlanta** (see Sub-Route *a*); *Warrenton* (51 miles) and *Sparta* (71 miles), both pretty towns; and *Milledgeville* (93 miles), the former capital of the State, and the site of the State Penitentiary and of the Georgia Asylum for the Insane. The most important places on the Central R. R. of Georgia are *Millen* (53 miles from Augusta), where the road forks, one branch going to Savannah (see Route 107 *b*); and *Gordon* (144 miles), whence a branch line runs to Milledgeville (see above) and *Eatonton*, a pleasant town with excellent schools. The former route is the shorter, but, owing to an advantage in connections, the latter is the route usually followed by through travel. — **Macon** (*Brown's Hotel*, *Lanier House*, *Edgarton House*) is one of the most populous and prosperous cities of Georgia, and is picturesquely situated on the Ocmulgee River, which is here crossed by a bridge. It contains 14,000 inhabitants, is the site of several important iron-foundries, machine-shops, carriage and cotton manufactures, and flour-mills, is regularly laid out and well built, and is embowered in trees and shrubbery. The * *Central City Park*, combining pleasure and fair grounds, possesses great beauty; and * *Rose Hill Cemetery*, comprising 50 acres on the Ocmulgee, $\frac{1}{2}$ mile below the city, is one of the most beautiful burial-grounds in the United States. A fine new *Court-House* has been recently built. Another handsome edifice is the *Academy of Music*. Macon is the seat of the *State Academy for the Blind*, which occupies an imposing brick edifice 4 stories high, and has a library of 2,000 volumes. *Mercer University* (Baptist) is a prosperous institution, with a library of 9,000 volumes; and the *Wesleyan Female College*, recently endowed by George J. Seney, of New York, with a fund of \$70,000, has a wide reputation. The *Pio Nono College* (Roman Catholic) has a spacious and handsome building. *Vineville* is a lovely suburban village, about a mile from the city. Five railroads center at Macon, and secure it an extensive trade.

From Macon the route is *via* the Southwestern R. R., which runs in 100 miles to Columbus, through a level, sandy, and unpicturesque region. The most important place on the line is *Fort Valley* (29 miles from Macon), an attractive village of about 1,500 inhabitants, situated at the junction of two important branches of the Southwestern R. R. **Columbus** (*Rankin House*, *Central Hotel*) is situated on the E. bank of the Chattahoochee River, and is the fifth city of Georgia in population (about 15,000), and the chief manufacturing center in the South. Opposite the city the river rushes over huge, rugged rocks, forming a water-power which has been greatly improved by a dam 500 ft. long, and which is extensively utilized in manufactures. There are 6 cotton-factories, 4 run by water-power and 2 by steam; one of them (the Eagle and Phoenix Mill) is the largest ever established in the South. There are also 6 flour and grist mills, and machine-shops, iron foundries, saw-mills, planing-mills, etc. The Chattahoochee is navigable from

Columbus to the Gulf of Mexico during 8 months of the year; and from the end of October to the 1st of July its waters are traversed by numerous steamboats laden with cotton. The city is regularly laid out with streets from 99 to 165 ft. wide, and residences surrounded by ample gardens. The most noteworthy buildings are the *Court-House*, the *Presbyterian Church*, *Temperance Hall*, the *Springer Opera-House*, the *Georgia Home Insurance Co.*, and the *Bank of Columbus*. A handsome bridge connects Columbus with the village of *Girard*, in Alabama. From Columbus the route is *via* the Columbus Branch of the Western R. R. of Alabama, which connects with the main line at *Opelika* (29 miles). Beyond Opelika the route is the same as that described in the foregoing route. By this route the total distance from Richmond to Mobile is 1,006 miles.

Mobile.

Hotels, etc.—The *Battle House*, cor. Royal and St. Francis Sts., the *St. James* and the *Laclede House* are the leading hotels. Rates, \$2 to \$3 per day. *Horse-cars* traverse the city, and make all points easily accessible. Besides the routes described above, Mobile is reached from the North by Route 117, and from the West by Louisville, Nashville & Gt. Southern line (Route 120) and by Mobile & Ohio R. R. The route from Mobile to New Orleans is described in Route 117. *Steamers* ply between Mobile and the interior by way of the Alabama, Tombigbee, and other rivers.

Mobile, the largest city and only seaport of Alabama, is situated on the W. side of Mobile River, immediately above its entrance into Mobile Bay, 30 miles from the Gulf of Mexico in lat. 30° 42' N. and lon. 88° W. Its site is a sandy plain, rising as it recedes from the river, and bounded, at a distance of a few miles, by high and beautiful hills. The corporate limits of the city extend 6 miles N. and S. and 2 or 3 miles W. from the river. The thickly inhabited part extends for about a mile along the river, and nearly the same distance back toward the hills. It is laid out with considerable regularity, and the streets are generally well paved and delightfully shaded. *Fort Morgan* (formerly Fort Bowyer), on Mobile Point, and *Fort Gaines*, on the E. extremity of Dauphin Island, command the entrance to the harbor, which is about 30 miles below the city. On Mobile Point is also a lighthouse, the lantern of which is 55 ft. above the sea-level. The remains of several batteries erected during the war may be seen in and about the harbor; and on the E. side of Tensas River are the ruins of *Spanish Fort* and *Fort Blakely*.

Mobile was the original seat of French colonization in the Southwest, and for many years the capital of the colony of Louisiana. Historians differ as to the precise date of its foundation, though it is known that a settlement was made a little above the present site of the city at least as early as 1702. Many of the first settlers were Canadians. In 1723 the seat of the colonial government was transferred to New Orleans. In 1763, Mobile, with all that portion of Louisiana lying E. of the Mississippi and N. of Bayou Iberville, Lakes Maurepas and Pontchartrain, passed into the possession of Great Britain. In 1780 England surrendered it to Spain, and that Government made it over to the United States in 1813. It was incorporated as a city in 1819, the population being then about 800. Mobile was one of the last points in the Confederacy occupied by the Union forces during the late war, and was not finally reduced until April 12, 1865, three days after the surrender of General Lee. On August 5, 1864,

the harbor fortifications were attacked by Admiral Farragut, who ran his fleet past the forts, and closed the harbor against blockade-runners, though he failed to capture the city itself. The trade of Mobile is much hindered by the shallowness of its harbor. Vessels drawing 18 ft. load and discharge at the wharves. The chief business is the receipt and shipment of cotton, coal, and lumber. The manufactures include carriages and furniture, paper, foundries and machine-shops. Pop., 31,205.

Government St. is the finest avenue and favorite promenade of the city. It is shaded by superb oak-trees, and is bordered by fine residences surrounded by luxuriant gardens. *Bienville Park*, between Dauphin and St. Francis Sts., is also a place of much resort. It is adorned with live-oaks and other shade-trees. The ***Custom-House**, which also contains the *Post-Office*, at the cor. of Royal and St. Francis Sts., is the finest, largest, and most costly public edifice in the city. It is built of granite, and cost \$250,000. The *Theatre* and *Market-House*, with rooms in the upper story for the municipal officers, are in Royal St. The *Battle House* presents an imposing façade of painted brick, immediately opposite the Custom-House. *Odd Fellows' Hall*, in Royal St., and *Temperance Hall*, cor. St. Michael and St. Joseph Sts., are conspicuous buildings. Adjoining Odd Fellows' Hall is the *Bank of Mobile*, with a stately colonnade and portico. ***Barton Academy**, in Government St., is a large and handsome building surmounted by a dome. Of the church edifices the most notable are the *Cathedral of the Immaculate Conception* (Roman Catholic), in Claiborne St., between Dauphin and Conti; *Christ Church* (Episcopal), cor. Church and St. Emanuel Sts.; *Trinity* (Episcopal), with massive campanile and belfry; and the *First Presbyterian*, cor. Government and Jackson Sts. The principal charitable institutions are the *City Hospital*, the *United States Marine Hospital*, four Orphan Asylums, and the *Providence Infirmary*. The *Medical College* is also a prosperous institution.

Spring Hill is a pleasant suburban retreat 6 miles W. of the city (reached by the St. Francis St. cars). The *College of St. Joseph*, a Jesuit institution, is located here. It was founded in 1832 by Bishop Portier, and has a fine building 375 ft. long surmounted by a tower from which noble views may be obtained. The college has a library of 8,000 volumes and a valuable collection of scientific apparatus. A statue of the Virgin Mary, brought from Toulouse, France, stands in rear of the building. The **Gulf Shell-Road** affords a delightful drive, 9 miles in length, along the shore of the bay.

117. Richmond to New Orleans via Mobile.

BETWEEN Richmond and Mobile either of the routes described in Route 116 may be taken. From Mobile the route is *via* the Cincinnati, Louisville & New Orleans Div. of the Louisville & Nashville R. R. (distance, 141 miles). There are no important stations on the line, but the journey is one of great interest from a scenic point of view. "Nothing in lowland scenery," says Mr. Edward King, in his "Great South," "could be more picturesque than that afforded by the ride from New Orleans to Mobile, over the Mobile & Texas R. R. [the former name of

this road before consolidation], which stretches along the Gulf line of Louisiana, Mississippi, and Alabama. It runs through savannas and brakes, skirts the borders of grand forests, offers here a glimpse of a lake and there a peep at the blue waters of the noble Gulf; now clammers over miles of trestle-work, as at *Bay St. Louis*, *Biloxi* (the old fortress of Bienville's time) and *Pascagoula*; and now plunges into the very heart of pine-woods, where the foresters are busily building little towns and felling giant trees, and where the revivifying aroma of the forest is mingled with the fresh breezes from the sea." **New Orleans** (see p. 465).

118. Washington to Mobile and New Orleans.

a. Via "Great Southern Mail and Kennesaw Routes."

THE first section of this route, between Washington and Lynchburg, is *via* the Virginia Midland R. R., which traverses a portion of Virginia full of memorials, both of the Revolutionary era and of the late civil war. Leaving *Alexandria* (7 miles), which has been described in Route 8, the trains pass amid the scenes of the earliest struggles of the war, the outposts of the opposing armies occupying this ground for a large part of the time. **Manassas** (34 miles) was the scene of the first great battle of the civil war, fought July 21, 1861, between the Confederates under Beauregard and the Federals under McDowell, in which the latter were routed; and also of another battle, fought August 29 and 30, 1862, between the Confederates under Lee and the Federals under Pope, in which the latter were again defeated. The battle-ground of the "first Manassas" is 3 or 4 miles from the station, and intersected by the Sudley, Brentsville & Warrenton Turnpike, which crosses at Stone Bridge. The battle-ground of the "second Manassas" was nearly identical with the first, with, however, a *change of sides* by the combatants. At Manassas the Manassas Branch diverges and runs in 63 miles to *Strasburg*; and from *Warrenton Junction* (48 miles) a branch road runs to *Warrenton*. At *Rappahannock* (58 miles) the train crosses the Rappahannock River. **Culpeper Court-House** (69 miles) was an important military point during the war, the place having been occupied and reoccupied time after time by both armies, between whom numerous engagements occurred in the fields surrounding the village. Culpeper County was famous in Revolutionary times for its company of "Culpeper Minute-Men," in which Chief-Justice Marshall was enrolled and fought, and whose flag bore a picture of a coiled rattlesnake with the motto, "Don't tread on me!" Of this body of men, John Randolph is reported to have said that "they were summoned in a minute, armed in a minute, marched in a minute, fought in a minute, and vanquished in a minute." Twelve miles beyond Culpeper the train crosses the Rapidan River, which was the line of defense frequently held by the Confederates during the war, and soon reaches *Gordonsville* (95 miles), a busy place at the junction with the Chesapeake & Ohio R. R. Twenty-one miles beyond Gordonsville is **Charlottesville** (*Farish House, Central*), famous as the seat of the University of Virginia and for its

proximity to Monticello, the home and tomb of Thomas Jefferson. It is an attractive and well-built town of about 3,000 inhabitants, situated on Moore's Creek, 2 miles above its entrance into Rivanna River. The * *University of Virginia* is situated $1\frac{1}{2}$ mile W. of Charlottesville, is built on moderately elevated ground, and forms a striking feature in a beautiful landscape. It was founded in 1819, and its organization, plan of government, and system of instruction are due to Thomas Jefferson, who, in the inscription prepared by himself for his tomb, preferred to be remembered as the "author of the Declaration of Independence and of the statute of Virginia for religious freedom, and father of the University of Virginia." * *Monticello*, once the home and now the burial-place of Jefferson, is about 4 miles W. of Charlottesville. It stands upon an eminence, with many aspen-trees around it, and commands a view of the Blue Ridge for 150 miles on one side, and, on the other, one of the most extensive and beautiful landscapes in the world. The remains of Jefferson lie in a small family cemetery by the side of the winding road leading to Monticello. Congress has appropriated \$5,000 to erect a suitable monument over them, in place of the ruined granite obelisk which now marks the spot. **Lynchburg** (178 miles, *Norvell House, Arlington*) is a city of about 15,000 inhabitants, which derives its importance from the lines of railway which center here, and the extent and character of its tobacco and other manufactures. It is situated on the S. bank of James River, and enjoys an inexhaustible water-power. It occupies a steep acclivity, rising gradually from the river-bank, and breaking away into numerous hills, whose terraced walks and ornamental dwellings give a picturesque and romantic appearance to the city. About 20 miles in the background rises the Blue Ridge, together with the Peaks of Otter, which are in full view. In the neighborhood of Lynchburg are vast fields of coal and iron-ore, and the celebrated *Botetourt Iron-Works* are not far distant.

Beyond Lynchburg the route is *via* the Norfolk & Western R. R. This road passes through southwestern Virginia, famous for its wild scenery and inexhaustible mineral resources. It intersects or passes between the parallel ramparts of the great range of the Alleghanies, the backbone of the Atlantic slope of the continent, as the Rocky Mountains are the backbone of the Pacific slope; and scenes full of picturesque grandeur meet the eye of the traveler on every side. At *Liberty* (25 miles from Lynchburg, 203 from Washington) the views are very fine. The Blue Ridge runs across the N. W. horizon, and attains its greatest height in the famous * **Peaks of Otter**, about 7 miles distant. These peaks are isolated from the rest of the range, and, with the exception of some peaks in North Carolina, are the loftiest in the Southern States (4,200 ft. above the plain, 5,307 above the sea). The S. peak is easily ascended, and affords a magnificent view. At *Bonsack's* (225 miles from Washington, 47 from Lynchburg) are the much-frequented *Coyner's Springs* (see Route 124). From this point stages run in 30 miles to the wonderful *Natural Bridge* (see Sub-Route b).

From *Alleghany* (255 miles) stages run in 3 miles to the *Alleghany Springs*; from *Big Tunnel* (259 miles) a tramway runs to the *Mont-*

gomery *White Sulphur Springs* (1 mile distant); and from *Christiansburg* (264 miles) stages run to *Yellow Sulphur Springs* (3 miles). All these springs are described in Route 117. **Bristol** (382 miles, *Virginia House*) is a lively town of about 2,000 inhabitants, situated on the boundary line between Virginia and Tennessee. Here the train takes the track of the E. Tennessee, Virginia & Georgia R. R., which runs S. W. through a highly picturesque portion of East Tennessee. *Greenville* (438 miles) is a pretty village of 1,200 inhabitants, seat of a well-known college. **Knoxville** (512 miles, *Lamar House, Atkin*) is a city of about 12,000 inhabitants, situated at the head of steamboat navigation on the Holston River, 4 miles below the mouth of the French Broad. It is built on a healthy and elevated site, commanding a beautiful view of the river and surrounding country. It is the principal commercial place in E. Tennessee, and has some important manufactures. The *East Tennessee University*, with which is connected the State Agricultural College, is located here; also the *Knoxville University* (Methodist) and the *Freedmen's Normal School* (Presbyterian). The *State Institution for the Deaf and Dumb* is a prominent edifice.

At *Cleveland* (594 miles) the road branches, one line running W. in 30 miles to **Chattanooga** (see Sub-Route c), while the present route continues S. W. to *Rome* (662 miles). **Dalton** is a mountain-environed town of about 2,000 inhabitants, at the junction of three railways. It was the initial point of the famous campaign of 1864, was strongly fortified by General Johnston, and could probably have been held against any direct attack; but the position was flanked by Sherman, and consequently evacuated by the Confederates on May 12, 1864. **Rome** (*Rome Hotel*) is the most important town of northern Georgia.

The *Alabama Division of the E. Tenn., V. & G. R. R.* connects with the main branch at Rome, and affords another through route to Mobile and New Orleans. It extends S. W. through Georgia and Alabama, and the distance from Rome to Selma is 196 miles. The principal places on the line are *Cave Spring*, the seat of the State Asylum for the Deaf and Dumb; *Talladega*, the seat of the Alabama State Asylum for the Deaf and Dumb; *Shelby Springs*, with valuable mineral waters; *Calera*, at the crossing of the South and North Alabama R. R.; and **Selma** (*St. James Hotel*), a busy manufacturing city of 8,000 inhabitants, on the right bank of the Alabama River, 95 miles below Montgomery. From Selma the traveler can reach New Orleans *via* Mobile or *via* Meridian, Miss.

From Dalton the route we are describing is *via* Western & Atlantic R. R., which traverses a region interesting as the arena of one of the most obstinate struggles of the civil war—the campaign, namely, between Sherman and Johnston, which culminated in the fall of Atlanta (see Route 116 a). This campaign began in the vicinity of Chattanooga, and extended directly down the line of the railway to Atlanta. Mementos of the struggle may be seen by the traveler on the crests of nearly every one of the huge ranges of hills which mark the topography of the country, in the shape of massive breastworks and battlements, which time and the elements are fast obliterating. At *Dalton*, as we have already said, occurred the initial struggle of the campaign. *Resaca* (15 miles beyond Dalton) was the place of the next stand made by John-

ston, and was the scene of severe and indecisive fighting between the two armies; it was finally captured by a flank march on the part of Gen. Sherman. Retreating from this point, Johnston took a position at *Alatoona* (44 miles below), which was considered impregnable; but it too was successfully flanked, and the Confederates forced back to the *Chattahoochee* and *Atlanta*. The largest town on the line is *Cartersville* (52 miles from Dalton), which has a population of about 3,000. *Marietta* (20 miles from Atlanta) is the most elevated point on the line, has a delightful climate in summer, and is then much resorted to. It contains about 2,000 inhabitants, and is the site of a National Cemetery, in which are buried 10,000 Federal soldiers. *Kennesaw Mountain* (2½ miles distant) overlooks a vast extent of country, and played an important part in the campaign in this vicinity. *Atlanta* (721 miles from Washington) is described in *Route 116 a*. From Atlanta the route is the same as in the above-mentioned route. (The total distance from Washington to Mobile by this route is 1,076 miles; to New Orleans, 1,217 miles.)

b. Via Shenandoah Valley R. R.

This route, a little longer than the preceding, is *via* the Baltimore & Ohio R. R. to *Shenandoah Junction* (61 miles); thence *via* the Shenandoah Valley R. R. to *Roanoke* (217 miles); thence *via* the Norfolk & Western R. R. and connecting roads, as in *Sub-Route a*. The only important point on the B. & O. R. R. before reaching the junction is **Harper's Ferry** (55 miles), which has been described (see *Route 67*). At *Shenandoah Junction* we take the Shenandoah Valley R. R. *Charlestown*, 6 miles from *Shenandoah Junction*, and 12 miles S. W. from *Harper's Ferry*, is celebrated as the scene of John Brown's execution, Dec. 2, 1859. The road passes through a very beautiful and fertile region, though the towns are small and not specially notable till we reach **Luray** (127 miles), remarkable for its great subterranean cavern. There is a spacious hotel here, known as the *Luray Inn*. The caverns are situated about one mile from the station, and offer a spectacle not to be surpassed by any similar wonder, in vastness, variety, and beauty. The unsupported spans are vaster than were any of the Centennial Buildings at Philadelphia. The roof of its highest room is 100 ft. high, and from this is suspended the most enormous stalactite in the world. Every form known to similar subterranean caverns is present at *Luray*, with peculiar forms known only to this cave. It is asserted that the formation is older than the Tertiary Period. It was accidentally discovered some years ago in digging down through a sink-hole. At *Waynesboro Junction* (175 miles) connection is made with the Chesapeake & Ohio R. R. Passing a number of unimportant stations, we arrive at ****Natural Bridge** (230 miles). This wonder of nature is situated in Rockbridge County, Va., at the extremity of a deep chasm in which flows the little stream called Cedar Creek, across the top of which, from brink to brink, there extends an enormous rocky stratum, fashioned into a graceful arch. The bed of the stream is more than 200 ft. below the surface of the plain, and the sides of the chasm, at

the bottom of which the water flows, are composed of solid rock, maintaining a position almost perpendicular. The middle of the arch is 40 ft. in perpendicular thickness, which toward the sides regularly increases with a graceful curve, as in an artificial structure. It is 60 ft. wide, and its span is almost 90 ft. Across the top of the Bridge passes a public road, and as it is in the same plane with the neighboring



The Natural Bridge.

country, one may cross it in a coach without being aware of the interesting pass. The most imposing view is from about 60 yards below the Bridge, close to the edge of the creek; from that position the arch appears thinner, lighter, and loftier. A little above the Bridge, on the W. side of the creek, the wall of rock is broken into buttress-like masses, which rise almost perpendicularly to a height of nearly 250 ft., terminating in separate pinnacles which overlook the Bridge. On the abut-

ments of the Bridge there are many names carved in the rock, of persons who have climbed as high as they dared on the face of the precipice. Highest of all for nearly three quarters of a century was that of George Washington, who when a youth ascended to a point never before reached, but which was surpassed, in 1818, by James Piper, a student in Washington College, who actually climbed from the foot to the top of the arch. The main line of the Richmond & Alleghany R. R. crosses here, running to *Clifton Forge*, in W. Va. In 41 miles (271 miles from Washington) we arrive at the village of *Roanoke*, where connection is made with the Norfolk & Western R. R. Thence the route is the same as in Sub-Route *a*.

c. Via Chattanooga and Meridian.

As far as *Cleveland* (594 miles) this route is the same as in Sub-Route *a*. From *Cleveland* a branch of the East Tenn., Va. & G. R. R. runs W. in 30 miles to **Chattanooga** (*Reid House, Stanton House, European Hotel, and Hamilton House*), a city of 23,000 inhabitants, situated on the Tennessee River near where the S. boundary of Tennessee touches Alabama and Georgia. Seven railroads converge here, and the river is navigable to this point by steamboats for 8 months of the year, and by small boats at all times. Chattanooga is the shipping-point for most of the surplus productions of East and of a portion of Middle Tennessee, and contains a large number of iron-mills and cotton-factories. It is the seat of the *Methodist University*. During the civil war Chattanooga was an important strategic point for the operations in Tennessee and Georgia, and played a prominent part in most of the campaigns in this region. Above the city the celebrated * **Lookout Mountain** towers to the height of 1,400 ft. It was on this mountain that the battle was fought "above the clouds." The summit of the mountain is reached by a picturesque turnpike road, which leads through a variety of interesting scenes. On the summit stand the large buildings used by the Government during the war as a hospital post for convalescents; they are now occupied in summer by visitors. The views about the mountain are very attractive, and few scenes are lovelier than the Valley of the Tennessee as seen from its lofty summit. The points on Lookout best worth visiting are Lake Seclusion, Lulah Falls, Rock City, and the Battle-field.

From Chattanooga the route is *via* the Alabama & Great Southern R. R., which runs S. W. across Alabama and terminates at Meridian, in the State of Mississippi. Most of the stations on the line are small villages, which need not be mentioned. **Tuscaloosa** (198 miles, *Miller's Hotel*) is a city of about 2,500 inhabitants, situated on the left bank of the Black Warrior River, at the head of steamboat navigation. It is the commercial center of a district rich in resources, and has a considerable trade in cotton, wheat, coal, etc. The streets of the city are wide and well shaded. A mile distant are the grounds of the *University of Alabama*; the buildings, with their contents, were burned in 1865, and have been only partially restored. The *Alabama Insane Hospital*, about a mile beyond the University, has a front of 780 ft.,

with extensive out-buildings and grounds. The city takes its name from the Indian chief Tuscaloosa ("black warrior"), who was defeated by De Soto in the bloody battle of Malvila, Oct. 18, 1540. From 1826 to 1846 it was the capital of the State. *Eutaw* (233 miles) is a pretty town, capital of Greene County, situated 3 miles W. of the Black Warrior River. The adjacent country is one of the most fertile portions of the State, and Eutaw is surrounded by rich plantations. *York* (268 miles) is at the junction with the Alabama Central R. R., which runs across the State from Selma to Meridian. At *Cuba* (274 miles) the road crosses the boundary-line and enters the State of Mississippi, and 21 miles beyond reaches **Meridian**, whose importance is due chiefly to its position at the junction of several railways. It was captured by Gen. Sherman on Feb. 16, 1864, and, according to his own account, his troops accomplished "the most complete destruction of railways ever beheld." At Meridian the passengers for Mobile take the Cin., Louisville & N. O. Div. of the Louisville & Nashville R. R., which runs S. to Mobile in 135 miles. Those going to New Orleans can go *via* Mobile (see Route 117), or can take the Vicksburg & Meridian R. R., which connects at Jackson with the Southern Div. of the Illinois Central R. R. (see Route 121). (The total distance from Washington to Mobile by this route is 1,054 miles; to New Orleans, 1,195 miles).

119. Charleston or Savannah to Mobile or New Orleans via Savannah, Florida & Western R. R.

ALL northern points are brought in close connection with Mobile and New Orleans *via* Charleston by this route. For the routes to Charleston, see Routes 101 and 102. From Charleston to Savannah, see Route 102 *a*. At Savannah the train takes the track of the main line of the Savannah, Florida & Western R. R. as far as *Bainbridge Junction* (342 miles). This route has been described in Route 108. *Chattahoochee*, Fla. (373 miles), on the Appalachicola River near the confluence of the Flint, is the seat of the *State Penitentiary* and *Lunatic Asylum*, and is the present W. terminus of the Savannah, Florida & Western R. R. Crossing the river on a fine bridge, the train takes the track of the Pensacola & Atlantic R. R., which runs 161 miles across the N. W. portion of Florida to Pensacola. At Careyville, 100 miles from Pensacola, there is connection with local steamboats on the Chattahoochee River, and at Pensacola (see Route 115) the train takes the track of the Cin., Louisville & N. O. Div. of the Louisville & Nashville R. R. for Mobile and New Orleans (see Route 117). For description of New Orleans, see Route 122.

120. Louisville to Mobile and New Orleans.

By the Louisville & Nashville R. R. This is one of the great highways of travel and traffic between the Northern and Southern States. At Louisville close connections are made with the various routes converging there from the North and West (see Routes 73 and 80). Through palace-cars are run without

change from New York, Philadelphia, Baltimore, Washington, and St. Louis to Louisville; and from Cincinnati and Louisville to Montgomery, Mobile, and New Orleans. The time from Louisville to Mobile is about 51 hours; to New Orleans, about 56 hours. Distances: to Cave City, 85 miles; to Memphis Junction, 118 (Memphis, 377); to Nashville, 185; to Decatur, 308; to Birmingham, 395; to Calera, 428; to Montgomery, 490; to Mobile, 670; to New Orleans, 811.

LOUISVILLE is described in Route 74. Leaving Louisville, the train runs S. W. across a productive and populous portion of Kentucky, then crosses Tennessee from N. to S., and continues S. through central Alabama. *Bardstown Junction* (22 miles) is the point whence the Bardstown Branch runs to *Bardstown* (17 miles distant). At *Lebanon Junction* (30 miles) the Knoxville Branch diverges. *Mumfordsville* (73 miles) is a pretty village on the right bank of Green River, which is here spanned by a fine bridge. This neighborhood was the scene of numerous encounters between Generals Buell and Bragg in the campaign of 1862. From *Cave City* (85 miles) stages connecting with the trains run to the famous ** **Mammoth Cave**, 8 miles distant (fare, \$1). There is a hotel at Cave City, where fair accommodation may be had, and the *Cave Hotel* is near the cave-entrance. The mouth of the cave is reached by passing down a wild, rocky ravine through a dense forest; it is an irregular, funnel-shaped opening, from 50 to 100 ft. in diameter at the top, with steep walls about 50 ft. high. The cave, which is the largest known, extends about 9 miles; and it is said that to visit the portions already explored requires from 150 to 200 miles of travel. This vast interior contains a succession of marvelous avenues, chambers, domes, abysses, grottoes, lakes, rivers, cataracts, etc., which for size and wonderful appearance are unsurpassed. The rocks present numerous forms and shapes of objects in the external world; while stalactites and stalagmites of gigantic size and fantastic form abound, though not so brilliant and beautiful as are found in some other caves. Two remarkable species of animal life are found in the cave, in the form of an eyeless fish and an eyeless craw-fish, which are nearly white in color. Another species of fish has been found with eyes, but totally blind. Other animals known to exist in the cave are lizards, frogs, crickets, rats, bats, etc., besides ordinary fish and craw-fish washed in from the neighboring Green River. The atmosphere of the cave is pure and healthful; the temperature, which averages 59°, is about the same in winter and summer, not being affected by climatic changes without. To describe the cave in detail would require a volume, and, after all, the visitor would have to intrust himself to the guides. These give him the choice between the *Short Route* (fee, \$2) and the *Long Route* (fee, \$3). They carry lamps and torches, and impart all the needful information regarding special localities.

"The stars were all in their places as I walked back to the hotel. I had been 12 hours under ground, in which time I had walked about 24 miles. I had lost a day, a day with its joyous morning, its fervid noon, its tempest, and its angry sunset of crimson and gold, but I had gained an age in a strange and hitherto unknown world—an age of wonderful experience, and an exhaustless store of sublime and lovely memories. Before taking a final leave of the Mammoth Cave, however, let me assure those who have followed me through it that no description can do justice to its sublimity, or present a fair picture of its manifold wonders. It is the greatest natural curiosity I have ever visited, Niag-

are not excepted, and he whose expectations are not satisfied by its marvelous avenues, domes, and starry grottoes, must either be a fool or a demigod."—
BAYARD TAYLOR.

Twenty-nine miles beyond Cave City is **Bowling Green** (114 miles), a thriving town of 5,500 inhabitants, at the head of navigation on Barren River. At the beginning of the civil war Bowling Green was regarded as a point of great strategic importance, and was occupied in Sept., 1861, by a large force of Confederates for the purpose of defending the approach to Nashville. After the capture of Fort Henry by the Federals (Feb. 6, 1862), the Confederates found themselves outflanked, and were obliged to evacuate the town. At *Memphis Junction* (118 miles), the Memphis Line diverges from the main line, and runs, in 259 miles, to **Memphis** (see Route 127). At *Edgefield Junction* (175 miles) connection is made with the St. Louis, Evansville & Nashville Div. of the Louisville & Nashville R. R., which forms a short line between St. Louis and points in the Southern States. *Edgefield* (184 miles) is a pretty village on the river just opposite Nashville.

Nashville (*Maxwell House, Scott's Hotel*) is the capital of Tennessee, and the largest city in the State in point of population (45,000), and is situated on the S. bank of the Cumberland River, 200 miles above its junction with the Ohio. The land on which the city is built is irregular, rising in gradual slopes, with the exception of *Capitol Hill*, which is more abrupt. This eminence is symmetrical, resembling an Indian mound, and overlooks the entire city. Nashville is regularly laid out, with streets crossing each other at right angles, but mostly rather narrow. It is generally well built, and there are numerous imposing public and private buildings. Among the former is the ***Capitol**, situated on Capitol Hill, and constructed inside and out of a beautiful variety of fossiliferous limestone. It is 3 stories high, including the basement, and is surmounted by a tower 206 ft. in height. The dimensions of the whole building are 239 by 138 ft.; it was erected in 1845 at a cost of nearly \$1,000,000, and it is considered one of the finest public buildings in America. It is approached by 4 avenues, which rise from terrace to terrace by broad marble steps. The **Court-House* is a large building on the Public Square, with an eight-columned Corinthian portico at each end, and a four-columned portico at each side. The *Market-House*, also on the Public Square, is a handsome structure. The *State Penitentiary* has spacious stone buildings occupying 3 sides of a hollow square inclosed by a massive stone wall, within which are numerous workshops. The *State Institution for the Blind* is located at Nashville, and the *State Hospital for the Insane* is about 6 miles distant. The educational institutions of the city are numerous and important. The *University of Nashville* has about 250 students and a library of 12,000 volumes. The main building is a handsome Gothic edifice of stone. The Medical Department also has a fine building and museum. *Fisk University* was established in 1866 by several Northern gentlemen for the colored youth of the State. The *Tennessee Central College* (Methodist), also for colored people, was established in 1866. The buildings of *Vanderbilt University* (named in honor of the

late "Commodore" Vanderbilt, of New York, who gave \$500,000 for its establishment) deserve attention. It is under the control of the Methodist Episcopal Church, South, and is intended to comprise theological, law, medical, literary, and scientific departments. The city is lighted with gas, is supplied with water by expensive works, and has several lines of street railway. The railways converging here and the river enable the city to command the trade of an extensive region, and its manufactures are varied and important. *The Hermitage*, the celebrated residence of Andrew Jackson, is 12 miles E. of Nashville.

The Battle of Nashville.—In November, 1864, the Confederate General Hood, having lost Atlanta, placed his army in Sherman's rear and began an invasion of Tennessee. After severe fighting with Gen. Schofield on Nov. 30, he advanced upon Nashville and shut up Gen. Thomas within its fortifications. For two weeks little was done on either side. When Thomas was fully ready, he suddenly sallied out on Hood, and, in a terrible two days' battle, drove the Confederate forces out of their intrenchments into headlong flight. The Union cavalry pursued them, the infantry following close behind, and the entire Confederate army, except the rear-guard, which fought bravely to the last, was broken into a rabble of demoralized fugitives, which at last escaped across the Tennessee. For the first time in the war an army was destroyed; and General Sherman, who had been awaiting in Atlanta the issue of Hood's manœuvre, then started on his famous march to the sea.

Between Nashville and Montgomery there is little to attract the tourist's attention. The country traversed offers few picturesque features, and the towns along the line are for the most part unimportant. The largest of them is **Columbia** (48 miles beyond Nashville), a flourishing town of about 4,000 inhabitants, situated on the left bank of Duck River, in the midst of a fertile and productive region. It is the seat of Jackson College, a female Athenæum, a female institute, and a conference college. At *State Line* (281 miles) the train leaves Tennessee and enters Alabama. *Decatur* (308 miles) is a neat village at the junction with the Memphis & Charleston Div. of the E. Tennessee, Virginia & Georgia R. R. *Birmingham* (395 miles) is at the crossing of the Alabama Great Southern R. R. (Route 118 *b*), and *Calera* (428 miles) is at the crossing of the Alabama Div. of the E. Tennessee, Virginia & Georgia R. R. (see Route 118 *a*). **Montgomery** (490 miles) has been described in Route 116 *a*. From Montgomery to Mobile and New Orleans the route is the same as in Route 116 *a*.

121. Chicago and St. Louis to New Orleans.

By the Southern Division of the Illinois Central R. R., which is now a through route. This is one of the main trunk lines between the Northern and Southern States, and Pullman palace-cars are run through without change from Chicago, Cincinnati, Louisville, and St. Louis, and with but one change from New York, Boston, Philadelphia, and Baltimore. Two trains are run daily, and the time from Chicago to New Orleans is about 50 hours; from St. Louis to New Orleans, about 38 hours. Distances: Chicago to Cairo, 305 miles; St. Louis to Cairo, 140 miles; *Cairo* to Milan, 86 miles; to Jackson, Tenn., 109; to Bolivar, 138; to Grand Junction, 156; to Grenada, 256; to Canton, 344; to Jackson, Miss., 368; to Magnolia, 453; to New Orleans, 550.

FROM Chicago to Cairo this route is *via* the Chicago Division, and has been described in Route 81. From St. Louis the route is *via* the St.

Louis & Cairo Division, which runs S. E. from St. Louis, and connects at Du Quoin with the main line of the Illinois Central R. R. At **Cairo** (see Route 81) the Ohio River is crossed, and the road runs due S. across portions of Kentucky and Tennessee and through Central Mississippi. The country traversed is for the most part populous and pleasing, but there are no large cities *en route*, and very few important towns. At *Fulton* (44 miles from Cairo) connection is made with the Memphis, Paducah & Northern Div. of the Chesapeake, Ohio & Southwestern R. R., and at *Martin's* (55 miles) with the Nashville, Chattanooga & St. Louis R. R. **Milan** (86 miles) is at the crossing of the Memphis Div. of the Louisville & Great Southern R. R., 93 miles from Memphis (see Route 120). The cars from Cincinnati and Louisville going south on the "Great Jackson Route" run through *via Milan*. Twenty-three miles beyond Milan is **Jackson** (*Robinson House*), the largest city in this section of Tennessee, with a population of about 10,000. It is pleasantly situated on the Forked Deer River, in the midst of a fertile region, and has a large and growing trade. There are several manufacturing establishments, including the extensive machine-shops of the Louisville & Nashville R. R., which intersects the present route at this point. Jackson is the seat of the *West Tennessee College*, which is in a prosperous condition, and of a Methodist female institute. *Bolivar* (138 miles) is a handsome and thriving town of about 2,000 inhabitants, situated 1 mile S. of the Hatchee River, which is navigable by steamboats for 6 to 9 months of the year. *Grand Junction* (156 miles) is at the crossing of the Memphis & Charleston Div. of the E. Tennessee, Virginia & Georgia R. R. Shortly beyond Grand Junction the train crosses the State line and enters Mississippi, soon reaching the flourishing town of *Holly Springs* (181 miles), which is noted for its educational institutions and the pleasing scenery adjacent. *Grenada* (256 miles) is pleasantly situated on the Yallowbusha River, at the head of steamboat navigation. It contains a U. S. land-office and several churches. Connection is made here with the Mississippi & Tennessee R. R. *Canton* (344 miles) is a neat and lively village; and 24 miles beyond the train reaches **Jackson** (*Edwards House*), the capital of the State of Mississippi. It is regularly built upon undulating ground on the W. bank of Pearl River, and has about 6,000 inhabitants. The * *State House* is a very handsome edifice erected at a cost of \$600,000. The other chief public buildings are the *Executive Mansion*, the *State Lunatic Asylum*, the *State Institutions for the Deaf, Dumb, and Blind*, and the *City Hall*. The *State Penitentiary*, a spacious and handsome edifice, was nearly destroyed during the civil war, but is to be rebuilt. The *State Library* contains 15,000 volumes. Jackson was captured by General Grant on May 14, 1863, after a battle with General Johnston in which the Confederates were defeated. The railroad depots, bridges, arsenals, workshops, storehouses, and many residences were destroyed. Between Jackson and New Orleans there are numerous small towns, but none requiring mention.

122. New Orleans.

Hotels.—The *St. Charles Hotel*, bounded by St. Charles, Gravier, and Common Sts., is one of the institutions of New Orleans, and one of the largest and finest hotels in the United States. *Underbanck's Hotel*, in Magazine St., between Gravier and Natchez, is a large and well-kept house. The *City Hotel*, at the corner of Camp and Common Sts., is much frequented by merchants and planters. *Cassidy's*, 30 Carondelet St., the *Waverley House*, cor. Camp and Poydras Sts., and the *Hotel des Étrangers*, 129 Chartres St., are also excellent houses. These hotels charge from \$2.50 to \$4.50 a day. All the hotels make considerably lower rates to guests remaining a week or more. Good board may be obtained in all parts of the city at rates ranging from \$6 to \$20 a week.

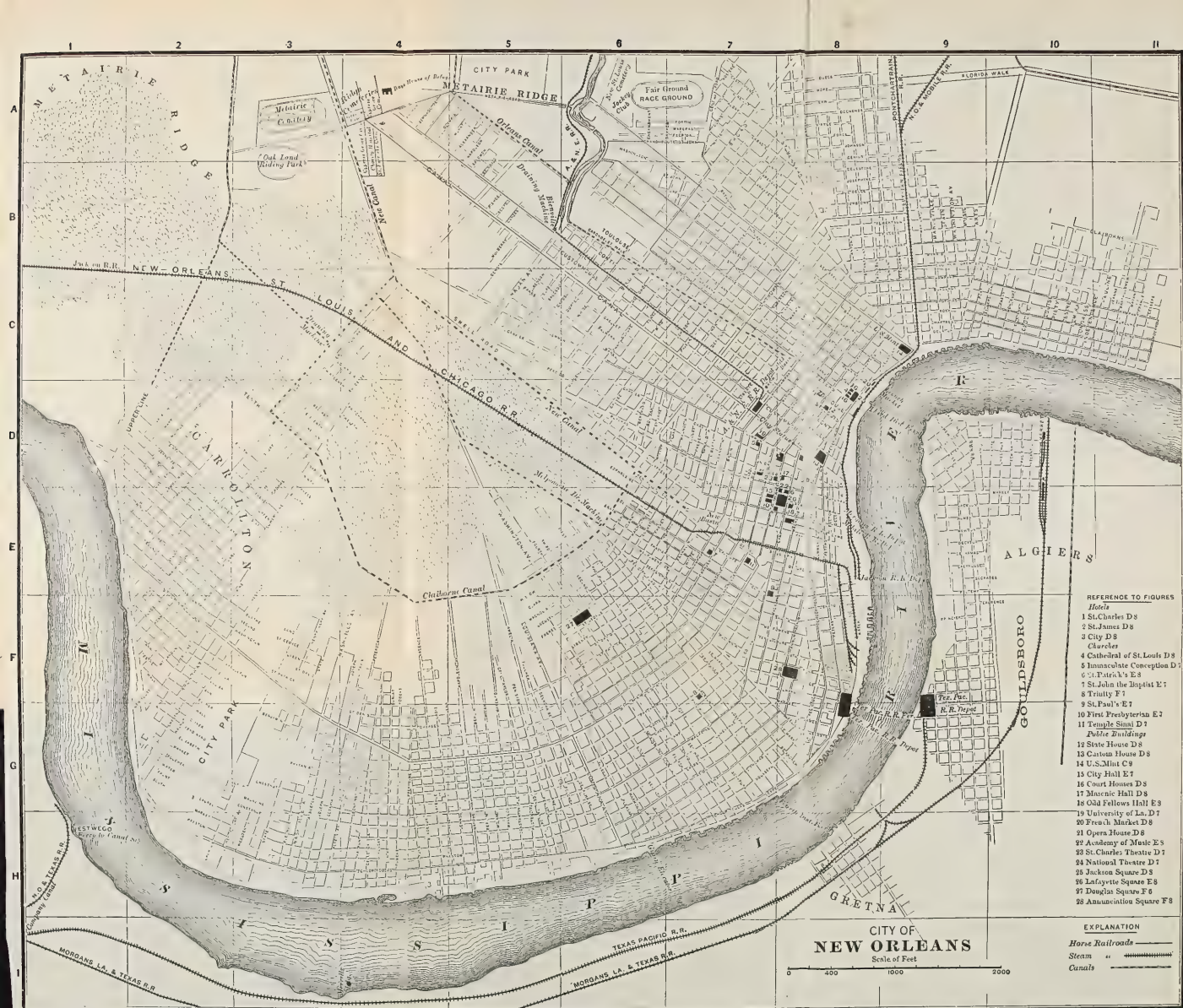
Restaurants.—Of restaurants, New Orleans has some of the best in America; in many of them is still practiced the famous creole *cuisine* of ante-war times. The most noted are *Moreau's*, in Canal St.; *Victor's*, 38 and 40 Bourbon St.; *John's*, 16 and 18 Bourbon St.; *Antoine's*, 65 St. Louis St.; and *Denechaud's*, 8 Carondelet St. In the French quarter, *cafés* are to be found in nearly every block.

Modes of Conveyance.—The horse-car system of New Orleans is perhaps the most complete in the country. Starting from the central avenue—Canal Street—tracks radiate to all parts of the city and suburbs, and passengers are carried to any point within the city limits for 5c. *Omnibuses* attend the arrival of trains and steamers, and convey passengers to the hotels, etc. (fare, 25c.). *Carrriages* and *cabs* can be found at the stands in front of the St. Charles and other leading hotels. Fare, \$2 an hour; \$5 for the forenoon or afternoon. The best plan for strangers is to hire a suitable conveyance by the hour and discharge at the end of each trip. *Ferries* connect the city with Algiers, Macdonough, and Gretna, on the opposite side of the river. Three steam-railroads connect the city with Lake Pontchartrain; fare, 15c. for the round trip.

Theatres and Amusements.—The French *Opera-House*, cor. Bourbon and Toulouse Sts., has seats for 2,000, and is fitted up in the style of the Théâtre Français, Paris. The *Academy of Music*, in St. Charles St. between Poydras and Commercial Sts., is the usual place for variety performances. The *St. Charles Theatre*, in St. Charles St., between Perdido and Poydras, is well appointed, and has a good company. The *Grand Opera-House* is in Canal St., and the *Werlein Hall* in Baronne St. Besides the theatres there are a score or more of halls in which entertainments of various kinds are given. The principal of these are the *Masonic Hall*, *Odd Fellows' Hall*, *City Courts*, *Exposition Hall*, and *Grünevald Hall*, in Baronne St. near Canal. *Horse-races* occur at the Fair-Grounds race-track (reached by Shell-Road and 3 lines of horse-cars). Besides the regular sources of amusement which it enjoys in common with other cities, New Orleans is noted for its great displays, during the holiday and carnival season, of troops and processions of masqueraders. Among the many societies which contribute to these displays, the most famous are the *Twelfth-Night Revellers*, who appear on the night of January 6th, and the *Knights of Momus*, the *Knights of Proteus*, and the *Mystick Krewes of Comus*, who appear on the night of * **Mardi Gras**, or Shrove-Tuesday. On the same day (Shrove-Tuesday), Rex, King of the Carnival, arrives with a large retinue, takes formal possession of the city for the nonce, and makes a grand display, followed by his staff, courtiers, and attendants, all mounted and dressed in gorgeous Oriental costumes. The processions are followed by receptions, tableaux, and balls, which are largely attended by the *élite* of the city, and by strangers sojourning there, who are generally the recipients of cards of invitation.

Clubs.—The prominent clubs in the city are the Boston, the Pickwick, the Louisiana, the Liedertafel, the Commercial, the Chess and Whist, the Harmony, and the Jockey Club. The *Jockey Club* has a fine house and beautifully decorated and cultivated grounds near the Fair-Grounds. The *Shakespeare Club* gives occasional dramatic entertainments, which are always largely and fashionably attended. The privileges of these as well as of the *Social Club* are obtained by introduction by a member.

Post-Office.—The Post-Office occupies the basement of the Custom-House, which fronts on Canal St., between Peters and Decatur Sts. It is open from 7 A. M. to 8 P. M. Letters may also be mailed in the lamp-post boxes, whence they are collected at frequent intervals.



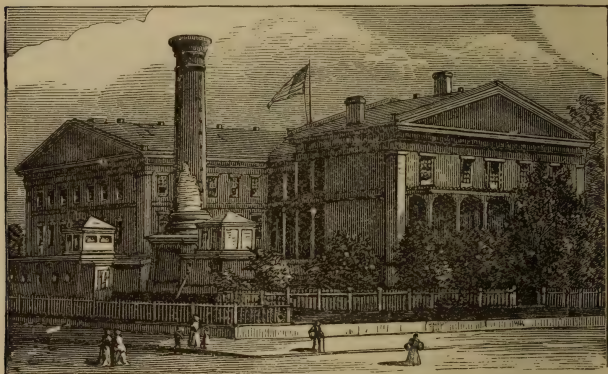
NEW ORLEANS, the capital, chief city, and commercial metropolis of Louisiana, is situated on both banks (but chiefly on the left) of the Mississippi River, 100 miles above its mouth, in latitude $29^{\circ} 57'$ N. and longitude 90° W. The older portion of the city is built within a great bend of the river, from which circumstance it derives its familiar *sobriquet* of the "Crescent City." In the progress of its growth up-stream, it has now so extended itself as to follow long curves in opposite directions, so that the river-front on the left bank presents an outline somewhat resembling the letter S. The statutory limits of the city embrace an area of nearly 150 square miles, but the actual city covers an area of about 41 square miles. It is built on land gently descending from the river toward a marshy tract in the rear, and considerably below the level of the river at high-water mark, which is prevented from overflowing by a vast embankment of earth, called the Levee. This Levee is 15 ft. wide and 14 ft. high, is constructed for a great distance along the river-bank, and forms a delightful promenade.

The site of New Orleans was surveyed in 1717 by De la Tour; it was settled in 1718, but abandoned in consequence of overflows, storms, and sickness; was resettled in 1723, held by the French till 1729, then by the Spaniards till 1801, and by the French again till 1803, when, with the province of Louisiana, it was ceded to the United States. It was incorporated as a city in 1804. The most memorable events in the history of New Orleans are the rebellion against the cession by France to Spain in 1763, the battle of January 8, 1815, in which the British were defeated by Andrew Jackson, and the capture of the city by Admiral Farragut on April 24, 1862. In 1810, seven years after its cession to the United States, the population of New Orleans was 17,243. In 1850 it had increased to 116,375; in 1860, to 168,675; and in 1870, to 191,418. According to the U. S. Census of 1880, it amounted to 216,140. In the value of its exports and its entire foreign commerce, New Orleans ranks next to New York, though several ports surpass it in the value of imports. Not unfrequently from 1,000 to 1,500 steamers and other vessels from all parts of the world may be seen lying at the Levee. New Orleans is the chief cotton mart of the world; and, besides cotton, it sent abroad sugar, rice, tobacco, flour, pork, etc., to the total value, in 1883, of \$143,812,709. Its imports of coffee, sugar, salt, iron, dry-goods, liquors, etc., amounted in 1883 to \$64,607,422. The manufactures of the city are not extensive.

The streets of New Orleans, in width and general appearance, are second to those of no city of its size. As far back as Claiborne St. those running parallel to the river and to each other present an unbroken line from the lower to the upper limits of the city, a distance of about 12 miles. Those at right angles to them run from the Mississippi toward the lake with more regularity than might be expected from the very sinuous course of the river. Many of the streets are well paved; but many are unpaved, and consequently scarcely passable in wet weather, while in dry weather they are intolerably dusty. Some of the finest streets of the city are in this condition. **Canal St.** is the main business thoroughfare and promenade, and contains many fine stores and private residences. It is nearly 200 ft. wide, and has a grass-plot 25 ft. wide and bordered with two rows of trees, extending in the center through its whole length. Claiborne, Rampart, St. Charles, and Esplanade Sts. are similarly embellished. *Royal, Rampart, and Esplanade Sts.* are the principal promenades of the French quarter.—The favorite

drives are out the *Shell-Road* to Lake Pontchartrain and over a similar road to Carrollton.

New Orleans is not rich in architecture, but there are a few noteworthy buildings. Chief among these is the ***Custom-House**, which, next to the Capitol at Washington, is the largest building in the United States. This noble structure is built of Quincy granite brought from the Massachusetts quarries. Its main front on Canal St. is 334 ft.; that on Custom-House St., 252 ft.; on Peters St., 310 ft.; and on Decatur St., 297 ft. Its height is 82 ft. The Long Room, or chief business apartment, is 116 by 90 ft., and is lighted by 50 windows. The building was begun in 1848, and is not yet entirely finished. The *Post-Office* occupies the basement of the Custom-House, and is one of the most commodious in the country. The Capital has been lately removed to Baton Rouge, 110 miles above. The ***U. S. Branch Mint** stands



United States Mint.

at the cor. of Esplanade and Decatur Sts. It is built of brick, stuccoed in imitation of brown stone, in the Ionic style, and, being 282 ft. long, 180 ft. deep, and 3 stories high, presents an imposing appearance. The ***City Hall**, at the intersection of St. Charles and Lafayette Sts., is the most artistic of the public buildings of the city. It is of white marble, in the Ionic style, with a wide and high flight of granite steps leading to a beautiful portico supported by 8 columns. The City Library occupies suitable rooms in this building. The *Court-Houses* are on the right and left of the Cathedral, in Jackson Square. They were constructed toward the close of the last century, and are conspicuous for their quaint style of architecture, which is Tusco-Doric. The *Merchants' Exchange* is a handsome marble structure in Royal St. near Canal. *Masonic Hall*, cor. St. Charles and Perdido Sts., is an imposing edifice, 103 by 100 ft. *Odd Fellows' Hall* is a massive square structure in Camp

St. opposite Lafayette Square. *City Courts*, on the site of the old Odd Fellows' Hall, is one of the most elegant buildings in the city. *Exposition Hall* is a spacious building in St. Charles St., between Julia and Girod, in which are given floral displays and other exhibitions. The *Cotton Exchange*, in Carondelet St. cor. Gravier, built at a cost of \$500,000, is a very handsome structure.

One of the most interesting church edifices in New Orleans is the old ***Cathedral of St. Louis** (Roman Catholic), which stands in Chartres St., on the E. side of Jackson Square. It has an imposing façade surmounted by a lofty steeple. The foundation was laid in 1792, and the building completed in 1794 by Don Andre Almonaster, perpetual *regidor* of the province. It was altered and enlarged in 1850, from designs by De Louilly. The paintings on the roof of the building are by Canova and Rossi. The *Church of the Immaculate Conception* (Jesuit), cor. Baronne and Common Sts., is a striking edifice in the Moorish style. *St. Patrick's* (Roman Catholic) is a fine Gothic structure in Camp St., N. of Lafayette Square. Its tower, 190 ft. high, was modeled after that of the famous minster of York, England. The church of ***St. John the Baptist**, in Dryades St. between Clio and Calliope, is a very elegant building. The most fashionable Episcopal churches are *Christ Church*, on Canal St., *Trinity*, cor. Jackson and Coliseum Sts., and **St. Paul's**, cor. Camp and Gaiennie Sts. The latter is a handsome specimen of the Gothic style, and has a rich interior. The **First Presbyterian**, fronting on Lafayette Square, is a fine structure in the Græco-Doric style, much admired for its elegant steeple. The *McGhee Church*, in Carondelet St. near Lafayette, is the principal of the Methodist Episcopal churches, South. The *Unitarian Church*, cor. St. Charles and Julia Sts., is a handsome building. The ***Temple Sinai** (Jewish synagogue), in Carondelet St. near Calliope, is one of the finest places of worship in the city. Party-colored bricks and pointing give its walls a light, airy appearance, and it has a handsome portico, flanked by two towers capped with tinted cupolas. The Gothic windows are filled with beautifully stained glass. One of the most interesting relics of the early church history of New Orleans is the old *Ursuline Convent* in Chartres St. This quaint and venerable building was erected in 1787, during the reign of Carlos III, by Don Andre Almonaster. It is now occupied by the bishop, and is known as the "Bishop's Palace."

The **University of Louisiana** is in Common St. near Baronne, and occupies half of the front of the block. The departments of law and medicine are of a very high order, and are largely attended, and the literary department is growing in importance. *Straight University* is exclusively for colored students, and gives instruction of good grammar-school grade. The ***Charity Hospital**, in Common St., is one of the noblest buildings in the city, and one of the most famous institutions of the kind in the country. It was founded in 1784, has stood on its present site since 1832, and has accommodations for 500 patients. The *Hôtel Dieu*, $\frac{1}{2}$ mile farther back from the river, is a very fine hospital established by the Sisters of Charity, and supported entirely by receipts from patients, some of whom are, nevertheless, beneficiary. It

occupies a full square, and is surrounded by a well-kept garden of shrubbery and flowers. Other prominent charitable institutions are the *Poydras Female Orphan Asylum*, in Magazine St., the *St. Anna's Widows' Asylum*, the *St. Vincent Orphan Asylum*, the *Indigent Colored Orphan Asylum*, and the *German Protestant Asylum*. The *Howard Association* is one of the greatest charitable bodies in the world, its special mission being to labor for the relief of sufferers in epidemics, particularly the yellow fever.

Chief among the pleasure-grounds of the city is ***Jackson Square** (formerly known as the *Place d'Armes*), covering the center of the river-front of the old Town Plot, now Second District. It is adorned with beautiful trees and shrubbery, and shell-strewn paths, and in the center stands *Mills's equestrian statue of General Jackson. The imposing fronts of the cathedral and courts of justice are seen to great advantage from the river-entrance to the square. *Lafayette Square*, in the First District, bounded by St. Charles and Camp Sts., is another handsome inclosure. The fine marble front of the City Hall, the tapering spire of the Presbyterian Church, and the massive façade of Odd Fellows' Hall present a striking appearance. In the square is a fine white-marble statue of Franklin, by Hiram Powers. In Canal St., between St. Charles and Royal, is a colossal bronze statue of Henry Clay, by Hart. *Douglas Square* is beautifully laid out and well kept. *Annunciation Square* and *Tivoli Circle*, on St. Charles St., are worth a visit. The latter now contains the monument of Gen. Robert E. Lee, 65 ft. high, surmounted by a statue in bronze. The *City Park*, near the N. E. boundary (reached by Canal St. and Ridge Road cars), embraces 150 acres, tastefully laid out, and, as the site of the **Great Exposition of 1884-'85**, will probably become of world-wide renown.

The *Cemeteries* of New Orleans are noteworthy. From the nature of the soil, the tombs are above ground. Some of these are very costly and beautiful structures, of marble, iron, etc.; but the great majority consist of cells, placed one above another, generally to the height of 7 or 8 ft. Each cell is only large enough to receive the coffin, and is hermetically bricked up at its entrance as soon as the funeral rites are over. In most instances a marble tablet, appropriately inscribed, is placed over the brickwork by which the vault (or "oven," as it is called here) is closed. There are 33 cemeteries in and near the city; of these the *Metairie*, *Cypress Grove*, and *Greenwood*, on the Metairie Ridge, at the N. end of Canal St., are best worth visiting. The *Monument to the Confederate Dead* among the cemeteries, and the *Monument to the Union Dead* at Chalmette, will attract visitors.

The great "sight" of New Orleans, and perhaps the most picturesque to be seen in America, is the ***French Market**, which comprises several buildings on the Levee, near Jackson Square. The best time to visit it is between 8 and 9 o'clock on Sunday morning, or at 6 A. M. on other days. At break of day the gathering commences, and it would seem as if all nations and tongues were represented in the motley crowd which surges in and out until near 10 o'clock. French is the prevailing language, and it will be heard in every variety, from

the silvery elegance of the polished creole to the childish jargon of the negroes. The **Levee** affords the visitor one of the most striking and characteristic sights of the Crescent City. For extent and activity it has no equal on the continent. The best points from which to obtain a view of the city and its environs are the roof of the St. Charles Hotel and the tower of St. Patrick's Church.

One of the most interesting spots in the vicinity of New Orleans is the **Battle-Field**, the scene of General Jackson's great victory over the British, Jan 8, 1815. It lies $4\frac{1}{2}$ miles S. of Canal St., and may be reached either by carriage along the Levee or by horse-cars. It is washed by the waters of the Mississippi, and extends back about a mile to the cypress-swamps. A marble monument, 70 ft. high and yet unfinished, occupies a suitable site overlooking the ground, and serves to commemorate the victory. A National Cemetery occupies the S. W. corner of the field. Between the Battle-Field and the city the *Ursuline Convent*, an imposing building 200 ft. long, overlooks the river. *Lake Pontchartrain*, 5 miles N. of the city, is famous for its fish and game. It is 40 miles long and 24 miles wide. It is reached by 3 lines of railway with cars drawn by steam, and by drive in carriages on a fine shell-road. The swamps which lie between the city and the lake are covered with a thick growth of cypress and other trees peculiar to this locality. *Carrollton*, in the N. suburbs, has many fine public gardens and private residences. *Algiers*, opposite New Orleans (reached by ferry), has extensive dry-docks and ship-yards. *Gretna*, on the same side, is a pretty rural spot, abounding in pleasant, shady walks.

123. New Orleans to San Francisco.

a. *Via Galveston, Harrisburg & San Antonio and Southern Pacific R. Rs.* Distance, 2,495 miles.

This is a direct and popular route between New Orleans and the Pacific coast, passing through a region of country much of which is very attractive. The train takes the track of the Southern Pacific R. R. at El Paso (1,209 m.). The line is admirably equipped, both as to road-bed and rolling-stock, and the cars are of the latest improved patterns. Pullman palace sleeping-coaches run through the whole distance without change.

THE first station of importance after leaving Algiers, one of the most interesting of the suburbs of New Orleans, is *Terrebonne* (55 miles), a beautiful hamlet in the northern part of the parish of the same name, a rich and semi-tropical region of great interest to the traveler. *Vermilionville* (144 miles), on Bayou Vermilion, which is navigable from the Gulf of Mexico, and makes the village a place of cotton export, has a population of 1,000 and several churches and newspapers. This is the beginning of the Louisiana Western Div. Passing through a number of small stations of no special interest, dotting a country of great agricultural and grazing value, we reach *Orange*, Texas (256 miles), capital of a county of the same name, located on the Sabine River about 10 miles above its mouth. *Baumont* (278 miles) is on the Neches River, and has a population of about 2,000. The principal busi-

ness is in sawing lumber, as this point is the *entrepot* of a noble lumber region. At **Houston** (361 miles; see Route 99 *a*) intersection with Galveston, Houston & Henderson, Gulf, California & Santa Fé, Houston & Texas Central and International & Great North. R. Rs. For 200 miles the route passes through a magnificent grazing region, studded with great cattle-ranches and a large number of thriving towns of no special attraction to the tourist. *Columbus* (447 miles, population 2,500), on the W. bank of the Colorado River, is beautifully situated amidst groves of live-oak, and ships a large amount of cotton and live and dressed beef. *Schulenburg* (472 miles) is an energetic town of 1,200 population, where considerable manufacturing and cotton business is carried on. **San Antonio** (577 miles), one of the important cities of Texas, is described in Route 99 *a*. At *Del Rio* (748 miles) the route touches the banks of the Rio Grande River. Through the whole of our route to El Paso there is nothing of special moment to interest the eye of the traveler, except perhaps the immense herds of cattle, which feed on the nutritious grasses of the rolling prairie. At **El Paso** (see Route 97 *c*) the train passes to the track of the Southern Pacific R. R. (see the same) for its further journey to **San Francisco** (see Route 88).

b. Via Texas & Pacific Div. of the Missouri Pacific Ry.

The Texas & Pacific R. R. extends from *Gouldsboro*, opposite New Orleans, to El Paso, Texas (1,153 m.), and the route is thence by the Southern Pacific R. R. to San Francisco (2,439 m.). Two trains a day leave New Orleans for San Francisco, and the route is furnished with the most improved conveniences for the comfort of the passenger. Every train is equipped with Pullman sleeping-coaches.

As far as *Donaldsonville* (64 miles) the route follows closely the course of the river. At *Baton Rouge Junction* (89 miles) a short branch diverges to *West Baton Rouge*, immediately opposite to which, on the E. side of the Mississippi, is *Baton Rouge* (see Route 127). At *Cheneyville* (172 miles) connection is made with Morgan's Louisiana & Texas R. R. *Alexandria* (196 miles, population 2,000), capital of Rapides Parish, is on the S. bank of the Red River, which gives it an important water traffic. It exports cotton, rice, sugar, and fruits, and has a fine court-house, a bank, and a number of schools and churches. **Shreveport** (328 miles) is an enterprising city of 9,000 population, situated on the W. bank of the Red River, near *Soda Lake*, and is one of the principal points on this important waterway. Steamboats ply regularly to New Orleans. The city contains a handsome court-house, 11 churches, 3 banks and banking-houses, and a number of steam mills, factories, and machine-shops. Cattle and cotton are the chief articles of export. The next place of importance is **Marshall**, Texas (368 miles). At this point the N. O. Div. unites with the main line of the Texas & Pacific R. R. The city has a population of 6,500 people, and is growing fast. Here are located the headquarters and machine-shops of the road. In addition to the court-house and a number of churches and schools, the city has a *Woman's College* and the *Wiley University*, which was founded in 1873. *Longview* (392 miles) is the place of junc-

tion with the International & Great North. Div. of the Missouri Pacific R. R. and with the Longview & Sabine Valley R. R. At *Mineola* (437 miles) intersection is made with a branch of the International & Great Northern Div. For description of **Dallas** (515 miles) see Route 99 *a*. Fort Worth (547 miles) has a population of about 7,000 people, and is the beginning of the Rio Grande Div. of the line, and here also intersects the Gulf, California & Santa Fé R. R. *Cisco* (662 miles) is at the junction with the Texas Central R. R. The many stations on the line between this point and El Paso are unimportant. The middle and western portions of Texas tributary to the railroad constitute a pastoral region of unsurpassed attraction to cattle-raisers, and it is on this industry that this section of the State mostly depends. As we approach **El Paso** (1,153 miles) the country becomes mountainous, and the mining industry begins to assume importance, the geological characteristics being identical with those of southern New Mexico and eastern Arizona. El Paso and the further route are described in Route 97 *c*. For description of **San Francisco** (2,439 miles) see Route 88.

124. The Virginia Mineral-Spring Region.

Hotels, etc.—As a general thing, the hotel, and its cottages, bath-houses, and other buildings, are the only houses in the immediate vicinity of the springs. The charges at the springs are from \$2 to \$3.50 a day; \$30 to \$75 per month. Other expenses are light. Horses may be hired in the country for \$1.50 a day. At the springs, the charges for horses and vehicles are higher, but very moderate in comparison with the livery of Northern resorts. Carriages seating four may usually be hired for \$5 a day. "Let the tourist," says Mr. Pollard, "bring his fishing-rod, and a gun to shoot deer. A common fault at the springs, and which is perhaps prevalent at all watering-places, is the idle and dawdling life; but the spas of Virginia have this great and peculiar advantage—that instead of the visitor being compelled to walk or ride on a dusty thoroughfare, or take a paltry stroll on the beach, he may lose himself in a few moments in the neighboring forest, where recreation may be sweetened with perfect solitude, or exercise freshened with the mental excitement that makes it alike pleasant and profitable."

THE most important of the Virginia Springs are either directly on the line of the three great railways which intersect the W. portion of the State—the Baltimore & Ohio, the Chesapeake & Ohio, and the Virginia Midland R. R.—or are easily accessible from them by stage. One of the most convenient local centers for the tourist is *Staunton* (which is reached *via* the Virginia Midland and Chesapeake & Ohio R. Rs., or *via* the Harper's Ferry & Valley Branch of the Baltimore & Ohio R. R.). **Staunton** is 148 miles from Washington, has a population of 7,000 people, and is situated at the foot of the Blue Ridge Mts. amidst scenery of great beauty. It contains a court-house, 10 churches, 2 banks, and a number of important educational institutions. Among the latter are the *Augusta Female Seminary*, the *Staunton Female Seminary*, the *Virginia Female Institute*, and a *Methodist Female Institute*. Other institutions are the *Western Lunatic Asylum*, and an institution for the deaf, dumb, and blind. Among the manufactories are the *Staunton Iron-Works*, and a number of flouring and planing mills.

Weyer's Cave, 18 m. N. E. from Staunton, and reached thence by stage, is one of the most celebrated and the oldest known stalactite caverns in the United States. It derives its name from Bernard Weyer, a hunter, who discovered it in 1804. It is situated on a spur of a small ridge which branches out from the Blue Ridge. The entrance is about 7 ft. high, and there are many apartments beautifully adorned with stalagmites, stalactites, and other objects of interest. *Washington's Hall*, the largest chamber, is upward of 90 ft. high and 250 ft. long. Near by is *Madison's Cave*, of inferior interest.

Lynchburg is reached by Route 118 *a*, and is described in the same. The greatest number of the springs are reached by stage-connections with points on the Chesapeake & Ohio R. R. between Staunton and the White Sulphur Springs. Those reached from Lynchburg, however, are much visited, and have the advantage of being situated in a more picturesque country than those farther N.

The springs which, owing to the facility with which they are reached, are most resorted to by Northern visitors, are the **Berkeley Springs**, situated in Morgan County, W. Virginia, $2\frac{1}{2}$ miles from *Sir John's Run* on the Baltimore & Ohio R. R. (see Route 67). The surrounding scenery is highly picturesque, and the spot possesses historic and social associations as connected with Washington, who frequently visited it. From a remote period it has been the resort of large numbers of people from the lower Valley of Virginia and Maryland; and was a popular watering-place as far back as 1816, when Paulding visited it and described it in his "Letters from the South." The waters flow from five springs at the rate of 2,000 gallons per minute. The temperature is 74° Fahr. The bathing-pools are very large, and rank with the finest in Virginia. The water is not remarkable for its curative properties, and is but slightly impregnated with mineral ingredients, but the bathing is highly invigorating. The main building is a commodious hotel, in which dancing takes place nightly throughout the season.—**Capon Springs** is a highly popular resort at the base of the North Mountain, 23 miles from *Winchester*, on the Harper's Ferry Branch of the Baltimore & Ohio R. R. (113 miles from Baltimore), from which it is reached by stage. The *Mountain House* (\$30 to \$60 a month) is an excellent hotel, with several cottages attached, furnishing accommodations for about 750 guests. Fronting the Mountain House is the bathing establishment, presenting a beautiful colonnade front of 280 ft., with a central building two stories high, 42 by 30 ft., containing parlors, etc., for the use of bathers. The Capon water contains silicic acid, magnesia, soda, bromine, iodine, and carbonic-acid gas; and is recommended for idiopathic and sympathetic affections of the nervous system, various forms of dyspepsia, chronic diarrhoea, irritation of the intestinal canal, and gravel. *Candy's Castle*, the *Tea-Table*, and other curiosities of the region are accessible from this watering-place.—The **Rawley Springs** are situated in Rockingham County, 12 miles by stage from *Harrisonburg* on the Harper's Ferry & Valley Branch of the Baltimore & Ohio R. R. (181 miles from Baltimore). The hotel accommodations are excellent, the grounds are tastefully improved, and the surrounding scenery is very attractive. The Rawley water is a compound chalybeate, is alterative and tonic in its effects, and is held to be remedial

in those chronic diseases which are characterized by low and deficient vital action.

The most famous and frequented of all the Virginia resorts are the **Greenbrier White Sulphur Springs**, situated directly on the line of the Chesapeake & Ohio R. R., 91 miles W. of Staunton and 227 miles from Richmond. The immediate vicinity of the Springs is very beautiful. About 50 acres are occupied by the hotels and cottages and the surrounding lawns and walks, which are admirably kept. The adjacent scenery is unsurpassed in beauty and picturesqueness. Kate's Mountain, which recalls some heroic exploits of an Indian maiden of long ago, is one fine point in the scene southward; while the Greenbrier Hills lie 2 miles away, toward the W., and the lofty Alleghanies tower up majestically on the N. and E. It is not known precisely at what period this spring was discovered. Though the Indians undoubtedly knew its virtues, there is no record of its being used by the whites until 1778. Log-cabins were first erected on the spot in 1784-'86, and the place began to assume something of its present aspect about 1820. Since then it has been yearly improved, until it is capable of pleasantly housing some 1,500 guests. The spring bubbles up from the earth in the lowest part of the valley, and is covered by a pavilion, formed of 12 Ionic columns, supporting a dome, crowned by a statue of Hygeia. The principal ingredients of the water are nitrogen gas, oxygen gas, carbonic acid, hydro-sulphuric acid, sulphate of lime and magnesia, and carbonate of lime. Its effect is alterative and stimulant, and it is beneficial in cases of dyspepsia, liver-disease, nervous diseases, cutaneous diseases, rheumatism, and gout.¹ The position of the White Sulphur is central to nearly all the prominent springs of the region, which may thus be conveniently visited in turn.² The Hot Spring is 38 miles distant, on the N.; the Sweet Spring, 17 miles E.; the Salt and the Red Springs, 24 and 41 miles respectively, on the S.; and the Blue Sulphur Spring, 26 miles W. Stages run from the White Sulphur to the **Blue Sulphur Springs**, which are situated in Greenbrier County, in a position of great beauty. The hotel is a brick edifice 180 ft. long, and a canopy rises above the spring in the midst of a beautiful lawn. The water is said to be valuable in chronic hepatitis, jaundice, chronic irritation of the kidneys and bladder, and in diseases of the skin.

The **Old Sweet Springs** are situated in Monroe County, and are reached by stage in 9 miles from *Alleghany*, a station on the Chesapeake & Ohio R. R., 86 miles W. of Staunton. This watering-place is said to be the oldest in Virginia, and to have been frequented for its medicinal properties as early as 1764. The water derives a peculiar briskness from the carbonic acid which predominates in it, and is prescribed for all the varieties of dyspepsia, for diarrhœa, dysentery, and general disorder of the system. The springs are situated in a lovely valley, between the Alleghany Mts., which bound the northern prospect, and the Sweet Springs Mt., rising on the S. The hotel is large, and there are

¹ A good guide to the medicinal use of the waters of all these springs is Dr. J. J. Moorman's "Mineral Springs of North America."

² See pages following index at back of book.

commodious baths for ladies and gentlemen. The **Red Sweet Springs** are situated 1 mile from the "Old Sweet," and 8 miles from Alleghany Station. The waters are chalybeate and tonic, and the accommodations for visitors ample. The temperature of the water varies from 75° to 79° Fahr., and the 3 springs discharge 250 gallons per minute.

The **Salt Sulphur Springs** connect by stages with *Fort Spring*, on the Chesapeake & Ohio R. R., 108 miles W. of Staunton. This watering-place is near *Union*, the county-seat of Monroe, about 24 miles from the White Sulphur, and is completely shut in by mountains—Swope's Mt., Peters's Mt., and the Alleghanies—the place being near the E. base of the first named. The springs were discovered in 1805 by Mr. Irwin Benson while boring for salt-water, which he was induced to hope for from the fact that the spot had been a well-known "lick" for deer and buffalo. The hotel and cottages have accommodations for about 400 guests. There are 3 springs, one of which is styled the "Iodine." The Salt Sulphur water is recommended for chronic affections of the brain; for chronic diseases of the bowels, kidneys, spleen, and bladder; and for neuralgia and the various nervous diseases.

The **Red Sulphur Springs**, in the S. portion of Monroe County, are 41 miles from the White Sulphur, 17 from the Salt, 32 from the Blue, and 39 from the Sweet. They are reached by stage from *Lowell*, on the Chesapeake & Ohio R. R., 127 miles W. of Staunton. The approach to these springs is beautifully romantic and picturesque. The springs themselves lie in a verdant glen surrounded on all sides by lofty mountains, and the hotels and cottages afford accommodations for about 450 guests. The water of the spring is collected in 2 white-marble fountains, over which is a tasteful cover. It is clear and cool, with a temperature of 54° Fahr., and is strongly charged with sulphureted-hydrogen gas, besides containing several of the neutral salts. Its effects are stated to be directly sedative, and indirectly tonic, alterative, diuretic, and diaphoretic; and it is used with advantage in cases of scrofula, jaundice, chronic dysentery, and dyspepsia, and is a specific in consumption and diseases of the throat.

The thermal baths of Bath County are grouped together a short distance N. of the Chesapeake & Ohio R. R., and are unrivaled by any others yet discovered, either in Europe or America. They lie within a short distance of each other, and the visitor may pass from one to another in an hour or two, through magnificent scenery. They are reached by stages from the stations of *Millboro* (39 miles W. of Staunton) and *Covington* (69 miles W. of Staunton). On the stage-ride to the Warm Springs from Millboro, the traveler will be charmed by the magnificent view from the top of Warm Spring Mountain, which he crosses at an elevation of nearly 1,500 ft. above its base (2,250 above the sea). On this route is also seen the curious *Blowing Cave*, situated near the banks of the Cow-Pasture River. The **Warm Springs** were discovered by the Indians, and have long been a popular resort. The water is very abundant, and is used for bathing as well as drinking, chiefly the former. It contains sulphuric, carbonic, silicic, and organic acids, as the first bases, and potash, ammonia, lime, magnesia, protoxide

of iron, and alumina, as the second bases. The diseases for which the baths are beneficial are gout, chronic rheumatism, swellings of the joints and glands, paralysis, chronic cutaneous diseases, and calculous disorders. At the lower end of the Warm Spring Valley is the * *Cata-ract of the Falling Springs*, where a foaming mountain-brook tumbles over a rocky ledge 200 ft. high. The **Hot Springs** are 5 miles S. of the Warm Springs, and 18 from Covington, with which they connect by stages. These are said to be the hottest baths in the world, the temperature reaching 110° Fahr. There are 9 springs, and 9 baths attached, all in the grounds of the hotel. The most marked effect of the free use of these waters is in cases of rheumatism and torpid liver, which are promptly and remarkably relieved. The **Healing Springs** are about 3 miles from the Hot Springs, and connect by stages (15 miles) with Covington. The scenery around this watering-place is extremely agreeable; there is a fine cascade near, and the Springs buildings make a charming little village, shining pleasantly through the green trees. The waters of this spring are stated to be almost identical in their chemical analysis with the famous Schlangenbad and Ems waters of Germany. Their temperature is uniformly 84° Fahr., and the water is regarded as highly beneficial in cases of scrofula, chronic thrush, obstinate cases of cutaneous disease, neuralgia, rheumatism, ulcers of the lower limbs of long standing, and dyspepsia, in some "hopeless cases" of which it is said to have worked cures. The **Bath Alum Springs** are near the E. base of the Warm Springs Mts., 5 miles from the Warm Springs, and 10 from Millboro, with which they connect by stages. The waters issue from a slate-stone cliff, and are received into small reservoirs. The springs differ—one of them being a strong chalybeate, with but little alum; another, a milder chalybeate, with more alumina; while the others are alum of different strength, with traces of iron. The waters are decidedly tonic and astringent, and are recommended for scrofula, dyspepsia, eruptive affections, chronic diarrhœa, nervous debility, and in various uterine diseases.

The **Rockbridge Alum Springs** are situated in Rockbridge County. The springs consist of 5 fountains, issuing from beneath irregular slate-stone arches. The hotel and cottages are of brick, and will accommodate about 800 guests. The waters are regarded as highly beneficial in cases of chronic dyspepsia, diarrhœa, scrofula, gastric irritation, and diseases of the skin. **Rockbridge Baths** are near the Springs just described, and are reached by stage in 9 miles from *Goshen*, on the Chesapeake & Ohio R. R., 32 miles W. of Staunton, and are also reached by stage from Millboro. The springs are within a few feet of the banks of North River, and are surrounded by picturesque scenery. The waters are impregnated with iron, and are strongly charged with carbonic-acid gas. As a tonic bath (adapted to nervous diseases, general debility, especially after the use of alterative mineral waters, and that comprehensive class of cases in which tonic bathing is beneficial) the Rockbridge Baths are highly recommended. *Jordan's Alum Springs* are reached by stage from Millboro. The waters possess qualities similar to those of the other alum springs in this vicinity.

About 300 yards from *Bonsack's*, on the Norfolk & Western R. R. (see Route 118 a), are **Coyner's Springs**, a favorite resort with the people of Lynchburg, from which they are only 47 miles distant. The buildings are spacious and comparatively new, and the place has the reputation of being one of the gayest in Virginia. The waters are sulphurous, and, of their class, mild and pleasant. They are recommended in cases of difficult, imperfect, or painful digestion, enfeebled condition of the nervous system, chronic diseases of the bladder or kidneys, salt-rheum, tetters, indolent liver, and in some of the affections peculiar to females.—The **Blue Ridge Springs**, in Botetourt County, directly on the line of the Norfolk & Western R. R., have lately become one of the most famous and frequented resorts in Virginia. They are situated near the summit of the Blue Ridge Mountains, 1,300 ft. above the sea, in the midst of delightful scenery, and where the air is exceptionally pure and cool. The hotel is excellent, there are a number of commodious cottages, and the waters have a special reputation for the cure of dyspepsia. From *Alleghany*, on the Norfolk & Western R. R. (see Route 118 a), stages run in 3 miles to the **Alleghany Springs**, which have long been popular. The large hotel and cottages are situated upon undulating ground, surrounded by wild and picturesque scenery. In the neighborhood (8 miles distant) are the **Puncheon-Run Falls*, a wonderful series of cascades, where a mountain-brook tumbles for 1,800 ft. down an almost perpendicular ledge. **Fisher's View* (5 miles from the Springs) is a point on the mountain from which a fine view of the wild and beautiful scenery of the surrounding region may be obtained. The Alleghany water is cathartic, diuretic, and tonic, and is recommended for dyspepsia, depressed biliary secretions, costiveness, scrofula, jaundice, and incipient consumption. From *Big Tunnel*, on the Norfolk & Western R. R. (4 miles from Alleghany), a tramway extends 1 mile to the **Montgomery White Sulphur Springs**, located in Montgomery County. The Springs are beautifully situated in the midst of fine scenery, diversified by rippling streams; and the buildings are unusually handsome and substantial, with accommodations for about 1,000 guests. The waters are of two kinds: one a strong sulphur, resembling that of the Greenbrier White Sulphur; the other a tonic chalybeate. The sulphur is said to be less cathartic and stimulant than other sulphurs, and to act more mildly.—The **Yellow Sulphur Springs** are 5 miles S. W. of the Montgomery White, and 3 miles from *Christiansburg* on the N. & W. R. R., with which they connect by stages. This spring is located high up on the E. side of the Alleghany Mountains, and, "in consequence of this elevation, the air is elastic, pure, and invigorating during the hottest days of summer." The water possesses valuable tonic properties, and is delightfully cool, the temperature in the hottest weather remaining at 55°.

The foregoing springs are the most prominent and popular of the "Springs Region." Among other less frequented watering-places are the *Bedford Alum Springs*, W. of Lynchburg, near the Norfolk & Western R. R.—The *Grayson White Sulphur Springs*, in Carroll County, near the point where New River passes through the Iron Mountain, and

connecting with the N. & W. R. R. at Max Meadows.—The *Sharon Alum Springs*, connecting with the N. & W. R. R. at Wytheville, 25 miles by stage.—The *Pulaski Alum Springs*, connecting with the N. & W. R. R. at Newbern, 10 miles by stage.—*Eggleston's Springs*, near the Salt Pond, a powerful sulphur.—The *Huguenot Springs*, in Pinkerton County, connecting with the Springs Station on the Richmond & Danville R. R., 10 miles by stage.—The *Fauquier White Sulphur Springs*, in Fauquier County, 40 miles from Fredericksburg.—*Jordan's Springs*, in Frederick County, 5 miles from Winchester, and $1\frac{1}{2}$ from Stevenson's Station on the Harper's Ferry & Valley Branch of the Baltimore & Ohio R. R. This is a popular and agreeable summer resort.—The *Shannondale Springs*, in Jefferson County, $5\frac{1}{2}$ miles from Charleston, on the Harper's Ferry & Valley Branch of the B. & O. R. R.—The *Holston Springs*, in Scott County, 28 miles from Bristol, on the Norfolk & Western R. R., with which they connect by stage.—The *Orkney Springs*, in Shenandoah County, a few miles from Mt. Jackson on the Valley Branch of the B. & O. R. R.

The Chesapeake & Ohio R. R., partly described in the above route, forms, with its connections, a great trunk line between the North, West, and Southwest. Its proper E. terminus is **Newport News**, Va. Thence it runs N. W. to **Richmond** (75 m.; see Route 105 a), and connects at *Gordonsville* (151 m.; see Route 118 a) with the Virginia Midland R. R., which gives through-connection from Washington and all Northern points to the West and Southwest. From this point the Chesapeake & Ohio R. R. runs in a nearly direct line W. through Virginia and West Virginia to *Huntington*, W. Va. (494 m.), on the Ohio River, just below the mouth of the Guyandotte. Here the Lexington Div. begins, running to *Lexington*, Ky. (644 m.). The Lexington Branch of the Louisville & Nashville R. R. is the connecting-link in the route as far as **Louisville** (738 m.; see Route 74). Hence the route is by the Chesapeake, Ohio & Southwestern R. R., which runs from Louisville to Memphis (1,130 m.). From Washington to Memphis (see Route 127) the distance by this route is 1,067 m.

125. Mountain Region of North Carolina, South Carolina, and Georgia.

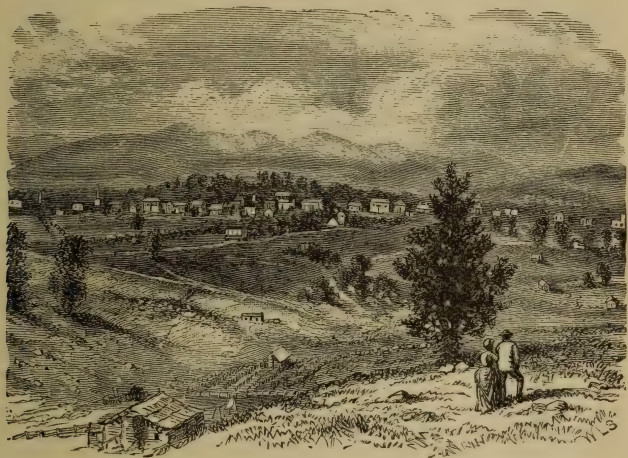
THE great Appalachian range of mountains, called also the Alleghanies, extends from that part of Canada lying between the New England States and the St. Lawrence River, through the whole length of Vermont, across the W. part of Massachusetts and the middle Atlantic States, to the N. part of Alabama. The White Mts. of New Hampshire and the Adirondack Mts. of New York are really outliers of this range, though separated from it by wide tracts of low elevation. The Catskills form a link of the main range. *Blue Ridge* is the name given to the most eastern of the principal ridges of the chain. It is the continuation S. of the Potomac of the same great ridge which in Pennsylvania and Maryland is known as the South Mountain. It retains the name Blue Ridge till it crosses the James River, from which to the line of North Carolina its continuation is called the Alleghany Mt. Running through North Carolina into Tennessee, it again bears the name of the Blue Ridge. The extreme length of the Appalachian range is 1,300 miles; its greatest width (about 100 miles) is in Pennsylvania and Maryland,

about midway of its course. In all their extent the Appalachian Mts. are remarkable, not for their great elevation, nor for their striking peaks, nor for any feature that distinguishes one portion of them from the rest, but for a singular uniformity of outline. While varying little in height, the ridges pursue a remarkably straight course, sometimes hardly diverging from a straight line for a distance of 50 or 60 miles, and one ridge succeeding behind another, all continuing the same general course in parallel lines, like successive waves of the sea.

North Carolina.

The mountain region of North Carolina, where the Appalachian system reaches its loftiest altitude, presents scenes of beauty and sublimity unsurpassed by anything E. of the Rocky Mountains. It consists of an elevated table-land, 250 miles long and about 50 broad, encircled by two great mountain-chains (the Blue Ridge on the E. and the Great Smoky on the W.), and traversed by cross-chains that run directly across the country, and from which spurs of greater or lesser height lead off in all directions. Of these transverse ranges there are four: the Black, the Balsam, the Cullowhee, and the Nantahala. Between each lies a region of valleys, formed by the noble rivers and their minor tributaries. The Blue Ridge is the natural barrier, dividing the waters falling into the Atlantic from those of the Mississippi, and its bold and beautiful heights are better known than the grander steeps of the western chain. This W. rampart, known as the Great Smoky, comprises the groups of the Iron, the Unaka, and the Roan Mountains; and from its massiveness of form and general elevation is the master-chain of the whole Alleghany range. Though its highest summits are a few feet lower than the peaks of the Black Mountain, it presents a continuous series of lofty peaks which nearly approach that altitude, its culminating point, *Clingman's Dome*, rising to the height of 6,660 ft. The most famous of the transverse ranges is that of the Black Mountain, a group of colossal heights, the dominating peak of which—*Mount Mitchell*—is now known to be the loftiest summit E. of the Mississippi. With its two great branches it is over 20 miles long, and its rugged sides are covered with a wilderness of almost impenetrable forest. Above a certain elevation, no trees are found save the balsam-fir, from the dark color of which the mountain takes its name. N. of the Black Mountain stand the two famous heights which Prof. Guyot calls "the two great pillars on both sides of the North Gate to the high mountain region of North Carolina." These are the *Grandfather Mountain* in the Blue Ridge, and *Roan Mountain* in the Smoky. Next to the Black, in the order of transverse chains, comes the Balsam, which in length and general magnitude is chief of the cross-ranges. It is 50 miles long, and its peaks average 6,000 ft. in height, while, like the Blue Ridge, it divides all waters and is pierced by none. From its S. extremity two great spurs run out in a northerly direction; one terminates in the *Cold Mountain*, which is over 6,000 ft. high, and the other in the beautiful peak of *Pisgah*, which is one of the most noted landmarks of the region.

The key of the mountain region, and converging-point of all the roads W. of the Blue Ridge, is **Asheville** (*Eagle Hotel, Swannanoa*), situated in the lovely valley of the French Broad River, 2,250 ft. above the sea, surrounded by an amphitheatre of hills, and commanding one of the finest mountain-views in America. Just above its site the beautiful Swannanoa unites with the French Broad, charming natural parks surround it, and within easy excursion-distance is some of the noblest scenery in the State. The town itself is adorned with many handsome



Asheville.

private residences, the hotel accommodations are superior, and there are good churches, schools, banks, and newspapers. There are five routes by which Asheville may be reached from the north, west, and south, and, as each of them presents special attractions to tourists by the way, we shall describe them separately.

1st Route.—From Salisbury (see Route 106 *a*) via Western North Carolina R. R. (branch of the Richmond and Danville) to Asheville. **Morgantown** (*Mountain Hotel*), on this railway, 80 miles from Salisbury, is a popular resort, and well worth the attention of all lovers of mountain scenery. It is situated on the slopes of the Blue Ridge, 1,100 ft. above the sea, and a very beautiful view may be obtained from any eminence in the vicinity. About 15 miles W. of Morgantown are the *Glen Alpine Springs*, whose waters are of the lithia class, and are said to possess diuretic, tonic, and alterative properties. In this neighborhood the *Hawk's Bill* and *Table Rock* are situated. The latter is a high, bleak rock rising above the top of a mountain to the height of over 200

ft. It can easily be ascended, and upon the summit there is about an acre of rock with a smooth surface. About 25 miles from Morgantown is the grand * **Linnville Gorge**, where the Linnville River bursts through the massive barrier of the Linnville Mountains.

2d Route.—From Spartanburg, S. C., by the Asheville & Spartanburg R. R., to Hendersonville, N. C., and thence by stage 20 miles to Asheville. This railroad will soon be finished to Asheville.

3d Route.—From Charlotte (see Route 106 *a*) *via* the Shelby Div. of the Carolina Central R. R. to Shelby (54 miles), and thence by private conveyance to Asheville (75 miles). Near Shelby are *Wilson's Springs*, somewhat noted as a summer resort. This route lies through the famous * **Hickory-Nut Gap**, the scenery of which has been declared by some European travelers to be equal in beauty and grandeur to any pass in the Alps. The entire length of the Gap is about 9 miles, the last 5 being watered by the Rocky Broad River. The gateway of the gorge on the E. side is not more than $\frac{1}{2}$ mile wide, and from this point the road winds upward along a narrow pass, hemmed in on all sides by stately heights. The loftiest bluff is on the south side, and, though 1,500 ft. high, is nearly perpendicular. A stream of water tumbles over one portion of this immense cliff, and falls into an apparently inaccessible pool. From the summit of the Gap there is a most impressive view in all directions.

4th Route.—By stage from Greenville, South Carolina (see Route 116 *a*), *via* Saluda Gap, Flat Rock, and Hendersonville, to Asheville (60 miles). This route traverses some of the finest portions of the South Carolina mountain-region (described below), and the entire road lies through the most enchanting and picturesque scenery. **Flat Rock**, once the most frequented of Carolina resorts, has been shorn of its former glories, but the lovely valley still contains some noble mansions, surrounded by beautiful gardens.

5th Route.—By the stage from Greenville, South Carolina (see Route 106 *a*), *via* Jones's Gap and Cæsar's Head, to Asheville (about 75 miles). *Cæsar's Head* is a bold and beautiful headland in South Carolina (see present route). Beyond Cæsar's Head the route passes near * **Cashier's Valley**, a lofty table-land lying on the side of the Blue Ridge, so near the summit that its elevation above the sea can not be less than 3,500 ft., and hemmed in on all sides by noble peaks, among which *Chimney-Top* stands forth conspicuously. On the S. W. edge of the valley is * **Whiteside Mountain**, which is in many respects the most striking peak in North Carolina. Rising to a height of more than 5,000 ft., its S. E. face is an immense precipice of white rock, which, towering up perpendicularly 1,800 ft., is fully 2 miles long, and curved so as to form the arc of a circle. The ascent to the summit can be made partly on horseback and presents no difficulties, and the view is of surpassing grandeur.

"To the N. E., as far as the eye can reach, rise a multitude of sharply defined blue and purple peaks, the valleys between them, vast and filled with frightful ravines, seeming the merest gullies of the earth's surface. Farther off than this line of peaks rise the dim outlines of the Balsam and Smoky ranges.

In the distant S. W., looking across into Georgia, we can descry Mount Yonah, lonely and superb, with a cloud-wreath about his brow; 60 miles away, in South Carolina, a flash of sunlight reveals the roofs of the little German settlement of Walhalla; and on the S. E., beyond the precipices and ragged projections, towers up Chimney-Top Mountain, while the Hog-Back bends its ugly form against the sky, and Cold Mountain rises on the left. Turning to the N., we behold Yellow Mountain, with its square sides, and Short-Off. Beyond and beyond, peaks and peaks, and ravines and ravines! It is like looking down on the world from a balloon."—EDWARD KING.

6th Route.—From the north, west, or southwest, Asheville may be reached *via* East Tennessee & Virginia R. R. (Route 118 *a*) to Morristown, Tenn.; thence *via* North Carolina Div. of E. Tenn., Virginia & Georgia R. R. to Wolf Creek; and thence by the Paint Rock Branch of the Western North Carolina R. R., which traverses the valley of the French Broad River amid magnificent mountain scenery.

Having reached Asheville (see present route), the tourist may spend days or weeks in visiting the many picturesque spots in the vicinity, or in hunting, fishing, or exploring the caves, mines, and Indian mounds. A few miles from the town are some white sulphur springs, from which a variety of lovely views may be had; and 9 miles N. are the so-called *Million Springs*, beautifully situated in a cave between two mountain-ranges, where sulphur and chalybeate waters may be had in abundance. But the excursion which above all others he should not fail to make is that down the * **French Broad River**, the supreme beauty of which has long been famous. Below Asheville the river flows through an ever-deepening gorge, narrow as a Western cañon and inexpressibly grand, until it cuts its way through the Smoky Mountains, and reaches Tennessee. For 36 miles its waters well deserve their musical Cherokee name (Tahkeestee, "the Racing River"), and the splendor of their ceaseless tumult fascinates both eye and ear. The railroad follows its banks, and often trespasses upon the stream, as it is crowded by the overhanging cliffs. About 35 miles from Asheville, on the right of the road, is the famous rock *Lover's Leap*; and just below it, where the left bank widens out into a level plain, the **Warm Springs** (with spacious hotel, open all the year) nestle in a beautiful grove of trees. These springs are among the most noted mineral waters in the Southern States, and their virtues have been known for nearly a century. An analysis of the water shows that it contains free carbonic acid, free sulphureted hydrogen, carbonic acid, and sulphuric acid, in combination with lime, and a trace of magnesia. Though quite palatable as a beverage, it is taken chiefly in the form of baths, for which there are excellent facilities, and is recommended for dyspepsia, liver-complaint, diseases of the kidneys, rheumatism, rheumatic gout, and chronic cutaneous diseases. Five miles below the springs, on the Tennessee boundary, the road passes beneath the bold precipice of the *Painted Rocks*, a titanic mass over 200 ft. high, whose face is marked with red paint, supposed to be Indian pictures. Near by are the *Chimneys*, lofty cliffs, broken at their summits into detached piles of rock bearing the likeness of colossal chimneys, a fancy greatly improved by the fireplace-like recesses at their base.

Among the mountain-ascents that may be readily made from Asheville, those of Mt. Pisgah and Mt. Mitchell will best repay the trouble. *Pisgah* lies to the S., and commands an extensive view over Tennessee, South Carolina, and Georgia, as well as over the greater part of western North Carolina. The excursion to ***Mt. Mitchell**, including the ascent to the peak and the return to Asheville, can be made in three days, and, though arduous, is entirely free from danger. The summit of Mt. Mitchell is the highest in the United States E. of the Mississippi (6,701 ft.), and affords the visitor a view of unsurpassed extent and grandeur. Another attractive mountain-excursion (less often made, however) is to the **Balsam Range**, lying to the W. The route is to *Brevard*, a pleasant village lying in the matchless valley of the Upper French Broad; and thence along the N. fork of the river into what is called the *Gloucester Settlement*. Here a guide can be secured, and the peaks easily ascended.

South Carolina.

The town of *Greenville* (see Route 116 *a*) lies at the threshold of the chief beauties of the South Carolina mountain region, and affords easy access to all the rest. It is beautifully situated on the Reedy River, near its source, at the foot of Saluda Mountain. About 20 miles from Greenville is ***Table Mountain**, one of the most remarkable of the natural wonders of the State, rising 4,300 ft. above the sea, with a long extent on one side of perpendicular cliffs, 1,000 ft. in height. The view of these grand and lofty rock-ledges is exceedingly fine from the quiet glens of the valley below, and not less imposing is the splendid amphitheatre of hill-tops seen from its crown. Among the sights to be seen from Table Mountain is ***Cæsar's Head**, a lofty peak with one side a precipice of great height, just back of which is a large hotel. It is the highest point in the vicinity, and well worth a visit. At the base of Table Mountain, in a romantic glen, are the famous ***Falls of Slicking**, a wonderful series of cascades and rapids. They are situated on the two branches of the Slicking River, of which the right-hand branch is the more picturesque. The **Keowee** is a beautiful mountain-stream in Pickens County, which, with the Tugaloo River, forms the Savannah. The route from Greenville to the valley of Jocassee lies along its banks amid the most lovely scenery, and the entire region is full of romantic memories of the Cherokee wars. **Jocassee Valley**, near the N. boundary-line, is one of the most charmingly secluded nooks in the State, environed as it is on every side, except that through which the Keowee steals out, by grand mountain-ridges. The great charm of Jocassee is that it is small enough to be seen and enjoyed all at once, as its entire area is not too much for one comfortable picture. It is such a nook as painters delight in. **White Water Cataracts** are an hour's brisk walk N. of Jocassee. Their chief beauty is in their picturesque lines, and in the variety and boldness of the mountain-landscape all around. Adjoining this most attractive region of South Carolina, and easily accessible therefrom, are Tallulah, and Toccoa, and Yonah, and Nacoochee, lying in Georgia and described below.

Georgia.

The most convenient point from which to visit the mountain region of Georgia is **Clarksville**, a pleasant village in Habersham County, much resorted to in summer by the people of the "Low Country." It is reached by stage from Toccoa or Mount Airy on the Atlanta & Charlotte Air Line R. R. (see Route 116 *a*); or by stage from Walhalla (on the Columbia & Greenville R. R.) to *Clayton*, which is still nearer the mountains.

Fair accommodations for travelers may be had at Clarksville, and also horses or wagons for the exploration of the surrounding country. A few miles from Clarksville is the celebrated * **Toccoa Fall**, where a brook "comes babbling down the mountain's side" and plunges over a precipice 180 ft. high. The * **Cataracts of Tallulah** are 12 miles from Clarksville, by a road of very varied beauty. From Toccoa to Tallulah the cut across is only 5 or 6 miles. There is a comfortable hotel near the edge of the gorges traversed by this wild mountain-stream, and hard by its army of waterfalls. The Tallulah, or *Terrora*, as the Indians more appositely called it, is a small stream, which



Falls of Toccoa.

rushes through a chasm in the Blue Ridge, rending it for several miles. The ravine is 1,000 ft. in depth, and of an equal width. Its walls are gigantic cliffs of dark granite, whose heavy masses, piled upon each other in the wildest confusion, sometimes shoot out, overhanging the yawning gulf. Along the rocky and uneven bed of this deep abyss the *Terrora* frets and foams with ever-varying course.

The wild grandeur of this mountain-gorge, and the variety, number, and magnificence of its cataracts, give it rank with the most imposing waterfall scenery in the Union. The * **Valley of Nacoochee** (or the Evening Star) is a pleasant day's excursion from Clarksville. The valley is said by tradition to have won its name from the story of the hapless love of a beautiful Indian princess, whose scepter once ruled its solitudes; but with or without these associations, it will be remembered with pleasure by all whose fortune it may be to see it. *Mt. Yonah* looks down into the quiet heart of Nacoochee, lying at its base; and if the tourist should stay overnight in the valley, he ought to take a peep at the mountain panorama from the summit of Yonah. Another interesting peak in this vicinity is *Mt. Currahee*, which is situated S. of Clarksville, a few miles below the Toccoa Cascade. The * **Falls of the Eastatoia** are about 3 miles from *Clayton*, in Rabun, the extreme N. E. county of Georgia. Clayton may be reached easily from Clarksville, or by a ride of 12 miles from the cataract of Tallulah. The falls lie off the road to the right, in the passage of the Rabun Gap, one of the mountain ways from Georgia into North Carolina; they would be a spot of crowded resort were they in a more thickly peopled country. The scene is a succession of cascades, noble in volume and character, plunging down the ravined flanks of a rugged mountain-height.

Union County, adjoining Habersham on the N. W., is distinguished for natural beauty, and for its objects of antiquarian interest. Among these latter is the *Track Rock*, bearing wonderful impressions of the feet of animals now extinct. *Pilot Mountain*, in Union, is a noble elevation of some 1,200 ft. The *Hiawasse Falls*, on the Hiawasse River, present a series of beautiful cascades, some of them from 60 to 100 ft. in height. The much-visited **Falls of Amicalolah** are in Lumpkin County, 17 miles W. of the village of Dahlonega, near the State road leading to East Tennessee.

126. The Ohio River.

During portions of the summer and in the autumn, when the water is low, the larger steamboats ascend no farther than Wheeling, and even below this point they pass with difficulty. Those who desire only to see the more interesting portions of the river can take the steamer at *Wheeling* (see Route 67), at *Parkersburg* (see Route 67), at *Huntington*, the W. terminus of the Chesapeake & Ohio R. R. (see Route 129), or at *Cincinnati* (see Route 72). Those who wish to see the entire river can take a packet from Pittsburgh to Wheeling, whence large and comfortable steamers ply to Cincinnati. From Cincinnati very fine steamers run down the river to Louisville and Cairo.

THE Ohio River is the largest affluent of the Mississippi River from the E., and was known to the early French settlers as *La Belle Rivière*. It is formed by the junction at Pittsburgh of the Alleghany and Monongahela Rivers, and has a total length of about 1,000 miles. No other river of equal length has such a uniform, smooth, and placid current. Its average width is about 2,400 ft., and the descent, in its whole course, is about 400 ft. It has no fall, except a rocky rapid of 22½ ft. descent at Louisville, around which is a ship-canal 2½ miles long.

The course of the Ohio and of all its tributaries is through a region of stratified rocks, little disturbed from the horizontal position in which they were deposited, and nowhere intruded upon by uplifts of the azoic formations, such as in other regions impart grandeur to the scenery. For these reasons the scenery of the Ohio, though often beautiful, is for the most part tame. One interesting feature is the succession of terraces often noticed rising one above another at different elevations. Though they are often 75 ft. or more above the present level of the river, they were evidently formed by fluvial deposits made in distant periods, when the river flowed at these high levels. Evidence is altogether wanting to fix the date of these periods; but mounds and earthworks, constructed on the lower branches of the river fully 2,000 years ago, show that the river must have flowed at its present level at least so far back.

LANDINGS.	Miles.	LANDINGS.	Miles.
Pittsburg, Pa.....	0	Covington, Ky.....	476
Economy, Pa.....	19	Lawrenceburg, Ind.....	498
Rochester, Pa.....	29	Madison, Ind.....	567
Wellsville, Ohio.....	52	Jeffersonville, Ind.....	617
Steubenville, Ohio.....	71	Louisville, Ky.....	618
Wheeling, W. Va.....	94	New Albany, Ind.....	621
Bellaire, Ohio.....	98	Leavenworth, Ind.....	680
Newport, Ohio.....	151	Hawesville, Ky.....	744
Marietta, Ohio.....	170	Rockport, Ind.....	769
Parkersburg, Ohio.....	183	Owensboro, Ky.....	778
Racine, Ohio.....	249	Evansville, Ind.....	813
Guyandotte, W. Va.....	311	Henderson, Ky.....	825
Huntington, W. Va.....	316	Mount Vernon, Ind.....	851
Ashland, Ky.....	319	Shawneetown, Ill.....	877
Ironton, Ohio.....	327	Elizabethtown, Ill.....	907
Greensburg, Ky.....	337	Smithland, Ky.....	945
Portsmouth, Ohio.....	362	Paducah, Ky.....	957
Maysville, Ky.....	415	Mound City, Ill.....	1,001
Cincinnati, Ohio.....	476	Cairo, Ill.....	1,005

The most important places enumerated in the above list have already been described. *Economy* was settled in 1825 by a German sect called "Harmonists," who hold all property in common. *Beaver* is a busy manufacturing village situated at the mouth of the Beaver River, from which it derives a fine water-power. *Wellsville* is an important wool-shipping point, and contains a number of foundries and machine-shops. Two miles below, near the mouth of Great Yellow Creek, is the locality of the murder of the family of Logan, the Mingo Chief. **Steubenville** (see Route 70). *Wellsburg* is a town of W. Virginia, beautifully situated on the E. bank of the river. **Wheeling** (see Route 67). *Bridgeport*, opposite Wheeling, is connected with it by a magnificent suspension-bridge. *Bellaire* is where the Central Ohio Div. of the Baltimore & Ohio R. R. crosses the river (see Route 67). **Marietta** (*Nation Hotel, Brown's*) is a flourishing city of about 7,000 inhabitants, picturesquely situated at the confluence of the Ohio and Muskingum Rivers. It is the E. terminus of the Marietta Div. of the Cincinnati, Washington & Baltimore R. R., and the S. terminus of the Cleveland & Marietta R. R., and has a large trade in petroleum, which is obtained in

the vicinity. It is the seat of *Marietta College*, which has 4 buildings, surrounded by ample grounds, and a library of 25,000 volumes. On the site of the city is a *group of ancient works which are described by Squier and Davis in their "Ancient Monuments of the Mississippi Valley." *Parkersburg* and *Belpre*, together with the splendid railway bridge uniting them, are described in Route 67. Two miles below *Parkersburg* is **Blennerhassett's Island**, noted for having been the residence of Herman Blennerhassett, an Irishman of distinction, who improved the island, and built on it a splendid mansion for himself, in 1798. When Aaron Burr was planning his celebrated conspiracy, he induced Blennerhassett to join him, and to embark all his means in the scheme. Although not convicted of treason, Blennerhassett was ruined, his house went to decay, and his beautiful gardens were destroyed. **Pomeroy** (*Remington House*) is the fifth place on the river above Cincinnati in trade and commerce, and has a population of about 7,000. Its prosperity rests mainly on the mines of bituminous coal within its limits and in the immediate vicinity. It is also the center of the salt basin of the Ohio Valley, and there are 26 salt-furnaces within its limits and in the neighborhood, with an investment of \$1,000,000, and yielding about 12,000,000 bushels a year. At *Point Pleasant*, 14 miles below, the Great Kanawha River empties into the Ohio, and at *Guyandotte* the Big Guyandotte River comes in. *Huntington* is the W. terminus of the Chesapeake & Ohio R. R., which runs to Old Point Comfort, Va., in 494 miles (see Route 124). *Huntington* is an important shipping-point, and the railway connects here with several lines of steamboats. The Big Sandy River, 7 miles below *Huntington*, is the boundary-line between Kentucky and W. Virginia. **Ironton** is a city of 9,000 inhabitants, built at the foot of lofty hills in the center of the "Hanging Rock" iron-region (embracing a portion of S. Ohio and N. E. Kentucky), of which it is the principal business point. Its iron-trade amounts to about \$8,000,000 a year, and it contains a number of blast-furnaces, rolling-mills, machine-shops, etc. *Greenupsburg* is situated at the mouth of Little Sandy River, and 25 miles below is the prosperous Ohio city of **Portsmouth** (*Briggs House*), beautifully situated at the mouth of the Scioto River, and at the terminus of the Lake Erie & Ohio Canal. It is substantially built, and has a population of 13,000. Being the entrepot of the rich mineral regions of S. Ohio and N. E. Kentucky, it has a large trade, besides numerous iron-furnaces, rolling-mills, foundries, etc. The Scioto Valley is a productive agricultural district. A branch of the Cincinnati, Washington & Baltimore R. R. terminates at Portsmouth. **Maysville** (*Hill House, Central*) is the largest place in N. E. Kentucky, and one of the most extensive hemp-markets in the United States. It lies in a bend of the river, and is backed by a range of hills which gives it a very attractive appearance. Its population is about 6,000, and it contains several handsome public buildings. **Cincinnati** (see Route 72).

The view from the steamer when opposite Cincinnati is remarkably fine. On the one hand is the densely populated city, its rows of massive buildings rising tier above tier toward the hill-tops, which, crowned

with villas and gardens, form a semicircular background. On the opposite bank rise the beautiful Kentucky hills, at whose feet nestle the twin cities of *Covington* and *Newport*, divided only by the Licking River and connected by a graceful suspension-bridge (see Route 73 *a*). There are few places of importance on the river between Cincinnati and Louisville, and they are separated by long stretches of virgin woodland and plain. *North Bend* (see Route 75). The Great Miami River, 4 miles below North Bend, is the boundary between Ohio and Indiana. *Lawrenceburg* and *Aurora* are described in Route 75. At *Carrollton*, 74 miles from Cincinnati, is the mouth of the Kentucky River, a navigable stream 200 miles long, noted for its beautiful scenery. **Madison** (*Western Hotel, Central*) is one of the principal cities of Indiana, is beautifully situated and well built, and contains about 12,000 inhabitants. Several pork-packing establishments are located here, the trade in provisions is important, and there are brass and iron foundries, flouring-mills, machine-shops, etc. Madison is the terminus of one branch of the Jeffersonville, Madison & Indianapolis R. R. The approach to **Louisville** (see Route 74) is very fine, affording an impressive view of the city and of *Jeffersonville* on the opposite bank. The river is here about a mile wide, and is crossed by one of the finest bridges in the United States (see the same). The Falls of the Ohio just below Louisville descend 23 ft. in 2 miles, and, to avoid this obstruction, a canal $2\frac{1}{2}$ miles long has been constructed around them.

Besides **New Albany** (see Route 74) the only important cities between Louisville and Cairo are Evansville, Ind., and Paducah, Ky. **Evansville** (*St. George Hotel, Sherwood House*) is the principal shipping-point for the grain and pork of S. W. Indiana, and its manufactures are important. It is the terminus of 2 railroads, and of the Wabash & Erie Canal, which extends 462 miles to Toledo (see Route 64). The city contains a handsome *Court-House, City Hall, U. S. Marine Hospital*, an *Opera-House*, and upward of 30 churches. The population is about 30,000, and coal and iron are found in the vicinity. *Shawneetown* is a prosperous village. **Paducah** (*Richmond House*) is a city of about 12,000 inhabitants, on the S. bank just below the mouth of the Tennessee River. It is the shipping-point of the surrounding country, the chief productions of which are tobacco, pork, and grain, and contains several tobacco and other factories. The Paducah & Elizabethtown R. R. begins here and runs to Elizabethtown on the Louisville & Nashville R. R. (see Route 120). **Cairo** is situated at the confluence of the Ohio and Mississippi Rivers, and has been described in Route 82.

127. The Mississippi River.

The tour of the Mississippi River is usually made in two distinct stages: From St. Paul or Minneapolis to St. Louis, or *vice versa*; and from St. Louis to New Orleans, or *vice versa*. A daily line of commodious and comfortable side-wheel passenger packets plies between Minneapolis and St. Paul and St. Louis. The steamers plying between St. Louis and New Orleans are large and fine. That portion of the river above St. Louis is known as the Upper Mississippi; that below St. Louis as the Lower Mississippi.

THE Mississippi River, "Father of Waters," rises in Minnesota, on the dividing-ridge between the waters which flow into Hudson's Bay and those flowing into the Gulf of Mexico, and so near the source of the Red River of the North that in times of freshet their waters have been known to commingle. It is, at its source, 3,160 miles from its mouth, a rivulet flowing from a small pool fed by springs. Thence it flows through a number of pools or ponds, each larger than the preceding one, until it expands into Itasca Lake, whence it emerges as a stream of some size, and soon becomes a river. It first flows N. through Cass, Sandy, and other lakes, and then, turning toward the S., rolls downward to the Gulf of Mexico, passing over more than 18 degrees of latitude. Between the source and the Falls of St. Anthony are many rapids and waterfalls, but the only one of any magnitude is the Pegasus Rapids, 685 miles above St. Anthony. From these rapids down to the St. Anthony Falls the river is navigable, and much of the scenery is very beautiful. The Falls of St. Anthony form an insuperable barrier to navigation, and here the St. Louis steamers stop. From St. Paul to Dubuque the river flows between abrupt and lofty bluffs, distant from each other from 2 to 6 miles, and rising from 100 to 600 ft., the valley or bottom being very beautiful, filled with islands, and intersected in every direction by tributaries of the Mississippi, and by the various channels and "sloughs" of the river itself. The bluffs are principally of limestone; they are almost uniformly vertical and rugged, and nearly destitute of vegetation, except at the base and summit. The limestone is generally of grayish white, but is stained and streaked until it is of every hue, from that of iron-rust to that of the white cliffs of St. Paul. There are grandeur and sublimity in every mile of this portion of the river; but it becomes monotonous after a time, the eye becoming surfeited with too much beauty. Below Dubuque the valley continues to preserve the same general characteristics, but the bluffs are lower and more like hills, and the scenery, though still beautiful, is tamer. Below Alton it begins to assume more the appearance of the "Lower River" (as the portion below St. Louis is called); and the waters, turbid and muddy, roll on, a mighty torrent, between banks often low, flat, and sandy, and the vegetation continually more and more tropical in its nature.

Principal Landings on the Mississippi River.

LANDINGS.	Miles.	LANDINGS.	Miles.
Minneapolis, Minn.....	0	Fulton, Ill.....	413
St. Paul, Minn.....	14	Clinton, Iowa.....	415
Hastings, Minn.....	46	Davenport, Iowa.....	458
Prescott, Wis.....	49	Rock Island, Ill.....	458
Red Wing, Minn.....	79	Muscatine, Iowa.....	488
Winona, Minn.....	160	Burlington, Iowa.....	550
La Crosse, Wis.....	194	Nauvoo, Ill.....	582
Lansing, Iowa.....	239	Keokuk, Iowa.....	597
Prairie du Chien, Wis.....	269	Quincy, Ill.....	641
MacGregor, Iowa.....	272	Hannibal, Mo.....	661
Dunleith, Ill.....	335	Louisiana, Mo.....	691
Dubuque, Iowa.....	335	Mouth of Illinois River....	762
Galena, Ill.....	355	Alton, Ill.....	780

LANDINGS.	Miles.	LANDINGS.	Miles.
Mouth of Missouri River.....	785	Young's Point, La.....	1,655
St. Louis, Mo.....	805	Vicksburg, Miss.....	1,665
Cape Girardeau, Mo.....	955	Natchez, Miss.....	1,785
Cairo, Ill.....	1,005	Red River, La.....	1,855
Columbus, Ky.....	1,025	Bayou Sara, La.....	1,895
New Madrid, Mo.....	1,080	Port Hudson, La.....	1,905
Memphis, Tenn.....	1,255	Baton Rouge, La.....	1,925
Helena, Ark.....	1,345	Plaquemine, La.....	1,955
White River, Ark.....	1,425	Donaldsonville, La.....	1,975
Napoleon, Ark.....	1,445	New Orleans, La.....	2,055

Between St. Paul and *Hastings* there are half a dozen small villages, one of them being somewhat noticeable on account of its name, *Red Rock*, which was given by the Indians, who worshiped a large rock at this point, which they painted red, and called *Wacon*, or *Spirit Rock*. *Point Douglas* is the last point of Minnesota on the E. bank of the river, as the *St. Croix River*, which empties here, marks the boundary-line of Wisconsin, between which State and Minnesota the Mississippi now forms the boundary-line for many miles. *Red Wing* (see Route 84) is situated at the head of ***Lake Pepin**, an expansion of the river, about 30 miles long, and 3 miles in average width. By many this is considered the most beautiful portion of the Mississippi. The bluffs on either side present peculiar characteristics, which are found in such perfection nowhere else; grim castles seem only to want sentries to be perfect, and all the fantastic forms into which the action of the weather can transform limestone cliffs are to be seen. The forests reach to the river-bank, and the water is so beautifully clear that fish may be seen many feet below the surface. Just below *Red Wing* is *Barn Bluff*, a well-known landmark, 200 ft. high. *Frontenac* lies in the center of the lake-region, and is a favorite resort in summer on account of its fine scenery, and the hunting, bathing, fishing, and sailing, which it affords (see Route 84). ***Maiden Rock**, 3 miles below *Frontenac*, is a promontory 409 ft. high, near the lower end of the lake, on the E. side. Its name is derived from an incident which is reported to have happened about the commencement of the present century. A young Dakota maiden, named *Winona*, loved a young hunter; but her parents wished her to marry a warrior of the *Wabashaw* tribe, to which they belonged, and tried to compel her to accede to their wishes. On the day before that appointed for the marriage she went to the verge of this precipice, and commenced chanting her death-song. Her relatives and friends, seeing her on the brink of destruction, called to her that they would yield to her wishes; but she did not believe them, and, before any one could reach her, she leaped over the precipice, and was dashed to pieces on the rocks below. *Reed's Landing* is at the foot of *Lake Pepin*, where the river again contracts, and is opposite the mouth of the *Chippewa River*, a navigable lumbering-stream.

* Near *Fountain City* (48 miles below *Lake Pepin*) is the famous ***Chimney Rock**, and between this point and *Winona* there are 12 miles of remarkably fine scenery, in which are seen bluffs conical in form and covered with verdure, others with precipitous fronts worn by the weather into most fantastic shapes, the river lake-like, and almost

filled with islands. **Winona** is described in Route 84 *a*. Below Winona the scenery continues bold and striking, and 20 miles down is ***Trempealeau Island** (sometimes called *Mountain Island*), a rocky island, 300 to 500 ft. in height, and one of the most noted landmarks on the Upper Mississippi. There is a winding path up Trempealeau, and the view from the summit is exquisite. **La Crosse** (see Route 84 *a*). All this portion of the river from La Crosse to Dubuque is delightful, from the great variety of the scenery, the wooded hills, and the exquisitely pure character of the water, which is clear and limpid as that of Lake Lemman. The bluffs alternate from massive, densely wooded hills to long walls of limestone, which front precipitously on the river, and assume all manner of quaint, fantastic, and striking shapes. Rivers and rivulets come in at intervals, and the rapid succession of the towns indicates a more thickly-settled region. *Prairie du Chien* has already been described in Route 84 *b*. Just above Dubuque one of the landmarks of the pilots of the upper river is pointed out—***Eagle Rock**, a splendid bluff, 500 ft. high. **Dubuque** (*Julien House, Lorimer*), the second largest city of Iowa, containing 25,000 inhabitants, is built partly upon a terrace, 20 ft. above the river, and partly upon the bluffs, which rise 200 ft. The lower or business portion is regularly laid out and compactly built, while in the upper portion the streets rise picturesquely one above another. Among the public buildings worthy of notice are the *U. S. Building*, of marble, 3 stories high, and costing over \$200,000; the *Central Market*, and the 4 ward school-houses. The Methodist Episcopal, one of the Presbyterian, the Universalist, the Congregational, and St. Mary's (German Catholic) Churches, and the Cathedral, are imposing structures, the last 3 being surmounted by lofty spires. Dubuque is the commercial center of the great lead-region of Iowa, N. W. Illinois, and S. W. Wisconsin, some of the mines being within the city limits. Branches of the Illinois Central and Chicago, Milwaukee & St. Paul R. Rs. converge here, and the shipping business is immense.

Below Dubuque the character of the scenery changes, and, though still pleasing, is decidedly tamer. The most noteworthy feature of this portion of the river is the number of important towns and cities that stand on either bank. Twenty miles below Dubuque is the mouth of the Fevre River, 6 miles up which is **Galena**, an important city of about 10,000 inhabitants, on the N. Div. of the Illinois Central R. R. (see Route 81). **Fulton** on the E. bank and **Clinton** on the W. bank, with the great bridge which crosses the river at this point, are described in Route 86. *Le Clair* (25 miles below Clinton) is at the head of the **Upper Rapids*, which extend for 15 miles to Rock Island. The descent of the rapids is exciting, but seldom dangerous. The cities of **Rock Island** and **Davenport**, on opposite sides of the river, the magnificent *bridge connecting them, and the extensive U. S. arsenals on Rock Island, are described in Route 86. *Muscatine* is a flourishing Iowa city of about 10,000 inhabitants, situated on a rocky bluff at the apex of the Great Bend of the Mississippi. It is the shipping-point of an extensive and fertile country, and its lumber business is large. **Burling-**

ton (see Route 86). *Nauvoo City* was founded by the Mormons in 1840, and contained about 15,000 inhabitants at the time of their expulsion in 1846 by the neighboring people. It is now a place of small importance. *Montrose* is at the head of the "Lower Rapids," which extend for 12 miles to Keokuk and greatly obstruct navigation. **Keokuk** (see Route 86). **Quincy** (*Tremont House*) is one of the largest cities of Illinois, with a population in 1880 of 27,275. It is picturesquely situated on a limestone bluff 125 ft. above the river, and is regularly laid out and well built, containing many substantial business blocks and handsome residences. The streets are lighted with gas, and the principal ones are traversed by horse-cars. There are 4 small parks and several cemeteries; and about 2 miles from the center of the city are well-appointed Fair-Grounds comprising about 80 acres. Eight lines of railway center at Quincy, and the trade of the city is extensive. The Hannibal & St. Joseph R. R. crosses the river here on a splendid bridge. Twenty miles below Quincy is the flourishing city of **Hannibal** (*Planters' House*), with a population of about 12,000, important manufactures (including foundries and car-works, flour and saw mills, tobacco-factories and pork-packing houses), and an extensive trade in tobacco, pork, flour, and other produce. After St. Louis, Hannibal is the greatest lumber market W. of the Mississippi, and there are numerous spacious lumber-yards. It is one of the northern termini of the Missouri, Kansas & Texas Div. of the Missouri Pacific Ry. (see Route 97 a), and several other important railways converge here. **Alton** (see Route 82). Three miles below Alton is the ***Meeting of the Waters** of the Missouri and Mississippi Rivers. This has been pronounced one of the most impressive views of river scenery in the country. The Missouri nominally empties into the Mississippi, but it is really the Mississippi that empties, as any one can see who ever looks upon the scene. **St. Louis** is fully described in Route 78.

The scenery of that portion of the river below St. Louis is very different from that above. "The prevailing character of the Lower Mississippi," says a recent traveler, "is that of solemn gloom." The dreary solitude, and often the absence of all living objects save the huge alligators, which float past apparently asleep on the drift-wood, and an occasional vulture attracted by its impure prey on the surface of the waters; the trees, with a long and melancholy drapery of pendent moss fluttering in the wind; and the gigantic river, rolling onward the vast volume of its dark and turbid waters through the wilderness, form the leading features of one of the most dismal yet impressive landscapes on which the eye of man ever rested. Every now and then a stop is made at a small landing, or at the towns and villages that cluster along the banks; and the clamor of lading and unlading causes a momentary excitement that subsides at once as the steamer resumes her course.

About 125 miles below St. Louis the mouth of the Ohio River is reached (see Route 126), and a somewhat prolonged stay is made at **Cairo** (see Route 81). Cairo is connected by ferry with **Columbus, Ky.**, which lies on the river 18 miles below. Columbus is situated on the slope of a high bluff, commanding the river for about 5 miles, and

at the outbreak of the Civil War was strongly fortified by the Confederates, who regarded it as the northern key to the mouth of the Mississippi. They collected in the town and its vicinity an army of 30,000 men; but after the fall of Forts Henry and Donelson, in February, 1862, it was promptly evacuated. *Island No. 10* (51 miles below Columbus) was the scene of a terrific bombardment by the Mississippi River fleet, extending from March 16 to April 17, 1862, in which the Federals were completely successful. The canal which was cut to assist in the investment of the island, and the remains of some of the earthworks, can still be seen in passing the island. Ten miles below, in Missouri, is *New Madrid*, which was captured at the same time as *Island No. 10*, both places having formed parts of one position, and mutually dependent upon each other. This was the first battle of the war in which the superiority of gunboats to stationary batteries was clearly demonstrated. *New Madrid* was settled in 1780, and was the scene of a great earthquake in 1811.

From Columbus to Memphis the river skirts the bluffs of the E. or Kentucky shore, having on its W. the broad, alluvial lands of Missouri and Arkansas. A number of small towns dot either bank, and at intervals spots are pointed out which events of the Civil War have rendered interesting. Conspicuous among these is *Fort Pillow* (148 miles below Columbus), situated on the first Chickasaw Bluff. It was evacuated by the Confederates on June 4, 1862; but on April 12, 1864, was the scene of the shameful butchery by the troops under General Forrest, known in history as the *Fort Pillow Massacre*, concerning which the testimony is conflicting, and probably exaggerated, on both sides. Below *Fort Pillow* a journey of about 100 miles along desolate and almost uninhabited shores brings the voyager to **Memphis** (*Peabody Hotel, Gastins*), the second city of Tennessee, and the largest on the Mississippi between St. Louis and New Orleans. It is situated on the fourth Chickasaw Bluff, 450 miles below St. Louis, and 800 above New Orleans, and had in 1880 a population of 33,593. The city presents a striking appearance as seen from the water, with its esplanade several hundred feet in width, sweeping along the bluff, and covered with large warehouses. The streets are broad and regular, and lined with handsome buildings; and many of the residences on the avenues leading from the river are surrounded with beautiful lawns. The city extends over 3 square miles. In the center there is a handsome park, filled with trees, and containing a bust of Andrew Jackson. The principal of the six cemeteries is *Elmwood*, on the S. E. border of the city. Memphis has an immense railroad and steamboat traffic, a vast cotton-trade, and numerous manufactures. There are a *U. S. Custom-House*, two theatres seating respectively 800 and 1,000 persons, fine churches and charitable institutions, excellent public and private schools, and a library with 9,000 volumes. Memphis was captured by the Federals early in the war (June 6, 1862), and was never afterward held by the Confederates. This city is the terminus of the Chesapeake, Ohio & Southwestern R. R. (see Route 124.)

A short distance below Memphis the Mississippi turns toward the W., and crosses its valley to meet the waters of the Arkansas and White Rivers. The latter enters the Mississippi 161 miles below Memphis,

and the former about 15 miles farther down. The Arkansas River is 2,000 miles in length, for 800 of which it is navigable by steamers. It rises in the Rocky Mountains, and, next to the Missouri, is the largest tributary of the Mississippi. The town of *Napoleon* lies at its mouth. Near this point commences the great cotton-growing region, and the banks of the river are an almost continuous succession of plantations. Fifty miles below begins the growth of the Spanish moss, which, covering the trees with its dark and somber drapery, forms one of the most notable features of the river scenery. Having received the waters of the two affluents above mentioned, the Mississippi again crosses its valley to meet the Yazoo near Vicksburg, creating the immense Yazoo reservoir on the E. bank, extending from the vicinity of Memphis to Vicksburg, and the valleys and swamps of the Macon and Tensas on the W. side. **Vicksburg** (*Pacific House, Washington Hotel*) is situated on the Walnut Hills, which extend for about 2 miles along the river, rising to the height of 500 ft., and displaying the finest scenery of the Lower Mississippi. It is a well-built city of 11,814 inhabitants, the largest between New Orleans and Memphis, and about equidistant from both. As at Memphis, the view of the city from the water is in the highest degree picturesque and animated, and the pleasing impression is confirmed by a closer examination of the town. Vicksburg was founded in 1836 by a planter named Vick, members of whose family are still living there. As the chief commercial mart on this portion of the river, it has long been a place of some note, but it is more widely known as the scene of one of the most obstinate and decisive struggles of the Civil War. After the loss successively of Columbus, Memphis, and New Orleans, the Confederates made here their last and most desperate stand for the control of the great river. The place was surrounded by vast fortifications, the hills crowned with batteries, and a large army under General Pemberton placed in it as a garrison. Its capture by General Grant after a protracted siege (July 4, 1863) "broke the backbone of the Confederacy, and cut it in twain." Above Vicksburg, at the point where Sherman made his entrance from the "Valley of Death," is the largest national cemetery in the country, containing the remains of nearly 16,000 soldiers.

From Vicksburg to Baton Rouge the river hugs the E. bluffs, with Mississippi on one side and Louisiana on the other. *Grand Gulf*, in Mississippi, is a pretty little town 60 miles below Vicksburg, lying upon some picturesque hills overhanging the river; and **Natchez**, 60 miles nearer New Orleans, is built mostly upon a high bluff, 200 ft. above the level of the stream. That portion of the city lying on the narrow strip of land between the foot of the hill and the river is called "Natchez-under-the-Hill," and, though containing some important business houses, can make no claim to beauty. It communicates by broad and well-graded roads with the upper town, called "Natchez-on-the-Hill," which is beautifully shaded, and contains many handsome residences and other buildings. The houses are principally of brick, and the residences are adorned with gardens. The brow of the bluff along the whole front of the city is occupied by a park. The principal build-

ings are the *Court-House*, in a public square shaded with trees, the *Masonic Temple*, the *Catholic Cathedral*, with a spire 128 ft. high, the Episcopal Church, and the Presbyterian Church. On the bluff adjoining the city there is a *National Cemetery*.


Natchez was founded by D'Iberville, a Frenchman, in 1700, and is replete with historic associations. Here once lived and flourished the noblest tribe of Indians on the continent, and from that tribe it takes its name. Their pathetic story is festooned with the flowers of poetry and romance. Their ceremonies and creed were not unlike those of the Fire-worshippers of Persia. Their priests kept the fire continually burning upon the altar in their Temple of the Sun, and the tradition is that they got the fire from heaven. Just before the advent of the white man, it is said, the fire accidentally went out, and that was one reason why they became disheartened in their struggles with the pale-faces. The last remnant of the race were still existing a few years ago in Texas, and they still gloried in their paternity. It is probable that the first explorer of the Lower Mississippi River, the unfortunate La Salle, landed at this spot on his downward trip to the sea. It is a disputed point as to where was the location of the first fort. Some say it lay back of the town, while others say it was established at Ellis's Cliffs. In 1713 Bienville established a fort and trading-post at this spot. The second, Fort Rosalie, or rather the broken profile of it, is still visible. It is gradually sinking, by the earth being undermined by subterranean springs, and in a few years not a vestige of it will be left. Any one now standing at the landing can see the different strata of earth distinctly marked, showing the depth of the artificial earthworks.


The former capital of Louisiana, **Baton Rouge**, a city of 8,000 population, is pleasantly situated on the last bluff that is seen in descending the Mississippi. The site is 30 to 40 ft. above the highest overflow of the river. The bluff rises by a gentle and gradual swell, and the town, as seen from the water, rising regularly and beautifully from the banks, with its singularly shaped French and Spanish houses, and its queer squares, looks like a finely painted landscape. It contains a *State Prison*, *Arsenal*, and the *State Institution for the Deaf, Dumb, and Blind*, founded in 1852. From Baton Rouge to New Orleans "the coast," as it is called, is lined with plantations. Every spot susceptible of cultivation is transformed into a beautiful garden, containing specimens of all those choice fruits and flowers which flourish only in tropical climes. **New Orleans** is fully described in Route 122.

Those who, taking an ocean steamer, pursue the journey below New Orleans, traverse a portion of the river not less interesting if less attractive than that left behind. Very soon after leaving the city the phenomena of a "delta-country" become conspicuous, and one can fairly witness the eternal and ever-varying conflict between land and sea. The thick forest vegetation disappears, giving place to isolated and stunted trees; the river-banks grow less and less defined, and finally lose themselves in what appears to be an interminable marsh; and through this marsh the "passes" furnish channels to the Gulf, which are discernible only by the practiced eyes of the pilots. It is impossible, however, for the inexperienced traveler to say where land ends and sea begins; and before he is aware of having reached the "mouth" of the river, he is far out on the Gulf of Mexico, where a muddy surface-current is the only relic of the mighty "Father of Waters."

TABLE OF RAILWAY AND STEAMBOAT FARES

FROM NEW YORK TO THE LEADING CITIES AND PLACES OF INTEREST IN THE UNITED STATES AND CANADA.

 The Railway named is that by which the traveler leaves New York.

 The rates given are those which obtain at the time of going to press, but are liable to slight variations. They are both for unlimited and limited tickets. Unlimited tickets are good until used, and permit of stop-over at any place and for any time *en route*. The limited tickets are good for continuous passage only, and will not permit of stop-over. We do not give the price of excursion-tickets (good for passage both ways), as these are so variable at different times and are issued to but few points.

NEW YORK TO	VIA	Unlimited.	Limited.
Aiken, S. C.....	Baltimore, Norfolk, and Weldon....	\$31 90	\$23 55
" ".....	Baltimore, Washington, and Richmond.....	27 75	23 55
Albany, N. Y.....	Hudson River <i>or</i> West Shore R. R..	3 10	
" ".....	Steamboat.....	2 00	
Atlanta, Ga.....	Baltimore, Norfolk, and Weldon....	35 35	24 00
" ".....	Baltimore, Washington, and Richmond.....	29 50	24 00
" ".....	Washington, Lynchburg, and Danville.....	24 00	
Atlantic City, N. J.....	Pennsylvania <i>or</i> New Jersey Southern R. R.....	3 30	
Augusta, Ga.....	Baltimore, Norfolk, and Weldon....	30 20	23 00
" ".....	Washington and Richmond.....	27 20	23 00
" ".....	Washington, Lynchburg, and Danville.....	27 20	23 00
Baltimore, Md.....	Pennsylvania R. R.....	5 30	
Berkeley Springs, Va...	Pennsylvania <i>or</i> Baltimore & Ohio R. R.....	10 05	
Boston, Mass.....	New York & New Haven R. R.....	5 53	5 00
" ".....	Fall River, <i>or</i> Stonington, <i>or</i> Providence, <i>or</i> Norwich steamers.....	4 00	
Buffalo, N. Y.....	New York Central, Erie, <i>or</i> West Shore R. R.....	9 25	
Burlington, Iowa.....	New York Central R. R.....	29 45	26 20
" ".....	Erie <i>or</i> West Shore R. R.....	29 45	24 70
" ".....	Baltimore & Ohio R. R.....	32 70	24 70
" ".....	Pennsylvania Central R. R.....	32 70	26 20
Burlington, Vt.....	New York Central & Hudson River R. R.....	8 25	
Cape May, N. J.....	New Jersey Southern <i>or</i> Pennsylvania R. R.....	4 50	
Charleston, S. C.....	Baltimore, Norfolk, and Weldon...	28 10	23 00
" ".....	Washington and Richmond.....	28 10	23 00
" ".....	Washington, Lynchburg, and Danville.....	28 10	23 00
" ".....	Steamer (Pier 27, North River).....	20 00	
Chattanooga, Tenn.....	Washington, Lynchburg, and Bristol	29 00	23 75
Chicago, Ill.....	New York Central R. R.....	23 25	20 00
" ".....	Erie <i>or</i> West Shore R. R.....	23 25	18 50
" ".....	Baltimore & Ohio R. R.....	26 50	18 50
" ".....	Pennsylvania Central R. R.....	26 50	20 00
Cincinnati, Ohio.....	New York Central, Erie, <i>or</i> West Shore R. R.....	21 25	16 50

Table of Railway and Steamboat Fares.—(Continued.)

NEW YORK TO	VIA	Unlimited.	Limited.
Cincinnati, Ohio	Pennsylvania Central R. R.	\$21 50	\$18 00
Cleveland, Ohio.....	New York Central, Erie, <i>or</i> West Shore R. R.	14 25	13 00
“ “	Pennsylvania Central R. R.	16 50	13 00
Colorado Springs, Col. .	New York Central R. R.	59 80	54 90
“ “ “	Erie <i>or</i> West Shore R. R.	59 80	52 90
“ “ “	Pennsylvania Central R. R.	61 55	54 90
“ “ “	Baltimore & Ohio R. R.	61 55	52 90
Columbus, Ohio.....	New York Central, Erie, <i>or</i> Pennsylv- ania R. R.	18 40	16 25
Cooperstown, N. Y.	New York Central & Hudson River R. R.	6 15	
Delaware Wat.-Gap, Pa.	Morris & Essex (D., L. & W.) R. R.	2 55	
Denver, Col.	New York Central R. R.	59 80	54 90
“ “	Erie <i>or</i> West Shore R. R.	59 80	52 90
“ “	Pennsylvania Central R. R.	61 55	54 90
“ “	Baltimore & Ohio R. R.	61 55	52 90
Detroit, Mich.	New York Central, Erie, <i>or</i> Pennsylv- ania R. R.	16 25	15 00
Fernandina, Fla.	Baltimore, Norfolk, and Weldon... Washington and Richmond	38 50 38 50	31 00 31 00
“ “	Washington, Lynchburg, and Dan- ville.	38 50	31 00
“ “	Steamer (Pier 20, East River)	21 50	
Frankfort, Ky.	New York Central, Erie, Pennsylv- ania, <i>or</i> Baltimore & Ohio R. R.	24 75	21 25
Galveston, Texas.....	New York Central, Erie, Pennsylv- ania, <i>or</i> Baltimore & Ohio R. R. (Western Route).....	56 60	46 95
“ “	Washington and Lynchburg (South- ern Route)	63 40	46 95
“ “	Steamer (Pier 20, East River)	40 00	
Halifax, Can.	New York & New Haven R. R.	20 53	18 00
Hartford, Conn.	“ “	2 65	
Hot Springs, Ark.	Pennsylvania Central, Erie, Balti- more & Ohio, <i>or</i> New York Cen- tral R. R.	44 15	36 30
Houston, Texas.....	New York Central, Erie, Pennsylv- ania, <i>or</i> Baltimore & Ohio R. R. (Western Route).....	55 10	45 45
“ “	Washington and Lynchburg (South- ern Route)	58 70	45 45
Indianapolis, Ind.	New York Central, Erie, Pennsylv- ania, <i>or</i> Baltimore & Ohio R. R.	22 50	19 00
Jacksonville, Fla.	Baltimore, Norfolk, and Weldon ... Washington and Richmond	38 15 38 15	31 00 31 00
“ “	Washington, Lynchburg, and Dan- ville.	38 15	31 00
“ “	Steamer (Pier 20, East River)	23 00	
Kansas City, Mo.	New York Central R. R.	37 30	32 40
“ “ “	Erie <i>or</i> West Shore R. R.	37 30	30 40
“ “ “	Pennsylvania Central R. R.	39 05	32 40
“ “ “	Baltimore & Ohio R. R.	39 05	30 40
Kingston, Can.	New York Central & Hudson River R. R.	9 20	
Leadville, Col.	New York Central R. R.	74 80	69 90
“ “	Erie <i>or</i> West Shore R. R.	74 80	67 90
“ “	Pennsylvania Central R. R.	76 55	69 90
“ “	Baltimore & Ohio R. R.	76 55	67 90
Little Rock, Ark.	New York Central, Pennsylvania, Erie, <i>or</i> Baltimore & Ohio R. R. ...	40 85	33 00

Table of Railway and Steamboat Fares.—(Continued.)

NEW YORK TO	VIA	Unlimited.	Limited.
Long Branch, N. J.	Central R. R. of New Jersey.....	\$1 00	
“ “ “ “	New Jersey Southern (Pier 14, North River).....	1 00	
Louisville, Ky.....	New York Central, Erie, <i>or</i> West Shore R. R.....	24 75	\$20 00
“ “	Pennsylvania Central R. R.....	25 00	21 50
“ “	Baltimore & Ohio R. R.....	25 00	21 50
Lynchburg, Va.....	Pennsylvania <i>or</i> Baltimore & Ohio R. R.....	14 75	12 60
Madison, Wis.....	New York Central R. R.....	27 85	24 60
“ “	Erie <i>or</i> West Shore R. R.....	27 85	23 10
“ “	Pennsylvania Central R. R.....	31 10	24 60
“ “	Baltimore & Ohio R. R.....	31 10	23 10
Mauch Chunk, Pa.....	Morris & Essex <i>or</i> New Jersey Central R. R.....	3 00	
Memphis, Tenn.....	Cincinnati and Louisville (Western Route).....	36 45	30 20
“ “	Washington and Lynchburg (Southern Route).....	38 30	30 20
Mexico, Mex.....	New York Central, Erie, West Shore, Baltimore & Ohio, and Pennsylvania Central R. R.....	121 10	111 25
Milwaukee, Wis.....	New York Central R. R.....	26 00	22 75
“ “	Erie <i>or</i> West Shore R. R.....	26 00	21 25
“ “	Pennsylvania Central R. R.....	29 25	22 75
“ “	Baltimore & Ohio R. R.....	29 25	21 25
Minneapolis, Minn.....	New York Central R. R.....	37 25	32 50
“ “	Erie <i>or</i> West Shore R. R.....	37 25	36 40
“ “	Pennsylvania Central R. R.....	40 50	32 50
“ “	Baltimore & Ohio R. R.....	40 50	36 40
Mobile, Ala.....	Cincinnati and Louisville (Western Route).....	45 25	34 65
“ “	Baltimore <i>or</i> Washington (Southern Route).....	34 65	
Montgomery, Ala.....	(Same routes as to Mobile).....	29 25	
Montreal, Can.....	New York Central <i>or</i> New York & New Haven R. R.....	11 50	10 00
Nashville, Tenn.....	Cincinnati and Louisville (Western Route).....	30 70	26 00
“ “	Washington and Lynchburg (Southern Route).....	33 55	26 00
New Haven, Conn.....	New York & New Haven R. R.....	1 75	
New Orleans, La.....	Cincinnati and Louisville (Western Route).....	49 50	36 00
“ “	Washington, Lynchburg, and Chattanooga.....	46 15	36 00
“ “	Washington, Richmond (<i>or</i> Lynchburg), and Atlanta.....	38 90	36 00
“ “	Steamer (2 lines).....	40 00	
Newport, R. I.....	New York & New Haven R. R.....	5 00	
“ “	Fall River steamers.....	3 00	
Niagara Falls.....	N. Y. Central, <i>or</i> West Shore, <i>or</i> Erie R. R.....	9 25	
Norfolk, Va.....	Pennsylvania Central R. R.....	15 35	12 00
“ “	Steamer.....	8 50	
Northampton, Mass....	New York & New Haven R. R.....	4 25	
Oil City, Pa.....	Erie R. R.....	12 60	
Omaha, Neb.....	New York Central R. R.....	37 75	34 50
“ “	Erie <i>or</i> West Shore R. R.....	37 75	33 00
“ “	Pennsylvania Central R. R.....	41 30	34 80
“ “	Baltimore & Ohio R. R.....	41 30	33 00
Ottawa, Can.....	N. Y. Central & Hudson River R. R.....	11 37	

Table of Railway and Steamboat Fares.—(Continued.)

NEW YORK TO	VIA	Unlimited.	Limited.
Philadelphia, Pa.....	Pennsylvania <i>or</i> New Jersey Central R. R.....	\$2 50	
Pittsburg, Pa.....	Pennsylvania <i>or</i> New Jersey Central R. R.....	12 50	
Pittsfield, Mass.....	New York & New Haven R. R.....	3 50	
Plattsburg, N. Y.....	New York Central & Hudson River R. R.....	9 05	
Portland, Me.....	New York & New Haven R. R.....	9 00	
“ “.....	Steamer to Boston, thence by R. R. (Same routes as to Portland).....	7 50	\$7 00
Portsmouth, N. H.....	“ “.....	6 20	
Providence, R. I.....	New York & New Haven R. R.....	5 00	4 50
“ “.....	Steamer (Pier 29, North River).....	3 00	
Quebec, Can.....	New York & New Haven R. R.....	13 00	
Raleigh, N. C.....	Pennsylvania Central R. R.....	18 75	17 75
Richmond, Va.....	Pennsylvania <i>or</i> Baltimore & Ohio R. R.....	11 50	10 50
“ “.....	Steamers (foot of Beach Street, North River).....	10 00	
Rutland, Vt.....	New York Central & Hudson River R. R.....	6 15	
Sacramento, Cal.....	New York Central R. R.....	126 75	122 85
“ “.....	Erie <i>or</i> West Shore R. R.....	126 75	121 35
“ “.....	Pennsylvania Central R. R.....	130 00	122 85
“ “.....	Baltimore & Ohio R. R.....	130 00	121 35
St. Augustine, Fla.....	Baltimore, Norfolk, and Weldon....	40 90	32 75
“ “.....	Washington and Richmond.....	40 90	32 75
“ “.....	Washington, Lynchburg, and Danville.....	40 90	32 75
“ “.....	Steamers to Charleston <i>or</i> Savannah	26 75	
St. John, N. B.....	New York & New Haven R. R.....	16 00	13 50
St. Joseph, Mo.....	New York Central R. R.....	37 30	32 40
“ “.....	Erie <i>or</i> West Shore R. R.....	37 30	30 90
“ “.....	Pennsylvania Central R. R.....	39 05	32 40
“ “.....	Baltimore & Ohio R. R.....	39 05	30 90
St. Louis, Mo.....	New York Central R. R.....	30 50	24 25
“ “.....	Erie <i>or</i> West Shore R. R.....	30 50	22 25
“ “.....	Pennsylvania Central R. R.....	31 50	24 25
“ “.....	Baltimore & Ohio R. R.....	31 50	22 25
St. Paul, Minn.....	New York Central R. R.....	37 25	32 50
“ “.....	Erie <i>or</i> West Shore R. R.....	37 25	31 00
“ “.....	Pennsylvania Central R. R.....	40 50	32 50
“ “.....	Baltimore & Ohio R. R.....	40 50	31 00
Salt Lake City, Utah...	New York Central R. R.....	91 30	86 40
“ “.....	Erie <i>or</i> West Shore R. R.....	91 30	84 90
“ “.....	Pennsylvania Central R. R.....	93 05	86 40
“ “.....	Baltimore & Ohio R. R.....	93 05	84 90
San Francisco, Cal.....	New York Central R. R.....	126 75	122 85
“ “.....	Erie <i>or</i> West Shore R. R.....	126 75	121 35
“ “.....	Pennsylvania Central R. R.....	130 00	122 85
“ “.....	Baltimore & Ohio R. R.....	130 00	121 35
Saratoga Springs, N. Y.	New York Central & Hudson River <i>or</i> West Shore R. R.....	4 15	
Savannah, Ga.....	Baltimore, Norfolk, and Weldon....	31 15	24 00
“ “.....	Washington and Richmond.....	31 15	24 00
“ “.....	Washington, Lynchburg, and Danville.....	31 15	24 00
“ “.....	Steamer (Pier 35, North River).....	20 00	
Sharon Springs, N. Y..	New York Central & Hudson River R. R.....	4 90	
Springfield, Ill.....	New York Central R. R.....	28 10	23 75
“ “.....	Erie <i>or</i> West Shore R. R.....	28 10	22 25
“ “.....	Pennsylvania Central R. R.....	29 60	23 75

Table of Railway and Steamboat Fares.—(Continued.)

NEW YORK TO	VIA	Unlimited.	Limited.
Springfield, Ill.....	Baltimore & Ohio R. R.....	\$29 60	\$22 25
Springfield, Mass.....	New York & New Haven R. R.	3 75	
Staunton, Va.....	Pennsylvania <i>or</i> Baltimore & Ohio R. R.....	12 20	
Toledo, Ohio.....	New York Central, Erie, <i>or</i> Pennsylv- ania R. R.....	17 50	16 25
Toronto, Can.....	New York Central, Erie, <i>or</i> Pennsylv- ania R. R.....	11 85	
Trenton Falls, N. Y....	New York Central & Hudson River R. R.....	5 54	
Washington, D. C.....	Pennsylvania <i>or</i> Baltimore & Ohio R. R.....	6 50	
Watkins Glen, N. Y....	Erie <i>or</i> New York Central R. R.....	7 70	
White Mountains, N. H.	New York & New Haven R. R.....	9 75	
“ “ “	Any steamer route to Boston, thence by R. R.....	8 00	
White Sul. Springs, Va.	Pennsylvania <i>or</i> Baltimore & Ohio R. R.....	15 00	
Wilkesbarre, Pa.....	Morris & Essex <i>or</i> New Jersey Cen- tral R. R.. ..	5 00	
Wilmington, N. C.....	Pennsylvania <i>or</i> Baltimore & Ohio R. R.....	21 75	18 00
Winnipeg, Manitoba...	New York Central R. R.....	54 65	49 90
“ “ “	Erie <i>or</i> West Shore R. R.....	54 65	48 40
“ “ “	Pennsylvania Central R. R.....	58 05	49 90
“ “ “	Baltimore & Ohio R. R.....	58 05	48 40
Yosemite Valley, Cal...	New York Central, Erie, Pennsylv- nia, <i>or</i> Baltimore & Ohio R. R....	166 00	

INDEX.

- ABENÂQUIS SPRINGS, Vt., 135.
 Adams, Mass., 156.
 Addison Junction, N. Y., 185.
 Adirondack, N. Y., 193.
 Adirondack Mts., 192.
 Adrian, Mich., 285.
 Aguascalientes, Mex., 418.
 Aiken, S. C., 465.
 Akron, Ohio, 289.
 Alatoona, Ga., 496.
 Albany, N. Y., 64, 274.
 Albion, N. Y., 167.
 Albuquerque, N. M., 412.
 Alburgh Springs, Vt., 134.
 Alexandria, Va., 59, 453, 493.
 Alexandria Bay, 160, 161, 248.
 Alleghany Mts., 292.
 Alleghany Springs, Va., 494, 516.
 Allegheny City, Pa., 219, 293.
 Allentown, Pa., 213, 221.
 Alton Bay, N. H., 121.
 Alton, Ill., 332, 349, 398, 531.
 Altoona, Pa., 217, 292.
 Amherst, Mass., 143.
 Ammonoosuc Falls, N. H., 116.
 Amsterdam, N. Y., 159.
 Anderson, Ind., 343.
 Andover, Mass., 103.
 Annapolis, Can., 269.
 Annapolis Junction, Md., 295.
 Ann Arbor, Mich., 278.
 Appalachian, Fla., 485.
 Appomattox, Va., 459.
 Arkansas Cañon, Col., 404.
 Arlington House, Va., 59.
 Arthabaska, Can., 130.
 Asbury Park, N. J., 22.
 Ascutney Mt., Vt., 140.
 Asheville, N. C., 519.
 Ashland, Va., 459.
 Atchison, Kan., 400.
 Athens, Ga., 488.
 Athens, Ohio, 300.
 Athens, Pa., 225.
 Atlanta, Ga., 488, 496.
 Atlantic City, N. J., 40.
 Attica, N. Y., 179.
 Auburn, N. Y., 162, 237.
 Augusta, Ga., 466.
 Augusta, Me., 126.
 Aurora, Ill., 362.
 Aurora, Ind., 328, 527.
 Ausable Chasm, 200.
 Ausable Forks, N. Y., 195.
 Ausable Ponds, N. Y., 202.
 Austin, Minn., 355.
 Austin, Tex., 421.
 Avalanche Lake, N. Y., 203.
 Avon Springs, N. Y., 177.
 Ayer Junction, Mass., 134.
 Babylon, N. Y., 209.
 Baddeck, Can., 272.
 Baldwin, Fla., 471, 483.
 Baldwin, Me., 105.
 Baldwin, N. Y., 189.
 Ball's Cave, N. Y., 228.
 Balston Spa, N. Y., 181.
 Baltimore, Md., 41.
 Bangor, Me., 126.
 Bardstown, Ky., 500.
 Bar Harbor, Me., 124.
 Barnegat, N. J., 40.
 Bartlett, N. H., 110.
 Bartonville, Vt., 135.
 Bash-Bish Falls, 152.
 Basin of Minas, Can., 269.
 Batavia, N. Y., 165, 281.
 Bath, Me., 123.
 Baton Rouge, La., 510, 534.
 Battle Creek, Mich., 279.
 Bayfield, Wis., 434.
 Bayside, N. Y., 210.
 Beach's Lake, N. Y., 199.
 Bear Creek Cañon, Col., 405.
 Beaufort, S. C., 465.
 Beaumont, Can., 249.
 Beaumont, Tex., 509.
 Bedford Springs, Pa., 216.
 Belchertown, Mass., 143.
 Belfast, Me., 126.
 Belknap Mt., N. H., 121.
 Bellaire, Ohio, 299, 525.
 Bellefontaine, Ohio, 329.
 Bellows Falls, Vt., 135, 140.
 Beloit, Wis., 357.
 Bellport, N. Y., 210.
 Belvidere, N. J., 233.
 Bemis, N. H., 105.
 Benecia, Cal., 375.
 Bennington, Vt., 158.
 Berkeley Springs, W. Va., 512.
 Berkshire Hills, Mass., 152.
 Berkshire Soda Springs, 153.
 Berlin, Conn., 72.
 Berlin Falls, N. H., 113.
 Bernardston, Mass., 139.
 Bethel, Me., 106.
 Bethlehem, N. H., 116.
 Bethlehem, Pa., 213, 230.
 Beverly, Mass., 99.
 Biddeford, Me., 101, 104.
 Binghamton, N. Y., 176, 235, 288.
 Birmingham, Pa., 219.
 Bismarck, Dak., 438.
 Black Hawk, Col., 405.
 Blackstone, Mass., 80.
 Blackwell's Id., N. Y., 19.
 Blairsville, Pa., 217.
 Block Island, R. I., 77.
 Bloomingdale, N. Y., 196.
 Bloomington, Ill., 348.
 Bloomington, Ind., 345.
 Bloomsburg, N. J., 213.
 Bolivar, Tenn., 503.
 Bolton, N. Y., 188.
 Bolton Falls, Vt., 133.
 Bolton Springs, Can., 141.
 Bonsack's, Va., 494.
 Boone, Ia., 359.
 Boonton, N. J., 211.
 Boonville, N. Y., 160.
 Bordentown, N. J., 28.
 Boston, Mass., 86.
 Boulder Cañon, Col., 406.
 Bound Brook, N. J., 27.
 Bowling Green, Ky., 501.
 Bozeman, Mon., 444.

- Brainerd, Miss., 436.
 Brandon, Vt., 135.
 Branford, Conn., 76.
 Bras d'Or, Can., 271.
 Brattleboro, Vt., 140.
 Bread Loaf Inn, Vt., 136.
 Bremond, Tex., 421.
 Brevard, N. C., 522.
 Brewster, Mass., 146.
 Brewster, N. Y., 81.
 Bridgehampton, N. Y., 209.
 Bridgeport, Conn., 70, 151.
 Bridgewater, Mass., 144, 145.
 Bridgton, Me., 105.
 Bridgton Center, Me., 105.
 Brighton, Mass., 76, 95.
 Brighton Beach, N. Y., 20.
 Bristol, Tenn., 495.
 Bristol Vt., 136.
 Brockport, N. Y., 167.
 Brockton, Mass., 145.
 Brockville, Can., 248.
 Brookline, Mass., 76, 95.
 Brooklyn, N. Y., 23.
 Brunswick, Me., 123.
 Bucyrus, Ohio, 289.
 Budd's Lake, N. J., 211.
 Buffalo, N. Y., 165, 281.
 Burkeville, Va., 459.
 Burlington, Ia., 363, 531.
 Burlington, N. J., 28.
 Burlington, Vt., 136.
 Bushnell, Ill., 364.
 Butte City, Mon., 445.
 Cacouna, Can., 260.
 Cairo, Ill., 346, 503, 527.
 Cairo, N. Y., 69.
 Calaveras Grove of Big Trees, 376.
 Caldwell, N. Y., 186.
 Caldwell's Landing, N. Y., 62.
 Calera, Miss., 495.
 Calistoga, Cal., 391.
 Cambridge, Mass., 96.
 Camden, N. J., 28.
 Camel's Hump, Vt., 133.
 Cameron, Pa., 230.
 Canaan, Conn., 152.
 Canandaigua, N. Y., 163, 247.
 Canastota, 180.
 Cañon City, Col., 404.
 Canton, Ill., 364.
 Canton, Miss., 503.
 Canton, Ohio, 294.
 Cape Arundel, Me., 104.
 Cape Breton, 271.
 Cape Cod, Mass., 145.
 Cape Elizabeth, Me., 102.
 Cape Horn, Cal., 374.
 Cape May, N. J., 39.
 Cape Rosier, Can., 260.
 Cape Tourment, Can., 259.
 Cape Trinity, Can., 262.
 Cape Vincent, N. Y., 167, 247.
 Capon Springs, Va., 512.
 Carbondale, Ill., 346.
 Carbondale, Pa., 226.
 Carlisle, Pa., 240.
 Carlyle, Ill., 329.
 Carmel, N. Y., 81.
 Carson, Nev., 373.
 Carter Mt., N. H., 112.
 Cartersville, Ga., 496.
 Carthage, Mo., 425.
 Casa Grande, Ariz., 417.
 Caseyville, Ill., 329.
 Cashier's Valley, N. C., 520.
 Castine, Me., 123.
 Castleton, Dak., 437.
 Castleton, Vt., 150.
 Catasauqua, Pa., 221.
 Catawissa, Pa., 237.
 Catskill, N. Y., 64, 67, 180, 274, 280.
 Catskill Mountains, N. Y., 66.
 Catterskill Falls, 67.
 Cayuga Lake, N. Y., 162.
 Cedar Keys, Fla., 483, 485.
 Cedar Rapids, Ia., 358, 364.
 Center Harbor, N. H., 122.
 Center Moriches, N. Y., 208.
 Central City, Col., 405.
 Centralia, Ill., 346.
 Central Park, N. Y., 17.
 Chambersburg, Pa., 241.
 Champaign, Ill., 346.
 Champlain Lake, 186.
 Chancellorsville, Va., 454.
 Charlemont, Mass., 149.
 Charleston, S. C., 458, 461.
 Charlestown, Mass., 95.
 Charlestown, W. Va., 496.
 Charlotte Harbor, Fla., 486.
 Charlotte, N. C., 459, 487.
 Charlotte, N. Y., 165.
 Charlottesvile, Va., 493, 498.
 Charlottetown, Can., 272.
 Chateaugay Lakes, N. Y., 192.
 Château Richer, Can., 259.
 Chatham, N. Y., 149.
 Chattanooga, Tenn., 495.
 Chattahoochee, Fla., 499.
 Chaudière Falls, Can., 258, 265.
 Chautauqua, N. Y., 239.
 Chautauqua Lake, N. Y., 288.
 Cheat River Valley, 298.
 Chelsea, Mass., 95, 97.
 Chelsea Beach, 95.
 Cherry Valley, N. Y., 228.
 Cheshire, Mass., 155.
 Chester, Mass., 149.
 Chester, Pa., 41.
 Chester, Vt., 135.
 Cheyenne, Wy., 369, 407.
 Cheyenne Cañon, Col., 402.
 Chicago, Ill., 280, 286, 290, 300, 301.
 Chico, Cal., 395.
 Chicopee, Mass., 137.
 Chicoutimi, Can., 262.
 Chihuahua, Mex., 418.
 Chillicothe, Ohio, 301.
 Chimney Rock, 529.
 Chittenango, N. Y., 161.
 Christiana, Pa., 215.
 Cincinnati, Ohio, 301, 311, 315, 526.
 Cinnabar, Wy., 440.
 Clarendon Springs, Vt., 135, 150.
 Clarksburg, W. Va., 300.
 Clarksville, Ga., 523.
 Clatsop Beach, Ore., 397.
 Clayton, Ga., 524.
 Clayton, N. Y., 248.
 Clear Creek Cañon, Col., 405.
 Cleveland, Ohio, 282, 289, 294, 427.
 Clifton Forge, W. Va., 498.
 Clifton Springs, N. Y., 163.
 Clinton, Ia., 358, 530.
 Coatesville, Pa., 291.
 Cobbleskill, N. Y., 227.
 Coeyman's Junction, 180, 281.
 Cohasset Narrows, Mass., 145.
 Cohoes, N. Y., 181.
 Cold Harbor, Va., 453.
 Cold Spring, N. Y., 63, 208.
 Colebrook, N. H., 129.
 College Point, N. Y., 210.
 Colorado Grand Cañon, Ariz., 413.
 Colorado Springs, 407-457.
 Columbia, S. C., 460, 465.
 Columbia Springs, N. Y., 64.
 Columbia, Tenn., 502.
 Columbus, Ga., 490.
 Columbus, Ky., 531.
 Columbus, Ohio, 300, 312, 333.
 Columbus, Tex., 510.
 Conanicut Id., R. I., 84.
 Concord, Mass., 96, 134.

- Concord, N. H., 131.
 Conemaugh, Pa., 217, 293.
 Coney Island, N. Y., 20.
 Conneaut, Ohio, 232.
 Conway, N. H., 106.
 Cooperstown, N. Y., 226.
 Copple Crown Mt., N. H., 121.
 Corinne, U. T., 372.
 Corning, N. Y., 177.
 Cornwall, Can., 249.
 Cornwall Bridge, Conn., 157.
 Cornwall Landing, N. Y., 63.
 Corry, Pa., 231, 288.
 Corsicana, Tex., 421.
 Cortland, N. Y., 235, 239.
 Coshocton, Ohio, 312.
 Coteau Rapids, 249.
 Cottonwood, Kan., 400.
 Cotuit Port, Mass., 145.
 Council Bluffs, Ia., 359, 362, 363.
 Covington, Ky., 323, 327.
 Cowpens, S. C., 487.
 Coyner's Springs, Va., 494, 516.
 Cranston's Hotel, N. Y., 62.
 Crawford House, 114.
 Crawfordsville, Ind., 344.
 Creedmoor, N. Y., 210.
 Crescent City, Fla., 447.
 Cresson Springs, Pa., 217, 293.
 Crestline, Ohio, 289.
 Creston, Wy., 369.
 Croton Aqueduct, N. Y., 62.
 Crown Point, N. Y., 191.
 Crystal Cascade, 111.
 Crystal Lake, Ill., 357.
 Culpeper, Va., 493.
 Cumberland, Md., 288, 298.
 Cutchogue, N. Y., 208.
 Dallas, Tex., 420, 511.
 Dalles City, Ore., 447.
 Dalton, Ga., 495.
 Dalton, Mass., 149.
 Danbury, Conn., 81.
 Dancy's Wharf, Fla., 477.
 Danielsonville, Conn., 86.
 Dannemora, N. Y., 192.
 Danville, Can., 130.
 Danville, Pa., 237.
 Danville, Ind., 331, 333.
 Danville, Va., 459.
 Dartmouth College, 140.
 Davenport, Ia., 361, 530.
 Daysville, Conn., 86.
 Dayton, Ohio, 310, 315.
 Daytona, Fla., 482.
 Decatur, Ala., 502.
 Dedham, Mass., 80.
 Deerfield, Mass., 139.
 Delaware, Ohio, 310.
 Delaware Water-Gap, 233.
 Deming, Ariz., 415.
 Denison, Tex., 420.
 Denver, Col., 401.
 Des Moines, Ia., 362.
 Detroit, Mich., 276, 428, 436.
 Devil's Lake, Minn., 437.
 Diablo Cañon, Ariz., 413.
 Digby Gut, Can., 269.
 Dixon, Ill., 358.
 Dixville Notch, N. H., 129.
 Donaldsonville, La., 510.
 Donner Lake, Col., 374.
 Dorchester, Mass., 80.
 Dover, N. H., 104.
 Dover, N. J., 211.
 Downingtown, Pa., 215, 291.
 Druid Hill Park, 47.
 Drummondville, Can., 173.
 Dubuque, Ia., 530.
 Duluth, Minn., 434, 436.
 Duncannon, Pa., 216, 292.
 Dunkirk, N. Y., 178, 239, 282.
 Dunlap, Ia., 359.
 Dunmore Lake, Vt., 136.
 Du Quoin, Ill., 346.
 Durango, Col., 405.
 Eagle Rock, 530.
 Eastham, Mass., 146.
 East Hampton, N. Y., 209.
 East Lyme, Conn., 77.
 Easton, Pa., 212, 213.
 Eatonton, Ga., 490.
 Eau Claire, Wis., 358.
 Echo Cañon, U. T., 369.
 Echo Lake, N. H., 109, 118.
 Economy, Pa., 525.
 Edgartown, Mass., 147.
 Effingham, Ill., 334, 346.
 Elgin, Ill., 364.
 Elizabeth, N. J., 26, 27, 291.
 Elizabethtown, N. Y., 201.
 Elizabethtown, W. Va., 299.
 Elkhart, Ind., 286.
 Elkhorn, Neb., 368.
 Elko, Nev., 372.
 Ellsworth, Kan., 399.
 Ellsworth, Me., 123.
 Elmira, N. Y., 177, 225, 245, 288.
 El Paso, Tex., 415, 417, 510, 511.
 El Paso del Norte, Mex., 418.
 Emporia, Kan., 400.
 Emporium, Pa., 230, 232.
 Enterprise, Fla., 479.
 Erie Lake, 426.
 Erie, Pa., 231, 282, 426.
 Esopus, 180.
 Española, N. M., 405.
 Essex Junc., Vt., 133, 137.
 Estes Park, Col., 406.
 Eternity Bay, Can., 262.
 Eutaw, Ala., 499.
 Evansville, Ind., 527.
 Exeter, N. H., 104.
 Fabyan House, 106, 116.
 Fairfield, Conn., 70.
 Fairmount Park, 38.
 Fairmount, W. Va., 299.
 Fair Oaks, Va., 483.
 Fairplay, Cal., 407.
 Fall River, Mass., 85.
 FALLS :
 Amicalolah, Ga., 524.
 Ammonoosuc, N. H., 116.
 Bash-Bish, Conn., 152.
 Belden's, Vt., 136.
 Benjamin's, Vt., 132.
 Berlin, N. H., 113.
 Bingham's Vt., 133.
 Birmingham, N. Y., 200.
 Black Chasm, N. Y., 69.
 Bolton, Vt., 133.
 Bridal Veil, Cal., 386.
 Bushkill, Pa., 234.
 Caldeno, Pa., 234.
 Catterskill, N. Y., 67.
 Chaudière, Can., 258.
 Eastatoia, Ga., 524.
 Falling Springs, Va., 515.
 Fawn Leap, N. Y., 68.
 Genesee, N. Y., 164.
 Georgianna, N. H., 121.
 Gibbs, N. H., 115.
 Goodrich, N. H., 110.
 Haines's, N. Y., 68.
 Hiawassee, Ga., 524.
 Ithaca, N. Y., 162.
 Jackson, N. H., 110.
 Minnehaha, Minn., 356.
 Montmorenci, Can., 258.
 Morrisville, Vt., 133.
 Moss-Glen, Vt., 133.
 Multnomah, Ore., 448.
 Nevada, Cal., 388.
 Niagara, 168.
 Passaic, N. J., 174.
 Piercefield, N. Y., 157.
 Portage, N. Y., 178.
 Puncheon Run, Va., 516.
 Rideau, Can., 265.

FALLS :

- Roaring-Brook, N. Y., 155, 202.
 Ste. Anne, Can., 259.
 St. Anthony, Minn., 357.
 Sawkill, N. Y., 176.
 Shawanegan, Can., 253.
 Silver Cascade, 115.
 Slicking, S. C., 522.
 Split-Rock, N. Y., 201.
 Sylvan Glade, 115.
 Taghkanic, N. Y., 162.
 Tallulah, Ga., 523.
 Thompson's, N. H., 111.
 Toccoa, Ga., 523.
 Trenton, N. Y., 160.
 Two Sisters, Mon., 446.
 Vernal, Cal., 388.
 Wahconah, Mass., 155.
 Walker's, N. H., 120.
 White Water, S. C., 522.
 Yellowstone, Mon., 440.
 Yosemite, Cal., 387.
 Falls Village, Conn., 151.
 Falmouth Heights, Mass., 145.
 Fargo, Dak., 437.
 Faribault, Minn., 355.
 Farmington, Me., 128.
 Far Rockaway, N. Y., 209.
 Fawn Leap Falls, N. Y., 68.
 Fernandina, Fla., 482.
 Fire Island, N. Y., 210.
 First View, Col., 399.
 Fishkill Landing, N. Y., 63.
 Fitchburg, Mass., 134, 148.
 Fitzwilliam, N. H., 134.
 Flat Rock, S. C., 520.
 Florence, S. C., 458.
 Flume, The, N. H., 120.
 Flushing, N. Y., 210.
 Fonda, N. Y., 159.
 Fordham, N. Y., 157.
 Fort Collins, Col., 406.
 Fort Edward, N. Y., 185.
 Fort Fred Steele, Wy., 369.
 Fort Hays, Kan., 399.
 Fort Pillow, Tenn., 532.
 Fort Plain, N. Y., 159.
 Fortress Monroe, Va., 452.
 Fort Scott, Kan., 420.
 Fort Sumter, S. C., 469.
 Fort Ticonderoga, N. Y., 185, 190.
 Fort Wallace, Kan., 399.
 Fort Washington, N. Y., 14, 60.
 Fort Wayne, Ind., 289, 333.
 Fort Worth, Tex., 511.
 Fort Valley, Ga., 490.
 Fourth Lake, N. Y., 199.
 Franconia Notch, N. H., 118.
 Franklin, Mass., 80.
 Franklin, N. H., 132.
 Franklin, Pa., 238.
 Fredericksburg, Va., 453.
 Fremont, Neb., 368.
 French Broad River, 521.
 Frontenac, Minn., 353, 529.
 Fryeburg, Me., 105.
 Fulton, Ill., 358.
 Fulton, Tenn., 530.
 Fulton Lakes, 160, 199.
 Gainesville, Fla., 483.
 Gainesville, Ga., 488.
 Galesburg, Ill., 362.
 Galena, Ill., 530.
 Galveston, Tex., 422.
 Garden City, N. Y., 207.
 Garden of the Gods, 402.
 Gardiner, Me., 126.
 Garrison's, N. Y., 62.
 Gaspereaux, Can., 269.
 Genesee Falls, N. Y., 164.
 Geneseo, Ill., 360.
 Geneva, Ill., 358.
 Geneva, N. Y., 163.
 George, Lake, N. Y., 186.
 Georgetown, Can., 142, 272.
 Georgetown, Col., 406.
 Georgetown, D. C., 58.
 Gettysburg, Pa., 242.
 Geysers of the Yellowstone, 442.
 Geyser Springs, Cal., 391.
 Glasgow Hotel, 298.
 Glasgow, Mo., 398.
 Glen Cove, N. Y., 208.
 Glendive, Dak., 438.
 Glen Ellis Falls, 111.
 Glen Eyrie, Col., 402.
 Glen Haven, N. Y., 162.
 Glen House, 110.
 Glens Falls, N. Y., 186.
 Glen Station, N. H., 105.
 Golden, Col., 488.
 Goldsboro, N. C., 458.
 Gordonville, Va., 493.
 Gorham, N. H., 106, 112, 129.
 Goshen, Conn., 151.
 Gosport, Ind., 344.
 Grafton, W. Va., 299.
 Grand Gulf, Miss., 533.
 Grand Portal, Mich., 432.
 Grand Pré, Can., 269.
 Graniteville, S. C., 465.
 Grape Creek Cañon, Col., 404.
 Grasse Point, Mich., 278.
 Gray's Peak, Col., 406.
 Great American Desert, 372.
 Great Barrington, Mass., 152.
 Great Bend, N. Y., 176, 234.
 Great Head, Me., 125.
 Great Neck, N. Y., 210.
 Greeley, Col., 407.
 Greenbriar White Sulphur Springs, Va., 512.
 Greenbush, N. Y., 66.
 Greencastle, Ind., 331, 334, 344.
 Greencastle, Pa., 241.
 Green Cove Springs, Fla., 477.
 Greenfield, Mass., 139, 148.
 Greenport, N. Y., 208.
 Greensboro, N. C., 459.
 Greensburg, Pa., 217.
 Greenupsburg, Ky., 526.
 Greenvale, Me., 129.
 Greenville, Ala., 489.
 Greenville, Me., 127.
 Greenville, S. C., 488.
 Greenville, Tenn., 495.
 Greenwich, Conn., 69.
 Greenwood Cemetery, 25.
 Greenwood Lake, N. Y., 175.
 Grenada, Miss., 503.
 Greylock Mt., Mass., 156.
 Groton, Conn., 76.
 Guananoque, Can., 160.
 Guilford, Conn., 76.
 Guinney's, Va., 454.
 Guadalajara, Mex., 418.
 Guaymas, Mex., 416.
 Gunnison City, 404, 410.
 Gwynedd, Pa., 220.
 Hackensack, N. J., 179, 281.
 Hackettstown, N. J., 212.
 Hadley, Mass., 139.
 Hagerstown, Md., 241, 343.
 Hague, N. Y., 189.
 Ha ! Ha ! Bay, Can., 262.
 Haines's Falls, N. Y., 68.
 Halifax, Can., 270.
 Hallowell, Me., 126.
 Halstead, Kan., 400, 425.
 Hamilton, Kan., 275.
 Hamilton, Ohio, 315, 343.
 Hammondsport, N. Y., 247.
 Hampton Beach, Mass., 100.
 Hannibal, Mo., 531.
 Hanover, N. H., 140.
 Hanover Junc., Pa., 242.

- Harper's Ferry, W. Va., 296, 496.
 Harrisburg, Pa., 214, 215, 244, 292.
 Harrisburg, Tex., 442.
 Hartford, Conn., 73.
 Harvard University, 96.
 Harwich, Mass., 146.
 Hastings, Minn., 353.
 Havana Glen, N. Y., 246.
 Haverhill, Mass., 104.
 Haverstraw, 179.
 Haverstraw Bay, N. Y., 62, 274, 280.
 Havre de Grace, Md., 41.
 Healdville, Vt., 135.
 Hearne, Tex., 421.
 Helena, Mont., 444.
 Hellertown, Pa., 220.
 Hempstead, N. Y., 207.
 Hermann, Mo., 307.
 Hibernia, Fla., 477.
 Hickory Nut Gap, N. C., 520.
 High Bridge, N. J., 212.
 High Bridge, N. Y., 19.
 Highgate Springs, Vt., 134.
 Highland, Ill., 334.
 Highlands of Navesink, 22.
 Highlands of the Hudson, 62, 274.
 Hinsdale, Mass., 149.
 Hinsdale, N. H., 140.
 Hokendauqua, Pa., 221.
 Holbrook, Ariz., 402.
 Holbrook, Mass., 145.
 Holly Springs, Miss., 503.
 Holyoke, Mass., 137.
 Holyoke Mt., Mass., 138.
 Homer, N. Y., 235.
 Honesdale, Pa., 226.
 Hooksett, N. H., 131.
 Hoosac Tunnel, 149, 156.
 Hopatcong Lake, N. J., 211.
 Hornellsville, N. Y., 178, 288.
 Hot Springs, Ark., 424.
 Housatonic Valley, 151.
 Houston, Tex., 421, 510.
 Howell's, N. Y., 175.
 Howe's Cave, N. Y., 228.
 Hudson, N. Y., 64, 274.
 Hudson River, 60, 273.
 Hudson, Wis., 358.
 Humboldt, Nev., 373.
 Humboldt Wells, Nev., 372.
 Hummelstown, Pa., 214.
 Hunter, N. Y., 69.
 Huntingdon, Pa., 216, 292.
 Huntington, N. Y., 208,
- Huntington, W. Va., 517, 528.
 Huron Lake, 429.
 Hyannis, Mass., 146.
 Hyde Park, Mass., 80.
 Hyde Park, N. Y., 64.
 Hydeville, Vt., 150.
 Idaho Springs, Col., 405.
 Ilion, N. Y., 160.
 Indianapolis, Ind., 330, 334, 344.
 Indian Harbor, Conn., 70.
 Indian Pass, 203.
 Indian River, Fla., 481.
 Iona Island, N. Y., 62.
 Iowa City, Ia., 361.
 Ipswich, Mass., 100.
 Ironton, Ohio, 526.
 Irvineton, Pa., 231.
 Irvington, N. Y., 61.
 Island Pond, Vt., 130.
 ISLANDS :
 Appledore, N. H., 101.
 Belle Ile, Mich., 278.
 Blackwell's, N. Y., 19.
 Blennerhassett's, 526.
 Block, Conn., 77.
 Conanicut, R. I., 84.
 Coney, N. Y., 20.
 Diamond, N. Y., 188.
 Dome, N. Y., 188.
 Fire, N. Y., 210.
 Galveston, Tex., 422.
 Gardiner's, N. Y., 209.
 Grosse Ile, Mich., 428.
 Iona, N. Y., 62.
 Long, N. Y., 205.
 Mackinaw, Mich., 430.
 Martha's Vineyard, 146.
 Michipicoten, 435.
 Mt. Desert, Me., 124.
 Nantucket, 147.
 Put-in-Bay, 428.
 Randall's, N. Y., 19.
 Rembert, Fla., 478.
 Shelter, N. Y., 209.
 Shoals, N. H., 101.
 Silver, Mich., 435.
 Staten, N. Y., 19.
 Trempealeau, 530.
 Twelve Apostles', 434.
 Ward's, N. Y., 19.
 Isles of Shoals, N. H., 101.
 Islip, N. Y., 210.
 Ithaca, N. Y., 162.
 Jackson, Mich., 278.
 Jackson, Miss., 503.
 Jackson, N. H., 110.
 Jackson, Tenn., 503.
 Jacksonville, Fla., 471.
 Jacksonville, Ill., 348.
 Jacksonville, Ore., 396,
- Jamaica, N. Y., 207.
 Jamestown, N. Y., 288.
 Jefferson City, Mo., 397.
 Jefferson Hill, N. H., 114.
 Jeffersonville, Ind., 527.
 Jerome Park, N. Y., 157.
 Jersey City, N. J., 26.
 Jocassee Valley, S. C., 522.
 John Brown Tract, 161, 199.
 Johnstown, Pa., 217, 293.
 Joliet, Ill., 347, 360.
 Jonesboro, Ill., 346.
 Kalamazoo, Mich., 279.
 Kankakee, Ill., 345.
 Kansas City, Mo., 398.
 Katahdin Mt., Me., 128.
 Kearsarge Mt., N. H., 109, 132.
 Keene, N. H., 134.
 Keene Valley, N. Y., 201.
 Keeseville, N. Y., 200.
 Kennebunk, Me., 104.
 Kenosha, Wis., 350.
 Kent, Conn., 151.
 Keokuk, Ia., 365, 531.
 Keowee River, Ga., 522.
 Keuka Lake, N. Y., 247.
 Key West, Fla., 486.
 Killington Peak, Vt., 135.
 Kinderhook, N. Y., 150.
 Kineo Mt., Me., 127.
 Kingston, Can., 247.
 Kingston, N. Y., 64.
 Kingston, Pa., 224.
 Kinmunday, Ill., 346.
 Kirkwood, Mo., 397.
 Kirkwood, N. Y., 176.
 Kismisee City, Fla., 486.
 Kit Carson, Col., 399.
 Kittaning, Pa., 238.
 Knightstown, Ind., 334.
 Knoxville, Tenn., 495.
 Lachine Rapids, 249.
 Lackawaxen, Pa., 176, 287.
 Laconia, N. H., 107.
 La Crosse, Wis., 352, 530.
 Lafayette, Ind., 333, 343, 344.
 Lafayette Mt., N. H., 120.
 La Grange, Ga., 489.
 Lake City, Col., 391.
 Lake City, Fla., 471.
 Lake City, Minn., 333.
 Lakeland, N. Y., 200.
 LAKES :
 Ambersand, N. Y., 197.
 Avalanche, N. Y., 203.
 Bald Eagle, Minn., 356.
 Beach's, N. Y., 199.
 Blue Mt., N. Y., 200.
 Bomoseen, Vt., 150,

LAKES :

Bradford, Fla., 484.
 Bras d'Or, Can., 271.
 Budd's Lake, N. J., 211.
 Canandaigua, N. Y., 163.
 Catlin, N. Y., 203.
 Cayuga, N. Y., 162.
 Champlain, N. Y., 189.
 Chateaugay, N. Y., 192.
 Chautauqua, N. Y., 239, 288.
 Chicago, Col., 406.
 Chocorua, N. H., 106.
 Cochituate, Mass., 76.
 Cœur d'Alene Id., 446.
 Colden, N. Y., 203.
 Como, Minn., 356.
 Cranberry, N. Y., 198.
 Dartmouth, Can., 270.
 Delia, N. Y., 203.
 Devil's Lake, Minn., 437.
 Donner, Cal., 374.
 Dunmore, Vt., 136.
 Eagle, Me., 125.
 Echo, N. H., 109, 119.
 Erie, 427.
 Flathead Lake, Mon., 446.
 Forked, N. Y., 199.
 Fourth, N. Y., 199.
 Fulton, N. Y., 160, 199.
 George, Fla., 478.
 George, N. Y., 186.
 Grampus, N. Y., 199.
 Grand, Col., 407.
 Great Salt, U. T., 371.
 Green, Col., 406.
 Greenwood, 174.
 Harney, Fla., 479.
 Hopatcong, N. J., 211.
 Huron, 429.
 Jackson, Fla., 484.
 Jessup, Fla., 479.
 Kenoza, Mass., 104.
 Keuka, N. Y., 247.
 Kissingee Lake, Fla., 486.
 Lafayette, Fla., 484.
 Little Tupper, N. Y., 198.
 Liverpool, Can., 271.
 Long, Me., 104.
 Long, N. Y., 198, 203.
 Luzerne, N. Y., 185, 202.
 Mahkeenac, Mass., 153.
 Mahopac, N. Y., 81, 157.
 Manitoba, Can., 480.
 Margarie, Can., 272.
 Massawippi, Can., 143.
 Memphremagog, 141.
 Miccosukie, Fla., 485.
 Miré, Can., 272.
 Mirror, Cal., 348.
 Mohonk, N. Y., 64,

LAKES :

Monroe, Fla., 478.
 Moosehead, Me., 127.
 Mud, N. Y., 198.
 Oneida, N. Y., 161.
 Onondaga, N. Y., 161.
 Onota, Mass., 155.
 Ontario, 425.
 Otisco, N. Y., 162.
 Otsego, N. Y., 227.
 Owasco, N. Y., 162.
 Pend d'Oreille, Mon., 446.
 Pepin, 529.
 Perkins, N. Y., 196.
 Pharaoh, N. Y., 203.
 Piseco, N. Y., 205.
 Placid, N. Y., 196.
 Pleasant, N. Y., 159, 205.
 Pontchartrain, La., 506.
 Pontoosuc, Mass., 155.
 Profile, N. H., 119.
 Quinsigamond, Mass., 76.
 Rainbow, N. Y., 197.
 Rangeley, Me., 128.
 Raquette, N. Y., 199.
 Ronkonkoma, N. Y., 208.
 Rossignol, Can., 271.
 St. Catherine, Vt., 150.
 St. Clair, 428.
 St. Francis, 249.
 St. John, Can., 262.
 St. Louis, 249.
 St. Peter, 253.
 St. Regis, N. Y., 197.
 Salt, Fla., 479.
 Sanford, N. Y., 203.
 San Luis, Col., 407.
 Santa Fé, Fla., 483.
 Saranac, N. Y., 197.
 Saratoga, N. Y., 184.
 Schoodic, Can., 269.
 Schroon, N. Y., 203.
 Schuyler's, N. Y., 235.
 Sebago, Me., 104.
 Sebec, Me., 127.
 Seneca, N. Y., 162.
 Silver, N. Y., 179.
 Skaneateles, N. Y., 162.
 Squam, N. H., 122.
 Superior, 431.
 Tahoe, Cal., 373.
 Temiscouata, Can., 260.
 Theresa, N. Y., 248.
 Thousand Islands, 247.
 Tupper, N. Y., 197.
 Tusket, Can., 271.
 Twin, Col., 407.
 Wellborn, Fla., 471.
 White Bear, Minn., 356.
 Willoughby, Vt., 141.
 Winnepesaukee, N. H., 121,

LAKES :

Winnipeg, Can., 450.
 Yellowstone, Mon., 440.
 Lambertville, N. J., 232.
 Lancaster, Pa., 215, 291.
 Lanesboro, Mass., 155.
 Lansingburg, N. Y., 150.
 La Porte, Ind., 286.
 Laramie City, Wyo., 309.
 Laredo, Tex., 424.
 Larned, Kan., 400.
 La Salle, Ill., 360.
 Las Animas, Col., 400.
 Lathrop, Cal., 376.
 Latrobe, Pa., 217.
 La Veta Pass, Col., 404.
 Lawrence, Kan., 398.
 Lawrence, Mass., 103.
 Lawrenceburg, Ind., 527.
 Leadville, Col., 404.
 Lebanon, Ill., 329.
 Lebanon, Pa., 214.
 Lebanon Springs, N. Y., 155, 158.
 Lee, Mass., 153.
 Leesburg, Fla., 481.
 Leighton, Pa., 221.
 Leigh Water Gap, 221.
 Lenox, Mass., 154.
 Lewiston, N. Y., 173.
 Lexington, Mass., 95.
 Liberty, Va., 494.
 Lima, Ohio, 289.
 Lime Rock, R. I., 84, 134.
 Linville Gorge, N. C., 520.
 Litchfield, Conn., 81, 151.
 Litchfield, Ill., 332.
 Little Falls, N. Y., 159, 275.
 Little Neck, N. Y., 210.
 Little Rock, Ark., 423.
 Little Tupper Lake, 198.
 Live Oak, Fla., 471.
 Livermore Falls, N. H., 128.
 Liverpool, Can., 271.
 Livingston, Dak., 439.
 Lock Haven, Pa., 230.
 Lockport, Ill., 347.
 Lockport, N. Y., 168, 275.
 Loda, Ill., 345.
 Logansport, Ill., 333, 343.
 London, Ohio, 314.
 Long Beach, L. I., 209.
 Long Beach, N. J., 41.
 Long Branch, N. J., 21.
 Long Island, 205.
 Long Lake, Me., 104.
 Long Lake, N. Y., 198, 203.
 Longmont, Col., 406.
 Long Sault Rapids, 249.
 Longview, Tex., 510.
 Lorette, Can., 258,

- Los Angeles, Cal., 393, 417.
 Louisville, Can., 272.
 Louisville, 324, 328, 345, 527.
 Lowell, Mass., 130.
 Luray, Vt., 496.
 Luzerne Lake, N. Y., 185.
 Lynchburg, Va., 494, 512.
 Lynn, Mass., 97.
 Lyons, N. Y., 160.
 Lyons, Pa., 214.

 MacGregor, Ia., 354.
 Mackinaw Island, 430.
 Macon, Ga., 590.
 Madera, Cal., 383.
 Madison, N. J., 211.
 Madison Mt., N. H., 112.
 Madison's Cave, Vt., 512.
 Madison, Ind., 527.
 Madison, Wis., 352, 353, 357.
 Magnolia., Fla., 477.
 Magog, Can., 142.
 Mahopac Lake, N. Y., 81, 157.
 Maiden Rock, Minn., 529.
 Mamaroneck, N. Y., 69.
 Mammoth Cave, Ky., 500.
 Manassas, Va., 493.
 Manatee, Fla., 486.
 Manchester, Conn., 82.
 Manchester, Mass., 99.
 Manchester, N. H., 131.
 Manchester, Vt., 158.
 Mandan, Dak., 438.
 Mandarin, Fla., 476.
 Manitoba, 449.
 Manitou Springs, Col., 400.
 Mansfield, Ohio, 289, 300.
 Mansfield Mt., Vt., 133.
 Manuelito, Ariz., 412.
 Manunka Chunk, 212, 233.
 Marblehead, Mass., 99.
 Marcy Mt., N. Y., 202, 204, 205.
 Marietta, Ga., 496.
 Marietta, Ohio, 525.
 Mariposa Grove of Big Trees, Cal., 383.
 Marquette, Mich., 433.
 Marshall, Mich., 279.
 Marshall, Tex., 310.
 Martha's Vineyard, 146.
 Martinsburg, W. Va., 241, 296.
 Marysville, Cal., 394.
 Massawippi, Can., 143.
 Massena Springs, N. Y., 248.
 Massillon, Ohio, 294.
 Matanzas, Fla., 475.

 Mattituck, N. Y., 208.
 Mattoon, Ill., 332, 346.
 Mauch Chunk, Pa., 221.
 Maysville, Ky., 526.
 Mayville, N. Y., 288.
 Meadville, Pa., 288.
 Mechanicsburg, Pa., 240.
 Medina, N. Y., 167.
 Memphis, Tenn., 507, 532.
 Memphremagog Lake, 141.
 Mendota, Ill., 362.
 Menomonee, Wis., 358.
 Merced, Cal., 383.
 Meriden, Conn., 72.
 Meridian, Miss., 499.
 Metis, Can., 260.
 Mexia, Tex., 421.
 Mexico City, Mex., 419.
 Mexico, Mo., 398.
 Michipicoten Island, 435.
 Middlebury, Vt., 136.
 Middle Park, Col., 407.
 Middletown, Conn., 80.
 Middletown, N. Y., 175, 181.
 Middletown, Pa., 215, 292.
 Middletown Springs, Vt., 150.
 Mifflin, Pa., 216.
 Milan, Tenn., 503.
 Miles City, Dak., 438.
 Milford, Conn., 70.
 Milford, N. Y., 176.
 Mill Plain, N. Y., 81.
 Milledgeville, Ga., 490.
 Millen, Ga., 467, 490.
 Miller's Saranac House, 196.
 Millerstown, Pa., 216, 292.
 Milton, Cal., 383.
 Milton, Pa., 229.
 Milwaukee, Wis., 350.
 Mineola, Tex., 511.
 Minneapolis, Minn., 356.
 Minnehaha Falls, 356.
 Minnequa Springs, Pa., 244.
 Minnewaukan, Minn., 437.
 Missisquoi Springs, Vt., 133.
 Mississippi River, 527.
 Missoula, Mon., 445.
 Mobile, Ala., 489, 491.
 Mohonk Lake, N. Y., 64, 175.
 Mojave, Cal., 414.
 Moline, Ill., 360.
 Monadnock Mt., N. H., 134.
 Monee, Ill., 345.
 Monmouth, Ill., 363.
 Monson, Mass., 143.
 Montauk Point, N. Y., 209.

 Monterey, Cal., 389.
 Montgomery, Ala., 489, 502.
 Monticello, Fla., 484.
 Montmorenci Falls, 258.
 Montour Glen, N. Y., 246.
 Montpelier, Vt., 132.
 Montreal, Can., 249.
 Montrose, Ill., 357, 531.
 Monument Park, Col., 403.
 Moorehead, Minn., 437.
 Moosehead Lake, Me., 127.
 Moosilauke Mt., N. H., 107.
 Moravia, N. Y., 162.
 Morgantown, N. C., 519.
 Moriah Mt., N. H., 113.
 Moriches, N. Y., 208.
 Morley, Col., 411.
 Morris, Ill., 360.
 Morristown, N. J., 211.
 Mosquito Lagoon, Fla., 481.
 Moundsville, W. Va., 299.
 MOUNTAIN :
 Agassiz, N. H., 117.
 Annanace, Vt., 141.
 Anthony's Nose, N. Y., 62.
 Ascutney, Vt., 140.
 Bald, N. H., 120.
 Bald Head, Mass., 154.
 Beacon, N. Y., 63.
 Belknap, N. H., 121.
 Black, N. Y., 188.
 Blue, Me., 123.
 Blue, N. Y., 200.
 Breakneck, N. Y., 63.
 Cæsar's Head, S. C., 481, 520, 522.
 Camel's Hump, Vt., 133.
 Carter's, N. H., 112.
 Catoclin, Md., 299.
 Clingman's Dome, N. C., 518.
 Cold, N. C., 518.
 Coppie Crown, N. H., 121.
 Cro' Nest, N. Y., 63.
 Currahee, Ga., 524.
 Deerfield, Mass., 139.
 Deer's Leap, N. Y., 189.
 Dunderberg, N. Y., 62.
 Equinox, Vt., 153.
 Everett, Mass., 152.
 Giant of the Valley, 201.
 Grandfather, N. C., 518.
 Gray's Peak, Col., 406.
 Green, Me., 124.
 Greylock, Mass., 156.
 Hamilton, Cal., 390.
 Hayes, N. H., 112.
 High Peak, N. Y., 67.

MOUNTAIN :

Holyoke, Mass., 138.
 Hopkins, Mass., 157.
 Hunga, Vt., 132.
 James's Peak, Col., 405.
 Jay Peak, Vt., 141.
 Katahdin, Me., 128.
 Kearsarge, N. H., 109,
 131.
 Kebo, Me., 125.
 Kennesaw, Ga., 496.
 Kilburn, N. H., 135.
 Killington Peak, Vt.,
 135.
 Kineo, Me., 127.
 Lafayette, N. H., 120.
 Lincoln, Col., 407.
 Long's Peak, Col., 406.
 Lookout, Tenn., 498.
 Madison, N. H., 112.
 Mansfield, Vt., 133.
 Marcy, N. Y., 202.
 Minsi, Pa., 233.
 Mitchell, N. C., 518, 522.
 Monadnock, N. H., 134.
 Monument, Mass., 153.
 Moosilauke, N. H., 107.
 Moriah, N. H., 113.
 Newport, Me., 125.
 Nonotuck, Mass., 139.
 Orford, Can., 142.
 Otter Peaks, Va., 494.
 Owl's Head, Can., 142.
 Owl's Head, N. Y., 199.
 Perry's Peak, Mass., 154.
 Pharaoh, N. Y., 203.
 Pike's Peak, Col., 402.
 Pinnacle, N. H., 131.
 Pisgah, Pa., 223.
 Pisgah, N. C., 518, 522.
 Pleasant, Me., 105.
 Profile, 119.
 Prospect, Conn., 151.
 Prospect, N. H., 107.
 Roan, N. C., 518.
 Saddleback, Me., 128.
 Schooley's, N. J., 212.
 Seward, N. Y., 198, 203.
 Shasta, Cal., 393.
 Sierra Blanca, 404.
 Sky Top, N. Y., 64.
 Snake, Vt., 136.
 South, Md., 296.
 Storm King, N. Y., 63.
 Sugar Loaf, Mass., 139.
 Sugar Loaf, N. Y., 62.
 Surprise, N. H., 112.
 Table, S. C., 522.
 Tamalpais, Cal., 389.
 Tammany, N. J., 233.
 Taurus, N. Y., 63.
 Toby, Mass., 139.
 Tom, Mass., 109.
 Tuscarora, Pa., 292.

MOUNTAIN :

Wachusett, Mass., 76,
 148.
 Washington, Conn., 152.
 Washington, N. H., 117.
 Whiteface, N. Y., 195.
 Whiteside, N. C., 520.
 Willard, N. H., 114.
 Yonah, Ga., 521, 524.
 MOUNTAINS :
 Adirondack, 192.
 Alleghany, 216, 292, 518.
 Balsam, N. C., 518, 522.
 Black, N. C., 518.
 Blue Ridge, 494, 517.
 Catskill, N. Y., 66.
 Franconia, N. H., 118.
 Green, Vt., 132, 183.
 Helderberg, N. Y., 229.
 Highlands, N. Y., 62.
 Roan, N. C., 518.
 Shawangunk, N. Y., 64.
 Smoky, N. C., 518.
 White, N. H., 108.
 Mount Auburn Cemetery,
 97.
 Mount Desert, Me., 124.
 Mount Macgregor, 185.
 Mount Pleasant, Ia., 363.
 Mount St. Vincent, N. Y.,
 61.
 Mount Union, Pa., 292.
 Mount Vernon, Va., 59,
 454.
 Mumfordsville, Ky., 500.
 Munesing, Mich., 432.
 Murray Bay, Can., 259.
 Muscatine, Ia., 550.
 Nacoochee Valley, Ga., 524
 Nahant, Mass., 93.
 Nantucket, Mass., 147.
 Napa City, Cal., 391.
 Naples, Me., 105.
 Napoleon, Ark., 533.
 Narragansett Pier, R. I.,
 77.
 Narrowsburg, N. Y., 174,
 287.
 Nashua, N. H., 131.
 Nashville, Tenn., 501.
 Natchez, Miss., 533.
 Natick, Mass., 76.
 Natural Bridge, Va., 494,
 496.
 Nauvoo City, Ill., 531.
 Navesink, Highlands of,
 N. J., 22.
 Needles, Ariz., 414.
 Neepigon Bay, 435.
 New Albany, Ind., 327.,
 345, 527.
 Newark, Del., 41.
 Newark, N. J., 26, 290,

Newark, Ohio, 300, 324.
 New Britain, Conn., 82.
 New Britain, Fla., 482.
 New Brunswick, Can., 268.
 New Brunswick, N. J., 26,
 294.
 Newburg, N. Y., 63, 180,
 274, 280.
 Newbury, Vt., 140.
 Newburyport, Mass., 100.
 Newcomb, N. Y., 203.
 New Haven, Conn., 70.
 Newington, Conn., 73.
 New London, Conn., 77,
 85, 143.
 New Madrid, Mo., 532.
 New Milford, Conn., 151.
 Newnan, Ga., 489.
 New Orleans, La., 493,
 504, 534.
 New Paltz Landing, N.
 Y., 64, 175.
 Newport, Ky., 323, 527.
 Newport, Pa., 223.
 Newport, R. I., 82.
 Newport, Vt., 142.
 Newport News, Va., 452.
 New Rochelle, N. Y., 69.
 New Smyrna, Fla., 479,
 482.
 Newton, Mass., 76.
 New York City, 1.
 Niagara Falls, 168.
 Niles, Mich., 279.
 Nineveh, N. Y., 226.
 Nonotuck Mt., Mass., 139.
 Norfolk, Va., 452.
 Normal, Ill., 347.
 Norristown, Pa., 236.
 North Adams, Mass., 149,
 156.
 Northampton, Mass., 138.
 North Bend, Ohio, 328, 527.
 Northfield, Minn., 355.
 North Brighton, Me., 105.
 North Conway, N. H.,
 106, 109.
 North Creek, N. Y., 200.
 North Elba, N. Y., 196,
 202.
 Northfield, Mass., 144.
 Northfield, Vt., 132.
 North Park, Col., 407.
 North Platte, Neb., 366.
 Northport, N. Y., 208.
 North Stratford, N. H.,
 129.
 Northumberland, Pa., 229.
 Northville, N. Y., 159.
 Norwalk, Conn., 70.
 Norwich, Conn., 85, 143.
 Norwich, N. Y., 181.
 Norwich, Vt., 140.
 Notch, Me., 115.

- Nova Scotia, 269.
 Nyack, N. Y., 61, 274, 280.
 Oak Bluffs, Mass., 147.
 Oakland, Cal., 376.
 Oakland, W. Va., 298.
 O-at-ka Valley, N. Y., 179.
 Oberlin, Ohio, 285.
 Ocala, Fla., 481.
 Ocean Grove, N. J., 22.
 Ocklawaha River, 479.
 Odin, Ill., 329.
 Ogdensburg, N. Y., 133, 248.
 Ogden, U. T., 370, 410.
 Ogunquit Beach, N. H., 101.
 Ohio River, 529.
 Oil City, Pa., 238.
 Old Orchard Beach, Me., 102.
 Old Point Comfort, 452.
 Old Saybrook, Conn., 76.
 Olean, Pa., 232.
 Oleopolis, Pa., 238.
 Olney, Ill., 329.
 Olympia, Wash., 449.
 Omaha, Neb., 360, 365.
 Onarga, Ill., 345.
 Oneida Castle, 180.
 Oneida Lake, N. Y., 161.
 Onondaga Lake, N. Y., 161.
 Ontario Lake, 425.
 Ontonagon, Mich., 434.
 Opelika, Ala., 489, 491.
 Orange Park, Fla., 476.
 Orange Grove, Fla., 478.
 Orange, N. J., 211.
 Orange, Tex., 509.
 Orange Mills, Fla., 477.
 Orangeville, Ohio, 279.
 Oregon City, 390.
 Orient Point, N. Y., 209.
 Osage City, Kan., 400.
 Oswego, N. Y., 181.
 Otisco Lake, N. Y., 162.
 Otisville, N. Y., 175, 287.
 Otsego Lake, N. Y., 227.
 Ottawa, Can., 262.
 Ottawa, Ill., 360.
 Ottawa River, 265.
 Otter Creek Cliffs, Me., 125.
 Ottumwa, Ia., 363.
 Ovid, N. Y., 163.
 Owasco Lake, N. Y., 162.
 Owasco Village, N. Y., 162.
 Owego, N. Y., 177, 255.
 Oyster Bay, N. Y., 208.
 Pacific Congress Springs, 390.
 Packerton, Pa., 221,
 Paducah, Ky., 527.
 Painsville, Ohio, 292.
 Palatine Bridge, N. Y., 159.
 Palenville, N. Y., 69.
 Palisades, N. J., 60.
 Palmer, Mass., 143.
 Palmyra, N. Y., 162.
 Pana, Ill., 332.
 Paoli, Pa., 214, 290.
 Paradox Lake, 203.
 Paradox Pond, 196.
 Parkersburg, 300, 526.
 Parkesburg, Pa., 215.
 Parma, Mich., 279.
 Parsons, Kan., 420.
 Pascagoula, La., 493.
 Paso-Robles Springs, Cal., 393.
 Passaic Falls, N. J., 174.
 Patchogue, N. Y., 210.
 Paterson, N. J., 174, 287.
 Paul Smith's, 196, 197.
 Pawtucket, R. I., 80.
 Pawtuxet, R. I., 79.
 Paxton, Ill., 345.
 Peabody, Mass., 99.
 Peekskill, N. Y., 62.
 Pendleton, Ind., 330.
 Penn Haven, Pa., 223.
 Penn Yan, N. Y., 247.
 Pensacola, Fla., 485.
 Peoria, Ill., 364.
 Perth Amboy, N. J., 27.
 Pescadero, Cal., 389.
 Petersburg, Va., 458.
 Petrified Forest, Cal., 391.
 Petroleum, W. Va., 300.
 Philadelphia, Pa., 28, 291.
 Phillips, Me., 128.
 Phillipsburg, N. J., 213.
 Phoenixville, Pa., 236.
 Picolata, Fla., 477.
 Pic River, Can., 435.
 Pictou, Can., 271.
 Pictured Rocks, The, 432.
 Piedmont, W. Va., 298.
 Pierce City, Mo., 425.
 Piermont, N. Y., 61, 274.
 Pike's Peak, Col., 402.
 Palatka, Fla., 477.
 Piqua, Ohio, 333.
 Pittsburg, Pa., 218, 293.
 Pittsfield, Mass., 149, 154.
 Pittsford, Vt., 135.
 Pittston, Pa., 225.
 Placid Lake, N. Y., 196.
 Plainville, Conn., 82.
 Plainfield, N. J., 27.
 Plattekill Cove, N. Y., 69.
 Plattsburg, N. Y., 192.
 Pleasure Bay, N. J., 22.
 Plymouth, Ind., 290.
 Plymouth, Mass., 144,
 Plymouth, N. H., 107.
 Point of Rocks, Md., 295.
 Point Shirley, Mass., 95.
 Pomeroy, Ohio, 526.
 Portage, N. Y., 178, 288.
 Portage City, Wis., 352.
 Port Clinton, Pa., 237.
 Port Hawkesbury, Can., 272.
 Port Huron, Mich., 429.
 Port Jefferson, N. Y., 208.
 Port Jervis, N. Y., 175, 287.
 Port Kent, N. Y., 186, 192, 200.
 Portland, Me., 102.
 Portland, Ore., 396, 448.
 Port Sarnia, Can., 429.
 Portsmouth, N. H., 100.
 Portsmouth, Ohio, 526.
 Portsmouth, Va., 452.
 Port Townsend, Wash., 449.
 Pottersville, N. Y., 203.
 Pottstown, Pa., 236.
 Pottsville, Pa., 237.
 Poughkeepsie, N. Y., 63, 274.
 Poultney, Vt., 150.
 Prairie du Chien, Wis., 354, 530.
 Prattsville, N. Y., 69.
 Prescott, Can., 248.
 Prince Arthur's Landing, 435.
 Prince Edward Island, 272.
 Princeton, N. J., 26, 27, 291.
 Profile House, 118.
 Providence, R. I., 77.
 Provincetown, Mass., 146.
 Provo, Utah, 410.
 Pueblo, Col., 400.
 Puget Sound, 397, 448.
 Pullman, Ill., 309.
 Punta Rassa, Fla., 486.
 Put-in-Bay Islands, 428.
 Putnam, Conn., 80, 86.
 Pyramid Park, 438.
 Quantico, Va., 453, 454.
 Quebec, Can., 253.
 Queenston, Can., 173.
 Queretaro, Mex., 418.
 Quincy, Fla., 484.
 Quincy, Ill., 531.
 Quincy, Mass., 85.
 Quogue, N. Y., 209.
 Racine, Wis., 350.
 Raleigh, N. C., 459.
 Ralston, Pa., 244.
 Ramapo, N. Y., 174.
 Ramapo Valley, N. Y., 287.
 Randolph Hill, N. H., 113.

- Rangeley City, Me., 129.
 Rangeley Lakes, Me., 128.
 Raquette Lake, N. Y., 199.
 Ravenna, Ohio, 289.
 Rawley Springs, Va., 512.
 Reading, Pa., 214, 236.
 Red Bank, N. J., 23.
 Redding, Cal., 395.
 Red Hill, N. H., 122.
 Red Wing, Minn., 353, 529.
 Reed's Landing, Minn., 353, 529.
 Relay, Md., 295.
 Reno, Nev., 373.
 Renovo, Pa., 230.
 Resaca, Ga., 495.
 Revere Beach, Mass., 95, 97.
 Rhinebeck Landing, N. Y., 64.
 Richfield Springs, N. Y., 160, 235.
 Richmond, Can., 130.
 Richmond, Ind., 333.
 Richmond, Va., 454.
 Ridley's Station, Vt., 133.
 Rimouski, Can., 260.
 Rincon, N. M., 415.
 Riverhead, N. Y., 208.
 Rivière du Loup, Can., 259.
 Roanoke, Va., 459.
 Rochester, N. H., 106.
 Rochester, N. Y., 163, 181, 275.
 Rochester, Pa., 294.
 Rockaway Beach, N. Y., 21.
 Rock Creek, Wy., 369.
 Rockford, Ill., 369.
 Rock Island, Ill., 360, 364.
 Rockland, Me., 123.
 Rocky Mts., 356, 386, 387.
 Rocky Point, R. I., 79.
 Roger's Rock, N. Y., 189.
 Rome, Ga., 495.
 Rome, N. Y., 161, 275.
 Rondout, N. Y., 64.
 Root's Inn, 204.
 Roseburg, Ore., 396.
 Roslyn, N. Y., 207.
 Round Lake, N. Y., 181, 196.
 Rouse's Point, N. Y., 133.
 Roxbury, Mass., 80.
 Roxbury, Vt., 132.
 Rutland, Vt., 135, 150.
 Rye, N. Y., 69.
 Rye Beach, N. H., 100.
 Saco, Me., 101, 104.
 Sacramento, Cal., 374, 394.
 Sage's Ravine, 152.
 Sageville, N. Y., 205.
 Sag Harbor, N. Y., 209.
 Saginaw Bay, 429.
 Saguenay River, 260.
 St. Albans, Vt., 133.
 Ste. Anne de Beaupré, 259.
 St. Augustine, Fla., 473.
 St. Catherine's, Can., 275.
 St. Charles, Mo., 397.
 St. Clair Lake, 428.
 St. Hyacinthe, Can., 130.
 St. John, Can., 268.
 St. Johns, Can., 134.
 St. Johnsbury, Vt., 141.
 St. John's River, Fla., 475.
 St. Johnsville, N. Y., 159.
 St. Lawrence River, 247.
 St. Louis, Mo., 329, 334, 349, 531.
 St. Mary's, Pa., 230.
 St. Paul, Minn., 355, 436.
 St. Paul's Bay, Can., 259.
 St. Regis, Can., 249.
 St. Regis Lake, N. Y., 197.
 Saianmanca, N. Y., 178, 288.
 Salem, Mass., 98.
 Salem, N. Y., 150.
 Salem, Ore., 396.
 Salem, Ohio, 294.
 Salida City, 404, 409.
 Salisbury, Conn., 151.
 Salisbury, N. C., 459.
 Salisbury, Vt., 136.
 Salisbury Beach, Mass., 100.
 Salt Lake City, U. T., 370, 410.
 San Antonio, Tex., 422, 510.
 San Bernardino, Cal., 394.
 San Diego, Cal., 392.
 Sandoval, Ill., 329.
 Sandusky, Ohio, 300, 427.
 Sandwich, Mass., 145.
 Sanford, Fla., 478.
 San Francisco, Cal., 377, 410, 417, 510, 511.
 San José, Cal., 390.
 San Luis Park, Col., 407.
 San Luis Potosi, Mex., 418.
 San Mateo, Fla., 478.
 San Rafael, Cal., 389.
 Santa Barbara, Cal., 392.
 Santa Clara, Cal., 390.
 Santa Cruz, Cal., 389.
 Santa Fé, New Mex., 411.
 Saranac Lakes, N. Y., 197.
 Saratoga Springs, N. Y., 182, 229.
 Savannah, Ga., 465, 467.
 Saybrook, Conn., 76.
 Scarborough, Me., 102.
 Schaghticoke, N. Y., 150.
 Schenectady, N. Y., 159, 180, 275, 281.
 Schoharie, N. Y., 229.
 Schooley's Mt., N. J., 212.
 Schroon Lake, N. Y., 203.
 Schuyler's Lake, N. Y., 235.
 Scranton, Pa., 226, 234.
 Sea Cliff, N. Y., 207.
 Sea Grove, N. J., 40.
 Seattle, Wash. Ter., 449.
 Sebago Lake, Me., 104.
 Sedalia, Mo., 397.
 Sedgwick City, Kan., 425.
 Sellersville, Pa., 220.
 Selma, Ala., 495.
 Seneca Falls, N. Y., 162.
 Seymour, Ind., 328.
 Shaker Village, Mass., 149, 155.
 Sharon, Conn., 157.
 Sharon, Vt., 132.
 Sharon Springs, N. Y., 159, 227.
 Shasta Mt., Cal., 395.
 Shawangunk Mts., 287.
 Sheffield, Mass., 152.
 Shelburne Falls, Mass., 148.
 Shelby, Ohio, 310.
 Shelby Springs, Ala., 495.
 Sheldon Springs, Vt., 133.
 Shelter Island, N. Y., 209.
 Sherbrooke, Can., 130, 143.
 Sherman, Tex., 420.
 Sherman, Wy., 369.
 Shippan Point, Conn., 70.
 Shippensburg, Pa., 241.
 Shohola, N. Y., 287.
 Shreveport, La., 510.
 Shrewsbury River, N. J., 22.
 Siasconset, Mass., 148.
 Sidney, Neb., 368.
 Sidney, Ohio, 330.
 Sidney Plains, N. Y., 226.
 Sierra Blanca, 404.
 Silver Cascade, N. H., 115.
 Silver Island, 435.
 Silver Spring, Fla., 479.
 Silverton, Col., 405.
 Sing Sing, N. Y., 61, 274.
 Sioux City, Ia., 347.
 Sir John's Run, W. Va., 298.
 Slatington, Pa., 221.
 Sloatsburg, N. Y., 174, 287.
 Smuggler's Notch, Vt., 133.
 Socorro, New Mex., 415.
 Somes's Sound, Me., 125.
 Somesville, Me., 125.
 Sorel, Can., 253.
 S. Abington, Mass., 144.
 South Adams, Mass., 149.
 South Amboy, N. J., 27.

Southampton, N. Y., 209.
 South Bend, Ind., 286.
 S. Braintree, Mass., 144.
 Southbridge, Mass., 80.
 South Durham, N. Y., 69.
 S. Egremont, Mass., 152.
 S. Framingham, Mass., 76.
 Southold, N. Y., 208.
 South Paris, Me., 105.
 South Park, Col., 407.
 South Vernon, Vt., 140,
 144.
 Southwest Harbor, Me.,
 126.
 Sparta, Ga., 391.
 Sparta, Wis., 352.
 Spartanburg, S. C., 488.
 Spokane Falls, Wash. T.,
 447.
 Spottsylvania Ct. H., Va.,
 459.
 Spragueville, Pa., 234.
 Springfield, Ill., 345, 348.
 Springfield, Mass., 75, 137,
 149.
 Springfield, Mo., 425.
 Springfield, Ohio, 315.
SPRINGS :
 Abenâquis, Vt., 135.
 Aguascalientes, Mex.,
 418.
 Alburgh, Vt., 134.
 Alleghany, Va., 494.
 Avon, N. Y., 177.
 Ballston Spa, N. Y., 181.
 Bath Alum, Va., 515, 516
 Bedford, Pa., 216.
 Bedford Alum, Va., 516.
 Berkeley, Va., 512.
 Berkshire Soda, 153.
 Blue, Fla., 478.
 Blue Ridge, Va., 516.
 Blue Sulphur, Va., 513.
 Bolton, Can., 141.
 Burning, Can., 173.
 Campbell's Soda, Cal.,
 395.
 Capon, Va., 512.
 Chittenango, N. Y., 161.
 Clarendon, Vt., 135.
 Clifton, N. Y., 163.
 Colorado, Col., 401.
 Columbia, N. Y., 64.
 Coyner's, Va., 516.
 Cresson, Pa., 217.
 Doubling Gap, Pa., 240.
 Eggleston's Va., 517.
 Fauquier Wht. Sul., 517.
 Gettysburg, Pa., 242.
 Geyser, Cal., 391.
 Glen Alpine, N. C., 519.
 Glenn, S. C., 488.
 Grayson White Sulph.,
 Va., 516.

SPRINGS :

Greenbrier White Sul.,
 512.
 Green Cove, Fla., 477.
 Green Sulph., Fla., 479.
 Harbin's Cal., 391.
 Healing, Va., 515.
 Highgate, Vt., 134.
 Holston, Va., 517.
 Hot, Ark., 424.
 Hot, Va., 515.
 Hot Sulphur, Cal., 392.
 Hot Sulphur, Col., 407.
 Huguenot, Va., 517.
 Idaho, Col., 405.
 Jordan's, Va., 517.
 Jordan's Alum, Va., 515.
 Las Vegas Hot, N. M.,
 411.
 Lebanon, N. Y., 155.
 Limestone, S. C., 488.
 Manitou, Col., 401.
 Massena, N. Y., 248.
 Middletown, Vt., 150.
 Minnequa, Pa., 244.
 Missisquoi, Vt., 133.
 Montgomery Wt. Sul.,
 495.
 Mt. Holly, Pa., 240.
 Napa Soda, Cal., 391.
 New Holland, Ga., 451.
 Old Sweet, Va., 513.
 Orkney, Va., 517.
 Pacific Congress, 390.
 Paso-Robles, Cal., 393.
 Perry Warm, Pa., 240.
 Porter, Ga., 488.
 Pulaski Alum, Va., 517.
 Rawley, Va., 512.
 Red Sulphur, Va., 514.
 Red Sweet, Va., 514.
 Richfield, N. Y., 160,
 235.
 Rockbridge Alum, 515.
 St. Catherine's, Can.,
 275.
 St. Leon, Can., 253.
 Salt Sulphur, Va., 514.
 Saratoga, N. Y., 182.
 Sand, Mass., 157.
 Shannondale, Va., 517.
 Sharon Alum, Va., 517.
 Sharon, N. Y., 159, 227.
 Sheldon, Vt., 133.
 Silver, Fla., 479.
 Stafford, Conn., 143.
 Suwanee, Fla., 471.
 Vallonia, N. Y., 226.
 Wakulla, Fla., 484.
 Warm, N. C., 521.
 Warm, Va., 514.
 White Mountain Hot,
 Mon., 441.
 White Sulphur, Cal., 391

SPRINGS :

Wilson's, N. C., 520.
 Yellow Sulph., Va., 495,
 516.
 Schalerberg, Tex., 570.
 Squam Lake, N. H., 122.
 Squantum, R. I., 79.
 Stafford, Conn., 143.
 Stamford, Conn., 70.
 Stanislaus Grove of Big
 Trees, 376.
 Staten Island, N. Y., 19.
 Staunton, Va., 511.
 Sterling, Ill., 358.
 Sterling, Kan., 400.
 Steubenville, Ohio, 311, 523
 Stockbridge, Mass., 153.
 Stockton, Cal., 376.
 Stonington, Conn., 77, 85.
 Stony Clove, N. Y., 69.
 Stony Point, N. Y., 62.
 Stowe, Vt., 132.
 Strasburg, Va., 493.
 Stratford Conn., 70.
 Stroudsburg, Pa., 234.
 Suffern, N. Y., 174.
 Sufferns Station, N. J., 277
 Sullivan's Island, S. C., 465
 Summerside, Can., 272.
 Summerville, Ga., 467.
 Summerville, S. C., 460.
 Summit, Cal., 374.
 Summit, N. J., 211.
 Summit, Vt., 135.
 Summit Hill, Pa., 223.
 Sunbury, Pa., 229.
 Superior Lake, 43.
 Suspension Bridge, N. Y.,
 168, 275.
 Susquehanna, Pa., 176,
 287.
 Sutherland Falls, Vt., 135.
 Swampscott, Mass., 98.
 Swannanoa Gap, N. C., 520.
 Sweeney's Carry, 198.
 Sydney, Can., 271, 272.
 Syracuse, N. Y., 161, 180,
 235, 275.
 Table Rock, N. C., 520.
 Tacoma, Wash., 449.
 Tadousac, Can., 261.
 Taghkanic Falls, N. Y.,
 162.
 Tahawus, N. Y., 203.
 Tahoe Lake, Cal., 373.
 Talladega, Ala., 495.
 Tallahassee, Fla., 489.
 Tamaqua, Pa., 237.
 Tampa, Fla., 485.
 Tannersville, N. Y., 69.
 Tappan, N. Y., 61, 280.
 Tappan Zee, 274.
 Tarrytown, N. Y., 61, 274.

- Taunton, Mass., 85.
 Terrebonne, Ia., 509.
 Terre Haute, Ind., 332, 334.
 Texarkana, Tex., 424.
 Thomasville, Ga., 470.
 Thousand Islands, 247.
 Three Rivers, Can., 130, 253.
 Thunder Bay, 429.
 Tidioute, Pa., 238.
 Tignish, Can., 272.
 Titusville, Fla., 481.
 Titusville, Pa., 239.
 Toccoa, Ga., 488.
 Toco, Fla., 477.
 Toledo, Ohio, 285, 333.
 Tolono, Ill., 353.
 Topeka, Kan., 398, 400.
 Toronto, Can., 265.
 Towanda, Pa., 225.
 Tremont, Mass., 145.
 Trempealeau Island, 530.
 Trenton, N. J., 27, 291.
 Trenton Falls, N. Y., 160.
 Trinidad, Col., 411.
 Trois Pistoles, Can., 260.
 Troy, N. H., 134.
 Troy, N. Y., 66.
 Truckee, Cal., 374.
 Truro, Mass., 146.
 Tuckerman's Ravine, 111.
 Tuckertown, N. J., 40.
 Tucson, Ariz., 416.
 Tunkhannock, Pa., 225.
 Tuolumne Grove of Big Trees, Cal., 383.
 Tula, Mex., 419.
 Tupper Lake, N. Y., 197.
 Turner's, N. Y., 174, 175, 287.
 Tuscaloosa, Ala., 498.
 Tusket, Can., 271.
 Twelve Apostles' Islands, 434.
 Twin Mt. House, N. H., 116.
 Tyrone, Pa., 292.
 Union, 330.
 Upper Bartlett, N. H., 105.
 Upton, Me., 129.
 Urbana, Ohio, 315, 333.
 Ute Pass, Col., 402.
 Utica, N. Y., 160, 180, 275.
 Valley Forge, Pa., 236.
 Vallonia Springs, N. Y., 226.
 Vandalia, Ill., 334.
 Varennes, Can., 253.
 Venango, Pa., 288.
 Vermilionville, La., 509.
 Vergennes, Vt., 136.
 Verplanck's Point, N. Y., 62.
 Vicksburg, Miss., 533.
 Victoria, B. C., 449.
 Vincennes, Ind., 328.
 Vineyard Haven, Mass., 147.
 Vinita, Ind. Ter., 420.
 Virginia City, Mon., 409.
 Virginia City, Nev., 373.
 Volcano, W. Va., 300.
 Volusia, Fla., 478.
 Wabasha, Minn., 353.
 Wachusett, Mass., 76, 148.
 Waco, Tex., 421.
 Wadsworth, Mass., 80.
 Wadsworth, Nev., 373.
 Wakulla Springs, Fla., 484.
 Waldo, Fla., 483.
 Wallingford, Conn., 72, 80.
 Wallula, Ore., 397, 447.
 Walpole, Mass., 80.
 Walpole, N. H., 135.
 Waltham, Mass., 134.
 Wareham, Mass., 145.
 Waretown, N. J., 40.
 Warm Springs, N. C., 521.
 Warren, N. H., 107.
 Warren, Pa., 230.
 Warrenton, Ga., 490.
 Warrenton, Va., 493.
 Warsaw, Ind., 290.
 Washington, D. C., 48, 295.
 Washington, N. J., 212.
 Washington Mt., N. H., 117.
 Watch Hill Point, R. I., 77.
 Waterbury, Conn., 81.
 Waterbury, Vt., 132.
 Waterford, N. Y., 181.
 Waterville, Me., 126.
 Watkins Glen, 163, 245.
 Waukegan, Ill., 350.
 Waukesha, Wis., 353.
 Wauregan, Conn., 86.
 Waverly Junction, N. Y., 225.
 Weber Cañon, U. T., 369.
 Weirs, N. H., 107, 122.
 Weissport, Pa., 221.
 Welaka, Fla., 478.
 Weld, Me., 128.
 Weldon, N. C., 458.
 Wellborn, Fla., 471.
 Wellesley, Mass., 76.
 Wellfleet, Mass., 146.
 Wells Beach, Me., 101.
 Wells River, Vt., 107, 140.
 Wellsville, Ohio, 525.
 West Barnstable, Mass., 145.
 West Baton Rouge, 510.
 West Creek, N. J., 40.
 Westfield, Mass., 149.
 W. Lebanon, N. H., 132.
 West Point, Ga., 489.
 West Point, N. Y., 62, 274, 280.
 West Point, Va., 453.
 Westport, N. Y., 191, 201.
 Wethersfield, Conn., 75.
 Weyer's Cave, Va., 512.
 Whatcom, Wash., 449.
 Wheeling, W. Va., 299, 525.
 Whitehall, N. Y., 150, 185, 190.
 Whitehaven, Pa., 223.
 White Plains, N. Y., 157.
 White River Junction, Vt., 132, 140.
 Whitestone, N. Y., 210.
 Whitewater, Wis., 353.
 Wilcox, Pa., 230.
 Wilkesbarre, Pa., 223.
 Williams' Cañon, Col., 402.
 Williamsport, Pa., 229, 241, 244.
 Williamstown, Mass., 156.
 Willimantic, Conn., 80, 82, 143.
 Williston, Vt., 133.
 Wilmington, Del., 41.
 Wilmington Pass., 195.
 Wilton, Me., 128.
 Winchendon, Mass., 134.
 Windham, N. Y., 69.
 Windsor, Can., 275, 428.
 Windsor, Vt., 140.
 Wingate, Ariz., 412.
 Wing Road, N. H., 107.
 Winnemucca, Nev., 373.
 Winnepesaukee Lake, N. H., 121.
 Winnipeg, Can., 451.
 Winona, Minn., 352, 530.
 Wiscasset, Me., 123.
 Wolfboro, N. H., 106, 121.
 Woodsburg, N. Y., 209.
 Wood's Holl, Mass., 146.
 Woodstock, Conn., 80.
 Woodville, N. Y., 163.
 Wooster, Ohio, 294.
 Worcester, Mass., 75.
 Wyandotte, Mich., 428.
 Wyoming Valley, 224.
 Xenia, Ohio, 314.

- | | | |
|--------------------------|------------------------|------------------------|
| Yale College, 71. | York, Pa., 244. | Yreka, Cal., 396. |
| Yarmouth, Can., 271. | York Beach, Me., 101. | Yuma, Ariz., 417. |
| Yarmouth, Mass., 145. | Yorktown, Va., 453. | |
| Yellowstone Park, 439. | Yosemite Valley, Cal., | Zacatecas, Mex., 418. |
| Yemassee, S. C., 465. | 376, 383. | Zanesville, Ohio, 299. |
| Yonkers, N. Y., 61, 274. | Ypsilanti, Mich., 278. | Zuñi Pueblo, 412. |

The Chicago and North-Western System.

It owns and operates or controls over five thousand miles of the best-constructed and best-equipped railroad on the continent. It is equal in every respect to any road in the world. Its lines are of heavy steel rail, its bridges are of steel, iron, and rock, and all of its appointments are as good as money can buy.

Without exaggerating, it may be asserted that the CHICAGO AND NORTH-WESTERN RAILWAY is not only one of the best and most perfectly equipped railroads in the world, but it is also one of the most important as to the territory it traverses, the numerous business centers and pleasure resorts that it reaches, and the facilities it offers for pleasant, speedy, safe, and comfortable transit for all classes of passengers. It caters alike to the needs, tastes, and financial abilities of the millionaire and merchant prince; to the farmer, with his plain and simple wants, and to the economical and necessitous; and gives to each the full value of all that he pays for. Its luxuriantly finished and furnished palace sleeping-cars, and its more than luxurious drawing-room coaches, are marvels of beauty and comfort. Its coaches are new, and of the most perfect models that have been adopted by any company; they are always kept sweet, clean, and pure. Its dining-cars are superb, and the meals and service provided in them are equal to those given by any first-class hotel in the country.

Starting from Chicago, and having various main lines, running west, northwest, and north, it covers about all that is desirable in Northern Illinois, Iowa, Wisconsin, the upper Michigan Peninsula, Minnesota, and Central and Southeastern Dakota, and Northeastern Nebraska. It is, as its name implies, *the* railroad of the great Northwest.

New Route along the West Shore of the Hudson,

For West Point, Catskills, Albany, Saratoga, Lake George, Adirondacks, Montreal, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, and Chicago.

The completion last year of this new double-track, steel-rail Trunk Line, extending along the West Shore of the world-famous Hudson, and through the Valley of the Mohawk, connecting the important cities of New York, Newburgh, Kingston, Albany, Schenectady, Utica, Syracuse, Rochester, and Buffalo, furnishes another independent highway between the Great Lakes and the principal Atlantic Seaports.

The double track is entirely of steel, weighing sixty-seven pounds per yard, being the heaviest rails used continuously in the State of New York.

As regards the character of the car equipment, it is only necessary to state that it is to be furnished by the Pullman Car Company, and will embrace many new features calculated to promote safety and pleasure in traveling.

The eastern terminal station is at Weehawken, on the North River, opposite New York City.

Several large and swift boats, with iron hulls, have been built ex-

pressly for service between the large terminal station at Weehawken and the fine up-town station at foot of West 42d Street, New York. These boats equal, and in some respects surpass, the finest boats on the river engaged in like service.

The easy grades, light curves, new motive power, steel rails, fine equipment, and road-bed—as nearly perfect as scientific experience and liberal expenditure can secure—will render it possible for the “WEST SHORE LINE” to successfully compete for the first-class tourist travel to and from West Point, the Catskills, Albany, Saratoga, Lake George, the Adirondacks, Montreal, and all the resorts in the Provinces, during the excursion season of the present year.

Through Express Train Service has been established between New York, Buffalo, Niagara Falls, Detroit, and Chicago, with elegant Pullman Buffet Sleeping-Cars through between points named without change. Express Trains continue to arrive at, and depart from, Jersey City Station of Pennsylvania Railroad, with ferry connections with foot of Cortlandt Street and Desbrosses Street, New York; foot of Fulton Street, Brooklyn; and with trains on Pennsylvania Railroad for Jersey Coast Resorts, thus avoiding ferry at, and long transfer through, New York.

New York, Ontario and Western Railway,

Running from New York to Oswego, on Lake Ontario, is one of the most picturesque and attractive roads for tourists. The road follows the West Shore of the Hudson, through the cool shadows of the Highlands, along the base of Dunderberg and Storm King, traversing all the historic points of that world-famed stream. After leaving the Hudson, the line crosses the counties of Orange, Sullivan, Delaware, Chenango, Otsego, Madison, Oneida, and Oswego.

The entire region abounds in healthy and attractive summer resorts, high up above the limit of hay-fever and rose-colds. The hunting and fishing unexcelled.

The palace steamer “Ontario,” beginning June 30th, runs exclusively in connection with the NEW YORK, ONTARIO AND WESTERN RAILWAY, making the most enjoyable route between New York and Alexandria Bay. Passengers leaving New York in the evening are landed at Alexandria Bay in time for dinner on the following day. The steamer leaves Oswego at 8.15 A. M., running across the lake to Kingston, Canada, and from there to Clayton and Alexandria Bay, making all the landings of the Thousand Islands. The cool, delightful morning sail across the blue waters of Lake Ontario is a very attractive feature of this route. Meals are served on the boat.

Delaware and Hudson Canal Company.

This company now controls a system of railroads which extend to the many popular summer resorts of Northern New York and beyond. They comprise the

ALBANY AND SUSQUEHANNA RAILROAD, extending from Binghamton to Albany, 143 miles, with the following branches; Nineveh to Scrant-

ton, 73 miles; Cobleskill to Cherry Valley, through Sharon Springs, 23 miles; and Quaker Street to Schenectady, 15 miles; making in all 254 miles.

THE RENSSELAER AND SARATOGA RAILROAD, extending from Albany and Troy to Whitehall and Rutland, 101 miles; and Eagle Bridge to Castleton, 52 miles; with a branch, Schenectady to Ballston, 15 miles; and Fort Edward to Glens Falls, 6 miles; making in all 174 miles.

THE NEW YORK AND CANADA RAILROAD, extending from Whitehall to Rouse's Point, 114 miles; with branches, Fort Ticonderoga to Baldwin, 5 miles; Plattsburg to Ausable, 20 miles; and West Chazy to Mooers Junction, 11 miles; making in all 150 miles. These three leased or owned lines make a total mileage of 578 miles, and form one of the best lines in the country, both for through and summer excursion business.

The greatest pleasure route on the continent. Runs to the most noted summer resorts, and through a most delightful country. An enumeration of them would be too lengthy for this place, but, by applying to the general passenger agent, Mr. D. M. KENDRICK, Albany, the reader can procure guide-book giving full information. We may mention, however, Saratoga, Lake George, Cooperstown—made famous by Cooper in his novels—etc., etc.

Thomas Cook & Son, Tourist and Excursion Agents.

This firm arrange circular tourist tickets for all chief lines of travel in America, including all the noted pleasure resorts in the Eastern and Western States and in Canada. It is sometimes of great convenience to travelers to arrange their trip in advance and to know what the expense will be, how long a time should be devoted to the various places of interest *en route*, and to the whole trip. Messrs. Cook & Son will give all necessary information on these points, and in many cases a saving is effected by taking advantage of tickets issued by them specially for pleasure travel during the season. The address of the New York office is 261 Broadway, and branch offices are to be found at other important centers.

The New Grand Hotel.

This magnificent Hotel, situated in the heart of the Catskills, is destined to become THE POPULAR MOUNTAIN RESORT. Its superior location and accessibility, the even temperature and dryness of the atmosphere, the magnificent scenery, the purity of its elegant spring-water, and the home-like surroundings of the Hotel itself, all combine to insure the comfort and pleasure of the guests of this elegant mountain home. THE GRAND is elegantly furnished, the rooms are delightful, the *cuisine* unexceptionable. Of this part of the Catskills and its magnificent scenery, we can not do better than give the following extract:

REV. HOWARD CROSBY, D.D., *writes in substance of the Catskill Mountains and the vicinity of the "New Grand"*:

"Those tourists who know the Catskills only from their visits to their eastern face at the old Mountain House and its neighborhood have a very meager

idea of their grandeur and beauty. The highest summits and wildest scenery of the Catskills are found thirty miles from the old resort of tourists. You reach the heart of the Catskills from New York by the New York Central and Hudson River Railroad to Rhinebeck, and by the West Shore Railroad to Kingston, thence by the Ulster and Delaware Railroad, which carries you along the banks of the beautiful Esopus, through many enchanting scenes, and up a grade of remarkable steepness to the crowning heights of Pine Hill and Summit Mountain, at Grand Hotel station, where the railroad is two thousand feet above the Hudson. On the summit itself is the 'Grand Hotel,' with its glorious prospect over the head-waters of the Delaware.

"Go which way you will from the 'Grand Hotel' and you will stumble upon Nature's beauties. Beyond Bushnellville is the Deep Notch, with its weird path and ice-cold spring; over the summit is the charming vale of Halcott and the wild defile of the Emory Brook; around the bold Belle Ayre is the way to Furlow Lake, a diamond in an emerald setting. Everywhere is beauty. Tourists, go to the 'Grand Hotel' if you would know the Catskills."


The United States Hotel, Saratoga.

The summer residence of American fashion and society, unexcelled in everything pertaining to convenience and attractiveness; containing one thousand rooms for guests, beautifully furnished, with every modern improvement. The Parlors, Ball-room, Public and Private Dining-rooms, Reading-rooms, and, in fact, the entire structure, is sumptuously furnished throughout. The line of buildings is over fifteen hundred feet long and six stories high, covering and inclosing seven acres of ground, with a frontage of two hundred and thirty-six feet on Broadway and six hundred and seventy-five feet on Division Street. The hotel incloses three sides of a beautiful lawn, tastefully laid out, and completely shaded. One part of the building, designated the Cottage Wing, is so arranged that private villas of any size may be obtained.

Hotel Warwick, Newport News, Va.

Newport News is situated on the northern shore of the James River near Hampton Roads. The locality is historic, the Peninsula of Virginia having been notable ground ever since the settlement of Jamestown in the year 1607. The hotel is delightfully located on the river-bank, twenty-five feet above high tide, and commands extensive and attractive marine views at nearly every point of the compass, ranging in extent from eight to twenty miles. No pains or expense have been spared in making this a first-class hotel in every respect, and perfect in all the appointments which modern ingenuity and skill have devised for the comfort of guests.

The New York Life Insurance Company

Is an institution which it is safe either to commend or to insure with. It is one of the old, purely mutuals, and has grown with the growth of life insurance in this country, in which it has been a conspicuous figure. In popularizing the system, and in adjusting the equities of policy-holders, it has, perhaps, done more than any other company. Its manage- 

ment has been distinguished by great energy and prudence, and by a high sense of the responsibilities of so great and sacred a trust. The last Report of the Insurance Superintendent commends it as "deserving of the greatest praise." It is now one of the largest, as well as one of most rapidly-growing, companies in the world. Its system of policies includes all the approved forms, including ordinary Life, Endowment, Tontine, and Annuity Policies, and its experience and patronage are so large as to afford safe averages and desirable results. It has recently applied the non-forfeiture principle, introduced in 1860, to its Tontine Policies, rendering them at once a desirable investment and a safe form of assurance. In short, THE NEW YORK LIFE offers a variety of advantages, and a combination of strong points which only age, success, a large business, approved methods, and skillful management can afford.

Manhattan Safe Deposit and Storage Company.

The new vaults of the MANHATTAN SAFE DEPOSIT AND STORAGE COMPANY, in the fire-proof building of the New York Life Insurance Company, on Broadway, corner of Leonard Street, deserve more than a passing notice. They are believed to be the best in New York. Constructed of *chrome* steel, and surmounted with thirty-two inches of brick, make them absolutely fire-proof. Tourists and pleasure-seekers should not fail to visit this place when arranging for the safe-keeping of Trunks, Silver-ware, Jewelry, Bonds, Deeds, etc. Elegant compartments for ladies.

The rooms, provided for use of customers, *are so arranged as to insure perfect privacy and safety* while examining and changing securities, and do not require gas or any artificial light. These rooms are believed to be the best lighted and the best ventilated of any of their kind in the city.

Parties making purchases abroad can consign them to this Company. Charges will be paid and goods taken care of, subject to further orders.

Parties visiting the United States will find this a convenient place to store all kinds of valuables while traveling here.

Mr. WILLIAM H. APPLETON is the President, and FREDERICK FOSTER General Manager.



Cooperstown, N.Y.

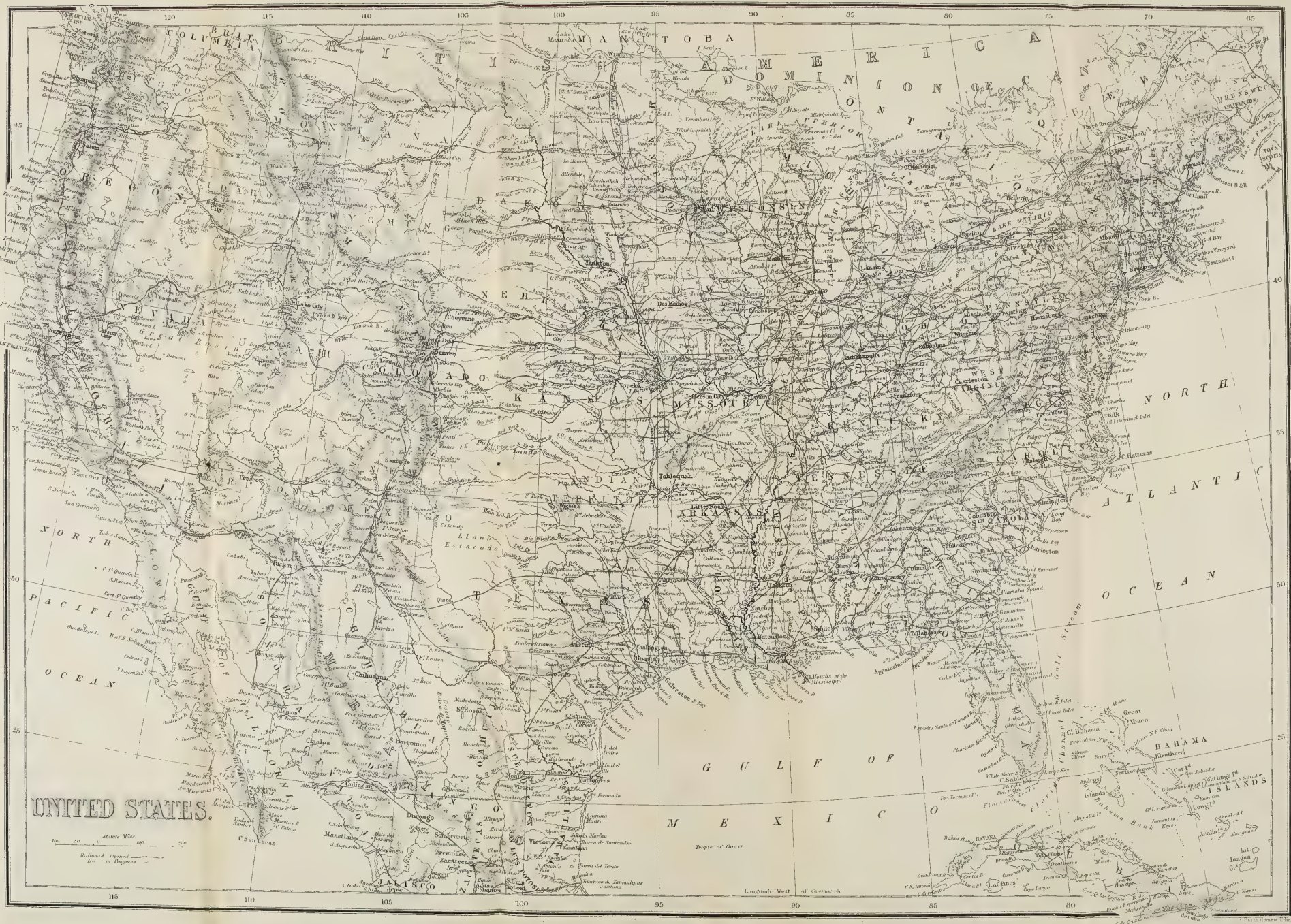
The carriage-drives in all directions are, however, equally numerous, varied, and picturesque, and during the height of the season the finest equipages may be daily seen passing to and fro.

THE COOPER HOUSE stands upon an eminence eighty feet above the lake, thus affording the guests a fine view of the entire extent of the lake. The house is surrounded by a park of nearly ten acres, which is handsomely laid out into croquet, ball, and archery grounds, and is plentifully supplied with shade-trees.

The internal arrangements are very complete—a never-failing supply of water from Otsego Lake, hot and cold baths, etc., etc. The rooms are mostly *en suite*, and are well adapted for families. A full orchestra is engaged during the season; a billiard-room and four bowling-alleys are attached to the house. Good stabling accommodation, and carriages and saddle-horses are furnished at all times.

The house is under the management of its owner and proprietor, S. E. Crittenden, whose reputation as a hotel-manager is well known.

The house accommodates five hundred guests; and each year finds it well filled, which is a good criticism on the house and its management.



E
158
A63
1884

Appleton's general guide to
the United States and
Canada

CARDS OR SLIPS FROM THIS POCKET

UNIVERSITY OF TORONTO LIBRARY
