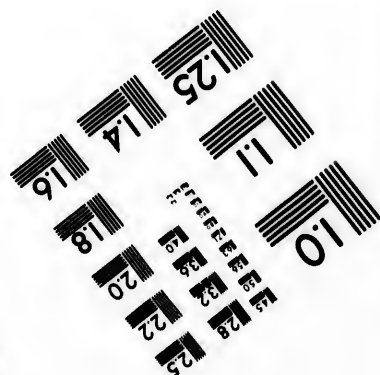
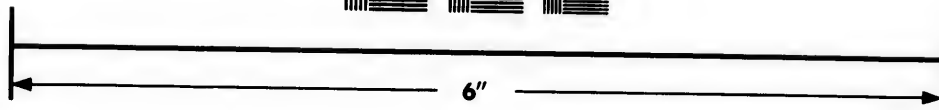
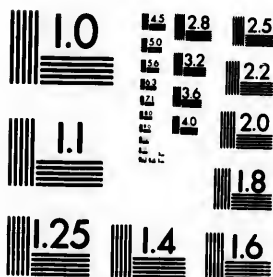


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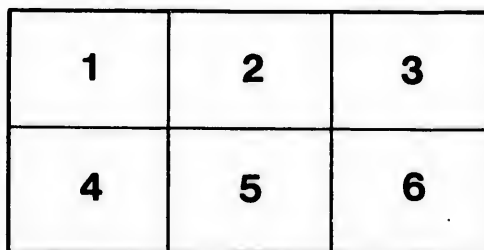
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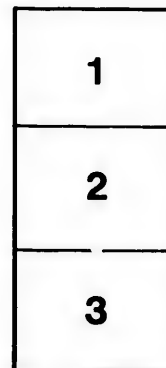
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P R E F A C E .

THE tendency of the present age is ever towards a search for more extended and new fields of travel, whether for business or pleasure. This has induced us to compile this guide. Our intention has been to be as brief as possible, consistent with clearness and precision. We hope we have succeeded, at least to some extent, and that this work may be found worthy of the attention of the travelling public.

In the tables of fares, times, etc., at the end of the volume, no effort has been spared to ensure accuracy, as far as possible; the distances are given by the shortest lines, which are named. It should be noted, however, that the shortest routes in distance do not in every instance make the shortest time, owing to the condition of the track. The fares are those in force at the time of going to press, but they are being continually altered owing to competition and "pools." Those named are, it is believed, a fair average.

To many places of considerable local importance no route whatever is given, which in every case is *owing to the omission of the General Passenger agents* of the lines leading to the same to furnish the needed information. The reader may fairly assume that such American lines as offer much temptation to the English tourist travel—and which can accommodate that traffic—are glad to get a notice of their enterprises placed before intending English travellers, especially where it costs nothing to do so. The reader may therefore also assume that no line of travel, which its managers feel to be first class, is omitted from the following pages.

In future editions a larger amount of detailed information, under such heads as hotels, doctors, bankers, dentists, etc., will be given. This year we had only time to visit personally the Presidents and leading officers of the American Trunk Lines, and our reception by such men as Mr. Vanderbilt, Mr. Huntington, Mr. Garrett and others was more than cordial. Next season we hope to be able to visit many of the General Passenger agents who did not see their way to reply to our applications for information. This was an omission on their part, which they now possibly see reason to regret. At any rate, their want of courtesy in this matter has compelled us to narrow the plan of our work, as we naturally reckoned on being supplied with information by the railway companies, whose first interest should be to make their respective districts known. A personal inspection of every town and place of interest on our part is well nigh impossible over territories of such immense extent.

The large map intended to accompany this work could not be got ready, for similar reasons; and we beg to express our thanks to Messrs. Thomas Cook & Son for lending us their maps for this issue.

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UNITED STATES.

AREA AND EXTENT.

The domain of the Stars and Stripes lies between the 25th and 49th degree north latitude, stretching right across the Continent from the Atlantic to the Pacific shores. This great territory is bounded on the north by the British possessions of Canada, and on the south by the Gulf of Mexico and the Republic of Mexico. The superficial area is, according to the Census of June 1st, 1880 = 3,557,000 square English miles (Alaska included). It is divided into 38 States, 8 Territories, and 1 District, besides the territory of Alaska, bought in 1882 from the Russians. The principal rivers in this vast region are: The Mississippi, which, with its tributaries, drains an area of 2,455,350 square English miles; the Columbia River; the Colorado River, to the Gulf of California; the Rio Grande; the Colorado River to the Gulf of Mexico; Alabama, Savannah and Hudson Rivers. The main physical features are easily grasped. The principal elevations are the Appalachians in the east and near the Atlantic coast, and the Cordilleras in the west or near the Pacific coast, the latter being much larger in extent, &c.; between the two lies the Mississippi Valley and the northern lakes. Its flora and fauna are very varied, and the mineral resources are inexhaustible. The coast lines offer splendid harbours, and the great rivers easy access by water to the greatest portion of the country.

POPULATION.

According to the Census of 1880, the entire population amounted to 50,445,336 (including Alaska). Of these 25,518,820 were of the male sex, and 24,636,963 females. Its very mixed elements were as follows:—

Natives, 43,475,840; foreigners, 6,670,913; white, 43,402,970; coloured, 6,580,793; Chinese, 105,613; Indians, 66,407. The most populous States are: Rhode Island, with 86 persons per square kilometre and Massachusetts, with 83; whilst the district of Columbia shews 981 per square kilometre. The least populated of the States: Nevada and Oregon, with 0.2 and 0.7 per square kilometre respectively; and of the territories Wyoming, Montana, and Arizona stand lowest, each with 0.1 per square kilometre. The largest and most populous towns are (Census 1880):—

New York	...	...	1,206,299
Philadelphia	...	...	847,170
Brooklyn	...	...	566,663
Chicago	...	...	503,185
Boston	...	...	362,839
St. Louis	...	...	350,518
Baltimore	...	...	332,313
Cincinnati	...	...	255,139
San Francisco	...	...	233,959
New Orleans	...	...	216,090

The English and Germans contribute the largest contingent of the immigrants, but there is no nation nor country which has not sent its representatives in larger or smaller numbers.

CONSTITUTION.

Declaration of Independence: 4th July, 1776. Constitution of 17th December, 1787, separating the powers of State into three independent corps, distinct one of the other: the executive power (President), legislative power (Congress), judiciary power (Supreme Court, &c.). Federal capital: Washington, District of Columbia. The President is elected every four years, and his powers begin on March 4th at noon, and finish March 4th at noon. Since 1862 the Republican party has held the power for

25 years, but in 1835 the Democrats came in under President Cleveland. The present is the 25th legislative period. The Congress is composed of the *Senate and Chamber of Representatives*, and must meet in session at least once a year. The Senate is elected by the 38 States, each State electing two senators. They are individually named for six years by the legislative authorities of each State; every two years one-third of the senators are subjected to re-election. The President of the Senate has a casting vote in case of a tie, but has no vote otherwise. The representatives are elected by each State separately for two years, and have been since 20th May, 1879, 292 in number. The Vice-President of the United States presides in the Senate. The judiciary power rests in the hands of the General-Advocate. In a matter of law he is councillor to the President and the several heads of departments; he examines the appeals, and directs all the legal matters of the Government. The Church being completely separate from the State, there are no ecclesiastical authorities subordinate to the Government.

ARMY AND NAVY.

The territory of the United States is divided into three military districts. The first is the Missouri Division, with headquarters at Chicago; the second the Atlantic, with New York as headquarters; the third the Pacific Division, with San Francisco as a centre. The first has eight regiments of cavalry, and 29 regiments of infantry; the second two regiments of infantry and four regiments of artillery; the third four regiments of infantry, three regiments of cavalry, and one regiment of artillery. This is the regular army, besides which each State is supposed to have a *militia*, which, however, it would be difficult to unite in case of war, though each male capable of bearing arms, from his 18th to 45th year, is liable. This and the regular army is supposed to bring the army to the total of 3,165,000 men. In only a very few States is this militia efficient. The chief of the army is the Minister of War. The regular army is composed of 2,155 officers and 25,000 men, or in all 26,474.

The *personnel* of the *navy* consists of one admiral, 1,722 officers (active), including staff, and 243 pensioned officers, 265 under officers, 7,500 seamen, and 750 boys. The marine corps embraces 89 officers and 1,939 seamen. The fleet is composed of 24 armoured-plated, 59 screw, and six paddle steamers, 22 sailing vessels, two torpedo boats, and 25 tugs. In all 139, of which only 57 are in active service.

STATES & TERRITORIES.

Alabama, Arkansas, California, Carolina-North, Carolina-South, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, Nevada, New Hampshire, New Jersey, New York, Ohio, Oregon, Pennsylvania, Rhode Island, Tennessee, Texas, Vermont, Virginia, West Virginia, Wisconsin.

District of Columbia.

Territories of Arizona, Dakota, Idaho, Montana, New Mexico, Utah, Washington, Wyoming; and Alaska as a colony.

SOCIETY.

American society is, as a matter of course, very heterogeneous, there being no such thing as nominal rank or aristocracy. Yet society here, as elsewhere, manages to have its higher and lower grades, depending mainly upon intelligence, position, and wealth. The lines, however, are not strictly drawn, and access to the one or the other set is easily gained. There is also an aristocracy of birth, which of all others is the most exclusive. This is chiefly composed of the earlier settlers in Massachusetts, the Dutch in New York, and the cavaliers of Virginia, &c. Boston is the head of the intellectual society, New York of the plutocratic, and Philadelphia of the blue blood. The West and South are more accessible to money than to other recommendations.

The hospitality of Americans is proverbial, though in this respect a line is beginning to be drawn already, owing chiefly to the little response in Europe, when Americans visit the old country and the friends there, made on the latter touring in the States. The intercourse between the young of the

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two sexes is very free, and they are left at an early age to take care of themselves. The party of "woman's rights," though having many advocates, has not succeeded as yet in gaining much legal or social power. Education is very much promoted, not only by Government but by private philanthropy. The yearly educational expenditure of public money amounts to £18,000,000.

FINANCE.

Owing chiefly to the protective customs' system, the finances of the Union are in a good condition, notwithstanding the very heavy expenses of the Civil Wars of 1862-4. The Budget of 1884-5 was: Receipts, 343,000,000 dols.; Expenses, 258,000,000 dols. Amongst the receipts in 1882-3, 214,706,497 dols. are derived from customs' duties, or nearly the whole expenditure. Indirect taxes, 144,720,369 dols.; direct taxes, 108,157 dols.; sales of land, 7,955,864 dols.; and sundries, 30,796,695 dols.; in all, receipts 398,287,582 dols., of which more than half came in from customs' duties. *Contrary to the English fiscal system*, only a very small part is derived from direct taxation. The expenditure of 1882-3 was in all 265,403,137 dols., the details being as follows:—

	dols.
Civil Service and several	
Depend.	63,678,022
War Department	48,911,383
Navy do.	15,233,437
Pensions	66,012,574
Indians	7,362,590
Interest of Public Debt	59,160,131

Dols. 265,403,137

The whole public debt was, on the 1st July, 1883,

	dols.
Bearing interest	1,338,229,150
Not bearing interest	538,111,163
Annuities	7,831,415
	1,884,171,728
Cash in hand	345,389,993

Dols. 1,538,781,825

The above speaks volumes against English free trade.

The separate debts of the different States amount in total to 267,763,000

dols., Massachusetts heading the list with 32,512,000 dols. and Virginia following with 31,632,000 dols. At the bottom of the list are Colorado with 234,000 dols., and Iowa with 245,000 dols.

PRODUCE AND MANUFACTURES.

Previous to 1870 the most important source of wealth was agriculture; since then, manufactures and industry have become, with mining, the chief occupation of the people. 22 per cent. of the male population were engaged in agriculture in 1870, and the number of farmers possessing holdings of at least 80 acres, amounted in 1874 to close upon 3 millions. 734,000 square miles are under cultivation, and this increases every year. Wheat is the staple produce, then maize, oats, potatoes, tobacco, cotton, sugar, wine. Cattle-breeding is another chief source of wealth. Timber, fishing, hunting, etc., are all very productive, though the wholesale destruction of forests is beginning to tell unfavourably.

Since 1870 the people began to turn their attention from the field to the factory. There were then 252,148 manufactories in operation, with an invested capital of £4,200,000,000, paying £15,870,000 in wages, and giving a yearly yield of £9,250,000. This was besides the mining interests. The principal manufactures are iron and steel material for railways, tools, agricultural implements, cotton spinning, and weaving, &c. The principal mines are gold and silver, but coal, oil, iron, &c., are almost equally productive.

COMMERCE.

While in 1873 the imports exceeded the exports by some 60,000,000 dols., in 1883 the figures of 751,700,000 dols. for total imports and 825,800,000 dols. for total exports, shewing a surplus over imports of 74,100,000 dols., demonstrate again to evidence the result of the American protectionist system, in comparison with English free trade, where the value of exports is constantly growing less than that of imports. Of the exports of 1883, 10,200,000 dols. were precious metals, and 19,600,000 dols. manufactures of foreign production. The principal imports are woven goods, ropes, tropical and sub-tropical produce, &c., and the

principal exports, grain, bread-stuffs, live and dead meats, cotton, oils, grease, and resinous matter. 9,499 vessels under the American, and 23,463 vessels under foreign flags entered the ports, and 9,499 American and 23,629 foreign left the American ports in 1883, of which 16,382, and 14,812 respectively, were loaded. The commercial fleet consists of 5,249 steamers, and 16,697 sailing vessels, and the whole tonnage of shipping (including barges, canal boats, and vessels of every description) amounts to 4,235,487, of which 2,823,000 tons belong to the Atlantic, 327,000 to the Pacific, 724,000 to the interior lakes, and 361,000 tons to the Mississippi and other rivers. The carrying trade of the United States declined considerably during the Civil Wars, though since then it has steadily increased. Only one of the many steamer lines plying between England and the States is owned in the States.

RAILWAYS

On the 1st of January, 1883, 114,928 English miles of railways were in full operation, of which 6,155 were in the New England States, 17,922 miles in the Middle States, 17,693 in the Southern, 67,561 in the Western, and 5,597 in the Pacific States. The total receipts were 770,356,716 dols., and the total expenses 459,673,839 dols. A great amount of European money, principally English, is sunk in these lines, and many of them are worked at a heavy loss. The passenger trains consist only of one class, called by courtesy 1st class. The cars are divided in the middle-lengthways, and the seats are on either side this passage; each seat has room for two passengers. Passengers can thus go while the train is moving from one car to the other, the whole length of the train. The seats are not very comfortable, but on most express trains, drawing-room and sleeping cars are running, which exceed anything in comfort known in Europe, the charge being trifling in comparison. Tickets should be bought at the various ticket offices or at the station. For tickets bought in the train an additional charge is made. Passengers should be careful to inquire, on the conductor passing the cars at frequent intervals, for their arrival station, as no stations

are marked in the European fashion, nor are they called out aloud when the train stops.

POST AND TELEGRAPH.

The postal system is very extensive, and efficient in a degree. The number of offices open in 1883 was 47,683, and the amount of work done is enormous, no country surpassing the States in the number of communications passing through the post, calculated at per head of the population. The total receipts in 1883 were 45,508,692 dols., and total expenses 42,816,700 dols. The total of telegraph lines in operation in 1883 were 164,000 English miles (excluding those of Railway Companies, Government, and private individuals). The telephone lines extend over 100,000 English miles, and the telephonic despatches exceed 120,000,000 in number. The Western Union Telegraph Company is the principal owner, with 12,917 offices, 144,294 English miles of line, and 432,726 English miles of wire. The total number of telegraph offices open is 14,377, and in 1883 the number of despatches exceeded 70,000,000. The Western Union Company had 19,454,903 dols. receipts, and 11,794,553 dols. expenses.

MONEY.

The currency of the United States consists of gold and silver, the standard coin being the dollar. Gold coins are of 1, 5, 10, and 20 dollars; silver of 1 dollar, 50, 25, and 10 cents, called half and quarter dollars, and dime respectively. There are also 5 cents nickel and 1 and 2 cents copper coins. The chief money used in daily intercourse is the bank-notes called "greenbacks," if United States, Treasury notes, and the National bank-notes. The paper money is now on a par with gold and silver coins. There are bank-notes of 1, 2, 5, 10, 20, 50, 100, 500, and 1,000 dollars. The pound sterling has an equivalent value varying between 4 dols. 80 cts. and 4 dols. 90 cts., and the English shilling is equivalent to nearly a quarter dollar. English, as well as foreign bank-notes and coins, have no official circulation, but can be exchanged in nearly all towns, and will be taken at most hotels. The most convenient mode is, however, circular notes, or a letter of credit

upon a New York bank, and thence another upon their correspondents in the different parts or towns intended to be visited. It is not advisable to carry too much ready money, especially going West.

CUSTOMS, PASSPORTS, &c.

The examinations of luggage at the ports of arrival are conducted very rigidly, though perfectly courteously and politely. Tourists should only take with them such articles as are strictly considered of personal use. Large quantities of new cloth, silks, linens, lace, cigars, jewellery, &c., are most searched for; and tourists will find it always better to declare before-hand anything they consider dutiable rather than to let the officers find such articles for themselves. In case visitors consider articles unduly taxed, the best thing is to pay the duty on the spot, and lodge a complaint at the Treasury Department in Washington.

Passports for the States are not essential, but for all emergencies tourists should not be without one.

Travellers should provide themselves with either a bag or a trunk, about 15 inches high, for on board the steamer. These trunks are put under the lower berth. A folding or extension cane-chair will be found a great comfort on board. All steamers have bath-rooms, but when passengers are numerous, they are in great request, and it is advisable to apply to the person in charge immediately on arriving on board, and fix an hour for the daily bath. Against sea-sickness there exists *no remedy*, and the only thing is to get accustomed to the motion. This generally takes place after the first or second day of the journey. Fees on board are usually as follows, though not compulsory: Table steward, 10s.; cabin steward, 10s.; boots, 2s. 6d.; and in the smoke-room the hat goes round at end of journey.

CLIMATE, HYGIENE AND DRESS.

As the differences of climate are very great, the tourist has to carry with him rather more luggage than in other countries. The summers are hotter and the winters are colder than in Europe. California has only two seasons—wet and dry.

New England and Middle States are frequently buried in snow, whilst the Southern States enjoy their best season, and the traveller has to provide for these changes. Travellers should, therefore, always be dressed warmly, as it is undoubtedly better to suffer from heat at noon, than at evening and night, or sudden changes of temperature from any cold. Woollen underclothing should always be worn, and a wrapper or rug be constantly at hand. In hot weather the protection of the neck against the sun's rays is essential, as sunstroke is by no means infrequent even in the North. Throughout the United States, alike in large and small towns, the water supplied for drinking purposes must be regarded with the utmost suspicion. It is largely due to this, that Apollinaris Natural Mineral Water, being an absolutely pure drinking water, is so generally consumed there, and the traveller will find no difficulty in obtaining it at the hotels and elsewhere. The best time to start would be in September, visit Canada and Northern States during September and October, and, as winter sets in, go more southerly, so as to be during December, January, and February, in Mexico and the Southern States.

LUGGAGE—CHECK SYSTEM.

On American railways and steamers 100lbs. of luggage is allowed to each adult passenger, free of charge. Practically it is much more, as it is weighed only with rare exceptions, and then only when it appears to the officials to be greatly in excess.

The passenger having his ticket, presents this and his luggage to the "Baggage Master." This official attaches to each parcel a brass-plate numbered, and hands to the traveller the duplicates, one for each article, on presentation of which at destination the luggage is given up to him. The luggage may be "checked" in this way over very long routes, *i.e.*, from New York to Chicago, from New York to Omaha, etc., without the traveller requiring to concern himself in any way about it. The Company are responsible on delivering check, up to a certain limit in weight and value. It is very rare that luggage is lost in this way. On arrival the checks should

be given to the hotel porter, if alighting at an hotel. If at a private house the express men passing through the trains before arriving at principal towns, should be employed: he will give receipts in exchange for checks, and the luggage is generally deposited at address given within the hour after arrival. In both cases the traveller is detained *en route*, the luggage will be safely stored without extra charge at destination, until the owner redeems it himself or sends for it (of course delivering or sending checks). The charge of expressmen for delivery of luggage is 25 to 40 cents per parcel, but this is subject to arrangement.

HOTELS.

The profession of "mine host" is certainly developed to the utmost limit of perfection in the States. The hostleries justly enjoy the reputation of being the largest, best conducted, and most comfortable in the world. Of course there is little or nothing of the homeliness Europeans are accustomed to find in England or the Continent, which, by the bye, is disappearing more and more every year. In America, hotel keeping is conducted on a large scale, much as a large dry goods store, or any business where people are more attracted by the quality and price of goods sold, than by the proprietor's amiability, friendship, or good will. On the other hand these caravanserais are as near perfection as they can well be. The real American way of hotel keeping is the continental living "en pension," or a fixed charge for room, meals, attendance, &c., per day. This is in the best from 2½ dols. to 5 dols. per day, though in the West very good accommodation can be had also for 1½ dols. and 3 dols. In the larger towns are also hotels conducted on the European system, *i.e.*, charging apart for everything used or taken. This is generally more expensive, though it gives visitors greater freedom for disposing of their time. At a few hotels the two systems are combined. At hotels on the "American plan" a considerable reduction is made, if arrangements be made per week instead of per day, but this should be done on entering the hotel. Extras and sun-

dries which irritate travellers in Europe so much in their bills are not known, and fecing may be dispensed with altogether. It is done sometimes, but not as an obligation as with European servants. All hotels have bath-rooms, and the larger ones have rooms with bath-room adjoining for which 1 dol. per day extra is charged. Letter boxes, telegraph, ticket offices, barber's shops, &c., &c., are mostly found in all large houses.

CONVEYANCES.

The railway accommodation has been partly described in the paragraph on railways. The average speed is 30 miles an hour, though 50 and even 60 miles is not unusual. The charge in Eastern and Middle States is about 2 or 3 cents per mile; in the Southern and Western States from 3 to 5 cents per mile; children, from five to 12, half price. Through tickets for distant journeys cost generally much less than ordinary tickets. They are mostly only available for the day and train, but if travellers wish to stop *en route* the conductor must be applied to for a "Stop over check." A seat or berth, in Pullman cars, costs generally from 2 dols. to 3 dols. per day extra. Tickets for railway journeys should be bought at office before starting, as, on taking them in the train a small extra charge is made.

Steamer accommodation is very good. This mode of conveyance is less expensive, but also less speedy than rail. On the other hand the scenery is more enjoyed. A ticket gives the passenger a right to a berth in the lower cabin. A berth in the upper or state room is charged extra from 1 to 2 dols. per night, and meals are extra and charged about 1 dol. for each, if not *à la carte*. Tickets can be taken on board.

The diligence or "stage coaches" are only running now in remote districts and mountains. The charge is generally 10 to 15 cents per mile. In fine weather this is undoubtedly the best mode of enjoying the country, if the traveller has time. They are mostly very comfortable and efficient.

In towns the usual conveyances are the tramways. Omnibuses and hackney carriages are at the stations and

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landing stages. The former charge 50 cents per seat and course; the latter are very expensive, compared with European prices.

TOURIST, CIRCULAR AND EXCURSION TICKETS.

As in Europe, so in America, excursion tickets during summer and holiday time have become quite an established custom. They are issued at greatly reduced rates. They are generally available for 30, 60 and 90 days, according to the distance. They embrace the principal points of interest, and are arranged in series, so that the tourist has a choice of trips from a day or two up to 90 days. He can consult his own convenience, stopping and lingering *en route* wher-

ever he chooses. Lists and all information concerning such tours, as also the tickets themselves, can be had on application to the central offices in the larger towns. The various tourist and traveling agents have improved upon this, inasmuch as the Railway Companies only issue these tickets with a fixed route, to which the traveler has to adhere. These agents compose round trips at the will and the fancy of the tourist, which of course is preferable. On the other hand, the reductions made by the Companies cannot be allowed by these agents. The only point gained is more convenience, and, if investing in hotel coupons, an economy in the hotel bills, otherwise the tickets are sold at the usual rates of the Company.

The Fall River Line Steamship, and Old Colony Railway Companies.

The most popular route to Newport, Fall River, Kingston, Provincetown, Boston, etc.

The most magnificent, comfortable, and elegant steamers of the Fall River Line, "*Pilgrim*" and "*Bristol*," leave 28th Pier, North River, New York daily, every afternoon, Sundays included. Connecting trains leave Newport and Fall River the next morning for Cape Cod, New Bedford, and all points on the Old Colony Railway system. Passengers for Martha's Vineyard and Nantucket take the New Bedford Express Train, and connect at the latter point with steamer, landing them at the Islands the same morning.

This is the most convenient and most enjoyable means of travel between New York and the *tip end of Yankee Land*, or the summer and sea-bathing resorts of Rhode Island and Massachusetts, the first and perhaps the most fashionable among which is Newport. It is situated nearly at the entrance to the beautiful Narragansett Bay, one of the finest roadsteads in the world. The approach is wide and deep, and the view from the deck of the steamer on a fine summer morning is not easily described in words. The lazy surf, the craggs, cliffs, rock, forts Adams and Wolcott, the green lawns, and the superb villas dotting the shore—all repay the traveller for rising, dressing, and hastening on deck in the early dawn.

Besides its acknowledged standing as the most select of all American sea-bathing resorts, Newport has its history. Up to the War of Independence its commerce was more important than that of New York, and even to-day its trade with the West Indies is considerable. The older portions of the town still shew some quaint and venerable buildings, while the superb avenues of the new quarters are crowded with handsome and very costly villa residences. These belong to the wealthy and cultured classes of America, who have selected Newport as a residence. The Society meeting here in summer is very select and refined, and more than usually exclusive. The huge hotels, such as are found at Saratoga, Longbranch, etc., are here entirely without a *raison d'être*, inasmuch as the visitors who pass the summer in Newport have built their own homes. Here they are wont to dispense a lavish hospitality, altogether beyond the imagination of an inhabitant of the old world. The "*Casino*" recently erected is the centre of life at certain hours of the day.

The traveller with leisure should visit the following points of great interest on the line of the Old Colony Railway. They are also visited in part by the steamers of the Fall River Line: Plymouth, Wollaston Heights, Quincy, Braintree, Abingdon, Hanson, Halifax (with fine fishing and shooting), Plympton, Weymouth, Hingham, Marshfield, Brockton, Lakeville, Marion, New Bedford, Sandwich, Falmouth, Barnstable, Taunton, Dighton and Fall River, Lowell, Fitchburg, Yarmouth, Woods Holl, Nantucket, and a great many other places, each rivalling the other for attractiveness in scenery and social life.

Fall River, also called the "*Border City*," merits a closer attention. It is the eastern terminus of the Fall River line of steamers and the home of spindles, i.e., a great centre of the cotton spinning and weaving industry. On the eastern shore of the Bristol Neck, and almost opposite Fall River, lies Mount Hope, with its interesting historical recollections. The summit affords a very fine view over the whole of Rhode Island, with Warren and Bristol in the foreground, and Providence and Newport in the distance.

For further and more detailed information, tickets, etc., apply to the Company's Agent in New York, Mr. George L. Connor, Pier 28, North River.

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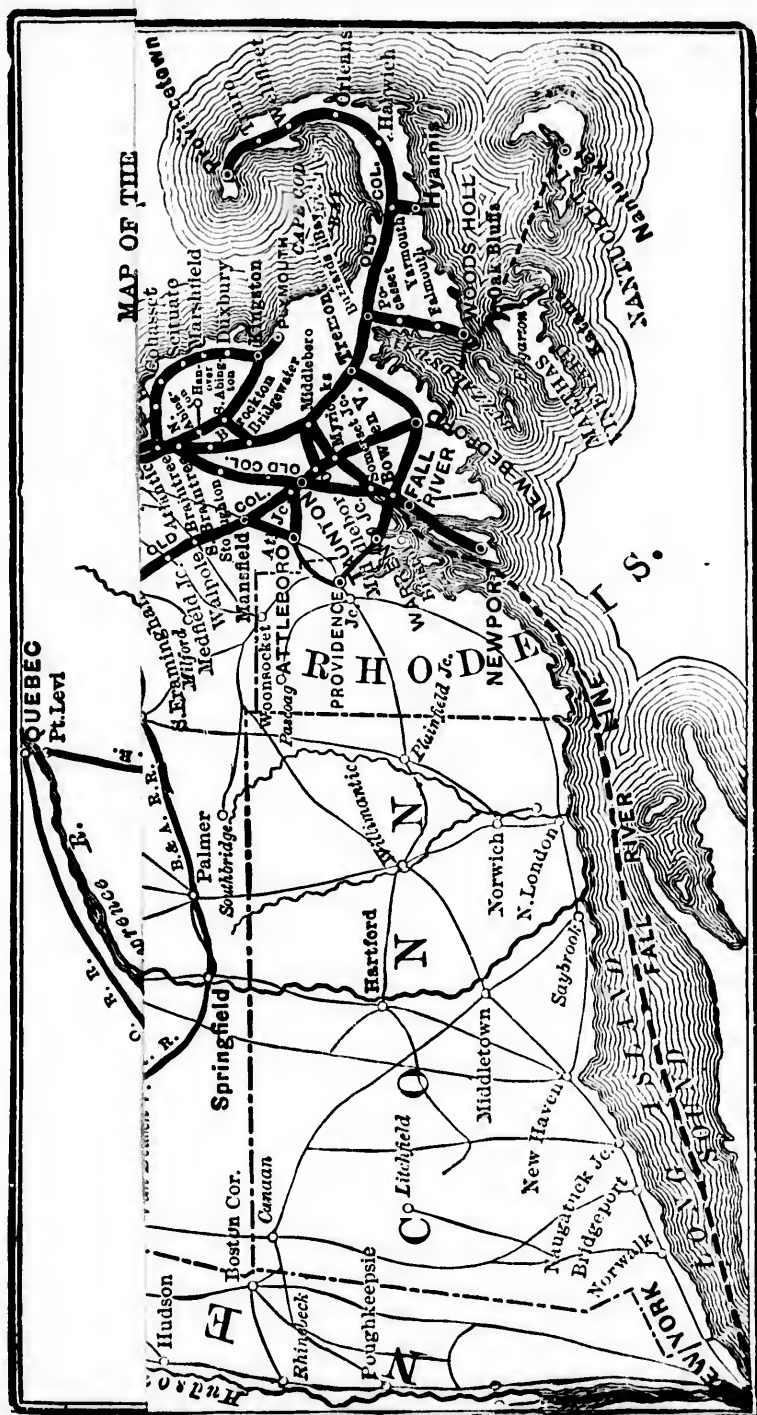
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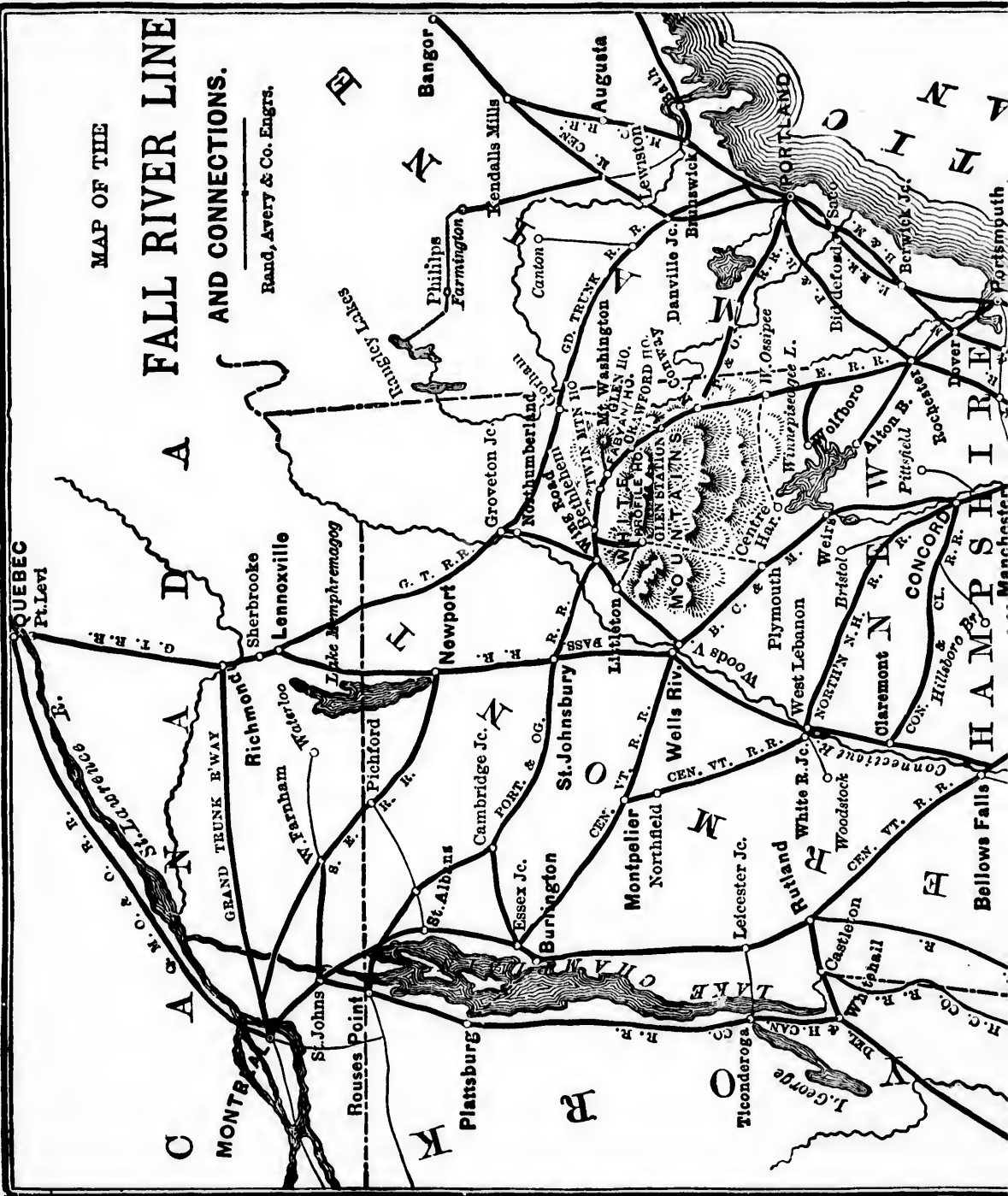


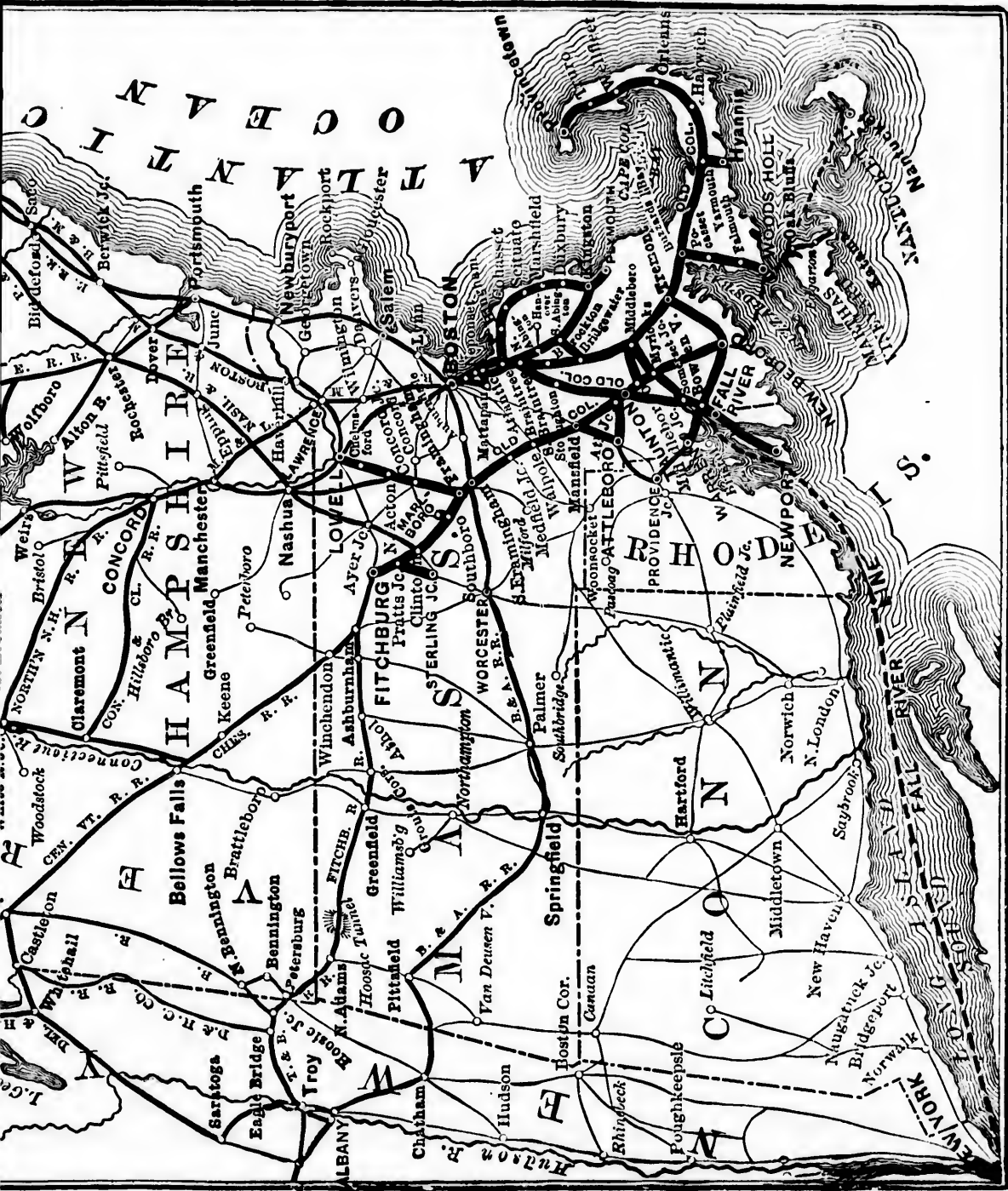
MAP OF THE

FALL RIVER LINE

AND CONNECTIONS.

Rand, Avery & Co. Engrs.



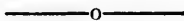


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THE BALTIMORE AND OHIO RAILWAY.



Lines East of Ohio River.

Baltimore, Md., to Washington, D.C.	40.0 miles.
Relay Station, Md., to Washington Junction, Md.	59.7 "
Washington, D.C., to Washington Junction, Md.	42.7 "
Alexandria Junction, Md., to Shepherd, Md.	12.5 "
Washington Junction, Md., to Grafton, W. Va.	211.0 "
Grafton, W. Va., to Parkesburg, W. Va.	104.0 "
Grafton, W. Va., to Wheeling, W. Va.	99.2 "
Weverton, Md., to Hagerstown, Md.	24.2 "
Frederick Junction, Md., to Frederick, Md.	3.5 "
Wheeling, W. Va., to Glenwood, Pa.	64.8 "
Harper's Ferry, W. Va., to Lexington, Va.	162.0 "
Pittsburg, Pa., to Cumberland, Md.	149.5 "
Connellsville, Pa., to Uniontown, Pa.	13.0 "
Broadford, Pa., to Mt. Pleasant, Pa.	9.6 "
Rockwood, Pa., to Johnstown, Pa.	45.1 "
West Pittsburg to Finleyville, Pa.	18.9 "
Baltimore to Curtis Bay	9.5 "
Rumney to Green Springs	16.0 "

Total east of Ohio River 1,085.2 miles.

Lines West of Ohio River.

Wheeling, W. Va., to Columbus, O.	137.0 miles.
Newark, O., to Sandusky, O.	116.2 "
Chicago Junction, O. Chicago, Ill.	271.0 "
Newark, O., to Shawnee, O.	43.4 "

Total West of Ohio River 567.6 miles.

Total miles east of Ohio River	1,085.2
" west " "	567.6
	<u>1,652.8</u>

Stop-Over Checks, good for 15 days from date of issue, will be granted upon application of passenger holding first-class unlimited tickets.

Arrangements for B. & O. Sleeping and Parlour Car Service.

EASTWARD.

Train No. 1 leaves Chicago 5.10 p.m., Pittsburg 8.35 a.m. B. & O. New Buffet Sleeping Cars, Chicago to Pittsburg, Washington and Baltimore, daily. B. & O. Parlour Cars Pittsburg to Baltimore, daily. Entire train runs through from Chicago to Baltimore.

Train No. 3 leaves St. Louis 7.0 p.m. B. & O. Palace Sleeping Cars, St. Louis to Louisville, Cincinnati, Washington and Baltimore, daily. Sleeping Cars, Louisville to Cincinnati, daily. Entire train runs through from Cincinnati to Baltimore.

Train No. 5 leaves Chicago 8.10 a.m., St. Louis 8.0 a.m., Cincinnati 7.31 p.m. B. & O. New Family Room Sleeping Cars, Cincinnati to Wash-

ington and Baltimore, daily. Palace Cars, St. Louis to Cincinnati. B. & O. Palace Sleeping Cars, Cincinnati to Pittsburg. Entire train runs through from St. Louis, *via* Cincinnati, to Baltimore.

Train No. 11 leaves Chicago 11.10 p.m., Pittsburg 9.20 p.m. B. & O. Palace Sleeping Cars, Chicago to Baltimore, daily. B. & O. Palace Sleeping Cars, Pittsburg to Baltimore.

Train No. 105 leaves Cincinnati 7.10 p.m., daily. Entire train runs through to Pittsburg.

Train No. 55 leaves Washington 3.15 p.m. B. & O. Parlour Cars to Baltimore, daily, except Sunday.

WESTWARD.

Train No. 2 leaves Baltimore 9.0 p.m., B. & O. Palace Sleeping Cars, Baltimore to Chicago, Cincinnati and St. Louis, daily. Sleeping Cars, Cincinnati to Louisville, daily. Entire train runs through to Cincinnati.

Train No. 4 leaves Baltimore 8.45 a.m., Washington 9.43 a.m. B. & O. New Buffet Sleeping Cars, Baltimore to Chicago, daily. B. & O. Parlour Cars, Baltimore to Pittsburg, daily. B. & O. Palace Sleeping Cars, Pittsburg to Chicago, daily. Entire train runs through from Baltimore to Chicago.

Train No. 6 leaves Baltimore 2.0 p.m., Pittsburg 7.45 p.m. B. & O. New Family Sleeping Cars Baltimore to Cincinnati, daily. B. & O. Palace Sleeping Cars, Pittsburg to Cincinnati, daily. Parlour Cars, Cincinnati to St. Louis, daily. Entire train runs through to Cincinnati.

Train No. 106 leaves Pittsburg 8.10 p.m. B. & O. Sleeping Cars, Pittsburg to Cincinnati, daily. Entire train runs through to Cincinnati.

Train No. 12 leaves Baltimore 7.45 p.m., Washington 9.0 p.m. B. & O. Palace Sleeping Cars, Baltimore to Pittsburg, daily. Entire train runs through to Pittsburg.

Train No. 48 leaves Baltimore 10.30 a.m. B. & O. Parlour Cars to Washington, daily, except Sunday.

Connections.

At Baltimore with Baltimore & Potomac; Northern Central; Philadelphia, Wilmington & Baltimore and Western Maryland Rways.; also with steamers for Europe and steamers for Norfolk, Portsmouth, etc. At Relay Station with Washington Branch. At Annapolis Jr. with Annapolis & Elk Ridge Rway. At Bladensburg with Alexandria Branch. At Metropolitan Junction with Washington Branch. At Washington with Alexandria Branch; Metropolitan Branch; Washington Branch, and Baltimore & Potomac and Virginia Midland Rways. At Washington Junction with Metropolitan Branch. At Weverton with Washington County Branch. At Harper's Ferry with Harper's Ferry & Valley Branch. At Shenandoah Junction with Shenandoah Valley Rway. At Martinsburg with Cumberland Valley Rway. At Sir John's Run with stages for Berkeley Springs. At Cumberland with Pittsburg Division; and Cumberland & Pennsylvania, and Pennsylvania Rways. At Piedmont with Cumberland & Pennsylvania Rway. At Grafton with Parkersburg Branch, over which, in connection with Cincinnati, Wash. & Balt. Rway., through cars are run from Baltimore to Cincinnati and St. Louis without change. At L. F. Junction with Laurel Fork & Sand Hill Rway. At Parkersburg with Cincinnati, Wash. & Balt. Rway. At Benwood with Central Ohio Division. At Wheeling with Wheeling, Pittsburg & Baltimore Branch, and Pittsburg, Cincinnati & St. Louis Railway. At Bellaire with Central Ohio Division, and Cleveland & Pittsburg Rway. At Quincy with Bellaire & St. Clairsville Rway. At Cambridge with Cleveland & Marietta Railway. At Zanesville with Pittsburg, Cincinnati & St. Louis Railway. At Newark with Lake Erie Division, Strutsville Division, and Pittsburg, Cincinnati & St. Louis Railway. At Mt. Vernon with Cleveland, Mt. Vernon & Delaware Rway. At Mansfield with New York, Pennsylvania & Ohio Rway.; North-Western Ohio and Pittsburg, Fort Wayne & Chicago Railways. At Shelby Junction with Cleveland, Columbus

Cincinnati & Indianapolis Railway. At Chicago Junction with junction of Chicago Division with Lake Erie Division. At Tiffin with Indiana, Bloomington & West. Railway and North-Western Ohio Railway. At Fostoria with Col., Ho. Va. & To. Rway. and Lake Erie & Western Railway. At Deshler with Cincinnati, Hamilton & Dayton Rway. At Defiance with Wabash, St. Louis & Pacific Railway. At Auburn Junction with Lake Shore & Mich. So. Rway. and Wabash, St. Louis & Pacific Railway. At Avilla with Grand Rapids and Indiana Rway. At Milford Junction with Cincinnati, Wabash & Michigan Rway. At Walkerton Junction with Wabash, St. Louis & Pacific Railway. At Wellsboro with Chicago & Grand Trunk Railway. At Alida with Louisville, New Albany & Chicago Railway. At Michigan Central Junction with Michigan Cent. Rway. At Chicago with railroads diverging. At Columbus with Indiana, Bloomington & Western; Cleveland, Columbus, Cincinnati, & Indianapolis; Cleveland, Mt. Vernon & Delaware; Columbus, Hocking Valley & Toledo; Pittsburg, Cincinnati & St. Louis, and Scioto Valley Railways. At Monroeville with Lake Shore & Michigan Southern Railway. At Sandusky with Indiana, Bloomington & Western Railway, and Lake Shore & Michigan Southern Railway. At Charleston with Shenandoah Valley Rway. At Strasburg with Virginia Midland Railway. At Staunton with Chesapeake & Ohio Rway. At Washington, Pa., with Pittsburg, Cincinnati & St. Louis Railway, and Waynesburg & Washington Rway. At Junction City with Pittsburg, Cincinnati & St. Louis Railway. At Frederick with Pennsylvania Rway. At Hagerstown with Cumberland Valley and Western Maryland Rways.

The Route and its Connections.

From the West to Baltimore and Washington.

Leaving Chicago from the station at the foot of Lake-street (Exposition Building), the line follows the Lake shore through the south suburbs of the city, crossing several lines of railway, and eight miles from Chicago diverges to the east, leaving the track of the Illinois Central Rway. Thence the line passes through an unproductive and only sparsely settled region of shrub prairie to Alida, the junction of the Louisville, New Albany and Chicago Railway, and eight miles beyond, the track of the Chicago and Grand Trunk Railway is crossed, and at Wellsboro the Wabash, St. Louis and Pacific Railway is crossed. The train now enters the dense timber land of Northern Indiana, which extends to the borders of the State at Deshler. At Milford connection is made with the Cincinnati, Wabash and Michigan Rway., and at Avilla with the Grand Rapids and Indiana Rway. Auburn is the Junction of the Lake Shore & Mich. Southern Railway, and the Wabash, St. Louis & Pacific, and the latter is again crossed at Defiance. Deshler, on the Ohio State Line, is the junction of the Cincinnati, Hamilton & Dayton Rway. Connection is made at Fostoria with the Columbus, Hocking Val. & Toledo, Ohio Central and the New York, Lake Erie & Western. At Tiffin the Indiana, Bloomington & Western and the North-Western Ohio. The Sandusky river is crossed at this point. The line now passes through a pleasant farming country to Chicago Junction. The railroad repair shops are located here, and a branch line runs twenty-eight miles north to Sandusky, on Lake Erie. Leaving Chicago Junction, the train runs south through a productive farming country, crossing the Cleveland, Columbus, Cincinnati & Indianapolis Rway. at Shelby Junction, and the Pittsburg, Ft. Wayne & Chicago and the New York, Pennsylvania & Ohio Rway. at Mansfield. Connection is made at Mount Vernon with the Cleveland, Mount Vernon & Delaware Rway. and from Newark a branch road runs thirty-three miles to Columbus, the State capital. A hotel and dining-room and the car and locomotive shops of the railroad are located at Newark. The east-bound train now passes through one of the richest agricultural counties in the State, the land becoming more rugged as the Ohio river is approached. At Zanesville a momentary view is had from the train of one of the handsomest cities in the State. The line enters Bellaire, the last town in Ohio, by a solid stone archway viaduct of 43 arches, averaging 33 feet each, covering a distance of 1,433 feet,

and passing the town over the tops of the houses and thence crosses the picturesque Ohio river by one of the finest bridges in the country, which, with its approaches, is one and three-fourth miles in length. Wheeling, the capital of West Virginia, the spires of which are scarcely visible from the railway bridge, is four miles up the river, and is reached by local trains from Benwood, the first station on the east bank of the Ohio. The train now runs over level lowlands for several miles, and enters the Pan Handle of West Virginia. The scenery becomes rugged and picturesque. Precipitous mountain passes open before the train, and bridges and tunnels are passed in quick succession. Welling tunnel (2,200 feet) and Boardtree tunnel (2,600 feet, under a mountain dividing the States of Pennsylvania and West Virginia), are passed east of Cameron. At Fairmont the Monongahela river is crossed, and the line takes a sinuous course round the rugged hills, following the picturesque scenery and the winding course of the Valley river to Grafton. The Cincinnati and St. Louis trains meet the Chicago line at this junction. A pleasant hotel and dining station have been built by the railway, and the car shops of the company, located here, supply work for several hundred men.

From Cincinnati and St. Louis.

From St. Louis passengers by the Baltimore and Ohio route take the Ohio and Mississippi Rwy. (see description) to Cincinnati, and travel thence by the Cincinnati, Wash. & Bulto. Railway to Belpre, where, crossing the Ohio river by a bridge erected at a cost of \$1,000,000, the tourist arrives without change of cars, at Parkersburg, on the branch line of the Baltimore and Ohio Rwy. The line thence traverses the picturesque mountains of West Virginia, passing several small mountain hamlets, and hundreds of oil wells, from which is obtained a heavy, dark green oil, extensively used for lubricating all kinds of machinery. This valuable petroleum is pumped up from natural rock reservoirs far below the surface, and is kept in large tanks (seen near the line). The railroad takes a tortuous course through the difficult mountain passes, generally following the course of a mountain stream, and passing no fewer than twenty-three tunnels and fifty-two bridges in 104 miles, between Parkersburg and Grafton.

Leaving Grafton, the east-bound trains begin the long ascent of the Alleghany mountains, down which the Three Forks river tumbles. Near Tunnelton the train runs through the great Kingwood tunnel, which is 4,137 8-10 feet long, and in building consumed nearly three years' time of 3,000 men, costing finally more than \$1,000,000. The scenery of this region has a grandeur of its own, almost unparalleled anywhere east of the Rocky Mountains. Leaving Tunnelton, the line now begins a rapid descent, clambering along a narrow, yet massively built gallery, from which is seen (on the left), 400 feet below, the chocolate-coloured current of the famous Cheat river as it descends through a valley between bold and imposing mountains. The descent of the train is rapid and precipitous, and in a few minutes the level of the railroad is reached at Rowlesburg. The line now begins another ascent, with the Salt Lick river tumbling at its side, and, taking the right side of the train, some of the finest scenery in the mountains is seen between Rowlesburg and Cranberry, the next station. One mile beyond Cranberry (on the Maryland State line), a view is given, on the right, of thirty miles of the West Virginia and Maryland mountains. Crossing the Youghiogheny river near Oakland, several fine summer hotels, surrounded by picturesque park-lawns, are passed on the great Alleghany plateau, for the highest point on the line is now reached. Altamont is 2,720 feet above the sea. Thence the train begins another descent, more rapid than the last, steam being shut off and the brakes applied for seventeen miles (to Piedmont), making a descent of nearly 2,000 feet. During this descent the Savage mountains are seen, on the left, beyond the deep ravine of the Savage river. Piedmont, at the confluence of the Crabtree and the North fork of the Potomac river, is the seat of large railroad repair shops and the intersection of the celebrated Georges creek coalfields. The line now recrosses the Potomac, to the Maryland shore,

by a fine double iron bridge, and runs north-east down the valley between Knobley mountains (on the right) and Will's and Dun's mountains (on the left), and in twenty-eight miles arrives at Cumberland, the second city in Maryland, and at which point the Company have located their great steel rail works.

The Pittsburgh Division diverges here. Trains run north by this line, crossing the Pennsylvania State line at Eilerslie, six miles from Cumberland, then turning westward, meeting the Youghioghen river at Confluence. The line thence follows tenaciously the course of the river in all its windings through the mountains, and meeting the Monongahela river at McKeesport, follows its right bank for fifteen miles to Pittsburgh.

Leaving Cumberland, with the river, and the Chesapeake & Ohio canal (on which the bituminous coal of Cumberland is brought to the tide-water at Georgetown) on the right, the train soon crosses the Potomac again to the West Virginia shore, and passing the tall cliffs called Kelley's Rocks, plunges into the Green Spring Valley, crosses the broad intervals opposite Old Town, and then bridges the South Fork of the Potomac and the Little Cacapon creek. Emerging from the Paw Paw tunnel, fine rugged scenery is seen on both sides of the line to the Doe Gully tunnel, which is 1,200 feet long, and pierces a mountain 1,700 feet high. The train now clunders round the sharp curves of the Upper Potomac, with the river and canal, pleasant companions, on the left, and, crossing the great Cacapon river, enters Sir John's Run—one of the most noted and beautiful places on the line. The famous old summer resort of the Virginians, Berkley Springs, is reached by the stage (three miles) from the station. The train now begins the ascent of North mountain, passing (on the left), near Cherry Run, the ruins of old Fort Frederick, a stone work built by Virginia as a frontier post in 1755, and afterwards (1775) occupied by British troops. Crossing a dreary upland, on which Martinsburg, occupied by Confederate troops in 1861, is situated, the line follows the Tuscarora valley, crossing, near Kearneysville, the Opequan creek. The train then descends the valley of Elk Branch; then the rapids of the Potomac are seen on the left, and the ruins of the old United States arsenal (on the right), and the train stops at Harper's Ferry. The Potomac and Shenandoah rivers, both in quest of a passage through the Blue Ridge, meet here, split the mountain, and rush away to the sea, leaving one of the most stupendous and beautiful gaps in nature. The Maryland heights across the Potomac (on the left), the Virginia (London) heights over the Shenandoah (on the right), and Bolivar heights, rising from Harper's Ferry, being three States within the breadth of a shallow river. Earthworks and battlements are still discernible on the heights, and mark the scenes of some of the severest fighting in the Secession War. Leaving Harper's Ferry, the train crosses the Potomac, at the mouth of the Shenandoah, by a fine iron bridge, and traverses the great gap, passing under the cliffs of Elk mountain. Beyond Point of Rocks (junction of the old line to Baltimore), the line crosses the unfruitful Montgomery county, and in one hour arrives at Washington, the train stopping (C. St. and N. J. Ave. Station) fairly under the shadow of the Capitol. Leaving Washington for Baltimore and the East, the uneasy outlying landscape of a great city and the National Capital are soon left behind, and the line passes through a neglected pasture land. The Agricultural College of Maryland is seen in a series of buildings crowning a line of heights (on the left), near Paint Branch. Annapolis, the State Capital, is reached in twenty-one miles by a branch line south-west from Annapolis Junction. Crossing the hilly country on the borders of Howard county, the train passes (right), near Dorsey's, the Maryland House of Correction. A fine view is had (on the right) of the deep valley of the Patapsco river from the famous Washington viaduct. The train stops at the Relay depot, a fine station and hotel, and thence follows the course of Roberts' Run, passing the old Wiman's estate, and the first American telegraph, constructed in 1884 by national appropriation. Crossing Gwynn's Falls by the Carrollton viaduct, the train enters Camden Station, Baltimore. Thence the Philadelphia and New York train crosses the bay by the large transfer steamer Canton, thus affording a pleasant view of the city and harbour.

THE CHICAGO, BURLINGTON, AND QUINCY RAILWAY LINE.

CHICAGO, ILLINOIS.

PRINCIPAL eastern terminus of the extensive "Burlington route" railway system, which consists of several railroads either owned, leased or operated by the Chicago, Burlington and Quincy Railroad Company. In the matters of facilities for all kinds of traffic, mileage, superior equipment, excellent road beds, smooth tracks, mechanical devices for comfort and safety, and sound financial management, the Burlington route may be mentioned as one of the best illustrations of the vast and elaborate scale on which successful railroads are conducted in America. It includes 5,000 continuous miles of steel track in its system, and from east to west it not only extends for 1,000 miles in an unbroken line from Chicago direct to Denver, but has two main lines to the latter point from Chicago, one *via* Kansas City, the other *via* Pacific Junction. It has as well, numerous important through lines, running in a northern and southern direction from both its eastern and western terminals. Its main lines and many branches traverse the six great states of Illinois, Iowa, Missouri, Kansas, Nebraska and Colorado, and reach all their important cities and towns. All trains at Chicago of the Burlington route arrive at and depart from the Union Passenger Station, on Canal Street, between Adams and Madison Streets, except Dubuque, Sioux City, and St. Paul trains, which leave from central depot, foot of Lake Street. Trains make connection in Union Passenger Station with through trains from New York and all points in the Eastern States. Through trains, elegantly equipped with Pullman palace and buffet sleeping cars, reclining chair cars, dining cars, and luxurious passenger coaches, leave Chicago *via* the Burlington route for Denver (*via* either Kansas City or Pacific Junction), Des Moines, Council Bluffs, Omaha, St. Joseph, Atchison, Kansas City, Cedar Rapids, St. Paul, Dubuque and Sioux City. Owing to its geographical position, passing as it does for so great a distance directly through the "heart of the continent," the Burlington route is the principal line between the East and San Francisco, Portland, and the City of Mexico.

PEORIA, ILLINOIS.

One of the eastern termini of the Burlington route. Trains having through reclining chair cars, connecting with trains having through Pullman sleeping cars, and dining cars run from Peoria *via* this route to Kansas City by the way of Quincy. Trains connecting direct with through main line trains, having dining and sleeping cars, are also run from Peoria to Burlington, Council Bluffs, Omaha, and Denver. In addition, trains are run from this point direct to St. Louis. All trains of the Burlington route from Peoria connect with through trains from Cincinnati, Indianapolis, Louisville, and points east and south east, thus forming a through traffic line between such points and the west.

ST. LOUIS, MISSOURI.

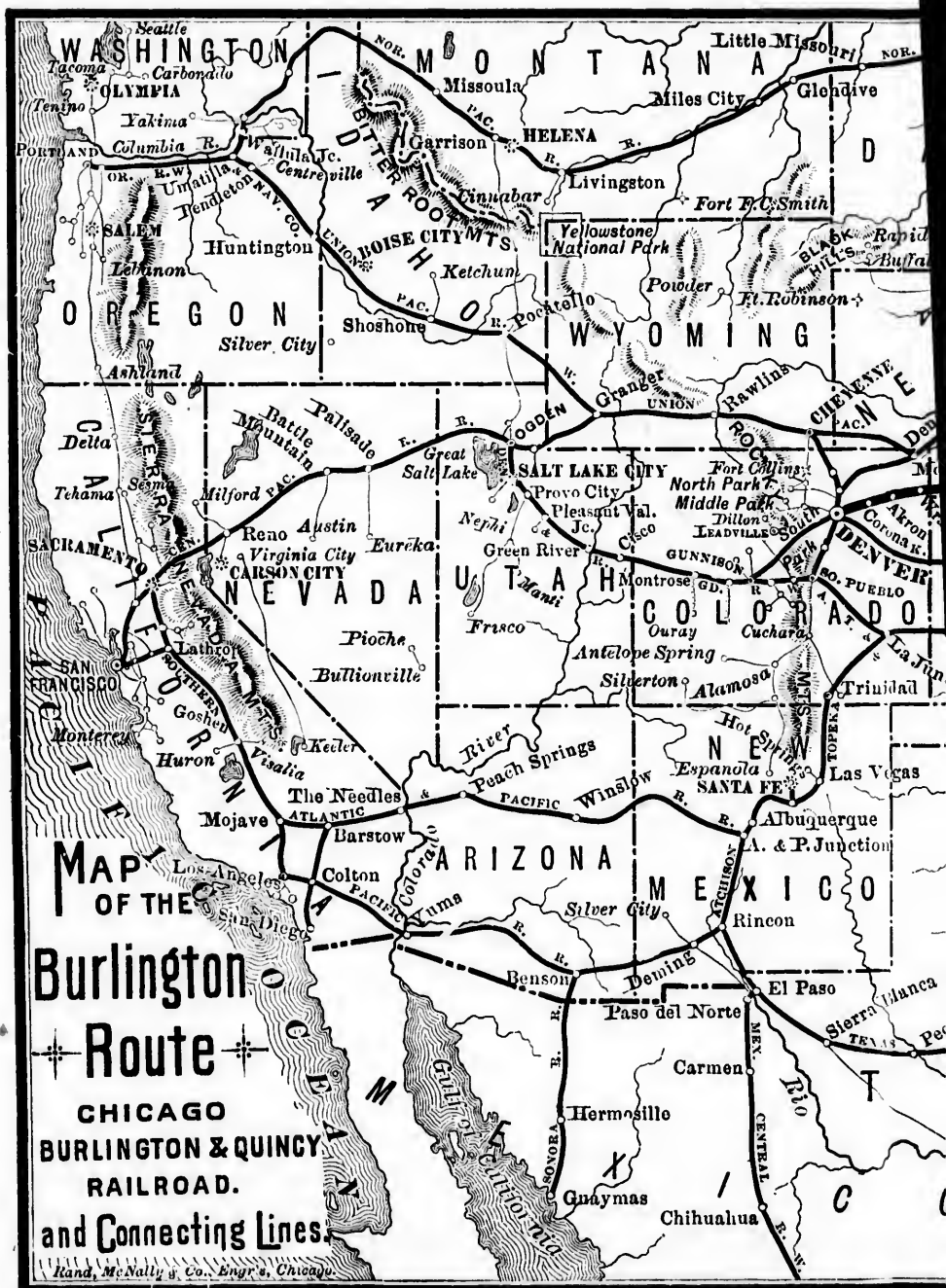
An eastern and southern terminus of the Burlington route, over which through Pullman sleeping cars are run over two distinct lines, one to Rock Island, connecting with trains for Milwaukee and points in the North-Western States, and the other to Burlington, Cedar Rapids, Minneapolis, and St. Paul, connecting at the latter point with trains to St. Vincent, Winnipeg, and all points in the extreme North-Western States and territories. These Burlington route trains also connect with the through trains on its main line to the West, on which are run through Pullman

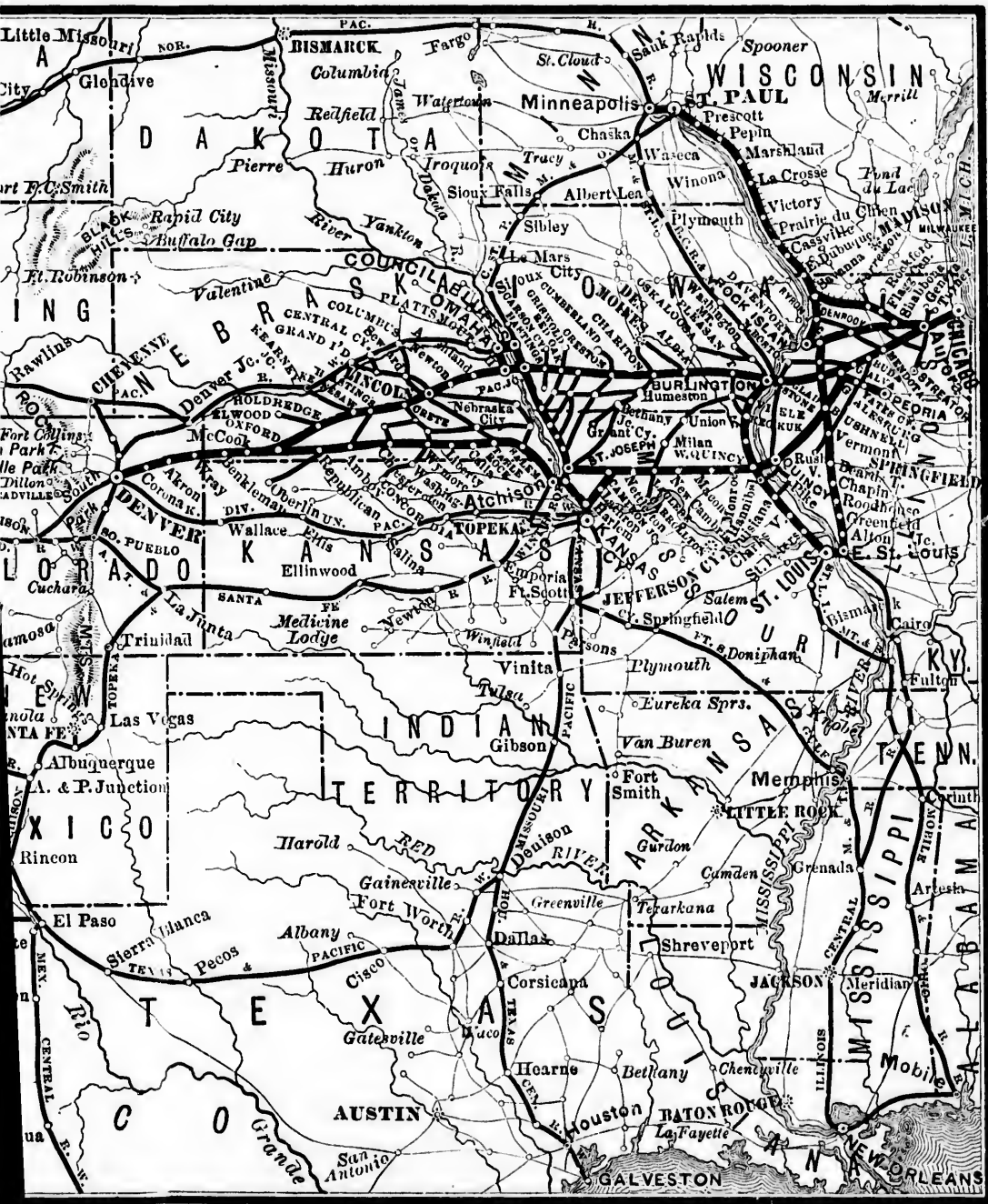
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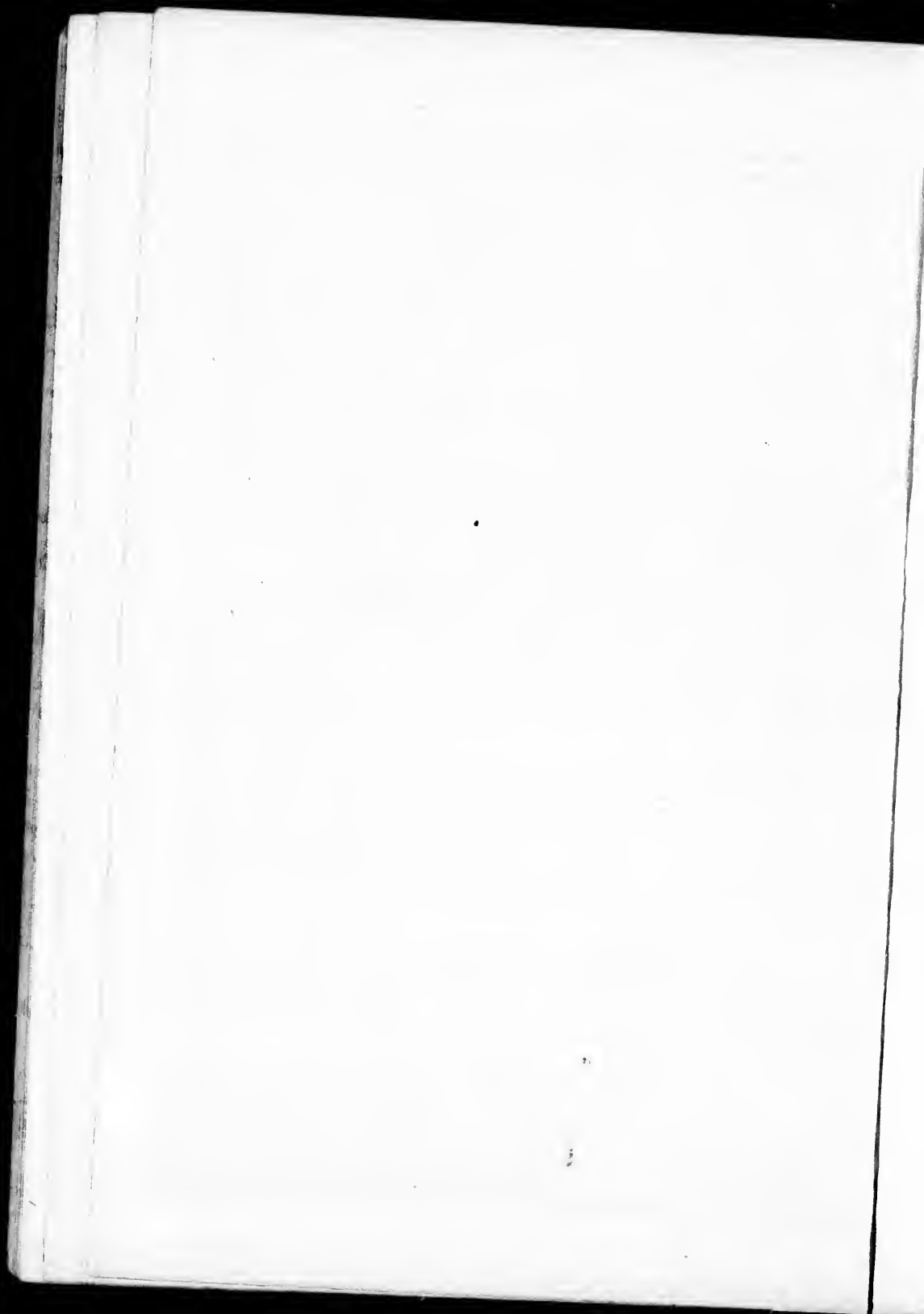
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buffet and palace sleeping cars, dining cars and elegant passenger coaches to Council Bluffs, Omaha and Denver. Trains over these lines to St. Louis connect in Union depot with all through trains to New Orleans and principal points in the South.

ST. JOSEPH, MISSOURI.

One of the main lines of the Burlington route, running between Chicago or Peoria and Kansas City, *via* Quincy, and over which a service of through reclining chair cars, dining cars, and Pullman palace sleeping cars is maintained on two daily trains each way. It can also be reached from Chicago, *via* the City of Chariton, Indiana, and the main line of the Burlington route in Iowa, sleeping cars being available for the entire distance *via* this second line. It is also located on the short line of the Burlington route from Kansas City to Des Moines, Iowa, between which points through sleeping cars are run. In addition, it is on still another line of the same route, running through trains and sleeping cars to Omaha and Council Bluffs.

ATCHISON, KANSAS.

A Western terminus of one of the lines from Chicago of the Burlington route, and over which through Pullman palace sleepers are run. Also one of the junction points of the same route, where connection is made with through trains to Mexico, all points in the South-Western States and territories, and the so-called "Southern routes" to California. In addition, it is one of the Eastern termini of several important lines of the Burlington route, running to the principal points in the State of Nebraska, and to Denver, Colorado. Sleeping cars are also run over this route by an additional line to Omaha and Council Bluffs.

KANSAS CITY, MISSOURI.

To and from this point the lines of the Burlington route diverge in a northern, eastern and western direction and extend to a large number of the principal cities of the West. It is reached from Chicago *via* one of the lines of this route, over which two daily trains are run each way, elegantly equipped with Pullman palace sleeping cars, dining cars, reclining chair cars, and luxurious passenger coaches. This particular "Chicago and Kansas City Line" of the Burlington route forms an important part of the direct railroad lines to the City of Mexico and to Southern California points. It also forms a part of one of the two lines of the Burlington route between Chicago and Denver. The Western division of this Chicago and Denver line begins at Kansas City, and through trains with sleeping cars are run from that point to Denver. Through trains and sleeping cars are also run over the Burlington route from Kansas City to Des Moines, Iowa, where connection is made with trains for points in the North-West; from Kansas City to Council Bluffs and Omaha, and from Kansas City to Minneapolis and St. Paul. All Burlington route trains connect in union depot at Kansas City, with the principal lines for the South and South-West.

PACIFIC JUNCTION, IOWA.

A railway junction point in the State of Iowa, near the Missouri River, at which the main line, extending from Chicago to Denver, of the Burlington route crosses another line of the same route extending from Kansas City to Council Bluffs; also the point *via* which trains of this route are run between Omaha and Kansas City.

COUNCIL BLUFFS, IOWA.

Reached from Chicago by through trains over the main line in Illinois and Iowa, of the Burlington route. Trains equipped with through Pullman buffet and palace sleeping cars and elegant passenger coaches. A railroad junction point from which overland express trains are run to Portland, San Francisco and points in the extreme North-Western States and territories. Trains with unrivalled equipment, including sleeping cars, are also run over the Burlington route from this point to St. Joseph, Atchison and Kansas City, connecting at either of the two latter cities with trains for

the City of Mexico and points in the Great South-Western States and territories. On the opposite side of the Missouri River, from Council Bluffs, is Omaha, the two cities being connected by a bridge. From Omaha, the Burlington route runs through trains, having sleeping cars attached, direct to Denver, connecting at the latter point, with trains for Salt Lake City, Ogden and San Francisco.

OMAHA, NEBRASKA.

Reached *via* the Burlington route from Chicago on through express trains having dining cars and Pullman palace sleepers attached. In addition, through trains with sleeping cars are run from this point over the same route, south to Kansas City, and west to Denver, connecting at the latter point with trains for the far West and Pacific coast points. Also trains over its own lines to all the principal cities, towns, and land points in the State of Nebraska, and in Northern Kansas.

DENVER, COLORADO.

The extreme western terminus of the Burlington route, reached from Chicago by either of two lines of that route; one of these, *via* Pacific Junction, traverses the great States of Illinois, Iowa, Nebraska, and Colorado in an unbroken line of 1,000 miles of smooth track, steel rails and perfect road beds, over which elegantly-equipped trains, with through Pullman palace sleeping cars are run for the entire distance between Chicago and Denver. The other line from Chicago, *via* this same route, is by the way of Kansas City, and passes through portions of the States of Illinois, Missouri, Kansas, Nebraska, and Colorado, with through trains equally well equipped, and running over equally smooth tracks and perfect road beds, as well as being provided with the same appliances (such as interlocking switches at important points, &c.) for the comfort and safety of passengers as is maintained on the line first mentioned. Reclining chair cars and Pullman sleepers are run over this line *via* Kansas City, the latter being maintained for the entire distance to Denver, and dining cars are run on both lines. At Denver these trains connect in Union Depot with through trains for Salt Lake City, San Francisco, and all points in California, passing en route the most magnificent mountain scenery of the American Continent; also with trains for the famous health and pleasure resorts of Colorado. On account of the great length of these through lines, as well as the Union Depot connections at both its Eastern and Western Termini, the Burlington Route, has become the great through line between the East and West, and the principal line to Denver and San Francisco.

SAN FRANCISCO, CALIFORNIA.

Reached *via* the Burlington route, over whose lines elegantly-equipped express trains, with through Pullman sleepers, are run as follows:—Over its own track from Chicago direct to Denver, either *via* Pacific Junction or Kansas City; from Chicago direct to Council Bluffs; or from Chicago direct to Kansas City.

PORTLAND, OREGON.

Reached by the Burlington route, over whose lines elegantly-equipped trains, having Pullman buffet and palace sleeping cars, are run from Chicago to Council Bluffs; or trains having through Pullman sleeping cars from Chicago to St. Paul.

CITY OF MEXICO, MEXICO.

Reached by the Burlington route, over whose lines through trains, having reclining chair cars, Pullman palace sleeping cars, dining cars and luxurious passenger coaches are run from Chicago to Kansas City or Atchison.

ST. PAUL, MINNESOTA.

Through Pullman palace sleeping cars are run to this point over the Burlington route from Chicago. From St. Paul through Pullman sleepers are run to St. Louis, and to Kansas City, *via* Council Bluffs, over the Burlington route.

THE SANTA FÉ ROUTE.

THE GREAT MIDDLE ROUTE TO CALIFORNIA.

THE ATCHISON, TOPEKA AND SANTA FÉ RAILWAY,

Via ALBUQUERQUE and MOJAVE,

Now well known to transcontinental travel, traverses almost entirely a region whose climate is but a modification of perpetual summer. There are no snowbound trains, long delays or disagreeable and perilous winter uncertainties. Storms, either of winter or summer, are almost unknown. Even on the gradual ascent of the western plains the traveller is already in a celebrated health-resort. Amid the unsurpassed scenery of New Mexico, Colorado, Arizona, and Southern California, cold, ordinarily considered, is unknown.

Traversing some of the most striking wonders and remarkable scenes of nature, this route lies also amid the quaint surroundings of that older civilization to which the majority of travellers are as yet strangers. Adobe towns, Pueblo villages, queer customs and costumes, and the oldest and happiest civilization of America appear immediately beyond that miracle of modern progress, Middle and Western Kansas, where ten years of occupancy have produced all the results of a century in any other land. There are the scenes that seem to have been set by nature at most untimely hours and immediately after the result of some Titanic election had been declared; Manitou, the Garden of the Gods, Cheyenne Canyon. There is Las Vegas Hot Springs, with its colossal hotel and unequalled pleasure grounds and baths; Santa Fé, El Paso, Los Angeles, and all that lies between these points through the gardens and vineyards of Southern California up to San Francisco, or by way of San Francisco to Honolulu, Sidney or Auckland, India, China or Japan.

The Santa Fé route is especially adapted to the business it advertises, and in every case fulfills its promises. Its facilities for through California business have lately been largely increased. Leaving out all considerations of pleasure, and passing by all the delightful rests and stopping places made by nature and improved by man, there is no route by which the traveller can reach the principal points of the Pacific Coast more quickly or surely. There is no transcontinental line having a road-bed in all respects equalling this. Winter or summer there are no delays. It uses every improvement known to modern advancement. By mere accident it lacks precisely nineteen miles of being the shortest of all routes between the Missouri River and San Francisco, and is practically able to discount the time-table of any other route by several hours. Its "desert," immediately east of Mojave, is the narrowest and cleanest of all those howling wildernesses which, by a peculiar dispensation of Providence, every transcontinental line must cross. As a scene of impressive desolation, studded with gigantic cacti and floored with concrete and vast expanses of black and jagged lava, walled by blue mountains and glowing with yellow light, this "desert," traversed at a speed of forty miles an hour, is one of the most impressive scenes of a remarkable journey.

For the business man who is in a hurry, the invalid who is in search of health, or the tourist who travels for pleasure, the Great Middle Route to the Pacific Coast has no equal in smoothness of track, elegance of equipment, diversity of scenery and interest, regularity of time and certainty of connections.

NEWTON.

The centre of the agricultural district of Kansas. From here branch numerous lines southward, on which are many English settlers, prospering greatly. The A. T. & S. F. Railway Hotel at the station is particularly good, and Mr. Irwin, its manager, a thorough sportsman. This is a great centre for prairie grouse or chickens.

DODGE CITY.

The seat of the vast cattle trade of Kansas and the Indian territory; countless thousands of animals are driven here, also from Texas, for sale and shipment to Kansas City and Chicago, by the Atchison, Topeka and Santa Fé rail route. Dodge is interesting to stop at, but the town, though large, affords no really comfortable hotel.

LAS VEGAS HOT SPRINGS.

Here is decidedly the place to break the journey on the middle route (Atchison, Topeka and Santa Fé) to San Francisco, Los Angeles, San Diego, or the City of Mexico. For years before the fame of Las Vegas Hot Springs reached the ears of modern science, the native Indian resorted to them whenever his hardy constitution felt "out of sorts." The distance and time taken to run here from Chicago will be found in the route table, and shew that this health resort is about half way from Chicago or St. Louis, to the centres of interest on the Pacific Coast.

Las Vegas Hot Springs, though in latitude $35^{\circ} 40''$, are pleasant all through summer; their altitude being 6,700 feet. Being nestled among the foot hills of the Rockies, and at the entrance of the Gallinas Cañon, they also are sheltered from all violent northerly storms in winter.

The Montezuma—a magnificent hotel here—has been recently burned, but *The Stone House* offers capital accommodation; its limited size, however, renders it desirable to write ahead to the manager for rooms. No great disappointment, however, can ever occur, because in the town of Las Vegas, only six miles off by rail, there is ample hotel accommodation—not, however, of so excellent a character as that afforded by *The Stone House*. The climate at the Springs is dry, and there is a great excess of clear over clouded days. The Springs are forty in number, varying from 75 degrees to 140 degrees Fahr. No. 6 Spring furnishes, alone, 30,000 gallons of water to the bathhouse daily. All these remarkable Springs have been walled in and covered, and being on the hillside they deliver their supplies through pipes into the handsome bathhouse at the foot of the glen.

The skin after a bath in these waters has a soft, velvety feeling, and a most pleasant freshness. The resident physicians are men of great experience, and have found the diseases cured, or benefited by these waters are rheumatism, gout, skin diseases, mental exhaustion, and dyspepsia, but persons suffering in other ways have derived very great relief here. There are two bathhouses, one for water, and the other for mud baths. There are eight different sorts of baths given, varying in price from 2s. upwards. The mud here appears under the microscope gelatinous, its earthy properties having undergone a complete change from the percolation through it for centuries of hot chemical water. The mud baths are given in a very peculiar manner, viz., in ordinary tubs, and have become most popular. It may in conclusion be said that the progress of pulmonary disease has been almost absolutely arrested at Las Vegas Hot Springs. Hotel rates range from 12s. to 16s. per day.

Some Southern Californian health resorts reached by the Great Middle Route:—

LOS ANGELES, SANTA MONICA, SAN GABRIEL, PASSADENA, &c.

Los Angeles, the capital of Southern California, has greatly increased in size and wealth during the last few years, during which the Atlantic and Pacific and other extensions of the Atchison, Topeka and Santa Fé Railroad have reached it, greatly shortening its distance from the Atlantic and Mid-Western cities. It now numbers 30,000 inhabitants, and is the centre of tourist and business travel in Southern California. All manner of pleasant excursions may be made comfortably from here. It is only an hour's run by rail to Santa Monica, the favourite sea-bathing resort of the Los Angelans. Another pretty line of local rail, the "Los Angeles and San Gabriel Valley," runs in less than an hour through Pasadena, where, for mile after mile stretches before the eye orange and lemon groves, vineyards, and orchards. This line terminates at the Sierra Madre Villa, a first-class hotel, most picturesquely situated in its own grounds, at the foot of the mountains. Mountain and sea air combines to form a perfect atmosphere here, and only the want of railway communication has hitherto kept this charming hotel and its orange groves from becoming famous. From its observatory may be seen the whole length of the San Gabriel Valley in perpetual sunlight. Whilst behind rise the Grand Sierra Madre Mountains offering close at hand to perpetual sunshine all the Alpine experience that may be sought by the adventurous mountain climber. From here it is only a pleasant night's rail run to San Diego in a Pullman sleeper.

MADERA (for the Yosemite Valley).

Madera is a station on the Southern Pacific Railway. Through Pullmans from Kansas City, *via* the Atchison, Topeka and Santa Fé and Atlantic and Pacific Railroads run through it. The hotel at Madera is comfortable. From there large stage-coaches start for the Yosemite Valley every day during the late spring and early summer season.

SAN DIEGO (On California Southern Railway).

Johnson's Encyclopædia states, at page 86, that "The climate of San Diego is shewn by the recorded observations of the United States Signal Service, established there, to be the mildest and most equable of which any knowledge exists."

Whilst in New York the mean temperature for January is 31, in San Diego it is 57. In August it is 87 degrees in New York, whereas in San Diego it is 72. Unlike most other of the Pacific seaside resorts, San Diego has a pleasantly dry climate, the mountains behind it attracting the Pacific fogs and rain-clouds to them. The hotels are good, the harbour large, and affording complete shelter for boating and fishing excursions. The Mexican boundary is a few miles to the south. Steamers run from San Diego to Santa Barbara and San Francisco.

RIVERSIDE (California Southern Railway).

Has one of the best hotels in California, and is situated amidst the largest fruit and vine fields of the State; the beauty of the carriage drives, exquisite cleanliness of the fruit cultivation, and the residences of all the cultivators, large as well as small, being of such extreme neatness, renders this the typical garden spot of California.

DESCRIPTION OF TOWNS.

Abenakis Springs (Vermont).— Near Bellows Falls.

Hotels: Fall Mountain Hotel.

A small but pleasant resort for invalids, with highly tonic springs, possessing medicinal properties. The scenery is very beautiful. The hotel is close to the springs. A good path leads to top of Table Rock, whence there is an extensive view of Connecticut Valley.

Reached by Connecticut River Railway, from New York, *via* Springfield, in 9½ hours.

Adams (Massachusetts).—Five miles from Cheshire.

Hotels: Greylock House.

A thrifty manufacturing town, with large weaving and spinning mills and other factories. The best point to visit, *Greylock Mountain*, 3,500 feet high, the highest elevation in Massachusetts. A carriage road almost to the summit renders the ascent easy. The view is grand, embracing Berkshire Hills, the valley of the Hoosac and Housatonic, the Green Mountains, the Catskills, and Mounts Monadnock, Tom, and Holyoke. Another and more difficult, but more picturesque, route to the Greylock is from North Adams.

Reached by Boston and Albany Railway, from Springfield, *via* Pittsfield, in 5 hours.

Adirondacks, The. — In the northern part of New York, between Lakes George and Champlain and the St. Lawrence River. Extends Northwards to Canada and Southwards almost to the Mohawk River.

Thirty years ago, this remarkable elevated plateau, composed of moun-

tains, valleys, lakes and rivulets, etc., was scarcely known save to hunters, trappers and lumbermen. It extends over more than 150 miles in latitude and 100 in longitude. Its approximate elevation above the level of the sea is 2,000 feet. The five mountain ranges traversing this plateau from south-east to north-east run almost parallel, and terminate in Lake Champlain. The general elevation of these mountains surpasses that of any east of the Rocky Mountains; the entire number exceeds 500, but only a very few have received names. The highest (Mount Marcy) is 5,337 feet high, and scarcely any are below 5,000. The scenery they present is wild and savage. Their slopes are covered with primeval forests, and their bare and rocky summits with moss, grass and Alpine plants.

In the valleys are many large and small lakes. Some of these are exceedingly beautiful. They are said to exceed 1,000 in number. Most of them are 1,500 feet above the level of the sea, while one, Lake Perkins, stands at three times that elevation. The largest are Long Lake, Saranacs, Fulton, Tupper, Colden, Henderson, Sanford, Raquette, Newcomb and Pleasant Lake. The scenery is very grand indeed and resembles what the Swiss and Scottish Highlands might have been before they had been brought under their present cultivation. A great many rivers, rivulets and brooks connect them. The greatest is the Raquette—which, after a course of over 120 miles, falls into the St. Lawrence.

The vegetation of this region consists of forests of birch, beech, maple, ash, hemlock, spruce, fir,

cedar and white pine. In the lower lands the cedar, tamarack, hackmatack and hemlock form almost impenetrable swamps. The Fauna is represented by the panther, black bear, wolf, wild cat, lynx and wolverine. Moose is said to be extinct, but deer are abundant. The fisher, sable otter, mink, muskrat, fox, badger, woodchuck, rabbit and squirrel in several varieties are still encountered in great numbers. Birds are numerous, and among them war eagles, hawks, owls, loons, ducks, cranes, herons, ravens, crows, partridges, merit special mention. Salmon, speckled and lake trout, swarm in the lakes and rivers.

Plattsburg, Ausable Chasm, Elizabeth Town, Port Kent, West Port, Lake Placid, Keeseville, Paul Smith's, Prospect House, Miller's Bartlett's, Lucerne, North Creek, Blue Mount Lake, Long Lake Village, Shroon Lake Village, and Root's are the different railway stations and points of departure for excursions. The fares from New York vary between 8 dols. and 15 dols. to the different stations. For description of different excursions from above centres see each of them in text.

Guides: May be had at any of the hotels, at 2 dols. or 3 dols. per day; they will provide boats and all other requisites. Each traveller should have a guide to himself; the cost of living does not exceed 1 dol. per week when once in the woods.

The most frequented route by which the Adirondacks are entered is by way of Plattsburg. Other favourite routes are *via* Port Kent, West Port and Elizabeth Town, Shroon, Long and Raquette Lakes, etc., though all are of equal variety and interest.

Adrian (Michigan).—Near Toledo; population (1870), 8,500.

Hotels: Toledo, City.

The largest city in southern Michigan, in a rich agricultural country. Well built and with prosperous manufactories. There is here a monument to the soldiers who fell in the Civil War; Central Union

School buildings is one of the finest in the West.

Reached by Michigan Southern Railway, from Chicago, in 6 hours.

Aiken (Carolina, South).—On the frontier of South Carolina and Georgia; population (1880), 1,800.

Hotels: Highland Park, Aiken, Clarendon.

Built upon a table-land about 600 or 700 feet above the level of the sea, this is one of the most famous and most frequented winter resorts in America. The vegetation is scanty, and consists of but little grass and very few minor plants; the southern or stone pine, however, finds a good soil here, and vast forests of it encircle the town on all sides. The main avenue is 205 feet in width, and the others 150 feet. The houses are large and pleasant, very far apart from each other, and surrounded by gardens with large trees and rare southern plants, kept up at great cost owing to the barrenness of the soil. This luxurious vegetation of jasmine, rose bushes, orange, wild olive, fig trees, bamboo, Spanish bayonet, and numberless vines and creepers, offer a strange contrast to the bare streets, composed of sand as white and dry as on the seashore. The air is remarkably dry and pure, and the pines contribute largely to its health-giving powers. The winter is, so to speak, like "four months of June" in mildness and geniality. Mean temperature 63.1½ deg. Fahr. in the year, and 46.4 deg. in the three winter months. Average rainfall, 7.16 inches in the three winter months, and 40.36 inches for the year. Much visited by rheumatic and gouty patients, as also by invalids suffering from consumption.

Reached by South Carolina Railway, from Charleston, in 4½ hours.

Akron (Ohio).—Near Cleveland; population (1880), 17,000.

Hotels: Sumner House, Empire Hotel.

Built in a rich agricultural country, it is situated about 400 feet above the level of the sea, at the intersection of the Pennsylvania and Ohio and Erie Canals.

It possesses numerous mills, factories, etc., driven by the waters of the canals and of the Little Cuyahoga River. Flour and woollen goods are exported. In the vicinity there are large beds of mineral fire-proof paint.

Reached by New York, Lake Erie and Western Railway, from Cincinnati, in 11½ hours.

Alatoona (Georgia).—Small village, 44 miles from Dalton.

Hotels: The Alatoona House.

General Johnson, retreating from Resaca, took up his position here, which was considered impregnable. He was forced back, however, by the Confederates to Chattahoochee and Atlanta.

Reached by East Tennessee, Virginia and Georgia Railway, from Cleveland, in 1½ hours.

Albany (New York).—A Railway centre on the Hudson; population nearly 100,000. Capital of New York State.

Hotels: Delavan House, Stauwix Hall, American, Dunlop, Globe, Brunswick, Mansion and Kenmore; prices from 2½ dols. to 4 dols. per day.

Reading Rooms in State Library, New Capitol, and at Young Men's Christian Association in Pearl-street and North Pearl-street. Tramways intersect the city. It has three iron bridges, eight daily newspapers, and a good number of weeklies and monthlies.

Albany was founded by the Dutch in 1614, and next to Jamestown, Virginia was the earliest European settlement in the original 13 states. The present name dates from 1664, in honour of the Duke of York and Albany (James II.). It was chartered in 1686, and made the capital in 1798. It is a large commercial centre at the head of the navigation of the Hudson, the great Erie Canal and Champlain Canal, and a station for several important railways.

Broadway is the main business street near the river. State-street, by a steep ascent from Broadway, leads into Capitol-square, in which are the public buildings. The *New Capitol*, begun in 1871, is now finished, and almost entirely occupied. It is built of Maine granite

in Renaissance style, and will be, when completed, the most splendid and largest building in America, with the exception of the Washington Capitol. On the highest point of the city it is 320 feet high, and is 300 feet by 400 feet square; the porticoes cover over more than three acres, and the walls are 108 feet high. The "*State Library*" in the Capitol has over 150,000 volumes, together with collections of curiosities and historical relics. *State Hall*, in Eagle-street, is of white marble. *City Hall* is in Eagle-street and Washington Avenue. *The City Buildings*, *State Arsenal*, *Government Buildings*, *Young Men's Association*, *State Geological and Agricultural Hall*, *Medical College*. There are above 50 churches, of which only the *Cathedral of the Immaculate Conception* (Eagle-street) and *St Joseph* (Tenbrook-street) are noteworthy. The stained-glass windows in the Cathedral are amongst the richest in America. St. Peter's, Second Reformed, and First Presbyterian, are handsome new churches. The *Dudley Observatory*, on the Observatory-hill, north of the town, was founded and endowed by Mrs. Blandina Dudley. The *Penitentiary*, one mile west of the city, is a model prison, and conducted on the contract system. The hospitals and charities are numerous and noteworthy, and the educational institutions are very efficient. The *Van Rensselaer Manor House* and *Schuyler House* are buildings of the earlier period of the city and interesting. *Washington Park* is handsomely laid out and is the fashionable rendezvous. On the opposite side of the river are the populous suburbs of Greenbush, East Albany, and Bath on the Hudson.

Reached by New York, Central and Hudson River Railway, from New York, in 8 hours, or by steamer from New York in 13 hours.

Albion (New York).—A small but attractive village on the road from Rochester to Niagara Falls. Capital of Orleans County.

The Court House, Gaol, and Soldiers' Monument, are objects of interest.

Reached by New York, Central and Hudson River Railway, from New York, in 13½ hours.

Alexandria (Virginia).—On the south side of the River Potomac, and seven miles below Washington.

Hotels: Potomac, City, Lee.

Built in 1748, it is a quaint old town. The pew (No. 59) in which Washington sat in Christchurch, and No. 46 in same church occupied by General R. E. Lee, Museum Court House, Odd Fellows' Hall, Theological Seminary, and National Cemetery, outside the town, are objects of interest.

Reached by rail and ferry boats from Washington every hour.

Alexandria Bay (New York).—On the St. Lawrence, facing the Thousand Islands.

Hotels: Thousand Islands and Crossmon.

This, a small village on the New York shore of the St. Lawrence, is the chief summer resort in the neighbourhood of the Thousand Islands. On the islets near the bay are numerous villas, one of them owned by Mr. Pullman, the palace car owner. Excellent boating and fishing. Wild fowl is very abundant. Close by are the Theresa Lakes.

Frequent steamers between Cape Vincent and Clayton.

Reached from New York, by New York Central and Utica Black River Railway, in 14 hours.

Alleghany City (Pennsylvania).—On the west shore of the Alleghany River, opposite Pittsburg; population (1880), 78,700.

Hotels: Central, Alleghany House.

A great manufacturing centre, many of the Pittsburg manufacturers have their costly residences here. The City Hall, Alleghany Library, St. Peter's Church, with bas-relief over entrance, the Western Penitentiary, the Seminars, Western University, Observatory, Park, with Humboldt Monument, are objects of interest. The Soldiers' Monument, erected to those who fell in the Civil War, is a graceful column, with variously armed soldiers at the base. The Hampton Battery Monument is also worth seeing, and the view

is very fine; connected with Pittsburg by several bridges.

Reached by the Pennsylvania Railway, from Blairsville, in 3 hours.

Alleghany Springs (Virginia).—In the Alleghany Mountains, and near Staunton.

Hotels: Springs House.

Built upon undulating ground, the scenery is very wild and picturesque, and the village consists only of the hotel and a few cottages. Close by is the Puncheon run Falls and Fisher's View. The waters are alkali-saline, and useful in dyspepsia, biliary secretions, costiveness, scrofula, jaundice, and incipient consumption.

Reached by Norfolk and Western Railway, from Alleghany, three miles diligence.

Allentown (Pennsylvania).—Near Easton, and between Jordan Creek and Lehigh River; population (1880), 18,000.

Hotels: City, Leland, Commercial.

A regularly and well built town, with tramways on the principal streets. Stands on an eminence. A thriving place, with County Court House and County Prison, and several schools, all of which are attractive and noteworthy. Muhlenberg College and Mammoth Rock, with fine views, as also several mineral springs, are a little outside the town.

Reached by Central Railway of New Jersey and Lehigh Valley Railway, in 2½ hours, from New York.

Alton (Illinois).—Overlooking the Mississippi; population (1880), 9,000.

Hotels: Depot, Brent.

Built upon a high limestone hill, this is a prosperous centre of a rich farming country, for which its river navigation and three railway termini adapt it wonderfully. Several manufactures and lime and building stone are exported. Seat of a bishopric, the *Roman Catholic Cathedral* is very large. The former *State Penitentiary* and *Shurtleff College* are also objects of interest. Three miles below Alton is the confluence of Missouri and Mississippi.

Reached from Chicago, by Chicago and Alton Railway, in 10½ hours.

Alton Bay (*New Hampshire*).—The most southern point of Lake Winnepesaukee.

Hotels: Winnepesaukee House.

Built at the head of a narrow estuary, resembling more a river than a lake; it is a centre for excursions on the beautiful lake. In the vicinity are *Sheep Mountain*, *Prospect Hill*, *Mount Major*. Longee Pond and Merry Meeting Lake are all objects worth a visit. Mount Belknap affords a very fine view of the country.

Reached by Boston and Maine Railway, from Boston, in 4½ hours.

Altoona (*Pennsylvania*).—At foot of Alleghanies, and at head of Tuckahoe Valley; population (1880), 20,000.

Hotels: Logan, Brant's, St. Charles.

A handsome town, built since 1850. The machine shops of the Pennsylvania Railway are here, and have materially assisted the rapid growth of the town. All trains stop here for refreshments, and travellers arriving at night stop so as to cross the Alleghanies by daylight. For the next 11 miles after Altoona some of the finest scenery and greatest engineering feats on the whole Pennsylvania Railway may be seen. Going west left side of car, and going east right hand side should be selected in order to have a good view. Near the summit is a tunnel of 3,612 feet long. *Cresson Springs* are 2½ miles beyond this tunnel, 3,000 feet above the sea.

Reached by Pennsylvania Railway, from Philadelphia, in 11 hours.

Amherst (*Massachusetts*).—95 miles from New London; population (1880), 4,000.

Hotels: Amherst Hotel.

A charming, irregularly-built town, noted for its college, picturesque surroundings, and highly cultured society. Situated on a hill, it commands an extensive view. *Grace Church* and *First Congregational Church* are worthy of attention. The *College*, founded in 1821, is one of the first in America as regards educational resources. The view

from it is very fine. The collections in zoology, botany, geology, &c., are among the richest, and are all open to visitors. The Shepard Cabinet of minerals is said to be only surpassed by those of the British Museum and Imperial Cabinet in Vienna. The collection of ancient impressions in stone of antediluvian animals is without a rival. The *Memorial Chapel*, *Walker* and *Williston Halls*, are worth inspection. The Massachusetts Agricultural College, with the *Durfee Plant House*, was founded in 1866, and is the most successful agricultural school in the country.

Reached by Central Vermont and New London Northern Railway, from Brattleboro, in 10 hours.

Amsterdam (*New York*).—Population (1880), 11,700.

Hotels: City, Central, Brunswick, Commercial, and Gerinan.

Situated on the Mohawk River with the Erie Canal opposite. A manufacturing town with Opera House, Union Hall, Newton and Sanford Halls.

Reached by New York Central and Hudson River Railway, from New York, in 6 hours.

Anderson (*Indiana*).—Population (1880), 1,300. 870 miles from New York.

Hotels: Commercial.

On the road from New York to St. Louis, situated on an eminence on the left bank of the White River, in a very fertile country. Close by is a dam of 31 feet elevation, the water-power thus obtained being used to drive numerous manufactories.

Reached by Chicago, St. Louis and Pittsburg Railway, from Cincinnati, in 4½ hours.

Andover (*Massachusetts*).—Essex County; population (1880), 5,200.

Hotels: Mansion House, Elm House.

An old town in the manufacturing and agricultural interests. *Town Hall* and *Phillips' Academy*, one of the oldest in the Union, founded in 1778.

Reached by Boston and Maine Railway, from Boston, in ½ hour.

Ann-Arbor (Michigan)—Seat of Washtenaw county; population (1880), 8,000.

Hotels: Leonard House, St. James, Cook's.

Situated on both sides of the Huron River, it is the seat of the *Michigan University*. The latter stands in a park of 41½ acres planted thickly with trees. Fees, almost nominal, and consequently large numbers of both male and female students are attracted. *University Hall, Observatory, large Library and Museum, Union School, and Hangsterler's Hall*, worthy of notice. Five mineral springs, with a water cure establishment, in the town. *Opera House*, and several fine churches.

Reached by Michigan Central Railway, from Detroit, in 1½ hours.

Annapolis (Maryland).—Capital, and Seat of Anne Arundel County; population (1880), 6,500.

Hotels: City, Maryland, Carroll.

Situated on the Chesapeake Bay, at the mouth of the Severn. A naval port, with packing and canning fruits and fresh oyster business. Seat of the *U. S. Naval Academy* and *St. John's College, Masonic Hall and Assembly Rooms*.

Reached by Baltimore and Ohio Railway, from Baltimore, in 1½ hours.

Appalachicola (Florida).—Population (1880), 1,100.

Hotels: Southern.

In decay until recently, it is beginning to spring into new life again. It is charmingly situated at the entrance of the river of the same name. Connected with Columbus, Georgia, by steamers on the river. Close by are Cedar Keys. Somewhat taken up as a winter resort.

Reached by Florida Railway, from Jacksonville, *via* Waldo, in 5 hours.

Appleton (Wisconsin).—Seat of Outagamie County; population (1880), 8,100.

Hotels: Waverley, Briggs.

Situated on the Lower Fox River, it is a great manufacturing and mercantile centre. *Bertschy and Turner Halls* are worthy of notice.

Reached by Chicago, Milwaukee, and St. Paul Railway, to Milwaukee, from Chicago, thence by Milwaukee and Northern Railway, in 8½ hours.

Asheville (North Carolina).—Population (1880), 2,650.

Hotels: The Eagle, Swannanca.

Built in the lovely valley of the French Broad River, 2,250 feet above the sea level, it commands one of the finest mountain views in America. Charming natural parks surround the place, and within easy excursion distance some very grand scenery may be enjoyed. The town is very handsomely built, and private residences, hotels, churches, schools, banks, &c., adorn it. Several newspapers. Good hunting and fishing. *Indian Mounds*, mines and caves, are worthy of inspection. The *White Sulphur Springs* and *Million Springs* are of interest. If time, make an excursion down *French Broad River* by rail. *Lover's Leap* (35 miles), and *Warm Springs*, with an hotel in a beautiful grove of trees. *Mount Pisgah* and *Mount Mitchell* will repay the trouble of an ascent, as also *Balsam Range*. Guides can be had at the hotels.

Reached by Western North Carolina Railway, from Salisbury, in 8 hours.

Ashland (Pennsylvania).—Schuylkill County; population (1880), 6,014.

Hotels: Ashland, Union, American, Mansion, Locust Mountains.

A thriving mercantile community, with *Opera House, Odd Fellows' Hall*.

Reached by Lehigh Valley Railway, from Shararokin, in 1 hour.

Ashland (Wisconsin).—County seat of Ashland County; population (1880), 1,000.

Hotels: Chequamegon, Colby, Russel.

The town is situated on Chequamegon Bay, Lake Superior, and is rapidly increasing in extent and commercial importance, chiefly manufactures and lumbering. Large iron ore and lumber docks are now being built. It is also resorted to as a summer resort;

there is an *Opera House* and *Theatre Comique*. Centre of four different lines of railway.

Reached by Wisconsin Central Railway, *via* Abbotsford, in 16 hours.

Astoria (Oregon).—County seat of Clatsop County; population (1890), 6,500.

Hotels: Parker House, Occident.

Handsomely built at the mouth of the Colombia River, its inhabitants are principally occupied with salmon canning, lumbering, and shipping. There are 19 salmon canning establishments, employing as many as 3,500 hands in fishing and preserving. Has also saw mills, daily and weekly newspaper, breweries. Liberty Hall is worth notice.

Reached by Oregon and California Railway, from Albany, in 9½ hours.

Atchison (Kansas).—County seat of Atchison County; population (1890), 18,106.

Hotels: The New Byram.

Bankers: Atchison National Bank.

Medical: Dr. Campbell, Dr. Holland.

Built quite recently, it is beautifully situated on the right bank of the Missouri. It is a very important Railway centre, as many as 90 trains running in and out daily. Has large manufacturing interests in flour mills, machine shops, engine works, furniture and carriage works, 12 churches, several banks, theatres, public halls. A fine bridge across the river connects the town with the railways, terminating on the other side. Trains run daily, with Pullman car accommodation, to Pueblo and Mexico.

Reached by Atchison, Topeka, and Santa Fé Railway, from Topeka, *via* Valley Falls, in 2 hours.

Athens (Ohio).—Seat of Belpré County; population (1890), 5,000.

Hotels: Commercial.

Pleasantly situated on the Hocking River, it has a considerable and rapidly increasing trade with the

surrounding country. Seat of *Ohio University*, founded 1804. *Lunatic Asylum*; in the neighbourhood are several Indian mounds.

Reached by Cincinnati, Washington, and Baltimore Railway, from Washington, in 3½ hours.

Athens (Georgia).—County seat of Clarke County; population (1880), nearly 7,000.

Hotels: Newton House.

Built on the Oconee River, it is a busy manufacturing and commercial centre. *Dempree's Hall* is worthy of notice. In the vicinity is Guinsville, with its mineral springs, a favourite resort.

Reached by Georgia Railway from Union Point, in 2 hours.

Athens (Pennsylvania).—Close to Towanda; population (1880), 1,600.

Hotels: Towanda, City.

A flourishing small community, on the Susquehanna and Chenning Rivers. It stands on the site of *Diahoga*, the important Indian village, where the massacre of *Wyoming* was perpetrated. Close by is *Spanish Hill*, named from the fact that old Spanish coins have been found here.

Reached by Lehigh Valley Railway, from New York, in 15 hours.

Atlanta (Georgia).—Capital of the State; 721 miles from Washington. Population (1890), about 50,000.

Hotels: Westminster, Kimball, Markham.

Bankers: Gate City National Bank.

Medical: Dr. Roach, Dr. Armstrong.

The most important business town of Georgia, and only surpassed by Savannah as a cotton centre. The agricultural, manufacturing and commercial interests of the State are centred here.

Its rapid growth is owing to the railways centring here, and the activity and enterprise of its inhabitants resemble those of a Northern rather than a Southern city. It is built in the form of a

circle, having a diameter of about three miles. It is picturesquely situated upon hilly ground, 1,100 feet above the sea, and the *Union Passenger Station* occupies the centre, whence the streets radiate. *State House, City Hall, First Methodist Church, Union Station, Opera House, Custom House, County Courts, and Chamber of Commerce*, are all objects of interest. A *Capitol* is being built at an expense of about a million dols., State library and Young Men's Library. The memorable siege of the town during the Civil War attaches special interest to Atlanta for the tourist. The vital importance of its possession doomed the Confederacy when it was captured by Sherman on Sept. 2, 1864. Shortly before surrendering it was reduced almost entirely to ashes by Gen. Hood. Close by is *Gainesville*, with mineral springs.

Reached by Georgia Railway, from Augusta, *via* Union Point, in 7½ hours.

Atlantic City (New Jersey).—Seat of Atlantic County; population (1890), 8,000.

Hotels: United States, Surf House, Congress Hall, Brighton, Seaside, Chalfonte. Prices at these vary from 2½ dols. to 4 dols. Senate, Waverley, Ocean, Ruscombe, Dennis Cottage, and Fothergill's, with prices from 10 dols. to 20 dols. per week.

A favourite resort of Philadelphians, but all parts of the States are represented during the sea-bathing season. It is mainly situated on an island. Its beach is safe and one of the best on the whole coast. Principal bathing hour 11 a.m. Good boating, hunting, and fishing can be had. It is a fashionable resort. *Barneget, Waretown, West Creek, and Tuckerton*, are the famous hunting grounds. *Brigantine Beach*, a little north of the town, is celebrated for its numerous shipwrecks, and called by sailors the "graveyard." *Long Beach* is also near by. The place can accommodate over 40,000 visitors.

Reached by Camden and Atlantic Railway, from Philadelphia, in 2½ hours.

Attleboro (Massachusetts).—Bristol County; population (1890), 11,600.

Hotels: Ryder House.

Built on both banks of the Mill River, it is chiefly a manufacturing town, especially for jewellery. The *Union Hall* can accommodate 700 people.

Reached by Boston and Providence Railway, from Boston, in 1½ hours.

Auburn (New York).—Capital of Cayuga County; population (1890), 22,000.

Hotels: Gaylord House, Osborne, National.

Situated 2½ miles from Owasco Lake, the outlet of which passes through the town. The town is pleasantly laid out, almost all streets having rows of trees, Genesee street being the principal thoroughfare. It is interested chiefly in manufacturing and commercial pursuits, and contains some fine buildings. The *County Court House, St. Peter's, St. Mary's, and First Presbyterian Church, Zoological Seminary and Auburn Prison* are worthy an inspection, the latter covering over 18 acres of ground and being surrounded by a stone wall 30 feet high. W. H. Seward resided here for a great many years, and is buried in the cemetery on Ford Hill. *Owasco Lake*, a favorite summer resort, is 11 miles long and about one wide, surrounded by steep hills. There is a small steamer plying in summer. *Cayuga Lake* is 38 miles distant.

Reached by New York Central and Hudson River Railway, from Syracuse, *via* Marcellus, in 1 hour.

Auburn (Maine).—Seat of Androscoggin County; population (1890), 9,600.

Hotels: Lake Auburn, Elm, Maine.

Situated on the Androscoggin River, and chiefly occupied in manufactures. The *Union Hall* has seats for 700 people.

Reached by Maine Central Railway, from Portland, *via* Danville, in 2 hours.

Augusta (Maine).—Capital of State and seat of Kennebec County; population (1880), 9,000.

Hotels: Cony, Augusta, North.

Situated on the Kennebec River, 45 miles above its mouth. Its site is beautiful; the town is well built, and has abundance of shady trees and shrubs. *State House, Court House, Insane Asylum, Kennebec Arsenal* are all worthy of notice. Half a mile above the city is the dam across the Kennebec, 584 feet long, furnishing immense water power. It is a mercantile and manufacturing centre.

Reached by Maine Central Railway, from Portland, *via* Brunswick, in 2½ hours.

Augusta (Georgia).—Seat of Richmond County; population (1880), 32,000.

Hotels: Augusta, Planters, Globe, Central.

Situated on the Savannah River, it is chiefly a commercial and manufacturing town, cotton trade being its chief staple. The streets cross each other at right angles, which are all broad, while some have fine avenues of trees. *Broad-street*, two miles long and 165 feet wide, is the principal one. On it are the chief hotels, banks, and shops, and in the centre is the *Confederate Monument*, the finest in the South. *Greene-street* is the most beautifully planted street, and is 168 feet wide, with handsome residential mansions. *City Hall, Masonic Hall, Odd Fellows' Hall*, and *Opera House* are worthy of an inspection. The Augusta Canal supplies the town and the manufactories with water from the Upper Savannah River and is nine miles long. *City Cemetery* and *Fair Grounds* (47 acres) afford most agreeable walks and drives. Summerville, reached by horse cars, is the suburban villagetta of Augusta, and a fine view is obtained thence of town and surrounding country. There is an *Arsenal and Workshops*. Across the river is Hamburg, with Schultz Hill, a celebrated picnic ground.

Reached by Central Georgia Railway, from Savannah, *via* Millen, in 6 hours.

Aurora (Illinois).—Kane County population (1880), 12,000.

Hotels: Tremont, Fitch, Empire, Evans, Huntton's.

Situated on both banks of the Fox River, whose waters are employed as driving power in its manufactories. The Burlington and Quincy Car Manufactory employs some 700 men. It has Electro-plate and other manufactories; and some fine buildings, amongst which are the *City Hall*, 14 churches, a *College*, and *Opera House*.

Reached by Chicago and Iowa Railway, from Chicago, in 1½ hours.

Aurora (Indiana). — Population (1880), 5,000.

Hotels: Eagle, Indiana.

Situated on the Ohio River, it is a large trading centre for the surrounding farming country, of which it is the shipping port.

Reached by Ohio and Mississippi Railway, from Cincinnati, in 1 hour.

Ausable Chasm (New York).—In the Adirondacks and near the village of Port Kent.

Hotels: Lake View House.

Bankers: Keeseville National Bank.

Medical: Dr. Pope, Dr. Talmadge, Dr. Barber.

This is a gorge formed by projecting hills into the Ausable River. At its narrowest the bed is only from six to eight feet wide. A little further down, it widens to about 50 feet, the rocks fall perpendicularly into the river from about 100 feet high. It is almost two miles long, and has branches running at right angles into fissures of striking and beautiful scenery. Stairways, walks and galleries lead to the principal points of interest; boats, constructed expressly, conduct visitors through the entire chasm. Half-a-dollar is the fee to view the chasm, including boat from Table Rock to the Pool. An additional 50 cts. is levied to boat from the Pool over the Rapids.

Reached from Port Kent by stages (8 miles).

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Austin (Texas).—Capital of State, and seat of Travis County; population (1890), 12,000;

Hotels: Avenue, City, Raymond Brunswick, Southern.

Built upon the north bank of the Colorado River, 160 miles from its mouth, it is a very pretty place in a beautiful situation on an amphitheatre of hills, overlooking the valley and prairies beyond. The public buildings are all constructed of a white lime-stone, resembling marble. Principally engaged in commercial and agricultural (cotton) interests. *Capitol Square*, 20 acres of ground on a gentle hill, with Capitol on top. *Supreme Court, Treasury and General Land Office*, are situated here. *County Prison, Deaf and Dumb, Blind, and Lunatic Asylums, County Courts and Market House* with municipal offices on second floor, are all noteworthy. A bridge 900 feet long spans the Colorado River at Austin. The river is navigable by steamboats in winter up to the town. North of the Capitol an artesian well has been sunk to the depth of 1,300 feet, whence flows a small stream.

Reached by Houston and Texas Central Railway, from Burton, in 7 hours.

Avon (New York).—Near Rochester; population (1890), 1,700.

Hotels at the Springs: Knickerbocker Hall, Congress Hall, Sanatorium.

Only noted for its saline, sulphurous springs, which are very much visited in summer, as a cure for rheumatism, indigestion, and cutaneous diseases. The waters are used internally and externally. There are three springs.

Reached by Buffalo, New York, and Philadelphia Railway, from Pittsburg, *via* Oil City, in 22 hours.

Ballston, or Ballston Spa (New York).—County seat of Saratoga County; population (1890), about 5,000.

Hotels: Ballston, Sanssoucis, Medbery's, American, Milton, Eagle, Commercial.

This formerly fashionable and still frequented resort was noted for

its mineral springs, but is now altogether superseded by Saratoga. It is now chiefly engaged in manufacturing pursuits, of which the paper mills are the principal.

Reached by Delaware and Hudson Canal Railway, from Saratoga, in ¼ hour

Baltimore (Maryland).—Chief City of the State, and one of the principal ports of entry of North America; population (1890), 333,000.

Hotels: Maltby, Barnum's City, Eutaw, Carrollton, **Mount Vernon, *St. James, Guy's*; all charge from 2½ dols. to 4 dols. including everything. There are a number of *Boarding Houses* which charge from 6 dols. to 12 dols. per week.

Restaurants: Pepper's, Painter's Guy's Hotel, Maltby House.

Conveyance: Tramways and omnibuses charge 5 cts., and run everywhere. Two and four-wheeled hackneys at the stations and different points in the town. Tariff is posted inside of all, and in case of dispute, apply to police. Price per course (from boat or station) 75 cts. for one person; each additional 25 cts.; each trunk or package 15 cts.; per hour 1½ dols., and each additional hour 1 dol.; omnibus runs to all the suburbs and outlying places daily.

Railway Stations: The Philadelphia, Wilmington and Baltimore Railways in President-street; the Northern Central Railway and Baltimore and Potomac in corner Calvert-street and Franklin-street; the Baltimore and Ohio Railway in Camden-street; Western Maryland, corner Hillen and Exeter streets; and Maryland Central Railway, corner North-avenue and Oak-avenue.

Theatres and Entertainments: Grand Opera House, Halliday-street Theatre; Front-street Theatre, Academy of Music, Concordia Opera House, Monumental, Masonic Temple, Peabody Institute and Assembly Rooms.

Race Course is at Pimlico, outside the town, 2 miles N.W.

Reading Rooms: Peabody Institute, Mercantile Library, Maryland

Institute, Baltimore Library and Young Men's Christian Association.

Museums: The Maryland Academy of Art (opposite the Cathedral)—introduction through a member. Peabody Institute; Athenæum, Myers and Hedian, 46, N. Charles-street. W. T. Walters' Private Museum in Mount Vernon-place, No. 65, is one of the richest in America and admission may be obtained by writing to the owner and enclosing card.

Clubs: The Union, City.

Post and Telegraph: In the Exchange Buildings in Gay-street. Open from 8 a.m. to 11 p.m.

English Consul: D. Donohoe, Consul.

Bankers: Bank of Baltimore.

Medical: Dr. T. C. Green, Dr. Griggs.

Ticket and Excursion Agents: Thomas Cook & Son, 87, Second-street.

Baltimore, now the sixth city in population in the States, is picturesquely situated on the North side of the Patapsco river, 14 miles from the entrance into Chesapeake Bay, and 200 miles from the sea. It is situated on undulating ground, well laid out, covering almost 12 square miles, all is thickly covered with buildings. Apart from its commercial importance, its handsome park and a few monuments, it has little of attraction for the tourist. Jones' Falls divide the city in two equal parts. The harbour is capacious and safe, consisting of an inner (for small craft) and an outer basin (for large ones). *Baltimore-street* is the chief thoroughfare. *North Charles-street*, *Mount Vernon-place* and *Broadway* are the most attractive and fashionable promenades. Favourite drives are through *Druid Hill Park* to Lake Roland (6 miles), to *Govanstown* (4 miles), and to *Franklin* (5 miles).

Baltimore was founded in 1729 by Lord Baltimore, whose name it bears. The first pavement was laid in 1782, and at the same time the first diligence ran to Philadelphia. The chief trade is shipping, and in grain shipments it runs New York very close. Its industry and manu-

factures embrace smelting and iron works, rolling mills, nail and locomotive works, and cotton mills (2,300 in all). The preserved fruit, vegetables, and oysters form staple products, and are sent out in enormous quantities. Its tanning works are likewise very important.

Baltimore is also called the "monumental city," from its numerous monuments. They may thus be enumerated: First, the *Washington Monument* is the most important. It stands 210 feet high, and is in the form of a Doric column, built of brick, with a casing of white marble, and has the statue of Washington (16 feet) on top. There is a fine view from balcony. It stands on Mount Vernon and Washington Places. *Battle Monument*, in Monument-square, is in memory of soldiers who fell in September, 1814, against the British forces. The *Willey, Wells, McComas*, and *Poe* monuments are only of local interest, though worthy an inspection. The principal buildings are *Court House*, *Exchange*, *Maryland Institute* (promotion of mechanic arts), and *Peabody Institute*, with free library of 60,000 volumes. The highest class instruction is given here in music, literature and art. *Mount Vernon Church* and *First Presbyterian* are the most noteworthy churches. The *City Hall*, *Stock Exchange*, *New Corn and Flour Exchange*, *Rialto Buildings*, *Masonic Temple*, *Odd Fellows' Hall*, *American Insurance Buildings*, *Sun and Merchant's Shot Tower*, are all fine buildings. The *Cathedral* on Cathedral-street is of granite, and very fine, and the *Unitarian* is equally imposing. The *John Hopkins University* (endowed by John Hopkins, a prominent citizen, with 3,000,000 dols.) on corner of Druid-hill and Howard-avenue, and the *John Hopkins Hospital* on Broadway, rank amongst the finest in America. The *Athenæum*, with libraries and picture galleries, in St. Paul's-street, the *Academy of Sciences* in Mulberry-street, *State Normal School*, and *City College*, form, with the Maryland Institute and Peabody Institute, the chief educational establishments in the city.

The *State Insane Hospital* (near Catonsville, six miles from the town), the *Hospital for Instruction* of the

Blind, Mount Hope Hospital, Maryland Hospital for Insane, Episcopal Church Home, Bay View Asylum, Sheppard Asylum (seven miles from town), and *Mount Hope retreat* (four miles), are the principal charitable institutes of the town.

Druid Hill Park (680 acres), and *Patterson Park* (70 acres), with several squares, are the chief recreation grounds. The former is very beautifully laid out, and a fine view is to be had from the tower at the head of the lake. It is the best wooded, and the trees are among the finest in any park in America. From the *Restaurant in Druid-hill-park* some fine views are obtained, and near by are a few zoological specimens, and the fish-hatching house of the *Fisheries Commission*. *London Park Cemetery, Greenmount Cemetery, and Lorraine Cemetery* have many very fine monuments, and, like all cemeteries in the States, are beautifully laid out.

On the *Race Course* (about 2 miles from the town) races take place in Spring and Autumn. *Federal Hill*, purchased by the town for a public park, *Fort McHenry*, and the *railway tunnels* in the vicinity, are well worth an inspection.

Reached by *Baltimore and Ohio Railway*, from *New York*, in 7 hours.

Bangor (Maine).—Seat of *Penobscot County*; population (1880), 16,850.

Hotels: Bangor Exchange, Bangor, American, Franklin, Penobscot, Exchange.

Bankers: Merchants Bank.

Medical: Dr. A. E. Hamlin, Dr. T. U. Coo.

Bangor is the second city of Maine, and as a lumber market is one of the first in the world. It is on *Penobscot River*, 60 miles from the sea, very solidly and handsomely built, and very wealthy for its size. Shipbuilding, slate quarries, and the ice trade employ a great many hands.

The *Granite Custom House, Bangor Theological Seminary, Novembega Hall* and *Post Office* are handsome edifices; the *New Opera House* is one of the finest in *New England*. A dam across *Penobscot River* furnishes

the power necessary for the mills in the town; 10 miles north of Bangor is *Glenburn*, on *Pushaw Lake*, noted for good fishing. Steamers run between Bangor, Portland, and Boston three times a week.

Reached by *Boston and Maine Railway*, from *Boston*, *via Portland*, in 10 hours.

Bar Harbour (Maine).—On *Mount Desert Island*, S.E. of Bangor; population (1880), 650.

Hotels: Rodick, Grand Central, West End, Atlantic, Rockaway, Hotel des Isles, Deering, Newport, Lyman, Ocean, Lookout, St. Saviour, Belmont; prices from 8 dols. to 25 dols. per week.

Bankers: C. C. Barrill.

Medical: Dr. S. Langton, Dr. E. F. Sanger.

Pleasantly situated on the east shore of the island; it takes its name from a sandy bar which connects it with the largest of the Porcupine Islands, which lie exactly opposite. It is known among the locality as *East Eden*. The scenery of the neighbourhood being pleasant, it is the centre of excursions into the interior of the island. *Eagle Lake, Green Mountain, Kebo, Mount Newport, Via Mala, Owens, Schooner Head, Great Head, Spouting House, Thunder Cave, Otter Creek Cliffs, Cromwell's Cove, and Jordan's Lake* are all equally interesting points for excursions. *Somes' Sound* divides the lower portion of the island, and *South-West Harbour* and *Somesville* are situated here. *Dog Mountain* with *Eagle Cliff*, *Fernald's Point*, the *Sounds*, have good fishing, and boating is one of the chief pastimes.

Reached by *Boston and Maine Railway*, from *Boston*, *via Portland*, in 17 hours.

Bath (Maine).—Seat of *Sagadahoc County*; population (1880), about 12,000.

Hotels: Sagadahoc, Columbian, Bath, Sherman, Central, Commercial.

Situated on the *Kennebec River*, 12 miles from the sea, but little of interest to the tourist in the town.

Principally occupied in shipbuilding, and there are some large shoe manufactories. Columbian, City and Music Halls are the principal buildings.

Reached by Boston and Maine Railway, from Boston, *via* Portland, in 6½ hours.

Baton Rouge.—Former Capital of Louisiana; population (1880), 8,000.

Hotels: City, Commercial.

Pleasantly situated on the last elevation met with on descending the Mississippi, and about 40 feet above the highest level of the river. The buildings are all of French and Spanish appearance and architecture, and the aspect of the town from the river is very curious and fairy-like. The principal buildings are *Deaf, Dumb, and Blind Institute, State Prison, and Arsenal*. The banks of the Mississippi from this town to New Orleans are like a garden, every available space having been brought under high cultivation.

Reached by Louisville, New Orleans and Texas Railway, or steamer from New Orleans, in 4 hours.

Batavia (Illinois).—Kane County; population (1880), 5,900.

Hotels: Revere, Tolman.

A manufacturing town on the Fox River, with little of interest except the Music Hall.

Reached by Chicago, Burlington and Quincy Railway, from Chicago, in 11 hours.

Batavia (New York).—Seat of Genesee County; population (1880), 7,500.

Hotels: Washburn, St. James, Hooper Park, Genesee, Ellicott.

Situated on the Tonawanda Creek, it is handsomely laid out in large broad streets, beautifully shaded. The *Institution of the Blind and County Court House* are handsome buildings. Occupied in commercial, agricultural, and manufacturing pursuits.

Reached by New York, Central and Hudson River Railway, from New York, *via* Rochester, in 11 hours.

Battle Creek (Michigan).—Calhoun County; population (1880), 8,000.

Hotels: Williams, Lewis.

A manufacturing town situated on the confluence of Battle Creek and Kalamazoo Rivers. Has very fine water power to drive its mills. There is a large and complete Sanatorium in the suburbs. Also machine shops of Chicago and Grand Trunk Railways. *Opera House and Centennial Hall* are the only noteworthy buildings.

Reached by Chicago and Grand Trunk Railway, from Chicago, *via* Valparaiso, in 7 hours.

Bay City (Michigan).—Seat of Bay County; population (1880), 30,000.

Hotels: Campbell, Frazier.

Finely situated on Saginaw River, 4 miles from head of Saginaw Bay, in Lake Huron, opposite West Bay City, with which it is connected by a bridge. It is chiefly occupied in fishing, in which business it comes second only to Newfoundland. Salt and timber are staple industries. There is an *Opera House*.

Reached by Michigan Central Railway, from Jackson, *via* Saginaw, in 5 hours.

Bay St. Louis (Mississippi).—Seat of Hancock County; population (1880), 1,978, fixed, but in season some 8,000.

Hotels: The Crescent.

A summer and winter watering place on Bay St. Louis, on the Gulf of Mexico, with 9 miles of macadamized road along the beach for driving. Very fashionable.

Reached by Louisville and Nashville Railway, from Mobile, in 3 hours.

Beaumont (Texas).—Population (1880), 2,000.

Hotels: The Beaumont.

Charmingly situated on the Neches River, is only noteworthy for its saw mills. It is the centre of a large timber trade.

Reached by Galveston, Harrisburg and San Antonio Railway, from New Orleans, in 12 hours.

Bedford (*Pennsylvania*).—Near Huntingdon; population (1880), 2,011.

Hotels: Springs Hotel, at the Springs.

Only noteworthy for the saline-chalybeate waters, $1\frac{1}{2}$ miles from Bedford. They are charmingly situated in a picturesque glen at a great altitude. The climate in summer is delightful. It has long been a favourite resort for a great number of pleasure seekers and invalids. The waters are reported good in dyspepsia, diabetes, incipient consumption, and skin diseases.

Reached by Pennsylvania Railway, from Philadelphia, in $8\frac{1}{2}$ hours.

Belfast (*Maine*).—Seat of Waddo County; population (1880), 5,303.

Hotels: American, Phoenix, New England.

Bankers: Belfast National Bank.

Medical: Dr. J. G. Brooks.

A prosperous maritime port on Penobscot Bay. Has some ship building, and otherwise little of interest. *Hayford Hall* is the only building of any note.

Reached by Boston and Maine Railway, from Boston, *via* Portland, in 11 hours.

Bellaire (*Ohio*).—Belmont County; population (1880), 8,000.

Hotels: Globe, Belmont, American, National.

Pleasantly situated on the Ohio River, $4\frac{1}{2}$ miles below Wheeling; it has only manufacturing and agricultural interests, and little to attract the tourist.

Reached by Baltimore and Ohio Railway, from Chicago, *via* New-ark, in 15 hours.

Bellefontaine (*Ohio*).—Seat of Logan County; population (1880), 4,400.

Hotels: Metropolitan, Logan, Station.

This is a flourishing town, with large commercial interests, being surrounded by a populous and pro-

ductive agricultural country. It derives its name from the many fine springs in the vicinity. Several factories and the county buildings are the chief objects of attraction for the tourist.

Reached by Cleveland, Columbus, Cincinnati and Indianapolis Railway, from Cleveland, in $5\frac{1}{2}$ hours.

Beloit (*Wisconsin*).—Rock County; population (1880), 5,000.

Hotels: Salisbury, Goodwin, Commercial.

This thriving town is situated on the Rock River, and in the midst of a very extensive plain, on a rise of 50 to 60 feet. Very fine and broad shady streets, and some noteworthy churches. *First Congregational* is one of the handsomest. The College, founded in 1847, is another interesting building, and is much frequented. Has abundant water power, and factories of woollen goods, carriages, scales, flour mills, etc.

Reached by Chicago, Milwaukee and St. Paul Railway, from Chicago, *via* La Crosse and Sioux City, in 32 hours.

Belleville (*New Jersey*).—Essex County; population (1880), 3,000.

Hotel: Mansion House.

A manufacturing centre, engaged chiefly in indiarubber, wire and copper produce. *Temperance* and *Passaic Halls* are the largest places of resort.

Reached by Delaware, Lackawanna and Western Railway, from New York, *via* Mountain View, in $1\frac{1}{2}$ hours.

Belleville (*Illinois*).—Seat of St. Clair County; population (1880), 10,682.

Hotels: National, Belleville, Thomas', Hinckley, Aberer, Tieman.

This busy community is situated on Richland Creek, and has its chief interests in manufacturing and agricultural pursuits. Beyond the *Academy of Music*, little of note.

Reached by Louisville and Nashville Railway, from St. Louis, in 1 hour.

Bellville (Texas).—Seat of Austin County; population (1880), 600.

Hotels: City, Harlaff, Manning.

A small mercantile community, but rising rapidly.

Reached by Houston and Texas Railway, from Hempstead, *via* Austin in 7½ hours.

Bellows Falls (Vermont).—In the White Mountain District; population (1880), 3,799.

Hotels: Island House, Town's.

A well-frequented summer resort, pleasantly situated and hid out. The Falls are about half-a-mile from the village and are best seen from the bridge. They form a series of rapids in the Connecticut River for about a mile along the base of *Mount Kilburn* on the New Hampshire side. Close by are the *Abenquois Springs*.

Reached by Central, Vermont and New London Northern Railway, from New York, *via* Brattleboro, in 9 hours.

Belvidere (New Jersey).—On the Delaware; population (1880), 2,500.

Hotels: American House.

A pretty village, built on both banks of the Pequest Creek on its emptying into the Delaware. It has considerable manufacturing interests, due to its fine water power.

Reached by Lehigh and Hudson River Railway, from Greycourt, in 10½ hours.

Benicia (California).—Solano County, near Sacramento; population (1880), 1,800.

Hotels: Benicia.

Once the Capital of the State. Made very important progress during the last five years. Its situation is very advantageous on the north side of the Straits of Carquinez. Factories for agricultural implements, tanneries, &c., form, besides shipping, the principal occupation of the inhabitants. The largest sea-going ships can load and unload here. Two *Female Seminaries* and one *College*. *Arsenal* of the States, and large machine shops of the Pacific Mail Company.

Reached by Central Pacific Railway, from San Francisco, in 2 hours.

Bennington (Vermont).—Bennington County; population (1880), 6,460.

Hotels: Stark, Gate's, Putnam, Elm Tree.

Situated in a charming valley, 800 feet above the level of the sea, handsomely and substantially built, and considered one of the prettiest towns in the State. Extensive cotton mills and hosiery manufactories. *Bennington Centre*, one mile distant, is the revolutionary village (Catamount Tavern burnt in 1871). *Hoosac*, an adjoining township, was the scene of the Battle of Bennington in 1777. Excursions to *Mount Anthony*, *Mount Prospect*, *Petersburg*, and *Big Pond*; *Lebanon Springs* are also close by.

Reached by Bennington and Rutland Railway, from Rutland, in 3 hours.

Berkeley Springs (West Virginia).—Morgan County, near Lynchburg, and 2½ miles from Sir John's Run.

Hotels: Spring's Hotel.

A small watering place, with indifferent waters (74 deg. F.), consisting only of the Hotel Baths and dependent buildings. Very much frequented, owing to the surrounding forests and romantic country. Was often visited by Washington, and was already popular in 1816. Five springs, with a yield of 2,000 gallons per minute. Very large piscinæ, considered amongst the finest in Virginia. The water contains little mineral principles, but is said to be invigorating, though this may be due more to the surrounding woods and the mountain air.

Reached by Norfolk and Western Railway, from Norfolk, *via* Lynchburg, in 8 hours.

Berkshire Hills (Massachusetts).—Berkshire County.

An agglomeration of hills, lakes, and rivulets, very noted and much frequented as a summer resort, on account of its beautiful scenery and fortifying air. *Great Barrington*, *Lenox*, *Lee*, *Pittsfield*, *Shaker Village*, *Lebanon Springs*, *North Adams*, *Greylock Mountain*, *Williamstown*, and *Hoosac Tunnel* are the principal

centres and stopping places, and for further detailed information see these.

Reached by New York and Harlem Railway, and New York and New Haven Railway, or by steamer from New York, *via* Bridgeport, in 3½ hours to Pittsfield.

Bethlehem (New Hampshire).—Coos County, in the White Mountains; population (1880), 900.

Hotels: Strawberry Hill, Maplewood, Sinclair, Prospect, Bellevue.

One of the most popular summer resorts in the White Mountain region. Elevation very high, and town claims to be the highest inhabited place east of the Rocky Mountains. It is beautifully built, and a great centre for excursions. It commands a very extensive and beautiful view of the whole mountain range. *Mount Agassiz* is ascended from here (2,042 feet).

Reached by Boston and Lowell Railway, from Boston, *via* Lowell, in 9 hours.

Bethlehem (Pennsylvania).—Northampton County; population (1880), 11,000.

Hotels: American, Eagle, Pacific, Sun, Central, Washington.

It is pleasantly situated on both banks of the Lehigh River, and is resorted to in summer for its fresh and invigorating air. The chief seat in the United States of the Moravian Brotherhood, founded here in 1741. *Lehigh University*, established in 1865, has all tuition free. The *Old Moravian Buildings*, in *Church Row*, are well preserved. The *Moravian Church*, *Boys' School*, *Female Seminary* and *Museum* are also buildings of note. *Bishopsthorpe Seminary* is also worth an inspection. *Opera House* and *Citizens' Hall* are the leading assembly rooms. Iron factories and foundries are staple pursuits.

Reached by Philadelphia and Reading Railway, from New York, *via* High Bridge, in 3 hours.

Bethel (Maine).—Oxford County; population (1880), 2,100.

Hotels: Mountain House.

A lovely village, with mineral springs, fine views of the *White Mountains*, and very comfortable accommodation.

Reached by Grand Trunk Railway, from Portland, *via* Danville, in 6½ hours.

Beverley (Massachusetts).—Essex County; population (1880), 8,450.

Hotels: Carey's, Station, Waverley.

A manufacturing town, with a pleasant and very extensive beach; the suburbs along the coast show some very fine gardens and beautiful residences. It is a very old place, and very busy with shoe manufacturing. *Town* and *Banquet Halls* are the places of assembly.

Reached by Boston and Maine Railway, from Boston, *via* Chelsea, in 50 minutes.

Biddeford (Maine).—York County; population (1880), 13,000.

Hotels: Biddeford and Yates House at the Saco Pool.

Situated on the Saco River, the fall (55 feet) of which furnishes a fine water power for both *Biddeford* and *Saco*. The *Saco Pool*, a large sweet water basin scooped out of solid rock and connected with the sea, lies in the middle of the former. Reached by steamer twice daily, from Biddeford. Close by is Old Orchard Beach and Scarborough Beach, two famous sea-bathing places.

Reached by Boston and Maine Railway, from Boston, *via* Portland Point, in 15 hours.

Billings (Montana).—In the Bad Lands; population (1880), 1,500.

Hotels: Badlands, City, Central.

Beautifully situated, at the head of steamboat navigation on the Yellowstone River, in a very picturesque and fertile valley. A few years ago it was only a landmark on the maps for land speculators, but is rapidly increasing in size and population; a school and two churches have been built, and a university, and two parks are being laid out, the latter for private residences. It is chiefly

occupied in cattle raising and mining pursuits. It promises to be a very important station on the Northern Pacific Railway, which has machine and repairing shops here and at Helena, the capital.

Reached by the Northern Pacific Railway, from Glendive, in 9½ hours.

Binghampton (New York).—Seat of Broome County; population (1880), 13,500.

Hotels: Exchange, Crandell, Bennett, Lewis.

Though chiefly a manufacturing town (cigars, coal, iron, leather, boots, etc.), it is being gradually resorted to as a summer station. It is beautifully situated on the junction of the Susquehanna and Chenango Rivers, in a wide plain. *Court House, Bank Buildings, Military Store House, Asylum for Chronic Insane*, etc., are very fine buildings and worthy an inspection. *Susquehanna Orphanage, St. Mary's Orphanage*, and the *Asylum for Inebriates*, are other interesting institutions. On Mount Prospect is a hydropathic establishment.

Reached by Delaware, Lackawanna, and Western Railway, from New York, *via* Scranton, in 7 hours.

Birmingham (Alabama).—Jefferson County; population (1880), 4,050.

Hotels: Kentucky, Nixon's, Relay, St. Charles, Central, Richards.

A very thrifty industrial town, with coal and iron mines, but with little else to interest the tourist.

Reached by Cincinnati, New Orleans and Texas Pacific Railway, from Cincinnati, *via* Chattanooga, in 16½ hours.

Bismark (Dakota).—Capital of Territory and seat of Burleigh County; population (1880), 5,000.

Hotels: Merchants, Custer, Sheridan, Western.

Situated on the Northern Pacific Railway on its crossing the Missouri (east bank); it is chiefly occupied in commission and agricultural pursuits. It is the whole-sale and distributing point for North-Western Dakota. There are

two halls, the Athenæum and Union, but little else of interest for the tourist. The environs afford ample sport for hunters and fishers.

Reached by Northern Pacific Railway, from St. Paul, in 19½ hours.

Black Hawk (Colorado).—Near Denver; population (1880), 1,540.

Hotels: European.

A mining town, very busy and increasing rapidly, irregularly built along the mountain side. Numerous foundries and stamping mills, and Professor Hill's Reduction and Smelting Works are carried on here. But beyond the very wild scenery in the environs there is little to interest the tourist.

Reached by Burlington and Missouri Railway, from Denver, in ½ hour.

Black River Falls (Wisconsin).—Jackson County; population (1880), 1,450.

Hotels: Lake's.

Situated on the Black River, it has a very extensive timber trade and a good future in store.

Reached by Chicago, Milwaukee and St. Paul Railway, from Milwaukee, *via* Mauston, in 4½ hours.

Blackstone (Massachusetts).—Worcester County; population (1880), above 5,000.

Hotels: Union, Lincoln.

Situated on the Blackstone River, it has large cotton and woollen spinning and weaving mills.

Reached by New York and New England Railway, from Boston, in 1 hour.

Bloomington (Indiana).—Near Gosport; population (1880), 2,800.

Hotels: City.

A small town, chiefly occupied in agricultural pursuits, and noted as the seat of the State University (admittance of both sexes), with Law Schools which enjoy a high repute. Close by are Mitchell and Salem.

Reached by Louisville, New Albany and Chicago Railway, from Louisville, *via* New Albany, in 4 hours.

Bloomington (Illinois).—Seat of MacLean County; population, 22,000.

Hotels: Ashley, Phoenix.

A very important town, increasing rapidly in population and commercial importance, and chiefly engaged in shipping and manufacture. Also, owing to its being a large railway centre, there are several extensive construction and machine repairing shops. It is handsomely and substantially built, and has important educational institutions. The *Opera House, Durley Hall, Wesleyan University, Court House, and Major Female College* are buildings worthy of note.

Reached by Chicago and Alton Railway, from Chicago, in 6 hours.

Bloomsburg (Pennsylvania).—Seat of Columbia County; population (1880), 3,800.

Hotels: City, Exchange, American, Central, Station.

Pleasantly situated on Fishing Creek and northern branch of Susquehanna River, it is mainly supported by the surrounding agricultural districts; also iron and its manufacture. *Opera House* and several public halls.

Reached by Delaware, Lackawanna and Western Railway, from New York, *via* Scranton, in 8 hours.

Brockport (New York).—On Erie Canal; population (1880), 4,100.

Hotels: Washington.

A prettily-situated village, with a fine State Normal School building. Some manufactories.

Reached by New York Central and Hudson River Railway, from Buffalo, *via* Niagara Falls, in three-quarters of an hour.

Boisé City (Idaho).—Capital of the State; population (1880), 2,000.

Hotels: City, American, Exchange.

A pleasantly-situated town on an affluent of the Snake River, as yet out of the reach of tourists. Within a few years it will be connected by railway from Great Bend City, when it will undoubtedly increase with rapid strides.

Reached by Oregon Railway and

Navigation Company, from Dalles City, branching at Great Bend City to Baker City, in 19 hours.

Bolivar (Tennessee).—Near Jackson; population (1880), 2,000.

Hotels: City.

On the Hatchee River, a very handsome and thriving little community. The river is navigable for steamers during about nine months.

Reached by Illinois Central Railway, from Chicago, *via* Jackson, in 9½ hours.

Bolton (New York).—On Lake George; population (1880), about 500.

Hotels: Bolton, Lake View, Mohican, Wells.

After Caldwell the largest village on the lake, and much resorted to for its quietness as a summer station. It is situated on the west shore, having *Prospect Mountain* at its back, as also on high ground several small lakes. *Ganouskie Bay, Shelving Rock and Tongue Mountain* as also *Fourteen Mile Island* are worthy a visit.

Reached by Delaware and Hudson Canal Railway, from Saratoga, *via* Caldwell, in 2½ hours.

Boone (Iowa).—Boone County; population (1880), 3,500.

Hotels: Eagle, Lincoln, St. John's.

A thriving village, situated on a little rising prairie, two miles from the *Des Moines River*. It is surrounded by a rich and productive farming country, and is principally engaged in manufacture, coal trade, and agricultural produce. On the *Des Moines River* some very rugged and wild scenery may be enjoyed.

Reached by Chicago and North-Western Railway, from Chicago, *via* Cedar and Clinton, in 2 hours.

Boonton (New Jersey).—Near Den-ville; population, 4,000.

Hotels: Boonton.

A small but busy manufacturing town situated on the Rockaway River and Morris Canal. The

region is very mountainous, and offers some fine views.

Reached by Delaware, Lackawanna and Western Railway, from New York, in $1\frac{1}{2}$ hours.

Boonville (New York).—Near Trenton Falls; population (1880), 1,760.

Hotels: Commercial.

Situated at the entrance to the *John Brown's Tract*, the southern part of the Adirondacks region. Being comparatively little visited and less settled, it offers good sport in hunting and fishing. Guides and outfit can be had here. *Fulton Lakes* are close by.

Reached by New York Central and Utica and Black River Railway, from New York, *via* Utica, in $16\frac{1}{2}$ hours.

Boonville (Missouri).—Seat of Cooper County; population (1880), 3,855.

Hotels: City.

A busy town, situated on the Missouri River, and principally engaged in manufactures, flour mills and pork packing. The *Thespian Hall* is the principal place of assembly.

Reached by Missouri Pacific Railway, from Sedalia, *via* Clifton, in $1\frac{1}{2}$ hours.

Bordentown (New Jersey).—Burlington County; population (1880), 6,050.

Hotels: American, City, Washington, Bordentown.

A very thriving manufacturing town on the *Delaware River* and *Delaware and Raritan Canal*, chiefly occupied in shipbuilding. Much visited by Philadelphians as a summer resort. The *Mansion and Park of Joseph Bonaparte*, ex-King of Spain, is the chief object of interest.

Reached by Pennsylvania Railway, Amboy Branch, from Philadelphia, in $1\frac{1}{2}$ hours.

Boston (Massachusetts).—Suffolk County. One of the principal ports of the United States, and chief city of the State, though not its capital. Population (1880), 362,850.

Hotels: Clarendon, Brunswick, American, Adams', Crawford, Milliken, Revere, Tremont, Parker, Young's, United States, Vendome, Commonwealth, Quincy, Creighton, New England, National. Charges from 2 dols. to 5 dols. per day inclusive.

Restaurants: Copeland's, Weber's, Young's, Parker House. At Ober's French cuisine prevails, and for game and fish specialties visit *Taft's*. Restaurants also at the various railway stations.

Conveyances: Very extensive and complete system of tramways; charge 6 cents. Carriages at railway stations and at various places in the streets; tariffs regulated by law, per course one passenger in city proper 50 cents, outside this 1 dol., each additional passenger 50 cents. From 12.0 to 6.0 a.m. double fares. Per hour 1 dol. 50 cents, and each additional or fraction 1 dol. Omnibuses on principal streets. Several Ferries for East Boston and Chelsea, and the other suburbs are connected by bridges.

Stations: The Lowell Railway Station (very fine) in Causeway-street, and Eastern Railway and Fitchburg Railway Stations in same street, and almost together. The Boston and Albany, in Kneeland-street; Maine Central, in Haymarket-square; the Providence, on Columbus-avenue; Old Colony Railway, in South-street; Boston Revere Beach and Seguin, in Atlantic-avenue; and New York and New England, in Summer-street.

Theatres and Amusements: The Boston is the largest in New England. The Museum (select), Park and Globe (stars); Windsor, Bijou, Howard (varieties). Music Hall, the finest in the country, and with largest organ but one in the world. Association Hall, Horticultural Hall, Tremont Temple, Hawthorne Rooms, and Chickering Hall.

The horse races take place at Mystic and Beacon Park, outside the town.

Reading Rooms: The Athenæum (introduction by a member); the Public Library, access free. Reading Rooms also at all leading hotels and at Young Men's Christian Union and Association.

Clubs: Somerset, Union, Central, and St. Botolph are the leading ones. Admission through members' introduction.

Post and Telegraph Offices: Milk-street, and open from 7.30 a.m. to 7.30 p.m.

Art Collections: The *Museum of Arts* (admission 25 cts.), splendid building, with extensive collections in Art-square; at *Studio Buildings* and *Boston Art Club* occasional exhibitions take place; Williams & Everett and Dall & Richards are private sales galleries.

English Consul: Ch. A. Henderson, Consul.

Bankers: Peabody, Kidder & Co.

Medical: Dr. Craigh, Dr. White.

Ticket and Excursion Agents: Thomas Cook & Son, 197, Washington-street.

The foundation of this, the capital of Massachusetts, and the chief town in New England, was laid in 1623 by the Rev. W. Blackstone. Some Dorchester settlers came soon after, and settled on *Shawmut*, which they named Boston, after the birthplace in England of their leaders, Johnson and Cotton. The first governor was John Winthrop. From this time the town grew rapidly. In 1740 the first dissatisfaction with the home government began, and in 1765 the early meetings of the "Sons of Liberty" under the *old Liberty Tree* were stifled by the British forces. In 1763, the first wharf was built, already the extensive trade of the town being thereby considerably increased. The first church was built in 1632, and in 1630 the first court was held. The great fire, in 1872, destroyed property to the amount of 70,000,000 dols.

Boston is situated at the western extremity of Massachusetts Bay, and embraces Boston proper, South and East Boston, Charlestown, Brighton, Dorchester, Roxbury and West Roxbury, covering about 25,000 acres. Boston proper, on a peninsula with very uneven surface, covers about 700 acres, and three hills, Copp's, Fort, and Beacon. East Boston has the deepest water of the harbour, and the largest ships lie here principally. Charlestown and South Boston are con-

nected with the town by bridges; Chelsea, Cambridge, and East Boston by ferries.

The streets in the older portion of the town bear a strong resemblance to the streets of an English town, though somewhat modernized since the great fire. The newer portions have wide, straight, and well-paved regular streets, some of which are handsome. *Washington-street* is the chief thoroughfare; *Pearl-street*, centre of the largest boot and shoe trade in the world, and *Tremont and Winter streets* are leading streets for general retail shops. *State-street* is the Boston Wall-street; *Summer, Chauncey, and Franklin streets* the wholesale dry goods quarter. *Commonwealth-avenue* is one of the finest streets, being 240 feet wide, with rows of trees and pleasure gardens. The residential or fashionable quarters are west of the common (Back Bay), along Charles River. The surroundings of the town are beautiful, and the chief driving centre is around *Chestnut-hill Reservoir*.

Boston Common: A noble park, extending over 48 acres, is bounded by Beacon, Charles, Roylston, Park, and Tremont-streets. It was formerly a parade ground, and the English built a fortified camp on it in 1775. The elm trees on the common form shady avenues, which are much crowded in summer. *Soldiers' Monument*, on Flagstaff-hill, is very fine, and was completed in 1877. The *Public Gardens*, 23 acres in extent, are separated from the common by Charles-street, very tastefully laid out and adorned with statues, fountains, &c. *Statues of Washington and Everett* are worth noticing; others are Ether and and Sumner monuments. The *Beacon* (or Back Bay) *Park*, end of Beacon-street and *Mystic Park*, opposite Charlestown, are also favourite pleasure grounds, the races taking place here.

The *State House*, on Beacon-hill, with gilded dome, a very handsome building of Corinthian architecture, was begun in 1795 and completed in 1798. Its gilded dome, seen from all parts of the town, stands 116 feet high; in front are bronze statues of Horace Mann and Daniel Webster. The *open Colonade*, the *Doric Hall*, with collections

of flags and guns, etc., and the *Rotunda* are on the ground floor. On the upper floor are the *Halls* for *House of Representatives* and *Senate*, *State Library*, *Cabinet of Curiosities*, and *Archives*. Visitors should ascend the dome for the superb view. Close by the State House is the *Athenaeum*, with a library of over 130,000 volumes. The American Society of Arts and Sciences has rooms and library in the building. Close by are *Louisburg* (with some statues) and *Pemberton-squares*, and in *Somerset-street* are the offices of the University.

City Hall, one of the most imposing buildings of the town, in *School-street*, is in the Italian Renaissance style, and has a dome 109 feet high. The interior is striking, and in front of the hall are some statues by Greenough and Ball.

The *Post Office*, occupying the block corner formed by *Milk*, *Water*, *Devonshire streets* and *Post-office-square*, is an immense granite building (Renaissance), not quite completed yet. It is intended to be the finest building in New England. The interior arrangements are worthy of inspection, especially the *Cash Room in Marble*. The *Custom House* at the end of *India-street* (Doric architecture), was erected in 1847. It has a dome, and is surrounded by massive granite columns weighing 42 tons each.

The *Public Library* in *Roylston-street* contains 400,000 volumes and about 150,000 pamphlets, and some valuable collections. Of churches the *Trinity Church*, *Huntington-avenue*, is one of the most noteworthy, as being one of the finest, largest, and most splendidly decorated of the States. *New Old South Church* (with a tower 248 feet) and *Second Church* likewise merit a visit. The *Masonic Temple* (corner of *Tremont-street*), of granite, with fine halls; and the *Society of Natural History's Buildings* (with library of 12,000 volumes) in *Berkeley-street* is also interesting. In *Boylston-street* (20) is also the granite Gothic building of the *Young Men's Christian Union*. The *Museum of Fine Arts*, on *Art-square*, a red-brick building with terra-cotta bas-reliefs and adornments, has extensive

collections (entry 25 cts.); and the *Boston Art Club Building*, near *New Old South Church*, on same square. Of churches in the fashionable quarter the following are noteworthy: *First Baptist Church*, *First Unitarian Church*, *Central Congregational*, *Arlington-street* and *Emmanuel* churches. The *Massachusetts Charitable Mechanics' Association* and the *New England Manufacturers' and Mechanics' Institute* are on *Huntington-avenue*, both magnificent buildings.

The *Boston Music Hall*, in *Tremont-street*, is one of the finest in America, and noted for its immense organ. The *Horticultural Hall*, near by, used for fairs, flower shows, etc., is also worthy a visit.

In the old part of the town, on *Dock-square*, is the *Quincy Market*, two storeys high and 530 feet long: at the head of *State-street* is the old *State House*, a very venerable structure, erected in 1747. It was the scene of very important movements and events, amongst which were the *Declaration of Independence*, *reception of Washington*, etc. On *Dock-square* is the *Faneuil Hall*, the most interesting building in the State, and known as the "*Cradle of Liberty*." It was built in 1742, and given by Peter Faneuil, a Huguenot merchant, to the town. Burnt in 1761, and rebuilt in 1762, it was the scene during the Revolutionary War of many great and eventful gatherings. Numerous portraits adorn the public hall on second floor, rendered also famous by the famous lectures of Adams, Everett, Webster, etc. The basement has shops, and a market-place in the centre. The "*Old Merchants' Exchange*," 55, *State-street*, was a fine building, but by the fire and subsequent remodelling has lost in architectural beauty. *County Court House*, on *Court-square*, is a fine building in *Quincy granite*.

The *Massachusetts Historical Society Buildings*, *King's Chapel*, with adjoining first burial ground in the town, and *Boston Museum* (25 cts. entrance) are all on *Tremont-street*, and, if time allows, are worth an inspection. The *City Hospital*, in *Harrison-avenue*, is a large granite building in 7 acres of ground; the *Odd Fellows' Hall* in *Berkeley-*

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street is also a fine building. In Concord-street are the Roman Catholic Orphanage, the Church of the Immaculate Conception (fine music and interior decoration), and *Boston College*. On Harrison-street is the *Church of St. James*, and on Franklin-street the New England Conservatory of Music. The *Cathedral of the Holy Cross* (Roman Catholic) on Washington-street is the largest and finest in New England. *Old South Church* in Milk and Washington street is a historic relic, built in 1729, and used as a place of meeting for the revolutionary chiefs of 1776, and later as a riding school. Benjamin Franklin was baptized in it, and the "Boston Tea Party" was organized here.

In the business quarter are also many fine structures, mostly erected since the fire in 1872. The Rialto Buildings, the Simmons Cathedral, Sears, Franklin, Brewer Buildings, and office of New York Mutual Life Insurance Company, Equitable Life Insurance Company, and New England Mutual Life Insurance Company, are the most noteworthy.

The Charitable Institutions embrace—*The Perkins Institution for the Blind*, on Mount Washington in South Boston; the *Carney Hospital*, near by; the *Massachusetts General Hospital*, on Charles River; the *Soldiers' Home*, Powder Horn Hill, Chelsea; *Naval Hospital*, close by; the *Lunatic Asylum and House of Correction*, in South Boston; *City Hospital*, in Harrison-avenue; and the *Marine Hospital*, very large and fine, in Chelsea. The Work-and-Alms-houses are on Deer Island.

Cemeteries beyond those mentioned are also on Copp's Hill, north-east of the town. The *North Burying Ground*, the second established in Boston, is very well laid out and carefully kept; Mount Auburn Cemetery is very beautiful, and with beautiful views on Charles River. It contains tombs of Longfellow, Story, Winthrop, Adams, etc., and several very beautiful monuments. A granite tower on top of the hill affords a fine view over the city.

Amongst the many excursions for which the environs of Boston give ample scope, *Cambridge*, literally a suburb, must be mentioned in the first place. It has been the home of

Longfellow, Holmes, Russell, Lowell, and other noted American citizens; but above all it is of great interest as one of the two academic cities of North America, and the seat of *Harvard University*. It was first called Newtown and settled soon after the Boston colony, but subsequently called Cambridge in honour of the University in England, where John Harvard, the founder of the University, and other leaders had studied. Founded in 1636 by Rev. John Harvard, and incorporated 1650, it is the oldest and most richly endowed in America. Besides its collegiate department, it has departments for law, medicine, dentistry, science, art and theology. In 1880-81 it had 220 teachers, and about 1,400 students. The University lands comprise over 60 acres, and contain 18 academical buildings, shaded with fine elms and other trees. The finest is *Memorial Hall*, in memory of the students who fell in the War of Secession. It is large and well proportioned, and 200 feet high. The *Great Hall* is the principal apartment, 164 feet by 60 feet. In the *Vestibule* are the tablets of the students (136) who fell in the war. The *Theatre* holds 1,300 persons. The University Library, a Gothic building known as *Gore Hall* in form of a Latin cross, has a groined roof 35 feet high, and contains about 150,000 books, while the University has about 100,000 more in different other halls. The Governing body of the University consists of one President and six Fellows, and a board of overseers, who meet in University Hall. There are 47 Professorships. The course extends over four years.

The old house, also called *Bishop's Palace*, nearly opposite *Gore Hall*, was General Burgoine's headquarters in 1777. On the common is the venerable Christ Church. Near the college-yard are the *Zoological Museum and Gymnasium*, and north-west the *Botanical Gardens and Observatory*. On the common in front of *Shepard Memorial Church* is the *Washington Elm*, under which Washington assumed the command of the Americans in 1775. It is thought to be over 300 years old.

To *Charleston*, north of Boston and accessible by the tramways from Scollay-square, is the *Famous Ban-*

ker Hill Monument, on the site of the old redoubt at Breed's Hill, and commemorative of the battle fought on June 17, 1775. It is an obelisk of Quincy granite, 30 ft square at the base and 221 feet high. The observatory on the top gives a magnificent view, including the entire environs of Boston. The *Navy Yard* is also at Charleston, it extends over 100 acres, and has among other objects of interest the longest rope walk in the States. The immense dry dock should be inspected. Other points are *Brighton*, celebrated for its cattle market, *Point Shirley*, *Revere - Beach*, and *Chelsea Brookline*, a beautiful town, reached by the Mill Dam from Boston. It is famous for the Reservoirs of the Boston Water Supply being situated here. The most celebrated is the Chestnut Hill Reservoir (capacity 800 million gallons), and round it is the favourite drive of Bostonians.

Reached by New York and New Haven Air Line, and New York and New England Railways, from New York, in 8½ hours.

Boulder (Colorado).—Near Golden, and Canon City; population (1880), 3,000.

Hotels: Colorado and Boulder.

A mining town, which is only interesting for its proximity to *Boulder Canon* and *The Falls*, Peabody Springs, Belmont Iron Works, Erie Coal Mines, and Gold Hill. The Canon is a stupendous mountain gorge, 17 miles long, with almost perpendicular solid rock walls, rising in some places to about 3,000 feet. A rushing mountain stream runs in the middle, finding its course here and there impeded by huge blocks of rock or fallen trees, making the scene especially weird and picturesque. The *Falls of Boulder Creek* are about 8 miles ahead, with a mining settlement close by.

Reached by Union Pacific (Denver Pacific Branch) Railway, from Denver, in 2½ hours.

Bowling Green (Kentucky).—Seat of Warren County; population (1880), 5,000.

Hotels: Merchants, American, Morehead House, Potter.

Is situated on the Big Barren River, at the head of navigation, and is chiefly interested in agriculture, manufacture and commerce. During the Civil Wars it was a point of strategic importance for defending the approach to Nashville.

Reached by Louisville and Nashville Railway, from Louisville, *via* Elizabethtown, in 4 hours.

Bozeman (Montana).—Seat of Bozeman County; population (1880), 2,500.

Hotels: Yellowstone, County.

A very busy and prosperous town on one of the affluents of the Missouri River. The Yellowstone Park was reached from here by diligences before the completion of the railway. It has extensive interests in coal, gold, silver, iron and copper mines, and several flour and saw mills, and is rapidly increasing in commercial importance and population. It has a *Court House*, six theatres and public halls, five churches, three banks, and the *Land Office Buildings* are worth visiting. Close by is Fort Ellis.

Reached by Northern Pacific Railway, from St. Paul, in 36 hours.

Bradford (Pennsylvania).—MacKean County; population (1880), 9,200.

Hotels: Henderson, St. James, Burt, Aiken.

A very busy manufacturing town on the junction of four railways, principally engaged in glass and furniture manufacture and petroleum refineries. There is an *Opera House*.

Reached by Bradford, Bordell, and Kinzua Railway, from Wells-ville, *via* Bolivar, in 4 hours.

Brainerd (Minnesota).—136 miles from St. Paul; population (1880), 10,000.

Hotels: City, European.

Very pleasantly situated, and regularly built, on the Mississippi and at the junction of main line and branch line of St. Paul of Northern Pacific Railway. It lies in the midst of the great Minnesota pine forests, and is a very busy and thriving place. It

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has extensive railway car and machinery repair shops, occupying as many as 1,200 men. It has many fine buildings, is lighted by electricity, and has a fine *Opera House*. The *Northern Pacific Hospital* is also worth inspection. There are also three public parks, many churches, schools, &c. A great centre for shooting and fishing excursions.

Reached by Northern Pacific, from St. Paul, in $4\frac{1}{2}$ hours.

Brandon (Vermont).—Near Rutland; population (1880), 3,500.

Hotels: Brandon, Rutland.

A very pleasantly-situated village, amidst fine scenery, which attracts a great many visitors in summer. It has some manufacturing interests, with marble quarries, iron ore and kaolin mines. There are several factories for mineral paint. *Lake Dunmore* is near Salisbury, 10 miles distant.

Reached by Central Vermont Railway, from Montreal, *via* Burlington, in $5\frac{1}{2}$ hours.

Branford (Connecticut).—82 miles from New York; population (1880), 3,500.

Hotels: Double Beach, Branford Point.

Only noted for having in its limits Branford Point, a summer and sea bathing resort. About half-a-dozen other hotels along the sea shore. *Indian Neck* and *Stoney Creek*, near by, are good places for boating and fishing.

Reached by New York and New Haven Railway, from New York, in $3\frac{1}{2}$ hours.

Branford (Florida).—Suwannee County; population, 1,000.

Hotels: Branford.

Pleasantly situated on the Suwannee River, at the head of the navigation. It has some commercial and manufacturing interests. It has twice weekly steamboat communication with Cedar Keys and Key West.

Reached by Florida, Central and Western Railway, from Jacksonville, *via* Houstoun, in $3\frac{1}{2}$ hours.

Brattleboro (Vermont).—43 miles from Northampton; population (1880), 4,470.

Hotels: Brattleboro, Brook's.

A very finely situated and handsomely built community, on the west bank of the Connecticut and mouth of Whetstone Creek. Much frequented as a summer resort on account of its magnificent scenery and pleasant drives. A fine view from *Cemetery Hill* (monument of J. Fisk, *jun.*) The *Insane Asylum* and *Wesley Cottage Organ Works*, besides numerous other factories, make the place very busy. On the other bank of the river is the pretty town of *Hinsdale* (by bridge).

Reached by Central Vermont and New London Northern Railway, from New London, *via* Norwich, in $6\frac{1}{2}$ hours.

Brenham (Texas).—Seat of Washington County; population (1880), 4,200.

Hotels: Exchange, Pennington, Central.

Advantageously situated on the crossing of the Houston and Texas Central and Gulf, Colorado and Santa Fé Railway. Commercial and agricultural pursuits. There is an *Opera House* and several public halls.

Reached by Houston and Texas Central Railway, from Galveston, in $5\frac{1}{2}$ hours.

Bridgeton (New Jersey).—Seat of Cumberland County; population (1880), 8,750.

Hotels: Davis's, City.

A maritime port on both sides of the Cohausey River. Has an *Opera House* and several public halls, and is largely occupied in manufacturing and agricultural pursuits.

Reached by New Jersey Southern Railway, from New York, *via* Barneagat, in $5\frac{1}{2}$ hours.

Bridgeport (Connecticut).—Fairfield County; population (1880), 20,200.

Hotels: Sterling, Atlantic.

Situated on an island of Long

Island Sound, in the mouth of the Pequonnock River. It has very large manufacturing interests, and is increasing rapidly. Sewing machines and hardware are the principal manufactures. It is handsomely built, and the residential part is on Golden Hill. It has an *Opera House*, 8 banks, 15 churches, and 2 daily newspapers.

Reached by Housatonic Railway, from New York, *via* New Haven, in 3 hours.

Bridgton (Maine).—Near Portland; population (1830), 1,000.

Hotels: Lake House.

A small village, coming into prominence for its vicinity to *Bridgton Centre*, which is becoming a favourite summer resort. There are several small lakes, and *Pleasant Mountain* gives a fine view.

Reached by Boston and Maine Railway, from Portland, in half an hour.

Brighton and West Brighton (New York).—On Coney Island.

Hotels: Engemann's, Vandever's and Norton's at West Brighton; also the *Elephant Hotel*.

A very much frequented sea bath on the east end of Coney Island. An *Iron Pier* extends over 1,000 feet into the sea, with restaurants, bath houses, music pavilion and promenades. The *Elephant Hotel*, built in the shape of an elephant, is a curiosity. An observatory, 300 feet high, affords an extensive view. There is an aquarium, pavilion, show booths, etc., giving the place an air of a huge fair. Music on the plaza twice daily. The *Ocean Parkway Drive* from Brooklyn ends here.

Reached by Brooklyn, Flatbush, and Coney Island Railway, from Brooklyn, in half an hour.

Bristol (Tennessee).—Sullivan County; population (1880), 3,000.

Hotels: Thomas, Virginia.

A lively and busy manufacturing town on the frontier of Tennessee and Virginia; little of interest to the tourist. The surroundings are picturesque.

Reached by Norfolk and Western Railway, from Norfolk, *via* Lynchburg, in 15 hours.

Bristol (Pennsylvania).—Bucks County; population (1880), 5,600.

Hotels: Delaware, Classon, Cottage, Railroad.

A thriving commercial and manufacturing community on the Delaware River opposite Burlington, and at the terminus of the Delaware Division of Pennsylvania Canal, offers little to the tourist. There are two public halls.

Reached by Pennsylvania Railway (New York Branch), from New York, *via* Jersey City, in 2 hours.

Brooklyn (New York).—King's County; population (1880), 570,000.

Hotels: Mansion House, Pierrepont, Brooklyn Heights, Clinton.

Restaurants: Habel's, Dieter's.

Ferries: *Wall-street Ferry*, *Fulton Ferry*, and *South Ferry*. The best is *Fulton Ferry*, as it communicates with Brooklyn tramways. Besides these principal ones there are about half-a-dozen others. But visitors will prefer to either walk or cross by steam car the *East River* or *Brooklyn Bridge*, the latter a wonder of engineering skill.

Conveyances: *Tramways* from Fulton-street to all parts of the town (fare 5 cts.); *Steam Cars* are running on Atlantic-avenue, and afford rapid transit (5 cts.), with stations every few blocks; *Hackney Carriages* must be arranged for by the drive.

Post Office: Washington-street, near City Hall.

Medical: Dr. Muñoz, Dr. Stephens.

Dentist: Dr. Clark.

Brooklyn, though really a portion or suburb of New York, in virtue of its being the third largest town of the United States, claims more than a passing notice. From its accessibility and the moderate rent of its houses compared with New York, it is a favourite place of residence with New York business men. The numerous and elegant churches, public buildings, and magnificent private dwellings render it equally fashion-

able. Fulton street and avenue, Flatbush and Clinton avenues are fine thoroughfares. It is situated across the East River, and at the west end of Long Island, on rising and undulating ground. Settled in 1625, near Wallabout Bay by Wallabouts, some events of the Revolutionary war give interest to some of its localities. The battle of Long Island was fought at the back of the town on the heights, where the united forces were defeated by the English with a loss of 2,000 out of 5,000.

Prospect Park is well laid out, and the favourite drive is the *Ocean Parkway*, extending to Coney Island. Some magnificent views are obtained from here.

The *Suspension Bridge*, which is the principal object of interest, connects Brooklyn with New York. Its length, commencing in New York, opposite the City Hall, is 6,000 feet, and its width 85 feet. The stone towers are 268 feet high, and the width of span 1,600 feet. From high water mark to the bridge the height is 135 feet. Begun in 1871, its construction has taken 14 years, at a total cost of about 17,000,000 dollars.

The *City Hall* (corner of Court and Fulton streets) and *Court House* are close by. The latter is built of marble and in the Corinthian order of architecture. The *Navy Yard* covers over 40 acres. The *Dry Dock* is worth inspecting. Several vessels may be seen on the stocks half completed for years. The *Marine Hospital* on Wallabout Bay. The *Atlantic Dock*, fronting Governor's Island, with long granite piers and immense warehouses, should be visited. The *Catholic Cathedral* (Vanderbilt - avenue), *Plymouth Church* (Orange-street), *Church of the Pilgrims* (Remsen-street) and *Holy Trinity Church* (Clinton-street) are among the most noteworthy in this *City of Churches* (nearly 250 in all in Brooklyn).

The *Municipal Buildings* or *Town Hall*, next to the Court House, *Long Island Historical Society Building* in Pierrepont-street, the *New Park Theatre*, *Court Square* and *Haverley's Theatre* and *Academy of Music* are all buildings attracting attention. The *Mercantile Library*, with 60,000 volumes and fine reading

rooms, on Montague-street, as also the *Academy of Design*, same street, the *County Prison* in Raymond street, the *Young Men's Christian Association*, the *Penitentiary* in Nott-rand-avenue, and *Long Island College Hospital* in Henry-street are worth a visit.

The *Washington Park* (30 acres), between Myrtle and de Kalb Avenues, was the site of extensive fortifications during the War of Independence, of which Fort Greene was the principal. It has some very fine views. *Greenwood Cemetery* (by cars from Hamilton Ferry), said to be the most beautiful in the world, on Gowanus Height, extends over 500 acres, and was opened in 1843. It is beautifully laid out, and can be taken as a model for similar establishments. Its main entrance, in Fifth-avenue and Twenty-third-street, is a very fine structure. Extensive views are afforded by the hills, and the extent of carriage drives is above 19 miles, the foot-paths being 17. There are some superior monuments, of which we mention Charlotte Canda's, Firemen's, Pilots, Mad Poet's (Mac Donald Clark), etc. The best impression for a visitor will be obtained from the main avenue, called "*The Tour*." Four miles on the east of Greenwood Cemetery are the *Cypress Hills* and *Evergreens Cemetery*.

Excursions to Brighton, West Brighton, Coney Island, Rockaway Beach, and Manhattan Beaches by frequent trains (*see these*).

Reached from New York, by ferry boat from Fulton-street, in 20 minutes.

Brockton (Massachusetts). — Near Boston; population (1880), 13,608.

Hotels: Hollbrook, Brockton, Winters.

A most thriving town, with extensive furniture, shoe and carriage works, but of little interest to the tourist.

Reached by Old Colony Railway, from Boston, *via* Braintree, in one hour.

Brownsville (Tennessee). — Seat of Harwood County; population (1880), 2,500.

Hotels: Galt, Exchange.

A thriving manufacturing town, with cotton mills, commercial and agricultural interests. There is an *Opera House* with 1,000 seats and some *Court Buildings*.

Reached by Louisville and Nashville Railway, from Louisville, in 14 hours.

Brunswick (Georgia).—Seat of Glynn County; population 3,500.

Hotels: The Nelson.

Situated on St. Simon's Sound at the mouth of the Turtle River, it has a charming position and is principally engaged in timber, cotton, and commission business. The town has nothing worthy of attraction.

Reached by Brunswick and Western Railway, from Albany, *via* Waycross, in 8 hours.

Brunswick (Maine).—Androscoggin County; population (1880), 2,500.

Hotels: Brunswick.

Bankers: First National Bank.

Medical: Dr. R. B. Bibber, Dr. Fuller.

Advantageously situated at the head of the tide-water on Androscoggin River; it is a thriving town, principally noteworthy for the *Bowdoin College*, with a picture gallery, standing in a beautiful grove of old pine-trees. It is worth inspection. It is principally occupied in manufacture.

Reached by Boston and Maine, from Portland, in 1½ hours.

Bryan (Texas).—Seat of Brazos County; population (1880), 2,790.

Hotels: Campbell, Barnett, Waldron, Commercial, Prima Vista.

A thriving commercial community on the Houston and Texas Central Railway, and rapidly increasing. There is an *Opera House* and an *Academy of Music*, each with 500 seats, but little else of interest to the tourist.

Reached by Houston and Texas Railway, from Houston, *via* Hempstead, in 4½ hours.

Brynmarw (Pennsylvania).—Nine miles from Philadelphia; population (1880), 500.

Hotels: The Brynmarw.

A rising and very fashionable summer resort. The surrounding country is beautifully laid out in charming walks and drives. A graded avenue extends to Fairmount Park, near Philadelphia, uniting there with Belmont-avenue its principal drive. The Railway Station is remarkably elegant.

Reached by Pennsylvania Railway, from Philadelphia, in half an hour.

Bucyrus (Ohio).—Seat of Crawford County; population, 4,000.

Hotels: Deal, Western, Monnett.

A thriving place on the Sandusky River, with large manufacturing and commercial pursuits. There are several mineral springs, and a well of inflammable gas in the neighbourhood. A well-preserved specimen of a Mastodon was found here in 1838. There is a public hall with 500 seats.

Reached by Ohio Central Railway, from East Toledo, *via* Berwick, in 3 hours.

Buffalo (New York).—Seat of Erie County; population (1880), 156,000.

Hotels: Genesee, Mansion, Tift, Bloomer, Bonney, Continental and St. James'.

Conveyances: Tramways, through principal streets and to suburbs (5 cts.), diligences to surrounding country towns. Steamboats to the principal ports on the lakes.

Reading Rooms: At Young Men's Christian Association in Main-street.

Clubs: Union, Sporting.

Theatres and Amusements: St. James, Academy of Music, Adelphia Hall.

Music Hall: Main-street.

Post Office: Corner of Washington and Seneca streets.

Bankers: First National Bank.

Doctors: Dr. Graves, Dr. Bevan.

Buffalo is the third town in size in the State of New York. It is situ-

ated at the eastern extremity of Lake Erie and western terminus of the Erie Canal, on Buffalo Creek, and head of Niagara River, and is the centre of 11 railways. Its harbour is the largest and safest on the lake, and its water front is five miles long. Its chief element of business is the navigation on the lake, but its manufactures are also important, embracing brass, iron, tin, and copper wares. Malting and brewing form another very important branch. The *Basins or Docks*, the *Wharves*, *Grain Elevators*, and some of the iron works are very interesting, and should be visited. The very large passenger stations of Central and Erie Railways, and their freight stations of immense size, should likewise be inspected.

It was founded in 1801 by the New Holland Land Company, sacked and burned by Indian and English forces in 1814, re-built in 1815, and incorporated in 1832. Since the termination of the Erie Canal its increase has been very rapid.

The chief thoroughfares are *Main-street*, *Niagara* and *Delaware streets*. The lower part of the first is in the business quarter, and the upper part is occupied by private residences, the majority having fine lawns and gardens in front. The town is handsomely built, with broad and straight streets crossing at right angles. Some beautiful residences in the upper part of the town are worthy of notice, and the system of *Parkways*, which has been laid out in the new quarters, connecting many of the principal squares with each other, and the Park (530 acres) adorned with fine bridges, fountains, and drives, should be visited. Near the river, on a hill 60 feet high with very fine views, is old Fort Porter, where several companies of infantry are stationed.

The principal buildings are:—The *City Hall* and *Court House*, of granite, erected in 1880; the *Custom House* and *Post Office*; the *Young Men's Christian Association* building (Pearl-street); the *Arsenal*, in Broadway; the *General Hospital* (High-street); the *State Armoury* (Virginia-street); the *Penitentiary* (High-street); *St. Paul's Cathedral* (Pearl-street); and *St. Joseph's*

Cathedral (Franklin-street), are very fine, amongst a great many others. *St. Joseph's* (back of cathedral), *Cunissius* (Washington-street), and *Medical Colleges* (Main-street) are among the leading educational institutions of the town and occupy handsome premises; the *Buffalo Female Academy* (Delaware-street), the *Heathcote School* (Pearl-street), and *St. Mary's Academy* (in Church-street), and the *State Normal School*, in North-street are also fine. The *Buffalo Historical Society* and *Society of Natural Sciences*, have large libraries and valuable collections. The *Grosvenor Library* (Main-street), with about 12,000 volumes, was founded and endowed by Seth Grosvenor, a citizen of Buffalo. The books are said to be very rare specimens. The *Ingleside Home* for Fallen Women (Seneca-street), the *Church Charity Foundation* (Rhode Island-street) for Aged Women and Orphans, the *Orphan Asylum* (Virginia-street) and several others are the principal charity institutions and worth a notice. The *State Lunatic Asylum* (near Buffalo Park) in grounds of 203 acres, with a frontage of 2,700 feet, will be the largest of its kind when finished. (Visiting day: Thursdays).

The *International Bridge* over Niagara River was completed in 1873, is an immense structure, and serves four railway companies. Pleasant drives to *Forest Lawn Cemetery*, *Black Rock* and *Fort Erie*. *Niagara Falls* are 22 miles distant.

Reached by Delaware, Lackawanna and Western Railway, from New York, *viâ* Scranton, in 15 hours.

Burlington (Iowa).—Seat of Des-moines County; population (1890), 19,450.

Hotels: Gorham, Barrett, Union.

Finely situated on the Mississippi River; it is one of the largest towns in Iowa, and of great commercial importance, with manufacturing and agricultural interests. The business part is upon low ground along the bank of the river, but the residences are on some hills behind, and have some fine views of the river scenery. It is a beautiful town, connected

with *East Burlington* by an iron *Railway Bridge* across the river, of superb dimensions. The river is here a broad and beautiful stream, and the hills on both banks are covered with orchards and vineyards. It is regularly built and laid out, and contains an *University* (Baptist), attracting many students, a commercial college, several churches, and a public library. The *Grimes Opera* and *New Opera House*, *Mozart* and *Union Hall* are noteworthy buildings.

Reached by Chicago, Burlington and Quincy Railway, from St. Louis, *via* Keokuk, in 10 hours.

Burlington (*New Jersey*). — Burlington County; population (1880), 7,700.

Hotels: Atkinson's, Belden's, Lutphen's.

Pleasantly situated on the Delaware, opposite Bristol, Pennsylvania, and has a prosperous trade in shoe, iron manufactures, and agricultural produce. Some handsome churches and school buildings, and *Burlington College* (Episcopal) is worth a visit. *Opera House* and *City Hall* are other prominent buildings.

Reached by Pennsylvania Railway (Amboy Division), from Philadelphia, in 1½ hours.

Burlington (*Vermont*). — Seat of Chittenden County; population (1880), 12,000.

Hotels: Van Ness, American, Quincy.

This, the largest town in Vermont, is situated on Burlington Bay, east coast of Lake Champlain, and is a port of entry. Its position on a hill above the lake is beautiful. First settled in 1783, it has since become one of the greatest timber markets of the country. The approach from the lake, as it is built in the form of an amphitheatre, is exceedingly picturesque. The mills preparing timber for market are extensive and numerous, and the number of articles of manufactured wood is very extensive. Also cotton mills and marble quarries, etc. The *University* on the top of the hill is the

principal building, endowed by the State, with a grant of 20,000 acres of land, and is self-supporting; used during the War of Independence as an arsenal and barracks. Burnt in 1824 and rebuilt in same year, Gen. Lafayette laying the corner stone. Library, 17,000 volumes, and a collection of 50,000 specimens in natural history. The view from the dome is enchanting. The *Billings Library* near by is a fine structure. The *Cathedral of St. Mary* and *St. Paul's Church* are fine churches, among many others. On the public square, in centre of town, are the *Court House*, *Post Office*, and *Custom House*, as also the *Fletcher Library* and *City Hall*, *Opera House* on Church-street, the *Railway Station* near the wharf, are all fine buildings. The *Providence Orphan Asylum* and *Lake View Retreat* are leading charitable institutions. The *Agricultural College*, now united with the University, has a library of 20,000 volumes. *Lake View Cemetery* and *Green Mount Cemetery* are both worth a visit. An excursion should be made to the adjoining village of *Winooski*, close to High Bridge, with a beautiful cañon. Burlington is also the seat of a Bishopric. From the hills the view embraces *Lake Champlain*, the *Adirondacks*, and *Green Mountains*.

Reached by Central Vermont and New London Northern Railway, from New York, *via* Montpelier, in 4 hours.

Cairo (*Illinois*). — Seat of Alexander County; population (1880), 9,000.

Hotels: Planter's, Halliday, Arlington, St. Charles.

Bankers: First National Bank.

Medical: Dr. George Parker, Dr. W. R. Smith.

Situated at the southern point of Illinois, on the confluence of the Ohio and Mississippi, on a low stretch of land, subject to inundations, and hence very unhealthy. This probably accounts for the decadence of the place. Vast sums of money were expended upon improvements in levees and dams; during the Civil War it was an important depot for supplies. The *Custom House*, *Opera House*, and

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County Buildings, and a few others are noteworthy, but the place presents few attractions. Intended by its founders to become an emporium, it never attained greatness, and is now chiefly occupied in manufacturing and commission business. It is connected by a steam ferry with Columbus opposite, and is also a stopping place of the Ohio and Mississippi River Steamers.

Reached by Illinois Central Railway, from Chicago, in 9 hours.

Calaveras Grove (California).—Calaveras County, near Stockton and Sonora, whence it is reached by diligences or carriages in 5 hours.

Hotels: Mammoth Grove.

Situated 16 miles from Murphy's Camp, and being the first discovered, most accessible, and having the hotel close by, this is the most frequently resorted to of the Groves in this country. It is also the most extensive and has the largest trees. It covers a space 3,200 feet long by 700 feet broad and lies in a valley, watered by a brook which is dry in summer. There are 90 or 100 large trees and a great number of small ones. Several have fallen, one was cut down, and one is without its bark to the height of 116 feet. The bark was exhibited at the Crystal Palace, London; but burnt during the fire there some years ago. Those two trees were the tallest, and now the tallest standing is called "Keystone State," and the largest and finest is the "Empire State." The largest in circumference, "Mother of the Forest," is 61 feet outside the bark at six feet above the ground. The Grove is 4,759 feet above the level of the sea. The "Keystone State" tree attains to a height of 325 feet, and four others are above 300 feet, and 93 trees are of very large size. Five men were occupied 22 days in cutting the tree down, and after it had been dismembered, the five men employed three days in bringing it to fall. Its bark was 18 inches thick. This tree was calculated to be 1,300 years old. On the stump a pavilion with a capacious room has been erected. This is the finest Grove, the *Mari-rosa Grove* and *Stanislans* or *South*

Grove trees not reaching 300 feet. No tourist while in the neighbourhood should omit visiting it.

Reached by Southern Pacific Railway, from Sacramento, to Stockton and Sonora, in 6½ hours.

Caldwell (New York).—Warren County; population (1880), 500.

Hotels: Lake House, Fort William Henry, Carpenter's, Nelson's, and Fort George.

A small village at the south end of Lake George, chiefly noted for its hotels, and much frequented in summer. The site of old Fort William Henry is now occupied by the hotel, from whose piazzas a magnificent view is obtained; some of the remnants are still visible, and the picturesque ruins of Fort George are about half-a-mile south-east, and the view from here embraces French and Prospect Mountains and Rattlesnake Hill. Fishing and boating form the chief pastimes during the summer holidays. The scenery of *Lake George* is very charming and quiet, and on its borders are several places of historic and natural interest.

Reached by Delaware and Hudson Canal Railway, from Saratoga, in 2 hours.

Calistoga (California).—Lake County; population (1880), 667.

Hotels: Cosmopolitan, Magnolia.

A very pretty and charmingly situated town, in a narrow valley, surrounded by mountains and hills covered with forests. It has good drinking water, and some bath houses supplied by neighbouring springs. Large tepid swimming bath, 40 feet square. The scenery is unsurpassingly picturesque, the cultivation in the low lands contrasting agreeably with the wildness of the rugged mountains. There are numerous springs in the vicinity, amongst which *white sulphur springs*, *Harbin's*, and others are worth visiting. The *Petrified Forest*, one of the great natural wonders of California, lies five miles S.E., and the celebrated *Geyser Region* is reached by diligence from here, leaving daily. There are a great number of hot and boiling

springs, containing mostly sulphur, magnesia, aluminium, and various salts of iron. No visitor should omit to visit this region.

Reached by California Pacific Railway, from San Francisco, *via* Napa City, in 2 hours.

Calvert (Texas).—Seat of Robertson County; population (1880), 2,300.

Hotels: Calvert, City.

A thriving commercial and manufacturing community on the Houston and Texas Central Railway. There are two public *Halls* and *Court* and *Town Hall* buildings, but little to interest the tourist.

Reached by Houston and Texas Central Railway, from Houston, *via* Hempstead, in 6 hours.

Camden (New Jersey).—Seat of Camden County; population (1880), 41,650.

Hotels: West Jersey.

Situated on the Delaware River opposite Philadelphia, with which it is connected by five ferries. There are extensive shipyards, and manufactories of iron, glass, chemicals. A very thriving timber trade is also carried on. It is a rapidly increasing city. There is an *Opera House* and several other public halls. The *Court House* and *City Hall* offer nothing striking. The largest steel pen manufactory of the States is here.

Reached by Pennsylvania Railway, from New York, in 1½ hours.

Canandaigua (New York).—Seat of Ontario County; population (1880), 5,700.

Hotels: Seneca Point, Canandaigua, Wilton Grove, Woodville.

Situated on Canandaigua Lake, it is a flourishing town, remarkable for its elegant buildings and its beautiful situation. It is a very fashionable and much frequented summer resort. The lake is 16 miles long, the banks being covered by vine and orchards. Small steamers ply on it to Woodville and Seneca Point.

Reached by New York Central and Hudson River Railway, from New York, in 10 hours.

Canon City (Colorado).—Near Pueblo; population (1880), 1,500.

Hotels: American, Barton.

Situated at the mouth of the *Grand Canon of the Arkansas*, it has little of interest in itself to the tourist. It is chiefly occupied in mining pursuits. The *Grand Cañon* is caused by the Arkansas River cutting its way for almost eight miles through a gorge of solid rocks, the perpendicular walls being in some places as much as 3,000 feet high; the *Royal Gorge* is sublime, the railway line hanging as it were for 200 feet in the air on a bridge suspended by iron girders driven in the rocks. The silver mines are seen best from *Georgetown*, and the camps of *Bakerville*, *Empire*, *Silver Flume*, and *Argentine* are interesting. The mills and furnaces of *Spanish Bar*, *Masonville*, *Stewart*, the scenic picturesqueness of *Twin Lake*, *Chicago Lakes*, *Gray's Peak*, *Griffith's Mountain*, and *Middle Park* are to be reached from here.

Reached by Atchison, Topeka, and Santa Fé Railway, from Kansas City, *via* Pueblo, in 21 hours.

Canton (Ohio).—Seat of Stark County; population (1880), 20,000.

Hotels: American, Barnett, Ogden, St. Cloud.

A beautifully-situated town, on Nemishillen Creel, surrounded by a very fertile agricultural country. Its trade in wheat is very considerable, and the flour mills and other manufactories employ a great number of hands. Bituminous coal mines and limestone quarries are in the vicinity. There is an *Opera House*; but not much to interest the tourist.

Reached by Pittsburg, Fort Wayne and Chicago Railway, from Chicago, *via* Fort Wayne, in 16 hours.

Canton. (Mississippi).—Seat of Madison County; population (1880), 2,100.

Hotels: City, European, Singleton.

A thriving town on the Chicago, St. Louis, and New Orleans Railway, largely engaged in agricultural produce and cotton trade, also some

manufacturing. The *Odd Fellows' Hall* is the largest building.

Reached by Illinois Central Railway, from New Orleans, *via* Kenner, in 9½ hours.

Cape Arundel (Maine). — Near Dover.

Hotels: Ocean Bluff.

A small sea-bathing place on a bold promontory, much visited in summer on account of its excellent bathing, fishing, and boating.

Reached by Boston and Maine Railway, from Boston, *via* Lawrence and Dover, in 3½ hours.

Cape Elizabeth (Maine). — Near Portland; population (1880), 5,300.

Hotels: Ocean, Cape Cottage.

Situated on the south side of Portland Harbour, it is considered as part of Portland, it being within easy driving distance. Very renowned as a summer resort, and affording excellent sea-bathing and fishing.

Reached by carriage from Portland in half an hour.

Cape May (New Jersey). — Cape May County; population (1880), 1,700.

Hotels: Columbia, Congress Hall, Stockton, Arlington, Sawyer's, Chalfonte, Windsor, West End, Arctic, Wyoming, Clarendon, Merchants, and National; charges at these 3 dols. and 4 dols. per day; there are also boarding houses, with charges varying between 10 dols. and 18 dols. per week.

Cape May is the most southern point of New Jersey. It is to Philadelphians what Long Branch is to New Yorkers, and is situated at the entrance to Delaware Bay. The beach is five miles in length, hard and smooth, and of fine sand. The bathing is excellent, the surf gentle, and the water supposed to be less chilling than at other points of the coast. The fashionable bathing hours are from 11 a.m. till 1 p.m. A long promenade runs parallel to the water front, and is thronged by promenaders, riders and carriages in the early forenoon or late afternoon. Society congregating here is mostly composed of South-

ern and Western people, more especially from Philadelphia. It is more sedate than either Long Branch or Saratoga, and less formal than Newport. There are a great many fine villas, six churches, and several other buildings of note. The drives are generally from Poverty Beach to Diamond Beach (10 miles), and several inland, the roads having been much improved. Other places in the vicinity are *Schellinger's Landing*, *Cold Spring* and *Sea Grove*.

Reached by West Jersey Railway (Ferry Market-street), from Philadelphia, in 2 hours.

Capon Springs (Virginia). — Near Winchester; population (1880), 200.

Hotels: Mountain House.

Charmingly situated at the foot of the North Mountain, it is a highly popular resort, on account of its alkali-saline waters, containing some iodine and bromine, as also for its invigorating air and pleasant surroundings. The waters are serviceable in cases of derangement of the nervous system, chronic diarrhoea, gravel, intestinal troubles and dyspepsia. The bathing establishment is an extensive building, with colonnades and piazzas in front 280 feet long, parlours, smoking, etc., rooms for the use of bathers. The *Sea Table*, *Curdy's Castle*, and other excursions are within easy access.

Reached by Baltimore and Ohio Railway, from Baltimore, *via* Winchester, in 5½ hours.

Carbondale (Pennsylvania). — Lackawanna County; population (1880), 8,000.

Hotels: American, Harrison.

Situated near the mouth of the Lackawanna River, and being at the northern end of the anthracite coal region it is chiefly engaged in iron manufacture, railway shops and commercial pursuits, and consequently offers little of attraction to the tourist. The *Gravity Railway to Honesdale* over the mountains is noteworthy.

Reached by North Pennsylvania Railway, from Philadelphia, *via* Bethlehem and Scranton, in 7 hours.

Carlisle (Pennsylvania).—Seat of Cumberland County; population 7,500.

Hotels: Mansion, Florence, Thudrium, American, Pennsylvania, Letort, Washington, Franklin, Gasber.

A well-built town in the centre of Cumberland Valley, with agricultural and manufacturing interests. The highly cultivated surrounding country is level and very fertile; it has wide shaded streets, and the *County Buildings* and other public institutions are on the public square. In it is the *Monument* to the soldiers who fell in the Civil War. *Dickinson's College*, a plain building, founded in 1785, has a library of 26,000 volumes, and is very much frequented by students. The *Barracks*, built in 1777, can accommodate 2,000 men. It played a prominent part in the War of Independence, when it was for a time the head-quarters of Washington.

Reached by the Baltimore and Ohio Railway, from Baltimore, *via* Martinsburg, in 6½ hours.

Carlyle (Illinois).—Near Vincennes; population (1880), 2,000.

Hotels: American, Commercial.

A thriving town on the Kaskaskia River, in a fine level country. It has a very prosperous timbertrade, logs being floated to this point. The saw mills are very important, and the prepared timber is sent to St. Louis.

Reached by Ohio and Mississippi Railway, from St. Louis, *via* Vincennes, in 6 hours.

Carmel (New York).—Seat of Putnam County; population (1880), 600.

Hotels: Carmel.

Much frequented as a summer resort. Notwithstanding its limited population, it has a *Court House*, several banks, newspaper offices, seminaries, etc. *Lake Glenside*, close by, is the chief attraction.

Reached by New York City and Northern Railway, from New York, in 3 hours.

Carmi (Illinois).—Seat of White County; population (1880), 2,500.

Hotels: Damon.

A thriving town on the Little Wabash River, with manufacturing and agricultural interests. Has some public buildings, and two halls, but little of interest to the tourist.

Reached by Louisville and Nashville Railway, from St. Louis, *via* Shawnee Junction, in 7 hours.

Carson (Nevada).—Capital of Nevada; population (1880), 4,500.

Hotels: Nevada.

A very thriving town in the heart of the mining region. It has a *Court House*, *Capitol*, *United States Mint*, and *Churches*, *School Buildings*, and some handsome private residences. The *State Prison* is also noteworthy, and is 2½ miles distant. Excursions to *Lake Tahoe* with exquisite scenery, 6,000 feet above the sea level; several small steamers circumnavigate the lake. Also starting point for *Virginia City*. (See this.)

Reached by Virginia and Truckee Railway, from Reno, in ¼ hour.

Carthage (Missouri).—Seat of Jasper County; population (1880), 4,210.

Hotels: Harrington, Karr, City.

A thriving manufacturing town on Spring River, whence it obtains the water power to drive its numerous flour and woollen mills, machine shops, manufactories of agricultural implements, carriages, etc. There is an *Opera House* and another large Hall. It is increasing rapidly.

Reached by St. Louis and San Francisco Railway, from St. Louis, *via* Springfield and Peirce City, in 13½ hours.

Cassellton (Dakotah).—Near Fargo; population (1880), 2,800.

Hotels: Merchants, Planters, Cassellton.

A very thriving and rapidly increasing place, very busy and enterprising, important as a grain shipping port on the Yellowstone River for the surrounding agri-

of White
(1880), 2,500.

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St. Louis, *via*
Chicago, 12 hours.

Capital of Ne-
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Virginia City.

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cultural districts. Otherwise nothing of interest for the tourist.

Reached by Northern Pacific Railway, from St. Paul, *via* Moorhead, in 12 hours.

Castleton (Vermont).—Near Rutland; population (1880), 700.

Hotels: Lake Bomoseen.

Pleasantly situated on a plain near the Castleton River. This neatly-built village has five churches and a Normal school, and is surrounded by pleasant scenery. Near by is *Lake Bomoseen*, famed for fine fishing and boating. Extensive slate quarries are carried on in the neighbourhood.

Reached by Rensselaer and Saratoga Railway, from Albany, in 2½ hours.

Castine (Maine).—Near Rockland; population (1880), 700.

Hotels: Ocean House.

A very pretty village on a peninsula in Owl's Head Bay, an inlet of Penobscot Bay. Much frequented in summer for its invigorating air, seclusion, boating and fishing.

Reached by steamer, from Rockland, in 3 hours.

Catasauqua (Pennsylvania).—Lehigh County; population (1880), 4,000.

Hotels: American, Eagle, Mansion, Catasauqua, Pennsylvania.

A very busy town, with extensive iron works, furnaces and railway carriage works. There is a Town Hall, but little else of interest to the tourist.

Reached by Lehigh Valley Railway, from Philadelphia, *via* Bethlehem, in 3½ hours.

Catawissa (Pennsylvania).—Near Pottsville; population (1880), 1,500.

Hotels: Catawissa.

A thriving agricultural village, picturesquely situated at the confluence of the Catawissa Creek and Susquehanna River, only interesting for its charming surroundings.

Reached by Philadelphia and Reading Railway, from Philadelphia, *via* Port Clinton, in 5½ hours.

Catskill (New York).—Near Athens, Greene County; population (1880), 4,500.

Hotels: Grand Hotel, Irving, Prospect Park.

This, the best entrance to the Catskill Mountains, is a pleasantly situated village at the mouth of the Catskill Creek. The scenery around is very charming; the place itself has nothing to attract. The hotels are mostly so situated as to have a view of the mountains.

Reached by New York Central and Hudson River Railway, from New York, in 3 hours.

Catskill Mountains (New York).—An agglomeration of mountains, lakes, and rivers in Greene County, and partly in Ulster County.

Hotels: Prospect Park, in Catskill; Mountain House, one mile west of Catskill, at Mountain House Station; Kaaterkill, near the latter; Overlook Mountain House on Overlook Mountain; Winchelsea House, and Grand View Hotel at Palenville; Roggen's Hotel, at Stouy Clove, and several others.

From Catskill the mountains can be reached either by rail or by diligences or carriages. The latter mode of conveyance is generally preferred, as it offers more advantages of enjoying the scenery.

These mountains, besides their lovely scenery, have a peculiar interest to the Americans, on account of the many legends and stories connected with them and the Hudson River. These have been made household stories by Washington Irving as much as the legends of the Rhine have been in Germany. They were named by the Dutch Kaatsbergs, owing to the great number of wild cats found here in the time of the early settlements. The beauty of their scenery is indescribable, and, being easy of access and soon explored, their popularity, especially with New Yorkers, is easily accounted for. They rise to an elevation of about 4,000 feet, and the vegetation is everywhere of the richest.

The principal points of excursions are—*Mountain House*, with a really

good view; *South Mountain* and *High Peak*, the highest of the peaks, and offering the best view of the region. *Cattskill Falls* and *Two Lakes*, the *Bastion Falls*; Haines Falls, very charming, and much frequented by artists, the stream falling in different parts to, in all, a depth of 470 feet. *Cattskill Clove*, *Fawn Leap Falls*, *Plattekill Clove*, *Black Chasm Falls*, *Stony Clove*, and Hunter Mountain all well repay the trouble of visiting them.

In the season—June to October—these mountains are, so to speak, the playground of New Yorkers. The fishing is good, and accommodation not too expensive. There is also some boating.

Reached by New York Central and Hudson River Railway, from New York to Catskill, in 3 hours.

Cave City (Kentucky).—Near Mumfordsville; population (1880), 2,560.

Hotels: The Cave Hotel.

A small town, only noteworthy as being the nearest railway station to the *Mammoth Caves* or *Grotto*, whence they are distant nine miles, which are traversed by omnibus. It is one of the most interesting sights in the world, being considerably more extensive than the celebrated Adelsberg Grotto in Austria. They are said to extend over 200 miles in all their turns and curves. (For further information see Mammoth Cave.)

Reached by Louisville and Nashville Railway, from Louisville, in 3 hours.

Cedar Falls (Iowa).—Black Hawk County; population (1880), 3,500.

Hotels: Commercial, Davis.

A thriving manufacturing and agricultural town on both sides of the Cedar River. There are two public halls.

Reached by Burlington, Cedar Rapids and Northern Railway, from Burlington, in 6½ hours.

Cedar Keys (Florida).—Levy County; population (1880), 1,800.

Hotels: Suwannee.

Situated on one of the group of islands in the Gulf of Mexico, form-

ing the northern boundary of Waccassa Bay. It lies 15 miles south of the mouth of the Suwannee River, known as the Cedar Keys. It is the gulf terminus of the Florida Central and Western Railway, and owing to its invigorating sea air and mild climate is a winter station for rheumatic patients and those suffering from pulmonary complaints. It has good facilities for boating and sea-bathing, and inexhaustible opportunities for hunting and fishing. Its principal occupations are commerce in cedar and pine woods for pencil manufacture, sponges, turtles, and fish. Its climate resembles that of Jacksonville.

Reached by Florida Railway, from Jacksonville, *via* Waldo, in 4½ hours.

Cedar Rapids (Iowa).—Linn County; population (1880), 15,000.

Hotels: Grand, Pullman, Railroad, North-Western.

A rapidly growing town on Red Cedar River, regularly laid out and well built, which promises to become one of the most important in Iowa. It has extensive trade with the surrounding country, and several pork-packing establishments and large flour mills. The *Opera House* is worthy of notice.

Reached by Burlington, Cedar Falls and Northern Railway, from Burlington, in 4 hours.

Centralia (Illinois).—Marion County; population (1880), 3,700.

Hotels: Occidental, Centralia.

A busy little town, and a centre of the peach trade. The surrounding country is very fertile, and the cultivation of fruit is carried on very extensively. There is also a coal mine and several manufactories. Important Railway Junction. *Opera House*.

Reached by Illinois Central Railway, from Chicago, *via* Champaign, in 11 hours.

Central City (Colorado).—Near Golden and Denver; population (1880), 2,700.

Hotels: Teller.

A flourishing mining town, beautifully situated on the mountain slopes,

and 8,300 feet above the sea level. A great number of *Quartz Mills*, United States Land and Assay Office. Trade is very active, and the principal objects of interest are: *James Peak*, with very extensive views, the *Great Sierra Madre Tunnel*, *Black Hawk*, *Nevadaville* and *Rollinsville*.

Reached by Union Pacific Railway, from Denver, *via* Golden, in 3½ hours.

Centre Moriches (New York).—On Long Island; population (1880), 700.

Hotels: Ocean, Havens, Moriches, Long Island, Baldwin.

A much-frequented summer resort, with good fishing and sea-bathing, situated near the curious *Lake Koukoukoma* and Yaphunk. Hunting is also a great pastime.

Reached by Long Island Railway, from Brooklyn, *via* Springfield, in 3½ hours.

Centre Harbour (New Hampshire).—Near Wolfboro; population (1880), 500.

Hotel: The Senter House.

A highly popular summer lake-bathing resort, but of very small dimensions. It commands charming views of the scenery of Lake Winnepesaukee and surroundings. The sojourn is both very good and extremely cheap. The chief objects of attraction are *Squam Lake* and *Red Hill*, and there is good fishing and boating. Steamers to Weirs, Alton Bay, and Wolfboro.

Reached by Boston and Maine Railway, from Boston, *via* Wolfboro, in 6½ hours.

Chambersburg (Pennsylvania).—Seat of Franklin County; population (1880), 7,500.

Hotels: National, Washington, Montgomery, Indian Queen, Franklin.

Pleasantly situated on the Conecocheague Creek, in a very populous and highly-cultivated country, forming part of the great Limestone Valley at the foot of the Blue Mountains. The houses are mostly of brick and stone, the streets are well laid out, and there are several manu-

factories of cotton, wool, paper, iron, etc. The *Wilson College* (for young ladies) is much frequented, and the *Court House* is a handsome edifice. It played a conspicuous part in the wars of 1862-64, and was captured and burnt.

Reached by Cumberland Valley Railway, from Harrisburg, in 2 hours.

Champaign (Illinois).—Champaign County; population (1880), 5,400.

Hotels: Moore, Deane, Scott.

This rapidly increasing town, an important railway junction, has a large interest in manufactures and agricultural pursuits. The *University of Illinois* is situated here, also a Female Academy, a Public Library, and four newspapers. An *Opera House* and a *Music Hall*.

Reached by Illinois Central Railway, from Chicago, *via* Kankakee, in 5 hours.

Champlain (New York).—Clinton County; population (1880), 1,500.

Hotels: Champlain House, American, Mansion.

A small manufacturing and commercial community on Lake Champlain, much resorted to as summer quarters, and interesting for the surrounding scenery and historic events during the War of Independence.

Reached by Ogdensburg and Lake Champlain Railway, from Ogdensburg, *via* Norwood, in 4 hours.

Champlain Lake (New York).—Between Vermont and New York States, and in the northern extremity of New York. 126 miles long, and between one-half to 12½ miles broad.

Hotels: Ticonderoga at Fort Ticonderoga, Weed House at Westport, Fouquet House at Plattsburg, and several others.

Lake Champlain is less attractive in bold and beautiful scenery than Lake George, yet it is charming in its quiet repose. The *Green Mountains* are on its Vermont and the Adirondacks on the New York shore, its banks are very irregular, and the surface covered with a great

number of small islands. Fort Ticonderoga, at the southern point of the lake, and though it extends still further south, this part resembles more a river than a lake. The steamboat accommodation on the lake is very numerous and good. *Fort Ticonderoga, Mount Defiance, and Mount Independence*, also *Mount Hope*, all played a part in the wars with England, and the views afforded by them is well worth an ascent. *Shoreham, Crown Point, Chimney Point, Port Henry, Westport, Split Rock* (a portion of a rock isolated by a fissure forming an island), *Burlington, Port Kent, Valcour Island, Plattsburg, Chazy Lake* and *Chateaugay Lake* are all worthy of a visit if the tourist has time.

Reached by Ogdensburg and Lake Champlain Railway, from Ogdensburg, in 4 hours.

Chariton (Iowa).—Seat of Lucas County; population (1880), 3,000.

Hotel: Bates.

A manufacturing town on Chariton River, well laid out and built, and with a few public buildings, amongst which the *Opera House* with 900 seats.

Reached by Chicago, Burlington, and Quincy Railway, from Chicago, *via* Creston, in 18 hours.

Charleston (South Carolina).—Seat of Charleston County; population (1880), 50,000.

Hotels: Pavilion, Charleston, Waverley.

Conveyances: Tramways traverse the chief parts of the town (5c. fare); *Omnibus* at the railway stations and landing-stages to any part of the town (50c. fare, including luggage).

Amusements: *Academy of Music, Hibernian Hall, German Hall.*

Reading Rooms and Library: The former at the hotels and at the library in Broad and Church streets.

Clubs: The Charleston Club, Meeting-street, near Battery, and German Artillery Company, Wentworth-street.

Post Office: At foot of Broad-street.

English Consul: H. P. Walker, Consul.

Bankers: First National Bank.

Medical: Dr. Murray, Dr. Stevens.

Dentist: Dr. C. C. Jones.

The town of Charleston, the chief commercial centre of South Carolina, and one if not the principal port of cotton shipping, is charmingly situated at the confluence of the Ashley and Cooper rivers, which form a very safe harbour. It is tolerably regularly laid out, and the streets mostly cross at right angles and are paved in the Belgian fashion. Most of the houses, being built of bricks or wood, are situated in gardens with trees and shrubs. King and Meeting streets are the chief thoroughfares: the former for retail stores, and frequented also as a promenade, the latter for wholesale business. Banks, brokers, insurance offices, and merchants' counting-houses are in Broad-street.

Charleston was settled in 1679, by an English colony, under William Sayle, who was its first governor. It was the scene of many conflicts in its earlier days, and during the Revolutionary War it resisted three attacks, but was finally taken by the British forces in 1780. The harbour is well protected by Castle Pinckney, Forts Ripley and Moultrie. The ruined walls of *Fort Sumter* are the most conspicuous object, as having played a very important part in the Civil Wars 1862-64; it having been the opening scene of the greatest civil war of modern times.

Its site of the city is seven miles from the sea, and, as with New York, the *Buttery* is the first striking object. It commands a fine view, and is surrounded by many handsome private residences. It is on the water's edge, and consequently a very popular promenade. The roads (with fine trees, sub-tropical shrubs and flowers), running alongside the Cooper and Ashley rivers, afford principal and interesting drives. The drives on Sullivan's Islands and across the Iron Bridge on Ashley river are also charming, and the latter is so far very interesting, as it affords a view of the old plantations.

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The buildings of Charleston, on the whole, are not very imposing, and the most important one is, perhaps, the *City Hall*, at the intersection of Broad and Meeting streets. On the north-west corner the *Court House*; on the south-east the old *St. Michael's Church*, built in 1752, from designs of a pupil of Sir Christopher Wren; on the south-west the *Guard House*, the *Police Station*. The tower of *St. Michael's* is very fine, and affords a very extensive view. Other churches are *St. Phillip's* in Church-street, with an old graveyard, where most of South Carolina's public men are buried; *St. Finbar's* in ruins, Broad-street; the *Citadel Square Church* in Meeting-street; the German Lutheran in Archdale-street; the Central Presbyterian in Meeting-street, and several others, are all noteworthy.

The *Custom House*, on the Cooper River, near Market-wharf, of white marble, in the Roman Corinthian style, is the most elaborate edifice in the town, and cost over 3,000,000 dols.; the *Chamber of Commerce* is a building in Broad and East Bay streets; the *Academy of Music*, corner of King and Market streets, one of the finest of its kind in the South; the *Orphan House*, in a spacious garden between Calhoun and Vanderhorst streets; the *Medical College*, corner of Queen and Franklin streets; the *Charleston College*, end of George-street; the *City Hospital*, *County Gaol*, *Roper Hospital*, Queen and Logan streets, the *Workhouse*, in Magazine-street; the *Market Hall* is a very fine covered market, and should be visited between 6 and 9 a.m. It offers a very characteristic sight to the tourist; the *Society Hall* is in Meeting-street, with its colonnade and portico and fine interior.

Washington Park and *Marion Square* are leading promenades; White Point Garden on the Battery has fine promenades and some statues; *Magnolia Cemetery* just at the outskirts of the town, is very extensive; *St. John's Church*, is quite isolated, and 15 miles from town, in the depth of the forest, built in 1711, bears the Royal arms of England, which saved it from destruction in the War of Independ-

ence; the *Oak Avenue*, near by, is also celebrated, and its trees are said to be over 200 years old.

A steamer runs every hour to *New Brighton* on *Sullivan's Island* (the Long Branch of South Carolina), and Mount Pleasant.

Reached by Atlantic Coast Line (North-Eastern Branch), from Richmond, *via* Wilmington, in 18 hours.

Charlestown (*Massachusetts*).—Suffolk County; population (1880), 35,000.

Hotels: Those at Boston.

Already described under Boston, of which it now forms almost part.

Charlestown (*West Virginia*).—Seat of Kanawha County; population (1880) 4,300.

Hotels: St. Albert, Hall.

Situated on the Great Kanawha River, this place is celebrated for John Brown's execution, which took place on Dec. 2nd, 1859, for inciting the slaves to mutiny. The engine-house which served him as a fortress is still visible. It has some manufactures, and is surrounded by a very fertile and cultivated country. There is an *Opera House* and a *Music Hall*. In the country are some salt springs, and coal is found in abundance.

Reached by Baltimore and Ohio Railway, from Baltimore, *via* Harper's Ferry, in 4 hours.

Charlotte (*North Carolina*).—Seat of Mecklenburg County; population (1880), 8,700.

Hotels: Charlotte, Central.

Pleasantly situated on Sugar Creek, this is a very busy and prosperous town. Its chief interests are centred in agriculture, and trade is very brisk with the surrounding country. It is an important railway junction. There are also some valuable mines in the neighbourhood. An *Assay Office* (formerly a branch mint), is in the town. There is an *Opera House* and a *Music Hall*.

Reached by Carolina Central Railway, from Wilmington, *via* Hamet, in 12 hours.

Charlottesville (Virginia).—Seat of Albemarle County; population (1880), 5,000.

Hotels: Central, Farish.

The seat of the University of Virginia, and in proximity to Monticello, the home and tomb of Thomas Jefferson. Situated on Rivanna River, it is attractive and well built, and has some agricultural interests. The *University*, founded in 1819, by Jefferson, is situated on elevated ground, $1\frac{1}{2}$ miles west of the town, and forms an object of note in a fine country. *Monticello*, former home and now burial place of Thomas Jefferson, is four miles out of the town, stands upon an eminence, and has a charming view of great extent. The remains lie in a small family cemetery by the side of the road leading up to the place.

Reached by Chesapeake and Ohio Railway, from Richmond, *via* Gordonsville, in 4 hours.

Chautauqua (New York).—Near Jamestown, and on Chautauqua Lake; population (1880), 1,100.

Hotels: Mountain House.

Charmingly situated, it is only famous for the camp meetings, held here in July and August, of the National Sunday School Assembly.

Reached by Buffalo, Pittsburg and Western Railway, from Buffalo, *via* Salamanca, in $4\frac{1}{2}$ hours.

Chautauqua Lake.—The most western of the lakes in New York State, and on the frontier of Pennsylvania.

Hotels: Jamestown, Weeks, Sherman, at Jamestown, Mountain at Chautauqua, and Chautauqua and Mayville Houses at Mayville.

A very picturesque small lake in the Conewango Valley; much frequented as a summer resort. Has good fishing and boating. It is 18 miles long, by 1 to 3 broad, and considered the highest navigable watershed on the American Continent; 1,290 feet above the sea. A steamer runs twice daily round it. Principal places to stop at are *Jamestown, Mayville, Chautauqua, Point Chautauqua.*

Reached by Buffalo, Pittsburg and

Western Railway, from Buffalo, *via* Salamanca, in $4\frac{1}{2}$ hours.

Chattanooga (Tennessee).—Hamilton County; population, 23,000.

Hotels: Hamilton, Stanton, Reid, European, Stoops.

Situated on the Tennessee River, near the frontier of Alabama and Georgia; it is a very important railway centre (seven companies), and the river is navigable to this point for steamers for eight months out of the twelve. A very busy town, with iron and cotton mills; it is also the shipping point for all the rich produce of east and middle Tennessee. The *Methodist University* is situated here. The town played a very important part during the Civil War. Above the city is *Lookout Mountain* (1,400 feet high), which has become a favourite summer resort; the Governmental Hospital buildings of the War are used as hotels. The view is delightful. Other points are: *Lake Seclusion, Battlefield, Lulah Falls, Rock City and Cemetery.* The surrounding country is very rich in coal and iron mines.

Reached by Cincinnati, New Orleans and Texas Railway, from Cincinnati, *via* Waiton, in 14 hours.

Chelsea (Massachusetts).—A suburb of Boston; population (1880), 22,000.

Hotels: Broadway, City, Soldiers' Home.

Only a manufacturing community, with *United States Marine Hospital, Naval Hospital, and Woodlawn Cemetery.*

Reached by ferry from Boston, and connected by a bridge with Charlestown, in quarter of an hour

Cherry Valley (New York).—Near Albany; population (1880), 900.

Hotels: Sharon Springs.

A pretty village on Cherry Valley Creek, and near Sharon Springs, is popular as a summer resort, though not as a fashionable one. It is noted as the scene of one of the greatest massacres disgracing any war. In 1778 the Tories and Indians killed or took captive nearly the entire population

of unprotected settlers. There is a *Young Ladies' Academy*; *Mount Independence* (2,000 feet), *Tekahwara Falls*, *White Sulphur Springs*, and *Salt Springsville* are the principal points of attraction. It is famous for its cool, healthy summer climate.

Reached by Delaware and Hudson Canal Railway, from Montreal, *via* Albany, in 9 hours.

Chester (Pennsylvania).—Delaware County; population (1880), 15,000.

Hotels: City, Columbia, Washington, Brown's, Delaware, American, Beale.

This the oldest town in Pennsylvania (by Swedes in 1643) lies in a populous and highly cultivated region. It has large manufacturing interests, and its shipbuilding yards are extensive. The celebrated ones of John Roach are here. Close by is Brandywine, famous for the battle of 1777.

Reached by Philadelphia, Wilmington and Baltimore Railway, from Philadelphia, in half-an-hour.

Cheyenne (Wyoming).—Seat of Laramie County; population (1880), 4,500.

Hotels: Dyer's, Interocean; Station, and Dining Room.

Settled only in 1867, it is now one of the largest towns on the whole line of the Union Pacific Railway. It is situated in a broad open plain on Crow Creek, a small stream, having its source in the Black Hills. It is principally engaged in stock raising, but does an extensive retail trade with the surrounding country. Its mining interests are also important. The town is well built and the *Town Hall*, *Court House*, *Prison*, *Opera House*, and *School Buildings* are noteworthy. There is a military post at Fort Russell. Diligences run to Deadwood in the Black Hills in 48 hours.

Reached by Union Pacific, from Omaha, *via* Denver, in 15 hours.

Chicago (Illinois).—The capital of the State, and seat of Cook County; population (1880), 503,000, but now exceeding 600,000.

Hotels: The *Palmer House* is one of the finest hotels in the States, is entirely fireproof, and has every conceivable modern comfort. The cuisine is reputed first-class.

The Grand Pacific, Sherman, Tremont, the rates in these ranging from 2½ dols. to 5 dols. per day, everything included; the Leland, Clifton, Briggs, Crawford, Commercial, and Madison, with rates from 2 dols. to 5 dols. per day, and on the European plan; Brevoort's, MacCoy's, and Windsor. Other hotels are the Gault, Continental, Drexel, Atlantic, Maulton, and a great number of boarding houses.

Restaurants and Cafés: Chapin & Gore's, Race Bros., McCoy's, Palmer House, Kern's, Kingsley's, Thomson's, Cal. Wilson's (exclusively oysters and other shell-fish).

Conveyances: Tramways, steam tramways or cable tramways traverse the town in all directions (fare, 5 cts.). *Omnibuses* are at stations and landing-stages (fare, 50 cts.); hackney carriages at stations and landing-stages, also at hotels, and several other points in the town. The *Course:* 1 passenger from station to station, 50 cts.; 1 passenger, 1 mile, 50 cts.; from 1 to 2 miles, 1 dol.; each additional mile or part, 50 cts. extra, and each additional passenger 50 cts.; children under 14, half-fare. By the hour: 2 dols. per hour, and each additional hour 1 dol.; from midnight to 7 a.m. each drive, whatever distance or time, 2 dols. Apply to police in case of disagreement.

Railway Stations: Chicago, Milwaukee and St. Paul's Railway; Chicago, Alton, and St. Louis; Pittsburg, Fort Mayne, and Chicago; Burlington and Quincy; Chicago, St. Louis, and Pittsburg; Erie and Chicago Railways, all leave the splendid *Union Depot* on corner of Canal-street; the Wabash, St. Louis, and Pacific; the Chicago and Illinois; the Chicago and Atlantic, and the Chicago and Grand Trunk Railways in the *Union Depot* on Polk-street; the Chicago and North Western Railway in the Station on corner of North Wells and Kinzie-streets; the Kankakee; the Michigan Central and Illinois Central Railways from Central Station in

Lake-street; the Baltimore and Ohio and Chicago, Detroit, and Niagara Falls Railways in Monroe-street; and the Chicago, Rock Island, and Pacific, the New York, Chicago and St. Louis, and the Lake Shore and Michigan Southern from the station on corner of Van Buren and La-salle streets, the finest station in the country.

Theatres and Amusements: Mc-Vicker's Theatre, in Madison-street, Haverley's, in Monroe-street; Hoo-ley's Opera House, in Randolph-street; the Academy of Music, in Halstead-street; the Grand Opera House, in Clark-street; the Olympic, Standard, Chicago Museum and Theatre are theatres of minor importance. The National Panorama in Wabash-avenue, the Central Music Hall, Hirsche's Music Hall, Tarwell, and many others, have concerts and sundry entertainments.

Races and Sports: The Chicago Racing Club has its meetings in Lake View and at Lincoln Park. The Shooting Club has its establishment near the Union Stock Yard.

Reading Rooms: At all the best hotels; the *Public Library*, corner of Dearborn and Lake streets, with about 100,000 volumes, from 9 a.m. till 9 p.m.; the *Chicago Athenæum* in Washington-street, open from 9 a.m. to 10 p.m. with lectures, fine library and gymnasium; the *Young Men's Christian Association*, in Madison-street; *Cobb's Library*, in Wabash-avenue; the *Union Catholic Library* in Dearborn-street, and the *Academy of Science* in Wabash-avenue.

Museums: The Academy of Science in Wabash-avenue; the Art Institute in Michigan-avenue.

Clubs: The *Union Club*, on corner of Chicago-avenue and State-street; the *Chicago Club*, in Monroe-street; the *Owl Club*, in Madison-street; the *Press Club*, corner of Madison and Clark streets; the *Standard*, corner of Michigan-avenue and Thirteenth-street; and the *Calumet*, Michigan-avenue and Eighteenth-street; admission through introduction by member.

Post and Telegraph Office: in Dearborn and Clark streets, open from 8 a.m. to 7 p.m., and five branch offices in the outskirts.

Bankers: Bank of Chicago.

Medical: Dr. Hullbroth, Dr. Wilkinson, Dr. Stroth.

Ticket and Excursion Agents: Thomas Cook & Son, 106, Dearborn-street.

The site of Chicago was first visited by Joliet and Marquette in 1673, and the first permanent settlement took place in 1804 by the construction of a fort, near the head of the present Michigan-avenue. This fort was demolished in 1856. Chicago was organized as a town in 1833, and incorporated as a town in 1837; it then had 4,170 inhabitants, which had increased in 1880 to 503,304. The great conflagration took place in 1871, destroying 17,500 houses at a loss of almost 200,000,000 dols. In 1874, another fire destroyed about 5,000,000 dols. worth of property. The new city is considerably superior in buildings, and the business parts are unsurpassed by that of any other of the large towns on the Continent. It ranks next to New York in commercial importance, and in 1854 was already the largest grain shipping port of the world. Its cattle, pork and timber trade likewise stand pre-eminent over any similar market in the world. Manufacturing is also very largely carried on, employing above 150,000 hands and their productions are very varied. The factories number above 4,000, and turn out about 300,000,000 dols. in value. The storage capacity for grain and other produce is about 29,000,000 bushels. It is in the very marvellous enterprise of the people, the magnificence of the warehouses, etc., and its enormous commerce, that the interest of Chicago to the tourist consists.

It is the greatest Railway centre on the Continent and situated on the Lake Michigan and at the mouth of Chicago River, and terminus of Illinois and Michigan Canal. Its water frontage is 38 miles, taking in the river and its branches with slips. This is not including the lake front, where an outer harbour is nearly finished. It covers an area of almost 38 square miles, closely built upon, while suburbs extend from 6 to 8 miles all round the town. The wharves or lake front are nearly 30 miles long; and here

Chicago.
Fullbroth, Dr.
Insurance Agents:
106, Dearborn-

Chicago was first
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lake front
city; and here

are the timber and coal yards,
elevators, and warehouses. The
town is regularly laid out and the
streets, mostly 80 feet wide, cross
at right angles. The principal
thoroughfares, *State-street*, *Lake*,
Clark, *Lasalle*, *Randolph*, *Dearborn*,
Adams, *Madison*, *Washington*,
Franklin, and *Water* streets, run
from north to south. The residential
streets are *Wabash*, *Prairie*, and
Washington avenues. They are
bordered with rows of trees and
gardens in front of the villas.
Calumet, *South Park*, *Indiana*, *Ash-*
land, and *Dearborn* avenues, and
West Washington-street rank simi-
larly. *Michigan* and *Wabash* avenues
are the principal drives; also
through the parks and boulevards,
South Park on the lake shore and
Lake View on the north, beyond
Lincoln Park.

The principal buildings are:
The *Chamber of Commerce*, corner of
Lasalle and *Washington* streets; no
visitor should omit to attend the
"Board of Trade" meeting, which
takes place here every day between
11 a.m. and 1 p.m. It is the Exchange
of Chicago, and is often the scene of
tremendous excitement. Close by
is the "Call Board," where immense
quantities of grain change hands by
auction; the call begins at 2.30 p.m.
and lasts half-an-hour. The *Custom*
House and *Post and Telegraph Office*
occupying a whole block, is a very
fine building and cost 5,000,000 dols.

The *City Hall* and *Court*
House, on *City-square*, are very fine;
the *County Prison* and *Criminal*
Building is a very massive building
on corner of *North Dearborn* and
Michigan streets. The *Exhibition*
Buildings, similar to the *Crystal*
Palace at *Sydenham*, front *Michi-*
gan-avenue, and *Industrial* and *Art*
Exhibitions are held here every
autumn. The new *Board of Trade*
Buildings, on *Lasalle-street*, are also
very fine. The "Chicago Tribune"
building on corner *Dearborn* and
Madison streets, the *Portland Block*,
Honore Block, *First National Bank*
Buildings, and *American Express Com-*
pany's Buildings are all very fine.

The Literary and Educational
Institutions are of a very high class,
and their list is extensive. The
University in *Cottage Grove-avenue*,

founded by *Stephen A. Douglas*,
with the *Dearborn Observatory* ad-
joining it, has a very handsome
building and the site is beautiful.
The *Public Library*, founded in 1872
by English authors and publishers,
contains now near 100,000 volumes
on corner of *Dearborn* and *Lake*
streets; the *Academy of Science* lost
the valuable collection of 39,000
specimens in the great fire, but is
collecting a new museum on
Wabash-avenue; the *Art Institute*
is on corner of *Van Buren-street* and
Michigan-avenue; the *Chicago Theo-*
logical Seminary, on *Union Park*;
the *Presbyterian Theological Seminary*,
on *Fullerton-avenue*; the *Baptist*
ditto, on *Morgan Park*, in the
suburbs; the *St. Ignatius College*, on
West Twelfth-street; the *Rush*
Medical College, the *Women's Medical*
College, and the *College of Physicians*
and *Surgeons* are all in *Wood-street*;
the *Chicago Medical College*, in
Prairie-avenue; and the *Hahneman*
College, in *Cottage Grove-avenue*.

The spiritual welfare of the in-
habitants is equally well cared for,
there being no less than 270 places
of worship in the town. Only a few,
however, merit special mention. The
Unity Church, in *Dearborn-avenue*,
and the *Twelfth-street Church* are
among the best. The *Roman*
Catholic Cathedral is also very fine;
the *Immanuel Baptist*, in *Michigan-*
avenue; the *Second Presbyterian*, in
Eighteenth-street; *Grace*, in *Wab-*
ash-avenue; the *Union Park Con-*
gregational, in *Ashland-avenue*; the
Second Baptist, in *Monroe-street*,
and the *St. James*, in *Huron-street*,
are all noteworthy.

Among the charitable institutions
we note, first, the *Mercy Hospital*,
in *Calumet-avenue*; the *Cook County*
Hospital, in *Harrison-street*; the
U. S. Marine Hospital, at *Lake*
View, is very extensive; the *Old*
People's Home, in *Indiana-avenue*;
the *Foundlings*, in *Wood-street*, and
the *Newsboys' Home*, in *Quincy-street*,
are worthy of an inspection. Other
Homes and Hospitals are the *Pro-*
testant Orphanage, in *Twenty-second-*
street; the *St. Joseph's* (male) and
St. Mary's (female) *Orphanages*,
N. State-street; the *Home for the*
Friendless, &c.

The public parks are magnificent.

They cover in all an area of about 2,200 acres, and being ten in number are connected by boulevards 200 feet wide. *Lincoln Park* is on the lake shore, is beautifully laid out, and contains a *Zoological Garden*. The *Union Park*, in the centre of the West-end, and *Jefferson Park*, one of the most frequented, are the most noteworthy. Others are *Lake Park*, *Douglas Park*, *Garfield* and *South Parks*, all being well laid out and very shady.

The cemeteries are—as in all American towns—beautifully laid out, and *Oakwood* and *Graceland* should be visited. *Rose Hill* and *Calvary* are also interesting. An application to the chief engineer will afford an inspection of the *Waterworks*, near *Chicago-avenue*; they are considered one of the wonders of the world, and from the tower an extensive view can be enjoyed. Another water supply is derived from the 40 artesian wells in different parts of the town. There are two *Tunnels* running underneath the river, one at *Washington-street* and the other at *Lasalle-street*.

One of the sights not to be missed are the *Stock-yards*, of huge dimensions, covering above 350 acres, the *Grain Elevators* and wharves.

In the vicinity of Chicago is "*Pullman*," noteworthy as the site of the *Pullman Car Company*.

Reached by New York, Chicago and St. Louis Railway, from Buffalo, *via* Fort Wayne, in 20 hours.

Chico (California).—Butte County; population (1880), 5,000.

Hotels: Butte House.

A prosperous town, situated on the Chico Creek, in a very rich agricultural district. It has a good many manufactories, iron ore, carriages, planing mills, &c. *Bank of Chico*, *Bank of Butte County*, *High School*, *Odd Fellows Hall*, &c., are among the principal buildings. General Bidwell's estate of 32,000 acres is close by. The orchards are a sight to be seen.

Reached by Southern Pacific Railway, from San Francisco, *via* Marysville, in 3½ hours.

Chicopee (Massachusetts).—Hampden County; population (1880), 11,350.

Hotels: Chicopee, Cabot.

Situated on Chicopee River and Connecticut River; it is handsomely built, and has large manufacturing interests. The Ames Manufacturing Company (fire-arms and bronzes) have their establishments here. There are two public halls, but little of interest to the tourist.

Reached by New York, New Haven, and Hartford and Connecticut River Railways, from New York, *via* Springfield, in 6 hours.

Chillicothe (Ohio).—Seat of Ross County; population (1880), 11,000.

Hotels: Emmitt, Warner.

A beautiful town, situated on the Scioto River, the site being surrounded by hills, and settled in 1796. It was formerly the seat of the State Government, and is the centre of all the trade of the rich agricultural region bordering on the Scioto River. It is regularly laid out and well built. Amongst the many handsome buildings, we may mention the *Court House*, 15 churches, school houses, etc. There are some large manufactories in the town, the principal being railway carriage works, flour mills, paper mills, and sewing machine factories. The surrounding country is extremely fertile, and under the highest state of cultivation. The *Opera House* and *Masonic Hall* can each hold above 1,000 people.

Reached by Cincinnati, Washington and Baltimore Railway, from Cincinnati, in 4 hours.

Chillicothe (Missouri).—Seat of Livingston County; population (1880), 6,000.

Hotels: Markham, Browning, Spencer, American.

A very regularly laid out and well built town, having some manufacturing and very important agricultural interests. The *Court House* is the principal building, and there are also two public halls.

Reached by Hannibal and St. Joseph Railway, from Kansas City, *via* Cameron, in 4½ hours.

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Chippewa Falls (Wisconsin).—Seat
of Chippewa County; population
(1880), 4,006.

Hotels: Merchants, Stanley.

Pleasantly situated on the Chip-
pewa River, its principal occupa-
tion is the timber trade; also some
manufacturing pursuits. There is
an *Opera House* and a *Music Hall*,
but little else to interest the tourist.

Reached by Wisconsin Central
Railway, from St. Paul, *via* New
Richmond, in 4½ hours.

Cincinnati (Ohio).—The principal
town of the State, and seat of
Hamilton County; population (1880),
256,000.

Hotels: The Burnet House, in
Vine-street; the Grand, on Central-
avenue; the Gibson, in Walnut-
street; with charges from 2½ dols.
to 4 dols. per day; the St. James,
Palace, Dennison, Crawford, Block,
and Galt are also good, and their
charges range from 2 dols. to 2½ dols.
per day. Keppler's, St. Nicholas,
and St. Clair from 1 dol. to 3 dols.
per day, and the Emery, which is
both on the American and European
plans.

Restaurants and Cafés: Keppler's,
in Race-street; the Vienna Bakery,
in Race-street; the St. Nicholas,
also in Race-street; Emery, Ortiz,
Brock's, and Hunt's are all good.

Conveyances: Tramways run
through the whole town and suburbs
(fare 5 cts); omnibuses from stations
and landing stages to all the hotels
(fare 50 cts.); carriages and cabs at
different points in the town (course,
one or two persons, 1 dol.; three or
four persons, 50 cts. each; large
trunks extra. By time, 2 dols. per
hour, and 1 dol. each additional or
part of hour. It is advisable to drive
a bargain. Several ferries cross
the river from different parts of the
town.

Railway Stations: The station of
the Kentucky Central Railway is in
Covington-street; the Grand Cen-
tral Station in the Central-avenue
is the starting point of the Ohio and
Mississippi and Cincinnati Southern
Railways; the Little Miami Rail-
way Station is on corner of Butler
and Front streets, and the Cincin-
nati, Hamilton, and Dayton Rail-

way Station is in Fifth and Hoodley
streets.

Theatres and Amusements: *The
Grand Opera House*, corner of Vine
and Longworth-street; *Robinson's
Opera House* in Plum-street (Ger-
man opera and drama); *Havelin's
Theatre* on Central-avenue, *Henck's
New Opera House* in Vine-street is
very capacious; *Smith and Nixon's
Music Hall* in West Fourth-street;
Springer Music Hall in Elm-street;
College Hall, Melodeon Hall, Gym-
nasium, Greenwood Hall and
several others are much frequented.
There is a floating bath on the Ohio,
at foot of Broadway. *The Zoologi-
cal Gardens* are well laid out, and
have an extensive collection of
animals, and are much frequented
(entry 25 c.)

The Races: At Eden and Hopkin's
Parks.

Library and Reading Rooms:
Several very good libraries, the
principal being the *Public Library*
in Vine-street, has 135,000 volumes
and extensive reading room (open
8 p.m. to 10 p.m.); the *Law Library*
in Court House, the *Young Men's
Mercantile Library* in College
Buildings in Walnut-street; the
Philosophical and Historical Society,
in the same, and the *Mechanics'
Institute Library* also in Vine-
street. All the hotels have well-
supplied reading rooms.

Clubs: *The Phoenix Club* with very
fine quarters in Central-avenue.
The Queen City Club in Elm-street;
the *Allemania* in Central-avenue;
the *Eureka* in Walnut-street, and
Cucier in Longworth-street. Intro-
duction by a member.

Post and Telegraph: In the
General Post Office, corner of
Fourth and Vine streets, open from
6 a.m. to 10 p.m., and several
branches throughout the town.

Bankers: Bank of Cincinnati.

Medical: Dr. J. G. Sager, Dr.
C. C. Fowler.

Dentist: Dr. Harwood.

Tourist and Excursion Agents:
Thomas Cook & Son, 107, Pearl-
street.

Cincinnati, the Metropolis of
Ohio, is situated on the Ohio, oppo-
site the mouth of the Licking River
and the townships of Covington and

Newport. It was first settled in 1788, and in its infancy had great troubles with the Indians. Incorporated as a town in 1814. It is one of the great commercial centres of the West, and agriculture, manufacture and live stock trade combine to make it more prosperous each year. There are close upon 6,000 manufactories in the town, with an approximate annual turn-out of 200,000,000 dols. The town is surrounded by hills (450 feet), forming a fine panorama, and the views from the summits are enchanting. The streets are well laid out, the buildings substantial and handsome, and shady trees abound in the principal thoroughfares. The business portion is very dense, but the outer or residential circle has much space and air, and the fine houses are mostly surrounded by gardens.

The finest of the business streets is undoubtedly *Pearl-street*, containing only wholesale warehouses, *Third-street* is the Cincinnati Wall-street, and *Fourth-street* the principal retail trade centre, and consequently the fashionable promenade. The "East End" and "West End" have the finest residential mansions. There are some fine drives.

Amongst the most noteworthy public buildings are the *Springer Music Hall* in Elm-street, very beautiful exterior, capable of seating 5,000 persons, and with an extremely rich adorned interior. The *Emery Arcade*, said to be larger and superior to the *Galerie* in Milan, Italy, is in Vine-street; the *Government Buildings*, in Main and Walnut-street, is a huge Renaissance structure. It harbours the *Custom House*, *Post Office* and *United States Law Courts*; the *County Courts* are in Main-street; the old Government buildings are in Vine and Fourth streets, with prison at the back; the *Town Hall*, or city buildings, are in Plum-street; the *Chamber of Commerce* in Fourth-street, occupies the *Pike's Building*, formerly an opera house. The *Masonic Temple* in Walnut-street, the *Music Hall* and *Exhibition Buildings* in Elm-street, cover 3½ acres, and the latter is open from first week in September till first week in October. The *Odd Fellows' Hall* is in Home-street; the *Public Library*, open from 8 a.m.

to 9 p.m., is in Vine-street, with a collection of 140,000 volumes and 16,000 pamphlets; the *College of Music* in Elm-street has, as an average 400 students and 26 professors.

In the Music Hall on Elm-street, the *Cincinnati Museum Association* has a collection of paintings, sculpture, etc., open from 10 till 4 (admission 25 cts.).

Among the churches, *St. Peter's Cathedral* is the finest (Plum-street)—notice the altar and the altar piece by Murillo; *St. Xavier*, in Sycamore-street (Gothic, with fine tower), is also fine; *St. Paul's* (Methodist), in Smith-street, and *St. Paul's* (Episcopal) in Plum-street, are both noteworthy. In the quarter "over the Rhine" are some large German churches, with fine musical services. The *Hebrew Synagogue* in Plum-street, and *Hebrew Temple*, in Mound-street, have very fine interiors.

A monument of some importance is the *Tyler-Davidson Fountain*, in Fifth-street, which was cast in Munich, Bavaria, at a cost of about £40,000.

The educational establishments of Cincinnati are numerous and very efficient. First, ranks the *University*, founded and endowed by a citizen, in Hamilton-road, with Design and Law School in College-buildings, in Walnut-street; *St. Xavier's College*, a Jesuit institution in Sycamore-street, is very finely installed and has extensive collections; the *Seminary of Mount St. Mary*, on Western-hills, the *Lane Theological Seminary*, on East Walnut-hills; the *Miami Medical College*, in Twelfth-street; the *Cincinnati Wesleyan College*, in Wesley-avenue; the *Medical College of Ohio*, in Sixth-street; the *Hughes High School*, the *Chickering Institute*, and the *Woodward High School* all occupy a prominent position in the country. The *Mechanics' Institute* may likewise be mentioned.

The "*Hospital*" in Twelfth-street is a model institution, and covers four acres. Its architectural features are fine; the *Long View Lunatic Asylum* at Carthage, 10 miles north of the town, has very fine gardens; *St. Mary's Hospital*

in Baymiller-street, and *Sumaritan Hospital* in Locke-street are also very large and excellently appointed establishments; the *House of Refuge*, in Mill Creek Valley and the *City Workhouse* close by, are worthy an inspection. The *Orphan Asylum*, at Mount Auburn. All the establishments named have large recreation grounds.

Eden Park, in the East-end on a hill, is the principal public park, and the views from the top are very varied and extensive. It covers 216 acres. *Washington Park*, *Lincoln* and *Hopkin's Parks*, and *Burvet Woods* are also very fine but less extensive. The Avenue to *Spring Grove Cemetery* is 100 feet wide and affords a fine drive. The Cemetery, situated in Mill Creek Valley, covers 600 acres, is beautifully laid out, and has many fine monuments; the finest among the latter is the *Dexter Mausoleum*, in memory of the volunteers who fell in the Civil Wars.

Nearly one-half of the inhabitants are Germans, or of German extraction, and hence the quarter north of the Miami Canal—called “over the Rhine”—where the greater part live, bears quite a German character. Nothing but German is spoken, and all the surroundings remind the tourist of Germany. The “*Suspension Bridge*” is very well worth inspecting. It connects Cincinnati with Covington, Kentucky. It is 100 feet above the water, and its entire length is 2,252 feet. A similar bridge connects Covington with Newport. The trams cars in Front-street traverse both bridges. The *Water Works* in East Front-street are also very interesting; and the *Railway Stock Yards*, or cattle pens, and the inclined planes also attract attention.

Reached by Cincinnati, Richmond, and Chicago Railway, from Chicago, in 13 hours.

Circleville (Ohio).—Seat of Pickaway County; population (1880), 6,000.

Hotels: Pickaway House, New American.

A very prosperous agricultural community on the Scioto River and

Ohio and Erie Canal. There is a small public hall.

Reached by Pittsburg, Cincinnati and St. Louis Railway, from Cincinnati, *via* Morocco, in 4½ hours.

Clarksville (Georgia).—Habersham County; population (1880), 300.

Hotels: City, Cataract.

A pleasant and beautiful village, much resorted to in summer for its surrounding scenery. The *Cataracts of Tallulah*, 12 miles from Clarksville, in a deep ravine. The *Toccoa Falls*, the *Eastatoa*, and *Amicalola Falls*, *Nacoochee Valley*, *Mounts Currahee*, *Yonah*, *Pilot Mountain*, *Track Rock* and *Hiwassee Falls*, are the principal natural attractions in the environs, and are well worth a visit.

Reached by North-Western Railway of Georgia, from Athens, *via* Lula, in 3 hours.

Clarksville (Tennessee).—Seat of Montgomery County; population (1880), 5,500.

Hotels: Franklin, European, Southern.

Pleasantly situated on the Cumberland River, it has its chief occupation in the surrounding agricultural districts. Chiefly retail trade. There is an *Opera House* with 800 seats.

Reached by Louisville and Nashville Railway, from Memphis, in 9½ hours.

Clatsop Beach (Oregon).—Near Astoria; population (1880), 5,000.

Hotels: Clatsop House.

A little sea-bathing place, promising to become the Longbranch of Oregon. Receives visitors from Washington Territory, Oregon, and California.

Reached by Diligence from San Francisco, in 5 hours.

Cleveland (Ohio).—Seat of Cuyahoga County; population (1880), 180,000.

Hotels: The Stillman, Kennard, Forest, City, Weddell, Hawley, American.

Restaurants: The Weddell; a good dining-room at the station (Union Depot).

Reading Rooms: At the Hotels and the Public Library.

Conveyances: Tramways to all parts. Omnibuses at most stations and landing stages. Hackney carriages, 1 dol. per hour.

Theatres and Amusements: Euclid Avenue Opera House, Case Hall, Academy of Music, the Globe, German and Bohemian Theatre, Opera Comique, and several Music Halls.

Clubs: Cleveland, Cleveland Library Association.

Post Office: In United States Buildings on Monumental Park, open from 8 a.m. till 9 p.m.

Bankers: Bank of Cleveland.

Medical: Dr. Buss, Dr. Cust.

Ticket and Excursion Agents: Thomas Cook & Son, 133, Superior-street.

This, the second town of Ohio, is situated on the south shore of Lake Erie, and at the mouth of the Cuyahoga River. Its growth has been very rapid. It was settled in 1796, but its first 30 years of existence were not specially noted for progress, which actually began only with the completion of the Ohio Canal. Its commerce and manufactures are very extensive. The Petroleum Refineries stand first in the world. The river passing through the city, affords an excellent harbour and has been improved by the erection of two piers running into Lake Erie, standing 200 feet apart. The new *Breakwater*, west of the river, complements these improvements by affording 160 acres of safe harbour space.

The streets of Cleveland are very wide, well paved and shady. They are well laid out, and the large number of trees they contain have given it the name of the *Forest City*. The *Great Viaduct* on Superior-street, connecting the two portions of the town, is justly considered a marvel of engineering.

The business portion of the city centres in Superior, Water, Merwin, River and Ontario streets and Euclid Avenue on the east side, and Pearl, Lorain, and Detroit streets on the west side of the river. From Erie-street *Euclid Avenue* is very fine, bordered with handsome and very costly residential mansions in exten-

sive grounds. *Prospect-street* comes next. *Monumental Park* in the centre of the city covers 10 acres, and is beautified by shrubs, trees, statues (Commodore Perry), and fountains and cascades. The *Circle Park* is a similar pleasure ground on the west side of the river.

Amongst the principal buildings *Case Hall*, near Monumental Park, *Euclid Avenue Opera House* on Euclid-avenue, the *Union Depot* or station, in Superior-street, rank amongst the first. The *United States Buildings*, with *Custom House*, *Post Office*, and *Federal Law Courts*, fronting Monumental Park, the two *County Court Houses* on Seneca-street and on the Park, the *Academy of Music*, the *Globe Theatre*, *Bohemian* and *German Theatre*, *Public Halls*, and *Opera Comique* are all noteworthy. The waterworks are on the west side of the river, with a tunnel of 6,600 feet long under the bed of the lake, and *West Side Reservoir* which is a favourite promenade, and affords a fine view of Cleveland and surroundings. Two other reservoirs, the *Woodland Hills* and *Fairmount*, supply the town with an ample water supply.

There are 127 churches, of which only the following merit attention: —*St. Paul's* (Episcopal), *Second Presbyterian*, *First Methodist*, the *Old Stone Church* (Presbyterian), the *Roman Catholic Cathedral*, *Trinity Church*, *First and Third Presbyterian Churches*. The *Western Reserve University*, or *Adelbert College*, in Euclid-avenue, owes its removal to Cleveland to the munificence of a lady of the town. A similar institution is the *School of Applied Science*, called after its endower, Mr. Leonard Case. The *Cleveland Female Seminary*, in Woodland-avenue, the *Medical Department* of the *Western Reserve University*, and the same of the *University of Wooster* are all extremely handsome edifices. The *Public Library* is supported by the revenue of one-tenth of the produce of a mill.

The *Charity Hospital* in Perry-street, the *U. S. Marine Hospital* on the lake, the *Homoeopathic Hospital* on Huron-street, the *Infirmery* and the *Workhouse* are among the principal charitable institutions, and worthy a visit.

Lake View Cemetery, though only recently laid out, is the principal of the beautiful cemeteries of Cleveland. It contains the remains of President Garfield. The monument about being erected covers 2½ acres of land on the highest point of the cemetery. *Woodland* and *City Cemetery* and *Riverside Cemetery* are less extensive, but are all charmingly situated and beautifully laid out.

The *Wade Park*, *Lake View Park*, *Pelton's Park*, and *Gordon's Park* are, besides the *Monumental* already mentioned, the favourite drives and pleasure grounds.

Reached by New York, Chicago and St. Louis Railway, from Chicago, *via* Fort Wayne, in 13 hours.

Clifton Springs (*New York*).—Ontario County; population (1880), 1,000.

Hotels: Foster House, Clifton Springs Sanatorium.

A much-frequented summer station, with sulphurous springs, good for biliary disorders and skin diseases.

Reached by New York Central and Hudson River Railway, from Albany, *via* Syracuse, in 8 hours.

Clinton (*Iowa*).—Seat of Clinton County; population (1880), 10,000.

Hotels: Central, Revere.

A very thriving town on the Mississippi River, opposite Fulton (Ill.), with which it is connected by a very fine *Iron Bridge*. It has extensive saw-mills, and large trade with the surrounding agricultural district. The repair shops of the Chicago and North-western Railway are here. An *Opera House* and a *Music Hall*.

Reached by Chicago and North-Western Railway, from Chicago, in 5½ hours.

Clinton (*Massachusetts*).—Worcester County; population (1880), 9,000.

Hotels: Clinton.

A small but very active manufacturing town on the Nashua River, and one of the most important places in the county. The *Town*

Hall and the *Rigelow Hall* are the largest meeting places.

Reached by Old Colony Railway, from Boston, *via* Marlboro, in 2 hours.

Cloverdale (*California*).—Sonoma County; population (1880), 1,000.

Hotels: Cloverdale, United States.

A small agricultural town with some mining interests; very prettily situated, and well known as a summer resort. Stages run to the Geysers and Lakes.

Reached by San Francisco and North Pacific Railway, from San Francisco, in 3½ hours.

Cohoes (*New York*).—Albany County; population (1880), 20,000.

Hotels: Miller, Harmony.

Situated on the Erie Canal, Champlain Canal, and near the mouth of the Mohawk River; it is very prosperous, owing to possessing these cheap highways of locomotion. It is principally occupied in manufacturing, for which the canals afford fine water power. There are two public halls.

Reached by New York Central and Hudson River Railway, from New York, in 5 hours.

Columbia.—Capital of South Carolina and Seat of Richland County; population (1880), 10,100.

Hotels: Columbia, Wright's, Grand Central, Wheeler.

Theatres: The City Opera House, and Parker Hall (lectures, &c.)

Race Course: In Fair Grounds.

Bankers: Bank of Columbia.

Medical: Dr. Pickersgill, Dr. Taylor.

Pleasantly situated on the Congaree River, on an elevated plateau, a few miles below the falls. Columbia is a beautiful town, to which the fire of 1865 (occupation of General Sherman during the Civil War), however, did great damage. The streets are wide, well shaded, and bordered by flower gardens, and the drives in and out of town are extremely attractive and pleasant.

The principal buildings are—The

State House, the *State Penitentiary*, the *Lunatic Asylum*, the *Post Office*, the *Market Hall*, the *United States Court House*, the *Town Hall*, the *University of Carolina*, with large library; the *Presbyterian Theological Seminary*, the *Male and Female Academies*, the *Lutherian Theological Seminary* the *Executive Mansion*, in large pleasure grounds gives a fine view, also from *Arsenal Hill*. *Fair Grounds* and *Sydney Park* are well laid out, and are the principal recreation resorts of Columbia.

Reached by South Carolina Railway, from Charleston, *via* Kingsville, in 5 hours.

Columbia (Missouri).—Seat of Boone County; population (1880), 3,700.

Hotels: Grand Central, Lindell, Southern, Planter's, Power's.

A thriving, manufacturing and commercial community, noted for its educational facilities in that part of the State. It has two Public Halls.

Reached by Wabash, St. Louis and Pacific Railway, from Detroit, *via* Auburn Junction, in 5½ hours.

Columbia (Pennsylvania).—Lancaster County; population (1880), 8,500.

Hotels: American, Black, Franklin, Continental.

Advantageously situated on the Susquehanna River. Columbia is a thriving manufacturing and commercial community. Has an opera house and two other halls.

Reached by Pennsylvania Railway, from Philadelphia, *via* Lancaster, in 3 hours.

Columbia (Tennessee).—Seat of Maury County; population (1880), 3,500.

Hotels: Nelson, Bethel, Station, Guest.

Pleasantly situated on the Duck River in a very fertile tract of country. Has large agricultural and some manufacturing interests, a college, an *Opera House* with 500 seats, an *Athenæum* and *Sumner Hall*.

Reached by Louisville and Nashville Railway, from Nashville, in 2½ hours.

Columbus (Georgia).—Seat of Muscogee County; population (1880), 12,000.

Hotels: Central, Rankin.

Situated on the east bank of the Chattahoochee River, opposite Girard; it is the fifth town in size and population of Georgia. It is the principal manufacturing centre in the South. The cotton manufactures are extensive, and the surrounding country has its principal market here, cotton especially being the staple produce. It is well and regularly built, and the houses are surrounded by well-kept gardens. The *Temperance Hall*, the *Springer Opera House*, the *Bank of Columbus*, the *Georgia Home Insurance Building*, the *Court House*, *Presbyterian Church*, and various others, are very noteworthy buildings.

There is a handsome bridge across the river. The surrounding country is interesting.

Reached by South-Western Railway of Georgia, from Savannah, *via* Macon, in 14 hours.

Columbus (Ohio).—Capital of the State, and seat of Franklin County; population (1880), 52,000.

Hotels: Park, Neil, American, United States, St. Charles, Corrodi's.

Railway Stations: The Union Station in High-street, where all the railways converge.

Conveyances: Tramways to every part of the town (fare, 5 cts.).

Theatres and Amusements: Grand Opera House in High-street, Opera House, City Hall, and some Music Halls.

Reading Rooms and Library: The former at most hotels, and also at the *State Library* (48,000 volumes) in the Capitol.

Clubs: The Union, the City.

Post and Telegraph Office: In High-street.

Bankers: First National Bank.

Medical: Dr. Craig, Dr. Hall.

The town is situated upon the east shore of the Scioto River, surrounded by a rich and populous country, and is the centre of an active trade. Settled first in 1812 it became the Capital in 1816, and in 1834 had only 4,000 inhabitants.

The manufactories are numerous and important, but its wealth and increase are mainly due to the concentration of the State institutions. It is regularly laid out, the streets being very wide. The finest is *Broad-street*, 120 feet wide, with a double avenue of trees in the middle; here, and in *Town-street*, are the finest residences. The principal business centres are in *High-street*, which is asphalted, and 110 feet wide; *Capitol-square*, with majestic elms and fine shrubberies and flowers in the centre of the town.

With regard to public buildings Columbus is only surpassed by Washington in their number, architectural beauty, and grandeur. The *Capitol*, in *Capitol-square*, is a huge Doric building in grey limestone. Its dome is 64 feet in diameter and 160 feet high. The interior is very appropriately decorated, and the Hall of Representatives, the Senate, and other halls, are very highly ornamented. The *Deaf and Dumb Asylum* in *Town-street*, in Italian Renaissance, is also very large and handsome. The *State Penitentiary* on the east bank of the river covers in all 30 acres, and its interior arrangements are worthy of imitation. The *Lunatic Asylum*, west of the town, stands in about 300 acres of ground on a small hill. These buildings are in Italian Renaissance, and have a frontage of 1,200 feet, accommodating above 600 patients. Besides this there is the *Idiot Asylum*, in Gothic architecture. The Home of the Blind in the eastern part of the town has the Gothic Tudor architecture. The *Bar-racks* are extensive, and in the midst of beautifully wooded grounds in the north-east suburbs of the town.

The *City Hall*, in *State-street*, the *High School*, in *Broad-street*, the *Odd Fellows' Hall*, in *High-street*, the *Holly Water Works*, close to the mouth of the *Olentangy River*, the *Opera House* and *Union Station*, in *High-street*, are all very noteworthy.

The *State Library* is in the *Capitol*; the *University* (Lutheran), in the East end, the *Ohio State University*, the *Female Seminary of St. Mary's-of-the-Springs*, with the *Water Cure* close by, the *Starling Medical College*, in *State-street*, are the chief educational establishments.

Amongst the Churches, we mention *Trinity Church*, in *Broad-street*, the *Second Presbyterian*, in *Chapel-street*, the *St. Joseph's Cathedral*, in *Broad-street*, and *St. Paul's* (German Lutheran), in *High-street*, as being the most noteworthy in architectural beauty.

The *Hare Orphans' Home*, the *Lying-in Hospital*, the *Catholic Asylum* and *Hannah Neil Mission—the Hospital of the Sisters of Mercy* and the *Convent at West Columbus*, rank among the chief charitable institutions and should be visited.

Goodale, at the north end, *City*, at the south end, are the principal parks, *Columbus Agricultural Society Gardens*, in the east end, and *Franklin County Agricultural Society Gardens* (83 acres), also in the east end, are the finest in the State. *Green Lawn Cemetery* is worth a visit.

There are several points of attraction in the vicinity of Columbus.

Reached by Chicago, St. Louis and Pittsburg Railway, from Chicago, in 15½ hours.

Columbus (Kentucky).—Near Cairo; population (1180), 1,509.

Hotels: Columbus.

Situated on a hill commanding a view over the Mississippi River for about five miles. It was strongly fortified during the Civil War 1862-65 by the Confederates. It was however evacuated after the fall of forts Henry and Donelson. There is little life in the town, and it is rather in a decaying condition.

Reached by Missouri Pacific Railway, from St. Louis, in 9½ hours.

Columbus (Mississippi).—Seat of Lowndes County; population (1880), 5,500.

Hotels: Kennon, Gilmer, Dowsing.

Bankers: First National Bank.

Medical: Dr. Jno. Brownrigg, Dr. F. M. McCabe.

Advantageously situated on the Tombigbee River, it is the centre of the trade with the surrounding very fertile region. It likewise has some manufactures, and has several fine buildings and large halls.

Reached by Mobile and Ohio Railway, from St. Louis, *via* Cairo, in 14 hours.

Columbus (Nebraska).—Seat of Platte County; population (1880), 2,300.

Hotels: Columbus, Western.

Only very recently settled, it is growing rapidly as it is the market for a very fertile region. It will be an important railway centre. To the north-west of the town lies the former reservation grounds of the *Pawnee Indians*, one of the most savage of the native tribes.

Reached by Union Pacific Railway, from Omaha, *via* Fremont, in 4 hours.

Columbus (Texas).—Near Houston and San Antonio; population (1880), 2,500.

Hotels: Houston House.

Charmingly situated on the west bank of the Colorado River in a very woody and fertile region. It is principally engaged in shipping cotton, cattle and dressed beef. Has a prosperous future, but as yet little to attract the tourist.

Reached by Galveston, Harrisburg and San Antonio Railway, from Houston, in 4 hours.

Concord (New Hampshire).—Capital of the State and Seat of Merrimack County; population (1880), 14,000.

Hotels: Phoenix, Eagle, Elm, American.

A charming town, prettily situated on the Merrimack River. It is celebrated for its carriage manufactories, mills, and granite quarries. Its streets are regularly laid out, with an abundance of shady trees. State and Main streets are the leading thoroughfares. The *City Hall* and *Court House*, on Main-street, the *Capitol*, on Capitol-square, the *Lunatic Asylum* in the west part, and the *Prison* in Main-street are the principal buildings. The *Opera House*, the *Phoenix*, *Eagle* and *City Hall's* have all above 1,000 seats.

Reached by Boston and Lowell and Central Vermont Railways, from Boston, *via* Lowell, in 3 hours.

Concord (Massachusetts).—Near Boston; population (1880), 4,100.

Hotels: City.

A thriving manufacturing community, celebrated only on account of the battle in April, 1775, fought close by.

Reached by Boston and Lowell Railway from Boston, *via* Lowell, in 3 hours.

Coney Island (New York).—Near New York, and just outside the entrance of New York Bay.

A favourite summer resort, with several fine beaches for sea-bathing. Noutous or Coney Island Point, Rockaway Beach, West Brighton, Brighton Beach, Manhattan Beach, are the principal stations.

Reached by steamer or boat from New York in half-hour.

Conway (New Hampshire).—In the White Mountains; population (1880), 2,100.

Hotels: Pequawket, Conway, Grove.

A favourite summer resort, and starting point for excursions into the White Mountains, commanding very fine scenery. It is quiet and refined, and therefore preferred to North Conway, which is closer to the Mountains. Excursions to *Chocorna Lake*, *Conway Centre*, *Chatham*, *Champney's Falls*, *Diana's Bath*, *Echo Lake* and *Cathedral* and many others are noteworthy.

Reached by Eastern Railway, from Boston, in 8 hours.

Cooperstown (New York).—On Otsego Lake; population (1880), 2,200.

Hotels: Fenimore Cooper, Central.

Bankers: First National Bank.

Medical: Dr. Hills, Dr. W. F. Bassett, Dr. H. Lathrop.

A village with charming scenery at the south end of the Otsego Lake high in the Hills; a favourite summer resort, with bracing air. I. Fenimore Cooper, the novelist, lived and died here, and though his house was destroyed by fire in 1854, the site is still pointed out, and his tomb is near Christ Church. This whole region has been celebrated by his pen. A monument has been erected in Lakewood Cemetery. Excursion to *Hannah's Hill*, *Rum Hill*,

Mount Vision, Leather Stockings Fall and Cave, Mohegan Glen, Cherry Valley, Sharon Springs, and Richfield Springs are all within easy distance and equally interesting. Two steamers ply on Otsego Lake, which teams with fish, and affords excellent boating. Its waters are clear and placid.

Reached by Delaware and Hudson Canal and Cooperstown and Susquehanna Valley Railway, from Albany, *via* Junction, in three-quarters of an hour.

Corinne (Utah).—At the north end of Salt Lake; population (1880), 700.

Hotels: Central.

A Mormon town of some importance, having some trade with the surrounding mining countries. It is only interesting as having in its vicinity Promontory Point, the place where the two Railway Companies joined their tracks in 1869.

Reached by Union Pacific Railway, from Omaha, *via* Ogden, in 27 hours.

Corinth (Mississippi).—Seat of Alcorn County; population (1880), 2,500.

Hotels: Norris, Central, Corinth.

Bankers: Sekels and Rubel.

Medical: Dr. W. B. Sanford, Dr. R. W. Young, Dr. Steel.

A small thriving town with two railways running through. Has some commercial and large agricultural pursuits. *Opera House* with 600 seats.

Reached by East Tennessee, Virginia and Georgia Railway, from Memphis, *via* Middleton, in 3½ hours.

Corning (New York).—Seat of Steuben County; population (1880), 5,000.

Hotels: Barry, American, Dickinson, St. James.

A manufacturing town on Chenango River and Canal. There is an *Opera House* with 1,400 seats. In the neighbourhood is the Glen District.

Reached by Delaware, Lacka-

wanna and Western Railway, from Buffalo, *via* Dansville, in 4 hours.

Corry (Pennsylvania)—Erie County; population (1880), 5,500.

Hotels: Kent, St. James, Phoenix Commercial.

Settled in 1861, in consequence of the oil wells discovery it is now a thriving town. It has several churches, banks daily papers; and the *Downer Oil Works* are worthy an inspection. The *City Hall* and *Harmony Opera House* are extensive.

Reached by Buffalo, New York and Philadelphia Railway, from Buffalo, *via* Dunkirk, in 4 hours.

Corsicana (Texas).—Seat of Nayarre County; population (1880), 3,500.

Hotels: O'Neal, Mackay, Malloy.

A recently settled but very thriving town near Austin, largely engaged in stock or cattle ranches and cotton plantations. The *Court House* and *Opera House* are the principal buildings.

Reached by Houston and Texas Central Railway, from Houston, *via* Hempstead, in 9 hours.

Coshocton (Ohio).—Seat of County of same name; population (1880), 3,100.

Hotels: MacDonald, Park, Price, Central.

A very picturesquely built town on the confluence of the Walhonding and Tuscarawas Rivers, situated on four natural terraces rising from the banks. Commercial and great manufacturing interests, flour mills. There is an *Opera House* and a *City Hall*.

Reached by Pittsburg, Cincinnati and St. Louis Railway, from Pittsburg, *via* Mansfield, in 5 hours.

Council Bluffs (Iowa).—Seat of Pottawattamie County; population (1880), 18,500.

Hotels: Pacific, Union Pacific, Ogden.

A town of, very recent growth, situated on high bluffs, three miles east of the Missouri River, whence it takes its names. Here centre all

the railways connecting with the Union Pacific Railway, at Omaha on the opposite bank of the river. It is well laid out and regularly built of brick. The greatest attraction is the *Missouri Bridge*, which is, with its approaches, nearly a mile long and has 11 arches. Fine view from the bridge along the bed of the river. *The City Hall, Court House, High School, Institution for the Deaf and Dumb* and 9 churches are the principal buildings. There is also a *Library and Young Men's Christian Association* with reading room. The *Opera House* has 1,500 seats.

Reached by Chicago and North-Western Railway, from Chicago, in 21 hours.

Covington (Kentucky).—Seat of Kenton County; population (1880), 30,000.

Hotels: Ashbrook, Clinton, National, Central.

Covington is properly speaking a suburb of Cincinnati, though it is also the second town in population in Kentucky. It is very well laid out, beautifully built, and has very many fine residential mansions of business men of Cincinnati; the *United States Post Office and Court Building, the City Hall and Court House, the public Library, the Hospital of St. Elizabeth and Orphan Asylum* are all fine buildings. There are also several Public Halls.

Reached by Suspension Bridge from Cincinnati in quarter-hour.

Crawfordsville (Indiana).—Seat of Montgomery County; population (1880), 5,500.

Hotels: Sherman, St. James, Nutt's.

Beautifully situated in a fertile and well-wooded agricultural region, for which it is the market. Also some coal mining in the vicinity. Has a prosperous future. The *Wabash College* with about 300 students and a library of 12,000 volumes. There are two public halls.

Reached by Louisville, New Albany, and Chicago Railway, from Chicago, *via* Monon, in 6 hours.

Cresco (Iowa).—Seat of Howard County; population (1880), 1,900.

Hotels: Mason, Strother, Dillworth, Van Slyke.

An agricultural town, having a considerable trade with surrounding fertile regions. A Public Hall.

Reached by Chicago, Milwaukee and St. Paul Railway, from St. Paul *via* Austin, in 7 hours.

Cresson Springs (Pennsylvania).—Near Altoona; population (1,880), 100.

Hotels: Mountain House.

A small place, consisting only of houses for the accommodation of summer guests, who come hither to drink the chalybeate waters, but more for the delightfully cool and invigorating air. There are seven springs, and the whole place can accommodate about 2,000 guests. The scenery around is magnificent, and offers a wide field for excursions.

Reached by Pennsylvania Railway from Harrisburg, *via* Altoona, in 7 hours.

Creston (Iowa).—Union County; population (1880), 5,200.

Hotels: Commercial, Summit, Metropolitan, Creston, Revere.

A manufacturing town, principally thriving on the repair shops of the Railway Company. A little commerce with the surrounding country. There is an *Opera House*.

Reached by Chicago, Burlington and Quincy Railway, from Chicago, *via* Galesburg, in 16 hours.

Cumberland (Maryland).—Seat of Allegany County; population (1880), 10,700.

Hotels: Queen City, St. Nicholas, City, Washington.

A busy manufacturing town, and in size and population the second in Maryland. It is beautifully situated and built in the form of an amphitheatre. It dominates the Potomac River. The Chesapeake and Ohio Canals pass the town. Besides its rolling mills and steel manufactories it has little to interest the tourist;

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Reached by Baltimore and Ohio
Railway, from Baltimore, *via*
Harper's ferry, in 5 hours.

Dallas (Texas).—Seat of Dallas
County; population (1880), 10,500.

Hotels: Lamar, Grand Windsor,
St. George, National.

The commercial capital of North-
ern Texas, situated on the Trinity
River, is well built, and regularly
laid out. It has numerous manufac-
tures, great agricultural interests,
and an extensive trade. The *Female*
College (Methodist), the *Male* and
Female College (Baptist), the *Court*
House, the *Catholic* and *Episcopal*
Churches, and the *Opera House*, are
all neat buildings. Only of recent
settlement.

Reached by Houston and Texas
Central Railway, from Houston, *via*
Hempstead, in 12 hours.

Dalles City (Oregon).—Second city
of Oregon; population (1880), 2,700.

Hotels: Washington, Town.

Entrance to the grandest scenery
of the Columbia River. It has some
manufacturing interests and con-
siderable trade with the surround-
ing region. There are five public
halls, five churches, several news-
papers, five banks, and fine water
works.

Reached by Oregon Railway,
from Portland, in 6 hours.

Dalton (Georgia).—Seat of Whitfield
County; population (1880), 2,600.

Hotels: Exchange, National,
Rudd.

Situated in a valley surrounded
by high mountains. It played an
important rôle in the campaign of
1864, and was strongly fortified by
General Johnson. There are some
manufactories, but it is principally
engaged in the retail trade with the
surrounding agricultural district.
It is renowned for its male and fe-
male colleges. There is a large hall
used as a theatre.

Reached by Western and Atlantic
Railway, from Atlanta, *via* Kingston,
in 4 hours.

Danbury (Connecticut).—Seat of
Fairfield County; population (1880),
11,700.

Hotels: Wooster House, Turner.

Situated on the Still River it is
the principal centre in the United
States, of the hat manufactory. Was
burnt by British forces in 1777. It is
also visited as a summer station as
the surrounding country is very
beautiful. There are several banks,
churches, and newspapers, but little
to interest the tourist. *Opera House.*

Reached by Housatonic Railway,
from New York, *via* Brookfield
Junction, in 3½ hours.

Dansville (New York).—Livingston
County; population (1885), 4,500.

Hotels: The Sanatorium, The
Hyland House.

A quiet village, charmingly situ-
ated among the hills at the head of
the Genesee Valley. Celebrated as
a health resort for chronic invalids.
On the hillside overlooking the town
is "The Sanatorium" (Drs. Jackson
and Leffingwell), the largest and
most complete establishment of the
kind in America.

Reached by Delaware and Lacka-
wanna Railroad, from New York,
without change of cars, in 10 hours.

Danvers (Massachusetts).—Essex
County; population (1880), 6,500.

Hotels: Central, Danvers.

A boot and shoe manufacturing
town, with several philanthropic in-
stitutions.

Reached by Boston and Maine
Railway (Western Division), from
Boston, in 1 hour.

Danville (Illinois).—Seat of Ver-
million County; population (1880),
7,200.

Hotels: Arlington, Tremont,
Ætna, St. James, Sherman.

Beautifully situated on the Big
Vermillion River, it is a great rail-
way centre, and has a promising
future as a manufacturing town.
It has extensive trade in produce,
timber, coal mining, &c., and several
good educational establishments are
situated here. There is an *Opera*

House, and two Halls for lectures, concerts, &c.

Reached by Chicago and Eastern Illinois Railway, from Chicago, in 6 hours.

Danville (Kentucky).—Seat of Boyle County; population (1880), 3,100.

Hotels: Gilcher's, Central, Clement's.

A small town with some manufacturing, and a good trade with the surrounding country. Has the county buildings, *Deaf and Dumb Asylum* and *Centre College*. The James Hall has 400 seats.

Reached by Cincinnati, New Orleans and Texas Pacific Railway, from Cincinnati, *via* Lexington, in 4 hours.

Danville (Pennsylvania).—Seat of Montour County, population (1880), 8,400.

Hotels: City, Danville, Montour.

A thriving town with large manufacturing interests. The *Montour Works* are very extensive, and the *Lunatic Asylum* is worth an inspection. There is an *Opera House* and a Music Hall.

Reached by Delaware, Lackawanna and Western, Railway from Northumberland, in $\frac{1}{2}$ hour.

Danville (Virginia).—Pittsylvania County; population (1880), 7,600.

Hotels: Hancock, Arlington, Windsor.

Pleasantly situated on the Dan River. Market of best tobacco-growing region in Virginia. Very active trade and cotton mills. Extensive agricultural interests. Nothing of particular interest to the tourist. There is an *Opera House*, and two other halls.

Reached by Virginia Midland Railway, from Washington, *via* Charlottesville, in $10\frac{1}{2}$ hours.

Davenport (Iowa).—Seat of Scott County; population (1880), 22,000.

Hotels: St. James, Kimball, Newcomb, Ackley.

A fine town situated on the Missi-

ssippi River opposite Rock Island. It is regularly laid out $3\frac{1}{2}$ miles along the river on gradually rising ground, and presents a fine view from the river. It is the second city in size and population in Iowa, and the great grain depôt of the upper Mississippi. A very fine railway and passenger bridge connects the two banks of the river. There is an *Arsenal* with a fine armoury. Tramways run in the principal streets, and being situated in the heart of extensive coal fields it has some mining and manufacturing interests. The *County Buildings*, *City Hall*, *Opera House*, and several churches and schools are fine buildings. The *Academy (Roman Catholic)*, *Grissold College* with library, the *Academy of Natural Science*, two Medical Societies are the leading educational establishments. The *Library Association* with a library of about 5,000 volumes, and the *Iowa Orphanage* are likewise noteworthy. The *Rock Island* in the Mississippi River is the site of the United States Arsenal and workshops and the surrounding grounds are worthy an inspection.

Reached by Chicago, Rock Island and Pacific Railway, from Chicago, *via* Joliet, in 8 hours.

Dayton (Ohio).—Seat of Montgomery County; population (1880), 39,000.

Hotels: Beckel, Phillipp's, Merchant's, Schieble.

A beautiful and very prosperous town, situated at the confluence of the Mad and Miami Rivers and on the Miami Canal. It is regularly laid out in fine, well-shaded streets, bordered by houses standing in nice gardens. The public buildings are unusually fine. A very considerable water power makes Dayton a centre of great industrial activity, and its manufacturing are very varied and extensive. Its being the centre of a large agricultural district, combined with easy and cheap communication by land or water, adds considerably to its commercial importance. It has upwards of 50 churches, and its educational resources are very extensive and renowned. The *Old County Court House* is a model of the

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Parthenon in white marble, and is a very massive building. The *New Court House* is adjoining, but of less expensive material. The municipal offices are on the second story of one of the covered markets, of which there are three, all equally well adapted for their purpose. The *Cooper Seminary* for young ladies is very celebrated. The public *School Library* has about 20,000 volumes. The *Central National Soldiers' Home*, in ground extending over 640 acres, is about two miles from the town. It consists of over 40 fine large buildings, church, hospital, etc., all of which are models in their appointments. About 4,000 invalids occupy the Home, and the grounds are very beautifully laid out. The charitable institutions are: The *County Orphan Asylum*, the *County Almshouse*, and the *Lunatic Asylum*, all of which merit an inspection. There is an *Opera House* and two large music halls. Six railway lines converge here, occupying all the same station. It has a great future, the inhabitants being very enterprising.

Reached by Cincinnati Northern Railway, from Cincinnati, in 3 hours.

Decatur (Illinois)—Seat of Macon County; population (1880), 9,500.

Hotels: Central, New Deming Palace, St. Nicholas.

Pleasantly situated on the Sangamon River, this is a thriving little town, with small manufacturing and commercial pursuits. It has some good public buildings, and an *Opera House*, with 1,400 seats.

Reached by Wabash, St. Louis, and Pacific Railway, from Chicago, in 7½ hours.

Defiance (Ohio)—Seat of Defiance County; population (1880), 6,000.

Hotels: Russell, Empire, Crossby, American, Central.

A small manufacturing and agricultural community, with a few insignificant public buildings. There is an *Opera House* and a *Music Hall*.

Reached by Baltimore and Ohio Railway, from Chicago, in 7 hours.

Delaware (Ohio)—Seat of Delaware County; population (1880), 7,000.

Hotels: American, Central, St. Charles, Powell.

A thriving manufacturing and commercial town on the Olentangy River. Built upon undulating ground, its position is pleasant, and it is neatly built. The *Westegan University*, founded in 1883, has a library of 13,000 volumes, and the *Westegan Female College*, built in 1865, are amongst the best buildings in the town. There is a mineral spring, which is used. The *Opera House* is spacious.

Reached by Cleveland, Columbus, Cincinnati and Indianapolis Railway, from Cincinnati, *via* Springfield, in 5 hours.

Delaware Water Gap (Pennsylvania)—Near Delaware, New Jersey.

Hotels: Water Gap, Kittatinny, Mountain, Glenwood.

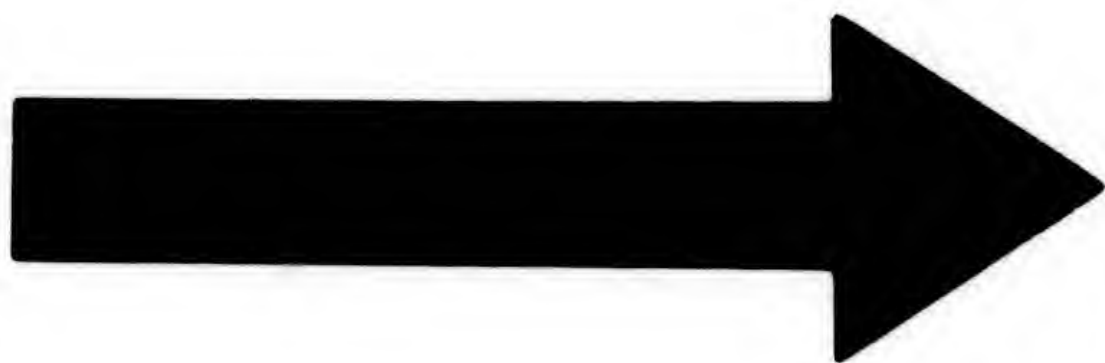
A favourite summer resort, noted for its very wild scenery. The most important point, whence the name, is a chasm formed by Kittatinny and Blue Mountains about 1,600 feet high and nearly two miles long. The rocks are so near each other that there remains scarcely room for the river and the railway. The mountains on each side are respectively called Minsi and Taumansany. Favourite excursions are to *Table Rock*, *Caldeno Creek* and *Hunter's Spring*, *Diana Bath*, *Moss Cataract*, *Lover's Leap*, *Prospect Rock*, *Mount Tammany*, *Indian Ladder Bluff*, *Cold Air Cave*, *Benner's Spring*, and *Point of Rocks*, *Buttermilk Falls*, *Bushkill* and *Marshall Falls*, and *Cherry Valley*, to *Stroudsburg* and *Spragueville*.

Reached by New York, Susquehanna and Western Railway, from New York, in 2½ hours.

Delphos (Ohio)—Allen and Van Wert Counties; population (1880), 3,900.

Hotels: Brown's, St. Charles, Delphos, Hoehn's, Mansion, Phelan, Rose.

Advantageously situated on the Miami and Erie Canal. It is the centre of three railway lines, and



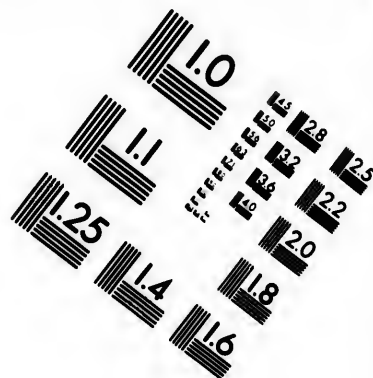
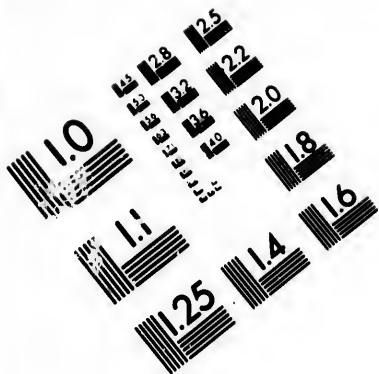
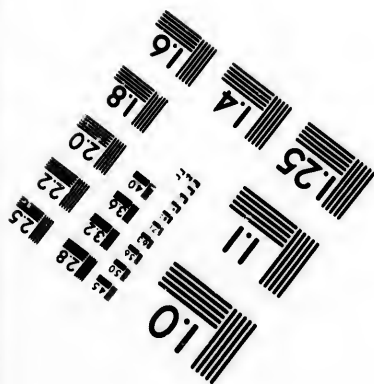
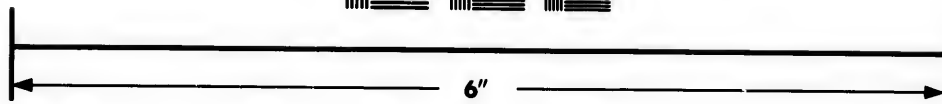
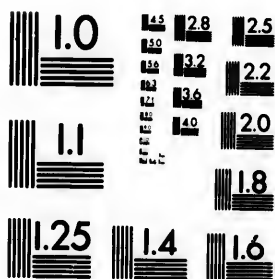


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(716) 872-4503

has some manufactories. There are some public buildings, and two small halls.

Reached by Pittsburg, Fort Wayne and Chicago Railway from Chicago, *via* Fort Wayne, in 8 hours.

Denison (Texas).—Grayson County; population (1880), 4,500.

Hotels: Cameron, Planters, Lamar, White House.

An important railway centre, but as yet mostly engaged in agriculture. It was settled in 1872. There are some flour mills and other manufactories. It is surrounded by a very fertile region, and has a promising future. There is an *Opera House* with 700 seats.

Reached by Houston and Texas Central Railway, from Houston, *via* Hempstead, in 15 hours.

Denver (Colorado).—Capital of the State and Seat of Arapahoe County; population (1880), 35,700.

Hotels: Windsor, St. James, American, Grand Central, Charpiot, Tremont, Alvorek, Brunswick, Lindell.

Bankers: Denver National Bank.

Medical: Dr. Denison, Dr. Lemon, Dr. J. C. Davis.

Ticket and Excursion Agents: Thomas Cook & Son, 428, Larimer-street.

This, the largest town in Colorado, is situated at the confluence of the Cherry Creek and South Platte River and near the foot of the Rocky Mountains. Its situation is beautiful, on a series of plateaux facing the mountains, which are seen to great advantage. It is an important railway centre, with great commercial activity, and is very closely and irregularly built of red bricks. The *United States Mint* is situated here; numerous handsome commercial buildings, fine churches, schools, a *Grand Opera House*, and three other Halls, manufactories, private residential mansions will interest the tourist. Denver is the centre for all excursions in Colorado. The Smelting and Refining Works are worth inspection. The bullion sent from here

reaches above 22,000,000 dollars annually.

Reached by Burlington and Missouri Railway, from Kansas City, *via* Atchison, in 22½ hours.

De Pere (Wisconsin).—Brown County; population (1880), 4,000.

Hotels: Commercial, Transit.

A thriving commercial and manufacturing town on both sides of the Upper Fox River. It is visited by the largest lake steamers. Extensive blast furnaces turn out large quantities of pig iron. There are also railway car manufactories. Three and a-half miles west is the *Ojibwa Indian reservation*, with about 1,000 Indians. *Fort Howard* and *Green Bay* are also close by.

Reached by Chicago, Milwaukee and St. Paul Railway from Chicago, *via* Milwaukee, thence by Milwaukee and Northern Railway, in 7½ hours.

Des Moines (Iowa).—Capital of the State and Seat of Polk County; population (1880), 25,000.

Hotels: Aborn, Kirkwood, Capital City, Sabin, Gault, Morgan.

Advantageously situated at the confluence of the Des Moines with the Racoon River, and an important railway centre, with extensive interests in manufacturing and agricultural pursuits. The town is laid out square, both rivers intersect it, and are spanned by eight bridges. The business centres are near the rivers, and the residential quarter is on the higher ground. A splendid *Capitol* has been erected. The old capitol, erected in 1856, is now abandoned. Another very handsome building is the *Post Office*, accommodating at same time the United States Courts and other federal offices. *Drake University*, *Calman College*, two *Medical Colleges*, the *State and Public Libraries*, a *Baptist College*, and several other public schools are much frequented, and some occupy fine buildings. There are numerous churches and charitable institutions. Other noteworthy buildings are the *Grand Opera House* and the *City Hall*, the *Turner Academy of Music*, *Lewis Opera House*, &c. The State House and other public offices are on the

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east, while the larger portion of the town is on the west shore of the Des Moines River. There is a *Park* (40 acres) with large fair grounds and *Race Course* north-west of the town. Another park of 40 acres has just been laid out. Close by are the thriving towns of Avoca and Atlantic.

Reached by Chicago, Burlington and Quincy Railway, from Chicago, *via* Galesburg, in 16 hours.

Desoto (Missouri).—Jefferson County; population (1880), 2,000.

Hotels: De Soto, Jefferson, Turley, European.

Finely situated about 42 miles from St. Louis; very thriving, and occupied chiefly in manufacturing, stone quarries, and commerce. There are large machine and railway truck shops here.

Reached by St. Louis, Iron Mountain and Southern Railway, from St. Louis, in 2 hours.

Detroit (Minnesota).—Seat of Becker County; population (1880), 2,000.

Hotels: American, Lakeside, Wilson, Detroit, North-Western.

Beautifully situated on the banks of the Detroit Lake, it is quickly becoming the fashionable summer resort of Minnesota and adjoining States. There are some mineral springs, and the lake, having a circumference of 37 miles, affords good fishing, and the well-wooded shores capital hunting. It is in the centre of the beautiful lake and park region. Many of the wealthy inhabitants of Minneapolis, St. Louis, St. Paul, etc., have their summer houses here. There is an opera house, with 800 seats.

Reached by Northern Pacific Railway, from St. Paul, in 13 hours.

Detroit (Michigan).—Seat of Wayne County; population (1880), 135,000.

Hotels: The Russell, on Campus Martius; Griswold, on Griswold-street; the Kirkwood, on Munroe-avenue; Michigan Exchange, Brunswick, Cass, Franklin, Rice, Tremont.

Restaurants, Cafés: Griswold House.

Conveyances: Tramways to all the principal parts of the town, ferry boats to the Canadian side and Windsor; omnibuses at stations and landing stages, hackney carriages at different points of the town, but excessively dear. To bargain for.

Theatres and Amusements: Whitney's Grand Opera, Detroit Opera, Park, White's, and Grand Theatres, and various Music Halls.

Library and Reading Rooms: The Public Library, with 45,000 volumes; the Young Men's Society, with 14,000 volumes; and Reading Rooms at principal Hotels.

Clubs: The Union.

Post and Telegraph Office: Adjoining the Custom House, in Griswold-street, open from 8 a.m. to 9 p.m.

Bankers: Bank of Detroit.

Medical: Dr. Peak, Dr. Orth.

Ticket and Excursion Agents: Thomas Cook & Son, 67 & 69, Griswold-street.

The site of Detroit was visited by the French as early as 1610; settled only in 1701, by building Fort Pontchartrain. In 1796 the United States took possession, and in 1824 it was incorporated as a town, it having then about 2,000 inhabitants. To-day it has near 160,000. The manufactories are extensive; and the live and dead meat trade and fish and fruit canning give employment to a great number of hands.

It is the chief town of Michigan, though not the capital, and situated on the Detroit River, 7 miles below St. Clair and 18 miles above Erie Lake, with a frontage on the river above 8 miles long. For at least 6 miles along the river the scene presents a most bustling activity, here being situated the wharfs, shipyards, dry docks, mills, elevators, &c. It is laid out on a double plan in one the streets and avenues radiate from a centre, the *Grand Circus*, and in the other the square and streets cross at right angles. This may cause a slight inconvenience through intricacy, but affords an occasion of embellishing the town by small parks of peculiar shapes. Large, shady trees abound in all the streets, which are very wide indeed. The principal are: *Jefferson Avenue*

parallel with the river; *Woodward Avenue* crosses the former and divides the town into two almost equal parts; *Monroe*, Washington, Grand River, and Michigan Grand Avenues, and Fort-street are also important. West Fort-street is a fine residential street, and Lafayette Avenue is very fashionable. Griswold-street is to Detroit what Wall-street is to New York. *Cass Avenue* is the fashionable promenade and drive, the *Grand Circus* the principal park.

The Churches of Detroit are very fine. The *Central Church* (Methodist), in Woodward Avenue, with finely decorated interior; the *Convent of the Sacred Heart*, in Jefferson Avenue; the *Cathedral* (Catholic), in Jefferson-Avenue; *St. Anne's* (Catholic), in Larned-street (oldest church in the town); *St. Joseph's* and *St. Paul's*, in Shelby-street; the *Presbyterian*, in Fort-street; and several others are handsome buildings and the interiors of most are very lavishly decorated.

The *House of Correction* north of the town is a home for petty criminals and with the redeemed female home opposite, form two very noteworthy institutions. The *United States Marine Hospital*, *Harper*, and *St. Mary's Hospitals* are fine edifices, and are the principal charity institutions of Detroit. *Elmwood* and *Woodmere Cemeteries* are very beautifully laid out. Favourite rides and drives are to *Fort Wayne* and *Grosse Point*. *Belle Ile*, an island in the river, contains 700 acres, and has been purchased by the town as a park.

Campus Martius, an open space in the heart of the town, is crossed by the Woodward and Michigan Avenues, and is about half-way between the Grand Circus and the River. Facing it is the *City Hall*, a very handsome building, finished in 1871, and 180 feet high. In front is the *Soldiers' Monument*. On the north side of Campus Martius is the *Detroit Opera House*, and on the east the *Market*. Whitney's Opera House in Fort-street is very fine. The *Board of Trade Buildings*, very large, are in Griswold-street. The freight depôt, or *Goods Station*, and also *Passenger Station* of the

Michigan Central Railway are handsome structures. The great *Wheat Elevators* near this station afford a grand view of town and environs. The Young Men's Christian Association have a large building in Farmer-street, and the *Police Head-quarters* are extensive and noteworthy.

Reached by Grand Trunk Railway of Canada, from Toronto, *via* Hamilton, in 13 hours.

Dixon (Illinois).—Seat of Lee County; population (1880), 4,300.

Hotels: Waverley.

A pleasant community, as yet a village, situated on the Rock River, about 70 miles from the Mississippi. It is chiefly occupied in manufactures, though the commerce in agricultural produce is also extensive. There is an *Opera House*, with 800 seats.

Reached by Chicago and North-Western Railway, from Chicago, in 4½ hours.

Dover (New Hampshire).—Seat of Strafford County; population (1880), 11,700.

Hotels: American, Kimball, New Hampshire.

A thriving town, the oldest in New Hampshire, very busy, and situated on the Cochecho River. It is extensively engaged in manufactures, especially cotton spinning and weaving, also boots and shoes. The *Cochecho Mills* are among the largest in the States. There are a few public buildings, but of little interest. The *City Hall* has 900 seats, and there are two smaller ones.

Reached by Boston and Maine Railway, from Boston, *via* New Market, in 3 hours.

Dubuque (Iowa).—Seat of Dubuque County; population (1880), 22,500.

Hotels: Julien, Lorimer, Key City.

Beautifully situated on the west shore of the Mississippi River, on rising ground. The lower part or the business quarter is regularly laid out and compactly built, while the upper part has more space, and the streets rise one above the other.

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The *United States Court House* is a splendid marble edifice; the *Central Market* and several schools are also noteworthy. Several of the churches are imposing structures. The town is the centre of the great lead region, and some mines are within the city limits. The manufactures, *wool* trade, &c., are likewise important. The *Opera House* has 1,000 seats, and the *City Hall* 600. *Turner's* has 800.

Reached by Chicago, Milwaukee, and St. Paul Railway, from Chicago, *via* Savanna, in 2 hours.

Duluth (Minnesota).—Seat of St. Louis County; population (1880), 13,500.

Hotels: Bay View House, St. Louis; Windsor, Merchants.

Situated at the head of Lake Superior, and, as the western extremity of the great lakes, has great commercial importance and a great future. It is well built, with a number of churches, banks, five grain elevators, etc. There are eight newspapers. Its manufactures are extensive, but the grain shipping trade is predominant. The *Grand Opera House*, *St. Luke's Hospital*, and some school-buildings, are very fine edifices. There are also some other halls.

Reached by Northern Pacific Railway, from Glendive, *via* Brainerd, in 19½ hours.

Dunkirk (New York).—Chautauqua County; population (1880), 7,900.

Hotels: Commercial, Eastern, Erie.

Situated on Lake Erie, it is principally engaged in manufactures, though the shipping trade is important too. There is an *Opera House* with 2,500 seats, and another *Hall* with 1,500 seats. It is also an important railway centre.

Reached by Buffalo, New York and Philadelphia Railway, from Buffalo, *via* Derby, in 9 hours.

Easton (Pennsylvania).—Seat of Northampton County; population (1880), 12,000.

Hotels: United States, Franklin.

Situated on steep hills at the confluence of Lehigh and Delaware Rivers and Bushkill Creek, and

junction of Delaware, Lehigh and Morris Canals. The town is well built, very wealthy, and very industrious. Staple manufactures, iron and steel, but also mills, distilleries, etc. *Able's Opera House* is a fine building, so are the *County Prison*, *Court House*, several churches and *Lafayette College*, with *Pardee Hall*. *Mount Jefferson*, an abrupt rock in the centre of the town, and *Durham Cave* immediately outside, are places of attraction, the former offering a fine view.

Reached by Philadelphia and Reading Railway, from New York, *via* Jersey City, in 2 hours.

Eastman (Georgia).—Seat of Dodge County; population (1880), 700.

Hotels: Upland, Railroad.

A thriving town in the heart of the pine forests of Georgia. It has a good trade in naval stores, timber, cotton, and wool. Nothing of interest to the tourist.

Reached by East Tennessee, Virginia and Georgia Railway, from Macon, *via* Cochran, in 2½ hours.

East Saginaw (Michigan).—Saginaw County; population (1880), 29,100.

Hotels: Bancroft, Everett, Sherman, Lloyd, American, Neagley.

Situated on the east bank of the Saginaw River, 20 miles from its mouth, and the head of Saginaw Bay. It is the centre of the largest timber and salt district in the United States, and has a very extensive trade. The *Academy of Music* is a very large theatre, and the Theatre of Varieties has 700 seats. There are some other public buildings, but little of interest to the traveller.

Reached by Michigan Central Railway, from Detroit, *via* Lapeer, in 4 hours.

East St. Louis (Illinois).—St. Clair County; population (1880), 10,000.

Hotels: Martell.

A suburb of St. Louis, situated on the Illinois shore of the Mississippi, and opposite St. Louis. It has extensive railway connections, and is largely engaged in manufacturing, and grain shipping. The live and

dead meat trade is also an important branch of business. The great *Suspension Bridge* connecting with St. Louis is a triumph of engineering skill.

Reached by tramway from St. Louis.

Eau Claire (Wisconsin).—Seat of Eau Claire County; population (1880), 10,500.

Hotels: Eau Claire, Galloway.

Situated at the confluence of the Eau Claire River with the Chippewa River, in the heart of a very fertile region. It has an extensive trade in timber, some large saw and flour mills. There are several public buildings of little note. The *Opera House*, with 1,200 seats, and the *Music Hall*, with 800 seats, are worth inspecting.

Reached by Chicago, Milwaukee and St. Paul Railway, from Chicago, in 17 hours.

Edgartown (Massachusetts).—On Martha's Vineyard Island; population (1880), 1,300.

Hotels: Seaside, Vineyard, Atlantic.

A nice village near Oak Bluffs, the great Methodist Camp meeting ground. It has several churches, county buildings, a bank, and town hall. The harbour is well sheltered, and the lighthouse is noteworthy. The excursions are numerous, and the scenery very beautiful and grand. It is a favourite summer resort.

Reached by Old Colony Railway from Boston, *via* Woods Holl (steamer), in 4 hours.

Elgin (Illinois).—Kane County; population (1880), 10,000.

Hotels: Central, Nolting, Kimball, Jennings, New, Windsor, Commercial.

Almost one of the suburbs of Chicago, a very busy town, and important manufacturing centre. It is situated on both sides of Fox River. Several churches, newspapers, banks, and the National Watch Manufactory testify to the importance of the place. Its agricultural pursuits are likewise extensive. There is an *Opera House*.

Reached by Chicago, Milwaukee, and St. Paul's Railway, from Chicago, in one hour.

Elizabeth (New Jersey).—Seat of Union County; population (1880), 28,300.

Hotels: City, Sheridan, Schwartz, Shreve.

A very well laid out and regularly built town with shaded streets. A seaport for the shipment of coal; also some manufactures. Principally residences of New York business men. It is the handsomest town in New Jersey. There are some fine public buildings.

Reached by Philadelphia and Reading Railway, from New York, *via* Jersey City, in three-quarters of an hour.

Elizabeth Town (New York).—Near Lake Champlain; population (1880), 500.

Hotels: Mansion, Valley.

Medical: Dr. S. E. Hale, Dr. F. T. Strong.

A favourite summer resort with very fine scenery in the Adirondacks. Excursions to *Hurricane Peak*, *Giant of the Valley*, *Raven and Cobble Hill*, *Split-Rock Falls*, *Keene Valley*, *Ausable Pond*, *Mount Marcy*, etc., are very interesting.

Reached by Pennsylvania Railway, from New York, *via* Lancaster, in 7½ hours.

Elkhart (Indiana)—Elkhart County; population (1880), 7,000.

Hotels: Clifton, Elkhart.

A very thriving and busy manufacturing town on the confluence of the St. Joseph and Elkhart Rivers. There are some railway machine and wagon repair sheds, but little of interest to the tourist. An *Opera House* with 800 seats.

Reached by Cincinnati, Wabash, and Michigan Railway, from Anderson, *via* Wabash, in 6½ hours.

Elmira (New York).—Seat of Chenango County; population (1880), 20,500.

Hotels: Rathbun, American, Frazier, Delavan.

A very thriving manufacturing town, principally engaged in steel and iron material for railways. There is also a much frequented hydropathic establishment on a small hill east of the town. The *Elmira Female College*, the *Court House*, the *Southern Tier Orphans' Home*, the *State Reformatory*, the *Opera House*, and *Stoncliff Hall* are the principal buildings.

Reached by Delaware, Lackawanna, and Western Railway, from New York, *via* Scranton, in 10 hours.

El Paso (Texas).—El Paso County, and on the Mexican frontier; population (1890), 3,500.

Hotels: American, Central, Pacific Pierson.

Bankers: State National Bank.

A rapidly increasing town, situated on the Rio Grande River, and in the north-west extremity of the State. It is the southern terminus of the Atchison, Topeka and Santa Fé Railway, which connects here with the Mexican Central Railway. There are two Theatres; the *Coliseum* and *German*. The town has a considerable transit business, and has a great future.

Reached by Atchison, Topeka and Santa Fé Railway, from Santa Fé, *via* Las Cruces, in 12 hours.

Elyria (Ohio).—Seat of Lorain County; population (1890), 5,000.

Hotels: Metropolitan, Beebe, American, National.

Situated on both branches of the Black River, it has a considerable trade and great agricultural interests. There is an opera house, with 1,500 seats.

Reached by Cleveland, Lorain and Wheeling Railway, from Cleveland, in half an hour.

Emporia (Kansas).—Seat of Lyon County; population (1890), 4,900.

Hotels: Windsor, Merchants.

Pleasantly situated between Cottonwood and Neosho Rivers, and has a considerable trade. It has a great future. There are two Public Halls.

Reached by Atchison, Topeka and Santa Fé Railway, from Topeka, in 3 hours.

Erie (Pennsylvania).—Seat of Erie County; population (1890), 27,800.

Hotels: Morton, Ellsworth, Reed, Union Dépôt, Moore, Milcox, Massassaugua Point.

Situated on the Lake Erie it is a port of entry, and has considerable trade. The manufactures are extensive. Its situation is fine, commanding an extensive view of the bay and lake, and its streets are regularly laid out, broad, and crossing each other at right angles. The new *Opera House*, *Custom House*, *Court Buildings*, the *Marine Hospital*, *St. Vincent Hospital*, *Hamat Hospital* and *Home for the Friendless* are all very fine buildings. The *Union Station* is also noteworthy. The new *United States Government Court* and *Post Office* are also very fine. The *Park* a very handsome and extensive enclosure, is in the middle of the town, and separated in two equal halves by *State-street*, the principal thoroughfare. In the Park is the *Soldiers' Monument* in memory of the sons of Erie who fell in the Civil Wars. The *Cemetery* in Chestnut-street extends over 75 acres, and is beautifully laid out. The harbour is very spacious, and the best on the lake.

Reached by Erie Pittsburg Railway (Pennsylvanian Company), from Pittsburg, *via* New Castle, in 6½ hours.

Eufaula (Alabama).—Barbour County; population (1890), 3,900.

Hotels: Central, Stubblefield, National Finnelly.

A pleasant little town situated on the Chattahoochee River; has a large cotton trade and some general manufacturing. Has no other interest for tourists.

Reached by Montgomery and Eufaula Railway, from Montgomery, *via* Union Springs, in 3½ hours.

Eureka Springs (Arkansas).—Carroll County; population (1890), 5,000.

Hotels: Southern, Perry, Hancock, and several others.

A summer resort noted for the

efficacy of its mineral waters. There are some pleasant excursions.

Reached by St. Louis and St. Francisco Railway, from St. Louis, *via* Sullivan, in 4 hours.

Eutaw (*Alabama*).—Seat of Greene County; population (1890), 1,100.

Hotels: Planters.

A charming town near the Black Warrior River, is surrounded by rich plantations and is the centre for a very productive agricultural region.

Reached by Alabama Great Southern Railway, from Chattanooga, *via* Birmingham, in 10½ hours.

Evanston (*Illinois*).—Cook County; population (1890), 4,800.

Hotels: Avcnue, French, Lakeside.

Pleasantly situated on Lake Michigan, 12 miles north of Chicago. It is a very noted town for educational purposes, and has a Public Hall. The environs are charming. A suburb of Chicago.

Reached by Chicago and North-Western Railway, from Chicago, in half an hour.

Evansville (*Indiana*).—Seat of Vanderbury County; population (1890), 29,300.

Hotels: St. George, Sherwood, St. Cloud, Hedderich, Farmers, Williams.

Situated on the Ohio River, it is the principal shipping port for the agricultural produce of South-west Indiana. It is also largely interested in manufactures, coal, &c. It is an important railway centre, and the *United States Marine Hospital*, is situated here. There are about 35 churches, *Court House*, *Opera House*, *City Hall*, several banks, &c. The Evans Hall (Temperance), Apollo Theatre and Lieder Kranz Hall are the principal places of amusement.

Reached by Louisville and Nashville Railway, from St. Louis, *via* Wabash, in 10½ hours.

Exeter (*New Hampshire*).—Near Dover; population (1880), 1,500.

Hotels: Exeter.

A small village, with many private residences. Its educational resources are renowned. The county buildings are neat; important manufactories. The streets are mostly sheltered by fine elms. *Philipp's Academy* and *Robinson Female College* are well known.

Reached by Boston and Maine Railway from Boston, *via* Dover, in 3½ hours.

Fall River (*Massachusetts*).—Bristol County; population (1880), 49,100.

Hotels: Mount Hope, Narragansett, Wilbour, Lagrange, Thurston.

This great manufacturing town is situated on Mount Hope Bay, at the mouth of the Taunton River. Cotton thread and cotton goods are the staple manufactures of Fall River; there are also some iron factories. They are worthy an inspection. The town is well built, mostly of granite. Main-street is the chief thoroughfare. Several noteworthy public buildings, and the *Academy of Music* can accommodate 1,800 people. There is besides an *Opera House* and several other public halls.

Reached by Old Colony Railway, from Boston, *via* Taunton, in 2 hours.

Fargo (*Dakota*).—Seat of Cass County; population (1885), 12,700.

Hotels: Continental, Headquarters, Sherman.

Situated on the Red River in the very fertile Red River valley, it has had a most surprisingly rapid growth. Ten years ago it was scarcely known, and to-day it is a very busy commercial centre. It is the entrepôt for the produce of the surrounding fertile and extensive agricultural region. Twelve churches, 28 hotels, several newspapers, banks, factories, grain elevators, etc., testify to the prosperity of the town. There is an *Opera House*, *Court House*, several *Music Halls*, *United States Land Office*, and several other buildings worthy of note.

Reached by Northern Pacific Railway, from St. Paul's, *via* Brainerd and Moorhead, in 11 hours.

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Faribault (Minnesota).—Seat of
Rice County; population (1880),
5,500.

Hotels: Arlington, Barrow, Bruns-
wick, Commercial.

A very prosperous town, with
some manufacturing and large agri-
cultural interests. There is an *Epis-
copal Academy*, a *State Asylum for
Deaf and Dumb*, several good schools,
churches, banks, &c. There are two
music halls.

Reached by Chicago, Milwaukee,
and St. Paul Railway, from St.
Paul, in 2½ hours.

Fayetteville (Tennessee).—Seat of
Lincoln County; population (1880),
2,000.

Hotels: MacElroy, Petty.

A small manufacturing town, with
extensive agricultural interests. It
has a small *Music Hall*, and some
uninteresting county buildings.

Reached by Nashville, Chatta-
nooga and St. Louis Railway, from
St. Louis, via Decherd, in 19 hours.

Fergus Falls (Minnesota).—Seat
of Otter Tail County; population
(1880), 3,000.

Hotels: Bell's, Occidental.

Picturesquely situated at the great
rapids of the Red River of the North,
whose waters are employed advan-
tageously in driving the numerous
flour, timber, and other mills; has
also some furniture, iron, and other
factories, and is a railroad centre
with divisional headquarters. It is
also a summer resort, there being
numerous lakes, fine fishing, and
charming scenery. There is an
Opera House and a *Theatre Comique*.

Reached by St. Paul's, Minnea-
polis, and Manitoba Railway, from
Minneapolis, in 8½ hours.

Fernandina (Florida).—Seat of
Nassau County; population (1880),
2,100.

Hotels: Mansion, Egmont, Florida
Dell, Strathmore (Beach).

This old town, seat of a
Bishopric, is charmingly situated
on the northern part of Amelia
Island, at the mouth of the
Amelia River. It is a very

fa-
ourite winter resort, its climate
being equable and mild. The har-
bour is very fine and capacious,
principal trade is in timber, but
cotton shipping and manufacture is
largely carried on. It is surrounded
—on the main land and close to the
town—by orange, sugar, and cotton
plantations. Favourite excursions
are along the beach and to *Dunge-
ness*, the estate of General Greene,
given to him by the people of Geor-
gia, in recognition of his services in
the War of Independence. It ex-
tends over 10,000 acres, and is
beautifully laid out.

In the town is a Lyceum, and
other places of amusement.

Reached by Florida Railway,
from Jacksonville, or by steamer
from New York.

Findlay (Ohio).—Seat of Hancock
County; population (1880), 4,000.

Hotels: Joy, Commercial, Sher-
man.

A thriving manufacturing town,
with agricultural pursuits. Little of
interest to the tourist. Some county
buildings, an *Opera House*, and two
music halls.

Reached by Cincinnati, Sandusky
and Cleveland Railway, from Cleve-
land, in 3½ hours.

Fire Island (New York).—In Great
South Bay; population (1880), 500.

Hotels: Old Dominy, Surf.

A charming summer resort, offer-
ing surf and still-water baths, boat-
ing and fishing; climate delightfully
cool, and good beach.

Reached by Long Island, from
New York, via Babylon, in 2½ hours.

Fitchburg (Massachusetts).—Wor-
cester County; population (1880),
12,500.

Hotels: Fitchburg, American.

A very busy manufacturing town
on the Nashua River, whose water
power is employed in the numerous
mills. The *City Hall*, *Crockers*, and
Board of Trade are noteworthy.
Some hills near the town afford fine
views.

Reached by Fitchburg Railway,
from Boston, via Waltham, in 9
hours.

Flint (Michigan).—Seat of Genesee County; population (1880), 9,100.

Hotels: Dayton, Bryant, Sherman, Thayer, Mason, Waverley.

Pleasantly situated on the Flint River; this is a very busy manufacturing town. Its timber trade is extensive. The mills embrace woollen and cotton, spinning and weaving, carriage and wagon, manufactories, and machine repair shops. There are several county buildings, and an *Asylum* for the *Deaf, Dumb, and Blind*. The *New Music Hall* is a fine building, and the Fenton, Awana and Reform are smaller ones.

Reached by Chicago and Grand Trunk Railway, from Chicago, *via* Lansing, in 10½ hours.

Flushing (New York).—On Flushing Bay, near the entrance of Long Island Sound; population (1880), 6,700.

Hotels: City, Commercial.

A beautiful village, with very fine residential mansions of New York business men. It is a summer resort, and the nursery gardens are extensive and very celebrated. It has very good educational institutions, and the place is noted for its wealth and culture. All the surrounding places are summer resorts, and there are many pleasant drives.

Reached by Long Island Railway, from Brooklyn, in half an hour.

Fond du Lac (Wisconsin).—Capital of Fond du Lac County; population (1880), 13,100.

Hotels: Palmer, American.

Situated on Lake Winnebago and Fox River. The scenery surrounding the town is very fine. The river is crossed by several bridges, and navigation is limited to the Northern Channel. The town has many churches, and is well known for the high position of its educational institutions. The lake affords good fishing and boating, and extensive drives along its shores. Game is also abundant. It is mainly engaged in timber and iron manufactures.

Reached by Chicago and North-Western Railway, from Chicago, *via* Milwaukee, in 4½ hours.

Fort Dodge (Iowa).—Seat of Webster County; population (1880), 3,700.

Hotels: Duncombe, St. Charles, Paterson, Fort Dodge.

An agricultural centre with some mining interest, is advantageously situated and has a future. Berry's Hall (800 seats) and Court House (500 seats) are the chief places of meeting.

Reached by Minneapolis and St. Louis Railway, from St. Paul, *via* Albert Lea, in 8½ hours.

Fort Edward (New York).—Washington County; population (1880), 3,500.

Hotels: St. James, Eldridge, Millman.

Pleasantly situated on the Hudson River and Champlain Canal, the town has extensive paper and earthenware manufactories. There is an Opera House. Sixteen miles south is Saratoga.

Reached by Delaware and Hudson Canal Railway, from Montreal, *via* Whitehall, in 7 hours.

Fort Madison (Iowa).—Seat of Lee County; population (1880), 4,700.

Hotels: Central Metropolitan, Kasten, Madison.

A thriving manufacturing town on the Mississippi River, situated in the heart of a very fertile region. A great many agricultural implement manufactories give the place a brisk appearance. It has also an extensive lumber trade. The *State Penitentiary* is worthy of inspection. There are also two large halls for concerts, lectures, &c.

Reached by Chicago, Burlington and Quincy Railway, from Burlington, in ½ hours.

Fort Scott (Kansas).—Seat of Bourbon County; population (1880) 5,500.

Hotels: Wilder, Gulf, Lockwood, German.

A small thriving town on the Marmiton River, a confluent of the Osage. It is rapidly growing, owing to the abundant coal mines

in the environs and to the increasing manufactories. Its retail trade and agricultural interests are also extensive. There is an Opera House with seats for 1,200.

Reached by Missouri Pacific Railway, from St. Louis, *via* Sedalia, in 11 hours.

Fort Wayne (Indiana).—Seat of Allen County; population (1880), 26,900.

Hotels: Mayer, Aveline, Robinson.

Situated at the confluence of the St. Joseph and St. Mary's Rivers, which form the Maumee River. It is also called the "Summit City," as it forms the water-shed, streams running from here E. and W. It takes its name from an old fort, built in 1794; but in fact it is now one of the chief cities of Indiana. Its manufactures are extensive, chiefly of railway engines, cars, etc. The town is well built, and among its public buildings may be mentioned the *County Prison*, *Concordia College*, *Fort Wayne College*, the *Court House*, the *Opera House*, and the *Academy of Music*. There are four public *Parks*, and of the five cemeteries, *Lindenwood* is the largest, and best laid out.

Reached by New York, Chicago, and St. Louis Railway, from Chicago, in six hours.

Fort Worth (Texas).—Seat of Tarrant County; population (1880), 7,000.

Hotels: El Paso, Waterman's.

A rapidly increasing town, in the midst of an agricultural district, for the retail trade of which it is the centre. The public buildings are of little note. Stages diverge here to different points.

Reached by Missouri Pacific Railway, from Denison, *via* Denton, in 5½ hours.

Frankfort (Kentucky).—Capital of Kentucky, and Seat of Franklin County; population (1880), 7,000.

Hotels: Capital, Merriwether.

Situated sixty miles from the mouth of the Kentucky River, and

on its northern bank. It is a well laid out, and handsome town, and has some manufactories, distilleries, etc. There are some public buildings, of which the *State Arsenal* and *Penitentiary* are the most noteworthy. Major's Public Hall can seat 1,000 persons. A chain bridge connects the two banks of the river. The surroundings are picturesque.

Reached by Louisville and Nashville Railway, from Louisville, in 1½ hours.

Franklin (Pennsylvania).—Seat of Venango County; population (1880), 5,500.

Hotels: Exchange, United States, Rural, National, Grant.

Built on the site of the old French fort Venango, on the confluence of the French Creek and Allegheny River. It is a great railroad centre. It is situated in the Oil Region of Pennsylvania, and has an extensive trade, and some factories. The *Court House*, and several other buildings, are interesting.

Reached by Alleghany Valley Railway, from Pittsburg, *via* Red Bank, in 14 hours.

Frederick (Maryland).—Seat of Frederick County; population (1880), 8,500.

Hotels: City, Groff, Carlin.

Pleasantly situated close to the Monocacy River. It has tanning, milling, and sash factories, and also large canning establishments. The public buildings are not striking. The *City Hall* can seat 1,000 persons, and the *Junior*, 500.

Reached by Baltimore and Ohio Railway, from Baltimore, in 3 hours.

Fredericksburg (Virginia).—Spottsylvania County; population (1880), 5,300.

Hotels: Central, Exchange.

A quaint and old town on the southern bank of the Rappahannock River. Founded in 1727, it was the scene of a great battle on 13th Dec., 1862, between Generals Burnside and Lee. There is a cemetery,

where those who fell in the battle are buried. In the neighbourhood is also the battlefield of *Chancellorsville*. Near *Spottsylvania Court House* several battles were fought by General Grant on his march to Richmond. Washington was born and passed his early years near Chancellorsville. An excursion to *The Wilderness* will repay the traveller. Its chief industries now are manufactures and agriculture. Steamers ply between here and Baltimore. A new *Opera House* has recently been built.

Reached by Pennsylvania Railway, from New York, *via* Philadelphia, in 11 hours.

Fredericktown (Missouri).—Seat of Madison County; population (1880), 1,900.

Hotels: Madison, White Allen.

A charming town, as yet in its infancy, but attracting large numbers of summer visitors, owing to the mineral springs discovered recently. It has also some mining interests.

Reached by St. Louis, Iron Mountain and Southern Railway, from St. Louis, in 5 hours.

Freehold (New Jersey).—Seat of Monmouth County; population (1880), 3,000.

Hotels: American, Union, Washington, Railroad House.

It is the centre of a rich farming county, and is a regularly laid out and well-built town; it has an extensive trade with the surrounding districts. It is close to the field of Monmouth battle, fought on June 23th, 1778. There are some public buildings here, and three large halls for lectures, etc.

Reached by Freehold and New York Railway, from New York, *via* Matawan, in 1½ hours.

Freeport (Illinois).—Seat of Stephenson County; population (1880), 10,000.

Hotels: Brewster, Clifton, Pennsylvania.

A thriving manufacturing town, having also extensive agricultural

interests. There are some public buildings of note, and the *Opera House* can seat 1,000 persons.

Reached by Chicago and North-Western Railway, from Chicago, in 5 hours.

Fremont (Ohio).—Seat of Sandusky County; population (1880), 8,500.

Hotels: Ball, Tell.

Situated on Sandusky River at the head of the Navigation. The place is well built, and regularly laid out. It has some agricultural and manufacturing interests, and a few public buildings of little importance. The Mammoth Hall, with its 1,000 seats, and two smaller ones may be mentioned. There is nothing here to interest the traveller or tourist.

Reached by Lake Shore and Michigan Southern Railway, from Toledo, in 1 hour.

Gainesville (Florida).—Fernandina County; population (1880), 650.

Hotels: Oak Hall, Arlington, Oliver, Pennsylvania.

A favourite winter station, much frequented, owing to its mild and equable climate, by invalids suffering from chest complaints. Its situation—in the centre of a peninsula, and surrounded by pine forests—gives it great advantages. The surrounding country is picturesque, and offers an endless variety of interesting excursions. There are good hunting and fishing.

Reached by Florida Southern Railway, from Palatka, *via* Rochelle, in 2½ hours.

Gainesville (Georgia).—Near Atlanta; population (1880), 2,500.

Hotels: Richmond, Gower Springs, New Holland Springs.

A beautiful town, and rapidly growing since the completion of the railway. It is much resorted to on account of the numerous mineral springs in the neighbourhood. The scenery is fine, and excursions are plentiful.

Reached by Richmond and Danville Railway, from Atlanta, in 2 hours.

Galena (Illinois).—Seat of Daviess County; population (1880), 8,200.

Hotels: De Soto, Mississippi, European, Lawrence.

An important and growing town, situated on the Galena River, and noted for its lead mines. It has some manufactories, and some public buildings, though none of much interest to the tourist. There are two large halls for public meetings, concerts, lectures, etc.

Reached by Chicago and North-Western Railway, from Chicago, *via* Freeport, in 9 hours.

Galesburgh (Illinois).—Seat of Knox County; population (1880), 11,500.

Hotels: Brown's, Union.

Surrounded by a rich farming country. It possesses, apart from a few factories, some importance as an educational resort. The *Lombard University*, *Knox College* and *Seminary* attract a great many students of both sexes. There are several large libraries, and an *Opera House* with seats for 1,200 persons. It is the centre of a corn district.

Reached by Chicago, Burlington and Quincy Railway, from Chicago, *via* Aurora, in 6½ hours.

Galveston (Texas).—The commercial capital of Texas, and chief town of Galveston County; population (1880), 22,250.

Hotels: Girardin, Tremont, Washington, Beach.

Clubs: The Union and the Harmony.

English Consul: W. T. Lyall, Consul.

Bankers: Bank of Galveston.

Medical: Dr. Smith, Dr. Bates.

Dentist:

This rapidly-growing town is situated on the north-east of Galveston Island at the mouth of the bay of the same name. The town is well laid out, with broad, straight streets, fronted mostly by flower gardens. The *United States Court House*, the *County Court House*, the *City Hall*, the *Post Office*, the *United States Custom House*, the *Cotton*

Exchange, the *Opera House*, *Masonic Temple*, the two *Club Houses*, two theatres, and several churches, are all substantial and handsome buildings. The residential portion of the city is very fine; while in the business portion several very handsome buildings have been erected. The *Galveston Medical College* and the *University* are both much frequented. The *Ursuline Convent* with *Ball's High School* are worth visiting. The *Mercantile Library*, containing 9,000 volumes, is also deserving of notice. *Oleander Park* and *City Park* are both extensive and well laid out. The staple article of shipment is cotton; the harbour is safe and good. The Island is about 28 miles long by 2½ miles in mean breadth; a hard beach runs round it, and affords a fine promenade. Was almost completely destroyed by fire in 1883, and since the writing of the above.

Reached by Galveston, Harrisburg and San Antonio Railway, from New Orleans, *via* Houston, in 16 hours.

Geneva (New York).—Ontario County; population (1880), 5,900.

Hotels: Franklin, American, International.

Situated at the head of Seneca Lake, it is a summer resort; but is chiefly noted for its nurseries, malting establishments and lumber trade. Its situation is beautiful, and its educational institutions celebrated. *Hobart College* is well known. Steamers ply daily between Geneva and Watkins at the other end of the lake. The Linden Public Hall can seat 850 persons.

Reached by New York Central & Hudson River Railway, from New York, *via* Albany and Syracuse, in 12½ hours.

Georgetown (Colorado).—Clear Creek County, near Golden, 8,412 feet above the sea-level; population (1880), 3,300.

Hotels: Newton.

The highest town in the world. It is enclosed by lofty hills and mountains. Its streets are broad and well laid out, and it is divided into two almost equal sections by a creek running through the centre.

The neighbourhood abounds in romantic spots for excursions, such as *Full River*, *Chicago Lake*, *Devil's Gate*, *Green Lake*, *Middle Park* and *Gray's Peak*. Complete outfits and guides for mountaineering trips can be had in Georgetown; many tourists make it their starting point.

Reached by Union Pacific Railway, from Denver, *via* Golden, in 1½ hours.

Gettysburg (Pennsylvania).—Seat of Adams County; population (1880), 3,100.

Hotels: Eagle, Keystone, Mac Clellan.

The position of Gettysburg is pleasant and the surrounding hills offer many fine views. Its chief interest, however, centres in the fact that the great, perhaps the greatest, battle of the Civil War was fought here on the 1st, 2nd, and 3rd of July, 1863. The *National Cemetery*, on Cemetery Hill, occupies about 17 acres. The *Soldiers' Monument* crowns the hill and is surmounted by a colossal marble statue of Liberty. The *Court House* and *Public Offices*, *Lutheran Seminary* and *Pennsylvania College* are all substantial buildings. The latter have large libraries. *Gettysburg Springs*, with their alkali-saline waters, are one mile distant, and much frequented.

Reached by Pennsylvania Railway, from Philadelphia, *via* Lancaster and York, in 7 hours.

Geyser Springs: See Calistoga, page 55.

Glasgow (Missouri).—Near Kansas City; population (1880), 2,000.

Hotels: Palmer.

A manufacturing town, with some excellent educational institutions of quite recent growth. It contains several mills and factories and public buildings. The *Lewis College* is well known.

Reached by Chicago and Alton Railway, from St. Louis, *via* Roodhouse, in 8 hours.

Glendive (Montana).—Near Billings; population (1880), 1,200.

Hotels: The Glendive.

In a charming position on the Yellowstone River. It is an outfitting post for hunting and excursion parties. It has some factories, several churches, banks and public buildings. Stage coaches start from here, and the town is rapidly increasing in size.

Reached by Northern Pacific Railway, from St. Paul, *via* Brainerd, in 32 hours.

Glens Falls (New York).—Near Caldwell; population (1880), 4,900.

Hotels: Rockwell, American.

The town is situated on the Hudson River, near a Cataract 50 feet high. The falls are very fine, and are the scene of some of the incidents of Fenimore Cooper's "Last of the Mohicans." *Colonel Williams' Monument*, in a dark glen, and the *Bloody Pond* close by, recall some scenes of the war with the French and English in 1755. The approach to Lake George is very impressive.

Reached by New York Central and Hudson River Railway, from New York, *via* Saratoga, in 8½ hours.

Glen Eyrie. See Colorado Springs.

Gloucester (Massachusetts).—Essex County; population (1880), 19,400.

Hotels: Pavilion, Ocean, Atlantic, Webster, Belmont.

Summer Houses: Pavilion, Bass Rocks, Pebbly Beach; at *East Gloucester:* Craig Cottage, Delphine; at *Magnolia:* Willow Cottage, Hesperus, Ocean Side, Oak Grove; at *Annisquam:* Highland House.

Pleasantly situated on Cape Ann, a peninsula forming the northern limit of Massachusetts and the southern limit of Ipswich Bay. The town is a collection of summer and sea bathing resorts, and comprises: Lanesville, Bay View, Annisquam, West Gloucester, on Ipswich Bay; East Gloucester, Gloucester (Harbour), and Magnolia, on Massachusetts Bay. The prin.

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cial industries arise from fisheries and granite quarries, and the requirements of the numerous summer guests. The *City Hall* can seat 1,700 persons. There are a few other interesting buildings.

Reached by Boston and Maine Railway, from Boston, *via* Salem, in 1½ hours.

Gloversville (*New York*).—Fulton County; population (1880), 7,400.

Hotels: Mason, Alvord, Scoville.

A thriving town, exclusively engaged in the glove and mitten manufacture. There is an *Opera House* and two Halls.

Reached by Fonda, Johnstown, and Gloversville Railway, from Fonda, in ½ hour.

Goldsboro (*North Carolina*).—Wayne County; population (1880), 3,500.

Hotels: Humphrey, Bonito.

A prosperous town, near the head of the navigation of the Neuse River. It is mainly engaged in retail trade, and has nothing of interest for the tourist.

Reached by Atlantic Coast Line, from Richmond, *via* Weldon, in 5½ hours.

Golden (*Colorado*).—Near Denver; population (1880), 2,800.

Hotels: The Western.

Situated between two picturesque hills, it is the centre of an extensive mining region. It has made rapid progress of late. It is the point of departure for *Bear Creek Cañon*, *Clear Creek Cañon*, *Black Hawk*, *Idaho Springs*, and several others.

Reached by Union Pacific Railway from Denver, in ¾ hour.

Gorham (*New Hampshire*).—Andros-coggin County; population (1880), 1,400.

Hotels: Alpine, Gorham, Eagle.

A thriving village, North-East gateway to the White Mountains. It is situated at the confluence of the Andros-coggin and Peabody Rivers, and commands very picturesque views. Excursions to the various

mountains, to *Randolph Hill*, *Berlin Falls*, *Lead Mine Bridge*, the *Notch*, *Jefferson and Jefferson Hill*, to *Crawford House*, *Bethlehem*, *Mount Washington*, etc., are all very interesting. For detailed description see local guides.

Reached by the Grand Trunk Railway of Canada, from Portland, in 3½ hours.

Grand Forks (*Dacota*).—Seat of Grand Forks County; population (1880), 1,703.

Hotels: Griggs, Mansard, North-western.

Situated on the Red River of the North, in the richest wheat-growing country of the North-West. It has a great future; is well laid out, but contains as yet nothing of interest to the traveller.

Reached by St. Paul, Minneapolis and Manitoba Railway, from St. Paul, *via* Minneapolis, in 15 hours.

Grand Haven (*Michigan*).—Seat of Ottawa County; population (1880), 6,000.

Hotels: Cutler, Kirby.

Advantageously situated on Lake Michigan at the mouth of the Grand River. A regular line of steamers connects it with Milwaukee and Chicago. The principal occupation of its inhabitants is lumber and fruit growing. It has two public halls.

Reached by Chicago and Michigan Lake Shore Railway, from Chicago, *via* Holland, in 8½ hours.

Grand Rapids (*Michigan*).—Seat of Kent County; population (1880), 41,950.

Hotels: Sweets, Moreton, Rathbun, Bridge-street.

A great railway centre on the Grand River. Has an extensive trade, saw mills, manufactories, etc. Some of the public buildings are noteworthy. There is an *Opera House* with 1,200 seats, and three other public halls.

Reached by Chicago and West Michigan Railway, from Chicago, *via* New Buffalo, in 8½ hours.

Great Barrington (Massachusetts).—Housatonic Valley; population (1890), 2,750.

Hotels: Collins, Berkshire, Miller.

A very lovely place, chiefly interesting as a summer resort. It contains several handsome churches, especially the *Congregational*. A High School and many villas in the outskirts adorn the town. It is a centre for excursions into the *Berkshire Hills*, which commence here, and for *South Egremont*, *Stockbridge*, *Lake Mahkemac*, *Lee*, *Lennox*, *Pittsfield*, etc.

Reached by Housatonic Railway from Bridgeport, *via* Hawleyville, in 3 hours.

Greeley (Colorado).—Near Denver; population (1890), 2,400.

Hotels: The Greeley, Washington.

A prosperous little town on the Cache la Poudre River, well watered and well built. The streets are regular, and as the soil is dry two large canals have been made for the purposes of irrigation. Intoxicating liquors may not be sold on the territory of the community. There are now five churches, excellent schools, a bank, newspaper offices, etc. The town itself is a remarkable instance of rapid growth.

Reached by Union Pacific Railway from Denver, *via* Fort Collins, in 5 hours.

Green Bay (Wisconsin).—Capital of Brown County; population (1890), 7,500.

Hotels: Cook's, American.

A thriving manufacturing centre, situated on Green Bay, north of the Fox River. Its chief productions are iron and timber. It has also extensive agricultural interests, and its retail trade with the surrounding country is important. There are several public buildings, including an *Opera House* and a *Town Hall*.

Reached by Chicago and North Western Railway, from Milwaukee, *via* St. Paul, in 5½ hours.

Greenbrier White Sulphur Springs (Virginia).—Near Staunton and Lynchburg.

Hotels: The Springs Hotel.

The most famed and popular of all Virginia summer resorts, in a very beautiful and picturesque country. About 50 acres of ground are occupied by the hotel and surrounding cottages. The park is well shaded and carefully kept. The waters are sulphurous, and are much recommended in dyspepsia, liver and nervous affections, in herpes, rheumatism and gout. The country all around abounds in springs, and numerous excursions can be made. Kate's Mountain, Greenbrier Hills and the Alleghanies are of the best known. The springs have been in use since 1778.

Reached by Chesapeake and Ohio Railway, from Richmond, *via* Staunton, thence by diligence, in 7¼ hours.

Greenbush (New York).—Rensselaer County; population (1890), 5,100.

Hotels: Boston, Broadway, Rensselaer.

Situated on the Hudson River opposite Albany, and connected with this town by three iron Railway bridges. Railway business is the only one. There are several public halls of little interest.

Reached from Albany over the bridge by tramway in ¼ hour.

Greencastle (Indiana).—Seat of Putnam County; population (1890), 3,700.

Hotels: Central, Jones.

An educational resort, pleasantly situated on a plateau in a rich farming and stock-raising country. It has a *Prison*, a *Court House*, 7 schools, several churches, the *Ashbury University*, a High school, several libraries, and a Presbyterian College (Female), all of which are worth noticing. There is also an *Opera House* and a Public Hall.

Reached by Indianapolis and St. Louis Railway, from Indianapolis, *via* Danville, in 1½ hours.

Green-Cove Springs (Florida).—On St. John's River; population (1890), 410.

Hotels: St. Clair, Clarendon.

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A favourite winter and summer resort, possessing some sulphurous springs. The vegetation is very rich. The water of the springs has a temperature of 78 degrees Fahr., and is considered useful in cases of Bright's disease, rheumatism, gout, etc. *Magnolia*, *Palatka* and *Tocoy* are also winter resorts, and well worth the trouble of a visit. There are some Spanish ruins in the neighbourhood, and fine *Orange Groves* at *Orange Mills* and *Dancy's Wharf*.

Reached by Jacksonville, Tampa and Key West Railway, from Jacksonville, in 1 hour.

Greenfield (*Massachusetts*).—near Northampton; population (1880), 3,900.

Hotels: American, Mansion.

A beautiful little town, with shady streets and villas, surrounded by gardens. It is a very favourite summer resort, with picturesque scenery. Excursions may be made to *Turner's Falls*, *Coleraine*, *Shelburne*, *Bernardston* and *Leyden Gorges*.

Reached by Connecticut River Railway, from Springfield, in 1½ hours.

Green Lake (*Wisconsin*).—Green Lake County; population (1880), 1,407.

Hotels: Hill's, Sherwood, Forrest, Oakwood, Pleasant Point.

A favourite summer resort, with very charming scenery.

Reached by Chicago and North-Western Railway, from Chicago, *via* Fond du Lac, in 7 hours.

Greenport (*New York*).—On Long Island; population (1880), 1,800.

Hotels: Clark, Wyandank, Booth.

A lively summer resort, with excellent smooth water, bathing, boating, and fishing. Wild ducks are abundant and afford good sport in the season. The excursions to *Orient Village*, *Shelter* and *Gardiner's Islands* are interesting.

Reached by Long Island Railway, from Brooklyn, in 4 hours.

Greenville (*South Carolina*).—Seat of Greenville County; population (1880), 6,200.

Hotels: Central, Commercial, Exchange, Greenville, Mansion.

Situated on Reedy River, and at the foot of Saluda Mountains, its site is very beautiful. It is a very popular resort in winter, lying as it does at the entrance to the chief beauties of the mountain region of South Carolina. An *Opera House* and a *Town Hall* are the only places of amusement.

Reached by Columbia and Greenville Railway, from Columbia, in 7 hours.

Greensboro' (*North Carolina*).—Seat of Guilford County; population (1880), 5,100.

Hotels: Central, Benbow, McAdoo, Planters.

A rapidly increasing town, situated in a rich tobacco-producing country, and near valuable coal, iron and copper deposits. There are some public buildings, but none of sufficient interest to detain the tourist.

Reached by Richmond and Danville Railway, from Richmond, *via* North Danville, in 9½ hours.

Greenwich (*Connecticut*).—Fairfield County; population (1880), 8,000.

Hotels: Lennox, City, Morton.

A picturesque old town, situated on Long Island Sound. It is noted for the great number of its summer villas. In the neighbourhood are several favourite summer resorts, affording pleasant excursions.

Reached by New York, New Haven and Hartford Railway, from New York, in 1 hour.

Greenwood Lake (*New York*).—Near Paterson; population (1880), 200.

Hotels: Brandon, Windermere, Traphagen.

A highly popular summer resort. It is called "the miniature Lake George," and being enclosed by mountains, offers some very picturesque scenery. The waters

are deep, and abound in fish. A small steamer plies on it, making two trips daily. The excursions are very interesting, and include *Lakes Macopin*, *Wawayanda*, *Sterling* and *Turner's*.

Reached by New York and Greenwood Railway, from New York, *via* Paterson, in $1\frac{1}{4}$ hours.

Grenada (Mississippi).—Seat of Grenada County; population (1880), 2,500.

Hotels: Chamberlin, Walthall.

Situated on the Yellowblusha River. The chief business is cotton shipping; the town has also some manufactures. There is a United States Land Office here, and several churches. Three public halls.

Reached by Mississippi and Tennessee Railway, from Memphis, in $4\frac{1}{2}$ hours.

Griffin (Georgia).—Seat of Spalding County; population (1880), 4,200.

Hotels: Nelms, Wheeler, Goddard.

A thriving town, with some uninteresting county buildings. Has some trade in cotton, and a few manufactures.

Reached by Savannah, Griffin and North Alabama Railway, from Atlanta, in 2 hours.

Gunnison (Colorado).—Gunnison County; population, 5,000.

Hotels: The Rocky Mountains.

A thriving and rapidly increasing town, with large mining interests. It is an important railway centre; possesses a *Court House*, several churches and schools, and a bank with 10 million of dollars capital. It is the great outfitting centre of this region, and its trade is very large. The surrounding country is fertile, and admirably adapted for cattle raising; though at present only its mines are of interest.

Reached by Union Pacific Railway, from Kansas City, *via* Denver, in 31 hours.

Hackensack (New Jersey).—Seat of Bergen County; population (1880), 4,500.

Hotels: National, Washington, Hackensack, Mansion.

A thriving and picturesque country, full of quaint old houses. The surrounding country is under very high cultivation. It is situated on the Hackensack River, has a considerable trade in jewellery, silk, iron, timber, etc., eight churches, several banks and newspapers, and two public halls, each capable of seating 700 persons.

Reached by New Jersey and New York Railway, from New York, *via* New Jersey City and Weehawken, in $1\frac{1}{4}$ hours.

Hagerstown (Maryland).—Seat of Washington County; population (1880), 6,650.

Hotels: Baldwin, Franklin, City, Antietam.

Situated on Whitewater Canal and Antietam Creek, 22 miles above the entrance to Potomac. It is regularly laid out and well built; has handsome *Court House*, and a prosperous manufacturing and agricultural trade. It was the scene of severe conflicts during the Civil Wars. The *College of St. James* is 7 miles distant; the *Academy of Music* and the *Lyceum* seat respectively 800 and 400 persons.

Reached by Baltimore and Ohio Railway, from Baltimore, in $4\frac{1}{2}$ hours.

Haines Falls (New York).—In the Catskill Mountains.

Hotels: Haines House.

A beautiful waterfall, and a spot much frequented by artists. The fall makes several leaps, and in less than $\frac{1}{4}$ mile descends about 475 feet. Close by are *Catterskill Clove*, *High Rocks* and *Fawn Leap Falls*.

Reached from the Mountain House in $\frac{1}{4}$ hour.

Hamilton (Ohio).—Seat of Butler County; population (1880), 12,200.

Hotels: Phillips, Straub, St. James.

Situated on the Miami River and the Miami and Erie Canal. Hamilton is surrounded by a rich and populous country with a great variety of

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Reached by Cincinnati, Hamilton and Dayton Railway, from Cincinnati in 1 hour.

Hammondsport (*New York*).—Ontario County; population (1880), 800.

Hotels: Grove Spring House.

A summer resort and centre of extensive vine-growing districts, on *Lake Keuka*. Scenery very picturesque. The Catawba and Isabella claret and native champagne are produced in this district. The Urbana and Pleasant Valley Wine Co. have very extensive cellars well worth a visit.

Reached by Bath and Hammondsport (narrow gauge) Railway, from Canandaigua, in ¼ hour.

Hannibal (*Missouri*).—Seat of Marion County; population (1880), 11,100.

Hotels: Planters, Park, Continental, Union Station.

A very flourishing town on the Mississippi River, with extensive manufactures. It is a great railway and shipping centre for the surrounding agricultural districts, and is also the largest timber market, after St. Louis, west of the Mississippi. It carries on a large trade in tobacco, cork, and flour. There are some uninteresting county buildings, an *Opera House*, an *Academy of Music* and two Music Halls.

Reached by Missouri Pacific Railway, from St. Louis, in 10 hours.

Hanover (*New Hampshire*).—Near Norwich.

Hotels: The Dartmouth.

A small village, well known as the seat of *Dartmouth College*, founded in 1769. Daniel Webster studied here. The buildings are placed around a square. The principal are: Reed Hall (with library of 50,000 volumes), Dartmouth Hall, Culver Hall, and the new Gym-

nasium. It includes, besides the literary department, a college for technical instruction for agriculture, and a medical school.

Reached by Boston and Lowell Railway, from Concord, *via* Norwich, in 3½ hours.

Harper's Ferry (*West Virginia*).—Jefferson County, near Martinsburg; population (1880), 800.

Hotels: Ferry House, Jefferson.

A delightful village, situated at the confluence of the Potomac and Shenandoah Rivers; compactly but irregularly built. Before the Civil War an extensive and important Arsenal was situated here. Scenery charming and very picturesque. Tourists should stop here at least a day, and ascend *Maryland* and *Bolivar* Hills. The site is historical as the scene of the exploits of John Brown during the Civil War. Harper's Ferry was during that time alternately in the hands of the Federals and Confederates. *Charlestown*, *Elk Branch*, and several other interesting places are in the vicinity.

Reached by Baltimore and Ohio Railway, from Baltimore, *via* Washington, in 2½ hours.

Harrisburg (*Pennsylvania*).—Capital of the State and seat of Dauphin County; population (1880), 30,800.

Hotels: Bolton, Jones, Lochiel, United States, Masonic Hall.

It occupies a beautiful situation on the east bank of Susquehanna River, spanned here by two bridges. It is handsomely built and surrounded by very fine scenery. The town was founded by John Harris, in 1785, incorporated in 1791, and made the State Capital in 1812. The *State House* with the *State Library* on second floor, the *Court House*, the *Arsenal*, *County Prison*, *Lunatic Asylum*, several handsome churches, schools, and Markets are interesting. It is an important Railway centre, and contains extensive iron works and factories. There is an *Opera House* (Masonic Hall). Front-street is the principal thoroughfare and chief promenade, and has some fine private residences. *Harris*

Park, artistically laid out, and also the *Cemetery*, both occupy a commanding position, and afford fine views.

Reached by Pennsylvania Railway, from Philadelphia, *via* Lancaster, in 4 hours.

Hartford (Connecticut).—Capital of the State and chief town of Hartford County; population (1880), 42,550.

Hotels: Allyn, United States, City.

Conveyances: Tramways to all parts; carriages, 25 cents the course within the boundaries.

Amusements: The Opera House, 395, Main-street, Allyn Hall, and several smaller Music Halls.

Post Office: In City Hall-square.

Bankers: The Hartford Bank.

Medical: Dr. Tate, Allen.

Dentist:

This town is situated at the head of the sloop navigation of Connecticut River, 50 miles from Long Island Sound. It is a handsome town, and connected with East Hartford by a covered bridge, 1,000 feet long. Besides carrying on a considerable manufacturing business, it is one of the chief centres for fire and life insurance business. Its principal manufactures are hardware, though there are also some woolsen spinning and weaving mills. It is regularly laid out, and covers an area of over 10 square miles, divided into two unequal parts by Park River, which is spanned by numerous bridges. Main-street is the principal thoroughfare, and Asylum and State streets the chief business quarters. The outskirts are beautified with villas and gardens.

Amongst the most interesting buildings are the *New State House*, built of marble, and sufficiently large to accommodate both Houses of Legislation, several State departments, and the Supreme Court, with its Library; the *Old State House*, on State House-square; the *City Hall*, in Kingsley-street; the *Post Office*, with the *United States Supreme Court*, in City Hall-square; the *Opera House*, and *Wadsworth Athenæum*, in Main-street; the latter with a library of 90,000 volumes.

There are about 40 churches, the most interesting being: *Church of the Good Shepherd*, *Catholic Cathedral*, *Christ Church*, *South Baptist*, *Park and Pearl-street Congregational*. The *Trinity College* on Rocky Hill should be visited; the architecture is early English, and was designed by William Burges, of London. It occupies, with gardens, etc., about 80 acres.

Among the business buildings the most important are: The *Colt Fire Arms Manufactory*, in Main-street; the building of *Cheney Brothers*, in Main and Temple streets; *Connecticut Mutual Life Insurance Company* (State House-square), and *Charter Oak Life Insurance Company* (Main-street). The *Union Depot* is very fine. The *High School* near the Park is a very handsome building. The *Theological Institute*, the *Asylum for the Deaf and Dumb*, *Lunatic Asylum*, *Hartford Hospital*, *Hartford Orphan Asylum* are all worth inspecting.

"Mark Twain" has a handsome residence in Farmington Avenue. *Bushwell Park*, covering 46 acres is the chief recreation ground, south of the Union Depot; favourite drives are to *Tumble Down Brook*, *Talcott Mountains*, *Trout Brook Reservoir*, *Prospect Hill*, and *Wethersfield*. The *Ancient Burying Ground* in the Main-street, at the back of *Centre Church*, and the *Cedar Hill Cemetery*, with *Colt* and *Beach* monuments, giving a fine view over the town and country, should also be visited.

East Hartford, across the River, is an ancient town, with quaint old houses, and streets shaded by elms.

Reached by New York, New Haven and Hartford Railway, from New York, *via* New Haven, in $4\frac{1}{2}$ hours.

Hastings (Minnesota).—Seat of Dakota County; population (1880), 3,900.

Hotels: Tremont, Foster, St. Joe.

A thriving town, on the Vermilion River, which falls here 110 feet in a quarter of a mile, and consequently furnishes abundant water power. It also joins the Mississippi River. It has a prosperous future. It contains several flour, saw and shingle mills, and is an important wheat

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Reached by Chicago, Milwaukee and St. Paul's Railway, from St. Paul, in 11 hours.

Haverhill (Massachusetts).—Essex County; population (1880), 18,500.

Hotels: Aetna, Central, City, Clifton, Eagle.

A busy manufacturing town, beautifully situated on the Merrimac River. Staple products—boots, shoes and hats. It is well built, and contains a *Public Library*, with 20,000 volumes. The *City Hall*, in Main-street; the marble *Soldiers' Monuments*, and several Music Halls are worth noticing. A favourite excursion is to *Lake Kenosau*.

Reached by Boston and Maine Railway, from Boston, in 1½ hours.

Hazleton (Pennsylvania).—Luzerne County; population (1880), 7,550.

Hotels: Central, Hazleton.

A thriving, mining and manufacturing town on the Lehigh Valley Railway. Has little of interest to tourists. The *Hazle Hall* can seat 600 persons.

Reached by Philadelphia & Erie Railway, from Harrisburg, *via* Sunbury, in 5½ hours.

Helena (Montana).—Capital of Montana; population (1880), 3,650.

Hotels: Cosmopolitan, International, Bon Ton, Merchants.

Situated in Lewis and Clarke County, the commercial and financial centre of the Territory. All transportation routes converge here. It has important mining and manufacturing interests. The most important buildings are: *U.S. Assay Office, U.S. Land Office, State House, Ming's Opera House, several Banks* and public halls. Many other public and private buildings are interesting for so young a town. Helena also possesses telephones, electric lights, a fire department and water works. Important gold and silver, copper and iron mines exist in the neighbourhood. The hot

springs four miles W. of the town are much visited by people suffering from rheumatism, gout, etc. Temperature of water 110 to 190 degrees, F.

Reached by Northern Pacific Railway, from St. Paul, *via* Glendive, in 53 hours.

Helena (Arkansas).—Chief town of Phillips County; population (1880) 3,600.

Hotels: Shelby House.

Advantageously situated on the Mississippi, eighty miles below Memphis. It is a shipping place for the cotton growing country, which lies behind it. Over 50,000 bales of cotton are annually passed through this town on their way to New Orleans. It has some unimportant public buildings, an *Opera House* and two *Music Halls*.

Reached by Missouri Pacific Railway, from St. Louis, *via* Knobel in 16½ hours.

Hempstead (Texas).—Seat of Waller County; population (1880), 1,900.

Hotels: City, St. Charles, Sloan, Texas.

A very thriving and rapidly increasing town. Public buildings insignificant. *Rankin's and Hammond's Theatres*.

Reached by Houston & Texas Central Railway, from Houston, in 2 hours.

Henderson (Kentucky).—Seat of Henderson County; population (1880), 6,600.

Hotels: Hord, Commercial, Henderson, European.

The town is built on the Ohio, and is largely interested in manufactures, such as woollen and cotton spinning, weaving, distilling, ice manufacturing, etc. The *City Hall* is noteworthy.

Reached by Louisville and Nashville Railway, from Nashville, *via* Guthrie, in 6½ hours.

Hillsdale (Michigan).—Seat of Hillsdale County; population (1890), 3,500.

Hotels: Smith's, Mosher's, Randall's.

Situated on the St. Joseph River; it is chiefly a manufacturing centre in connection with the surrounding country. The *Hillsdale College* is worth mentioning. Two *Opera Houses*, capable of seating 1,200 and 800 respectively; otherwise there is little of interest.

Reached by Detroit and Hillsdale and South-Western Railway, from Detroit, *via* Jackson, in 5 hours.

Hoboken (New Jersey).—Hudson County; population (1880), 31,000.

Hotels: Park, Bush, Nagel, St. Clair.

Pleasantly situated on the Hudson River, opposite New York, and a favourite Sunday resort for the working classes of New York. There are extensive factories here, as also the docks of the German Steamship Companies. It is inhabited chiefly by Germans. *Odd Fellows* and *Webber's Public Halls*.

Reached by Ferry from New York in $\frac{1}{2}$ hour.

Holbrook (Arizona).—Near Albuquerque; population (1880), 1,200.

Hotels: The City, Commercial

A small place, worth noticing as being the starting point for the diligences which run to the *Moqui Indian Villages*, 70 miles distant from here. They are very interesting and well worth a visit. Built mostly on an eminence, with a commanding view of the surrounding country, they are approachable through a narrow gorge. The houses are 2 or 3 storeys high, built of mud and stone, and ranged in hollow squares. The entrance is only by ladders to the second storey, the ground floor being without any means of entrance. There are seven (Zuni being the chief) of these dying cities. The inhabitants excel in pottery, weaving and mural decorations, and excite the curiosity of archaeologists by their strange religious rites.

Reached by Atchison, Topeka and Santa Fé Railway, and Atlantic and Pacific Railway, from Santa Fé, *via* Albuquerque, in 13 hours.

Hollydaysburg (Pennsylvania).—Seat of Blair County; population (1880), 3,200.

Hotels: American, Logan, Dannon.

Situated on the Juniata River and Pennsylvania Canal. It is interesting only for its manufactures. There is an *Opera House* with 1,200 seats, and a Public Hall with 800. It is the trading centre for the surrounding agricultural country.

Reached by the Pennsylvania Railway, from Harrisburg, *via* Altoona, in 6 hours.

Holly Springs (Mississippi).—Seat of Marshall County; population (1880), 2,400.

Hotels: MacComb, Nuttall, Holly Springs.

A pleasant town, with good educational institutions. Much visited by tourists for its pleasant scenery. It has a large cotton trade, and wagon manufactures.

Reached by Chicago, St. Louis and New Orleans Railway, from New Orleans, *via* Grenada, in $14\frac{1}{2}$ hours.

Holyoke (Massachusetts).—Hampden County; population (1880), 21,850.

Hotels: Windsor, Samosett, Holyoke.

A large manufacturing town, situate on Connecticut River, and possessing greater water power than any town in the New England States. The river, in $1\frac{1}{2}$ miles, falls 65 feet over an immense dam, and through a system of canals three miles in length. Woollen and cotton goods, cutlery and paper are the chief manufactures. The town is well built, and contains several fine granite public buildings, amongst which the *City Hall* and a handsome *Soldiers' Monument* may be mentioned. The *Opera House* and *Parson's Hall* can seat respectively 1,100 and 800 persons. Pleasant excursions may be made to *Mount Tom* and *Mount Holyoke*, *Ox Bow Island* and *Northampton*.

Reached by Connecticut River Railway, from Springfield, in one quarter hour.

Honesdale (Pennsylvania).—Seat of Wayne County; population (1890), 7,000.

Hotels: Allen, Kipple, Wayne County.

Pleasantly situated on the Delaware and Hudson Canal. The chief object of interest is the *Gravity Railway*. Coal mining and glass making are the staple industries. It contains some public buildings, and a Hall capable of seating 600 persons.

Reached by New York, Lake Erie and Western Railway, from New York, *via* Port Jervis, in 5 hours.

Hopatcong Lake (New Jersey).—Near Drakesville.

Hotels: Lake Hopatcong, Lake View.

Situated among the Brookland Mountains; 725 feet above the sea; it is a favourite summer resort. Its name means "Stone over the water," and was given to it by the Indians on account of a stone bridge connecting the islands with the shore, which is now submerged. The scenery around is very lovely, and the lake affords excellent fishing,—steamers ply on the lake. *Southard's Peak*, close by, affords an extensive view. *Budd's Lake*, in a picturesque country, is also close by.

Reached by Delaware, Lackawanna and Western Railway, from New York, *via* Drakesville, in 3 hours.

Hopkinsville (Kentucky).—Christian County; population (1890), 4,250.

Hotels: Phoenix, Cooper House.

Situated on the Little River, with some manufacturing and agricultural interests. The *Holloway Hall*, with 1,200, and Mozart Hall with 600 seats, are the prominent features of this otherwise uninteresting town.

Reached by Louisville and Nashville Railway, from Nashville, *via* Guthrie, in 4½ hours.

Hornellsville (New York).—Steuben County; population (1890), 8,200.

Hotels: Osborn, Nichols, Dellevan.

A manufacturing town on the Canisteo River, in an uninteresting country. Nothing to attract tourists. There is an Opera House which can seat 1,500.

Reached by New York, Lake Erie and Western Railway, from New York, *via* Binghamton, in 10½ hours.

Hot Springs (Arkansas).—Garland County; population (1890), 3,600.

Hotels: Arlington.

One of the most largely frequented health resorts in America. The town is situated 1,500 feet above the sea-level, and has 66 springs, varying in temperature between 93 and 160 degrees Fahr. The mineral properties are sulphurous and saline, and are efficacious in skin diseases, rheumatic complaints, and mercurial affections. The waters may be taken internally, but are chiefly used in baths and douches. The air is not favourable to pulmonary complaints. The country round is interesting.

Reached by Missouri Pacific Railway, from St. Louis, *via* Poplar Bluff, in 21 hours.

Houston (Texas).—Seat of Harris County; population (1890), 18,700.

Hotels: Capitol, Barnes, Hutchins.

The town is situated at the head of the tidal estuary on Buffalo Bayou. It is the third town in population, and the first in manufacturing importance. The Bayou, an arm of Galveston Bay, is spanned by several bridges, and the town on its left bank covers an area of about 10 square miles. It is a great railway centre. It has a considerable manufacturing and lumber trade, while its general business with the surrounding grazing and agricultural country is very considerable. Amongst several noteworthy buildings may be mentioned the *City Hall*, with *Market House* and the *Masonic Temple*, *Gray's Pillot's* and *Turner's Halls*. The town is traversed by tramways, and the streets planted with shady trees. It is also resorted to as a winter station, its air being considered very healthy.

Reached by Galveston, Harrisburg and San Antonio Railway, from New Orleans, in 14 hours.

Howe's Cave (New York).—30 miles from Albany.

Hotels: Cave House.

The third in extent of the great American underground grottos. It is said to extend over more than 12 miles, though usually only visited to about 4 miles. The various portions have received more or less fanciful names and denominations. It is lighted by gas as far as the lake, and the stalactites, etc., are very fine. *Bull's Cave* and some other minor grottos are in the vicinity. (Entrance, including guide to Howe's Cave, 1½ dols.)

Reached by Delaware and Hudson Canal Railway, from Albany, in 2½ hours.

Hudson (New York).—Seat of Columbia County; population (1880), 8,800.

Hotels: Central, City, Waldron, Worth, Farmer's, St. Nicholas, Manor.

Very picturesquely situated on a bold promontory on the Hudson, opposite Athens; has some manufactures, but is mainly a summer resort. Prospect Hill affords a fine view, while Claverack Valley and Columbia Springs are favourite excursions. The City Hall is extensive.

Reached by Boston and Albany Railway, from Albany, *via* Chatham, in 2 hours.

Hudson (Michigan).—Lawrence County; population (1880), 2,500.

Hotels: Higgins, Comstock.

The centre of a very fertile farming country, whence great quantities of fruit are exported. There is also a mineral spring, which is becoming known to visitors.

Reached by Lake Shore and Michigan Southern Railway, from Elkhardt, in 3 hours.

Idaho Springs (Colorado).—Near Central City and Georgetown; population (1880), 750.

Hotels: Alvord, Beebe.

A favourite summer resort, situated in a lovely valley at about 7,800

feet above the sea level. The town is celebrated for its hot soda springs. Large swimming baths have been recently constructed. The surrounding country is extremely picturesque, and offers many interesting excursions, amongst which may be mentioned *Fall River, Chicago Lakes, the Mines, Middle Park, and Old Chief*. The air is pure and bracing. The waters contain soda, magnesia, iron and lime, and are efficacious in rheumatism and paralysis. It is much frequented in summer and winter; the establishments are first rate in their balneal arrangements and accommodation.

Reached by Union Pacific Railway, from Denver, in ½ hour.

Indianapolis (Indiana).—Capital of Indiana, and seat of Marion County; population (1880), 75,100.

Hotels: Bates, Grand, Occidental, Renny-Brunswick, English Opera House, and Sherman are the leading hotels; others are the Denison, Spencer, Mason. At all prices ranging from \$2½ to \$3.

Restaurants at the leading hotels.

Amusements: Opera House, with 1,400 seats, Park Theatre, Masonic Hall, and several minor ones.

Conveyances: Tramways run through the town in all directions; Hackney Coaches can be hired in various places and at the railway stations. Bridges cross the river.

Post and Telegraph Offices: Corner of Pennsylvania and Market Streets.

Clubs: The Union of Indianapolis, the Trotting Club.

Indianapolis, the chief and most populous town of the State, is pleasantly situated on the White River, almost in the centre of the State. It is in a large and fertile plain. Its streets are 90 feet wide, crossing each other at right angles. From a central square, four avenues radiate, cutting the other streets diagonally. The town was founded in 1819, and six years later became the capital of the State. It is a great railway centre, twelve lines converging here. Its trade is very important, and its manufactures are daily increasing. The prin-

principal industries are pork packing and the manufacture of agricultural implements.

The State House is just completed. The Institute for the blind, the Court House, the United States Arsenal, the Lunatic Asylum, the Deaf and Dumb Institute, standing in 105 acres of grounds, and the Union Passenger Depot are the chief buildings of note. The City Hall, the County and Town Prison, the Odd Fellows Hall, the Masonic Hall, the Post Office are also of importance. The principal thoroughfares are Washington, South, Meridian, Pennsylvania, and Illinois streets. The town has a large number of churches of all denominations. Amongst the educational institutions, Butler University, four miles east of the town, occupies the first place. The State Library and City Free Library are extensive collections of books for so young a town.

Indianapolis is amply provided with charitable institutions, while many of its large industrial establishments merit attention. There are many parks, all of which are well frequented and fashionable; Trotting Park, 86 acres in extent, with a course of one mile in length, is especially so on Sundays. Crown Hill, Catholic Cemetery, and Green Baum Cemetery are the principal burial grounds, and they are all well laid out and ornamented with shrubs and trees.

Reached by Chicago, St. Louis, and Pittsburg Railway, from Chicago, in 4 hours.

Ionian (Michigan).—Seat of Ionian County; population (1880), 4,700.

Hotels: Washington, Bailey, Clarendon, Union, National.

A small but thriving agricultural and manufacturing community, on the Grand River. It is crossed by two railways, but has little interest to a tourist. It contains two large halls.

Reached by Detroit, Grand Haven, and Milwaukee Railway from Milwaukee, *via* Grand Haven, in 3 hours.

Iowa City.—Seat of Johnson County, and former Capital of State of Iowa; population (1880), 6,750.

Hotels: St. James, Palace.

Amusements: Opera House, seats 1,000.

Conveyances: Tramways (fare 5 cts.)

Post and Telegraph Office: In the Court House Buildings.

Iowa City is beautifully situated on the Bluffs on the left bank of the Iowa River. It is embowered in groves of trees and surrounded by fertile and thickly-settled prairies. The river furnishes water power to several mills and factories. Like all American towns, it has wide and straight streets; it is the seat of the State University, with 600 students. The old Capitol, County Court and other buildings of the town are interesting. It has a future before it.

Reached by Burlington, Cedar Rapids & Northern Railway, from Burlington, *via* Cedar Rapids, in 5½ hours.

Ironton (Ohio).—Seat of Lawrence County; population (1880), 9,000.

Hotels: Irondale, Sheridan.

An industrious manufacturing town, doing an annual business of 10,000,000 dols. in iron alone. It is the centre of Southern Ohio and N. East Kentucky; and has extensive rolling mills, furnaces, machine shops, etc. The masonic Opera House is the principal place of amusement.

Reached by Dayton & Ironton Railway, from Dayton, in 12 hours.

Ithaca (New York).—Seat of Tompkins County; population (1880), 9,140.

Hotels: Clinton, Ithaca, Tompkins.

Situated on both sides of Cayuga Inlet, one mile from the head of the Cayuga Lake. It is an important business and railway centre, and its manufactures are extensive. It is more visited on account of its very beautiful scenery and as a summer resort than for other reasons. The situation is very picturesque. It is the seat of Cornell University, rapidly becoming one of the most favoured educational establishments in the State. The buildings

on a hill 40 feet high are well worth a visit, the view from them being very fine. Cayuga Lake affords plenty of sport with boating, sailing, fishing, and bathing. In the neighbourhood are numerous waterfalls, among which may be mentioned Ithaca Falls in Ithaca Gorge, and Taghkanic Falls. Near the latter is the Taghkanic Hotel.

Reached by Delaware, Lakuwanna and Western Railway, from New York, *via* Binghampton and Owego, in 10 hours.

Jackson (Michigan).—Seat of Jackson County; population (1880), 19,136; 480 feet above Lake Michigan.

Hotels: Hibbard, Hurd, Union, Commercial.

A busy manufacturing town on the Grand River and a great railway centre. It is regularly laid out and the buildings are substantial. In the immediate vicinity of Jackson the Michigan Coal district begins, the mines being visible from the railway. The passenger Depot of the Michigan Central Railway is very fine, and the Company's offices and Round shops, etc., are situated here. Some School buildings, several of the churches, and the State Penitentiary are handsome and spacious buildings. The town has some manufactures.

Reached by Grand Trunk Railway of Canada, from Detroit, *via* Ridgeway, in 11 hours.

Jackson (Mississippi).—Capital of Mississippi and Seat of Hinds County; population (1880), 5,472.

Hotels: Edwards, European, Spengler, Lawrence.

This town, situated on the Pearl River, is the centre for the surrounding agricultural district. It is regularly built, and has some handsome streets. It was captured in 1863 by General Grant, when it was almost totally destroyed, and since then its progress has been much retarded. The most noteworthy building is the State House. The State Penitentiary was almost completely destroyed during the Civil War, and is now in course of

repair. The State Library has 15,000 volumes. The Executive Mansion, The City Hall, The Institution for the Deaf, Dumb, and Blind, the Lunatic Asylum, Angeles and Robinson's Halls, are other buildings worthy of notice.

Reached by Illinois Central Railway, from Cairo, *via* Grenada, in 17 hours.

Jackson (New Hampshire).—Carroll County; population (1880), 368.

Hotels: Thorn Mountain House, Jackson Falls House.

This place is much visited as a summer resort by artists, for its fine scenery, and by sportsmen for its excellent trout fishing, which is the best in the White Mountains. A fine view of the surrounding mountain chain, with Iron Mountain on the right, and Tin Mountain on the left, is obtained from the terrace of the Falls Hotel. The air is bracing and the climate mild. The Jackson Falls of White Cat Brook are only three minutes from the latter hotel. Glen Ellis Falls are about seven miles distant from Jackson; a little further on the Crystal Cascade comes into view.

Reached by Portland and Ogdensburg Railway, from Portland, *via* N. Conway, in 3½ hours.

Jackson (Tennessee).—Seat of Madison County; population (1880), 5,570.

Hotels: Lancaster, Clift, Cavness, Merchants, Payne's, Robinson.

Bankers: Bank of Madison.

Medical: Dr. J. N. Fenner, Dr. R. Cartmell, Dr. G. C. Savage.

A manufacturing town and a considerable cotton market. It is charmingly situated on the Forked Deer River, in the centre of a very fertile region, and has an extensive trade. The Court House (United States District Court, and Supreme Court for West Tennessee) is a noticeable building. West Tennessee College is an increasingly popular educational establishment. The river has good fishing.

Reached by Illinois Central Railway, from Cairo, in 5½ hours.

Jacksonville (Florida).—Seat of Duval County; population (1880), 7,650.

Hotels: Carleton, Windsor, St. James, Everett, St. Mark's, Duval.

Amusements: The Theatre, National and Metropolitan Halls.

Conveyances: Tramways (5c. fare). Carriages at different stands in the town.

Post and Telegraph Office: On Bay-street.

Bankers: Bank of Jacksonville.

Medical: Dr. Daniels, Dr. Mitchell, Dr. Satul.

Ticket and Excursion Agents: Thomas Cook & Son, 69, West Bay-street.

This is the commercial metropolis of Florida, and is situated advantageously on the St. John's River, about 25 miles from its mouth. It is mentioned here as an increasingly popular winter resort. Its mean temperature is 69° F., and the mean lowest in January 52° F. There are occasional frosts in January and February, but on the whole the climate is equable. The air is generally clear and dry during the winter season, there being about 124 bright days from November till May. It is considered preferable by winter residents to many of the other winter stations in the interior, on account of its easy access, superior accommodation and social advantages.

Jacksonville is the centre of a very fertile fruit growing district. Its exports are increasing very rapidly. Its trade in timber is enormous. It is regularly laid out, on level ground. Its principal thoroughfare is Bay-street. North, east and west are some picturesque bluffs, offering a fine view of the river, and covered with handsome residences. It has several banks, numerous churches of all denominations, good schools, and circulating library, and a free reading-room. The market place in the season is a source of amusement to the tourist. Excursions on the river and drives on the shell road are fashionable. Moncrief springs are four miles distant.

Reached by Florida Railway from Fernandina, in 1½ hours.

Jacksonville (Illinois).—Seat of Morgan County; population (1880), 10,927.

Hotels: Dunlap, Park, Southern, Metropolitan.

Jacksonville is a very pretty town, with wide and shaded streets and well-built houses, surrounded with flower-gardens and shrubs. It is situated in a fertile undulating plain, carries on a thriving trade, and is a great railway centre. The State Lunatic Asylum, the Deaf and Dumb and Blind Asylums, Illinois College, Whipple Academy, Female Academy and Female College, Athenaeum and Conservatory of Music, Commercial College and English Training School are all handsome buildings. Strauss Opera House, Conservatoire and Odeon, are the chief places of amusement. Several libraries testify to the educational zeal of its inhabitants.

Reached by Chicago and Alton Railway, from Chicago, *via* Bloomington, in 12½ hours.

Jamestown (New York).—Chautauqua County; population (1880), 8,514.

Hotels: Jamestown, Sherman.

A very popular and charming summer resort on Chautauqua Lake or outlet proper. It has very important furniture and alpaca works, and its population is well-to-do. Two large halls, the Opera House and the Institute, both capable of seating about 1,500 people, supply the intellectual wants of summer visitors. The former cost over 250,000 dols. The lake affords many picturesque excursions.

Reached by New York, Pennsylvania and Ohio Railway, from New York, *via* Binghamton and Salamanca, in 21 hours.

Janesville (Wisconsin).—Seat of Rock County; population (1880), 9,941.

Hotels: Myers, Grand, Davis Edwards.

A manufacturing and mercantile community of some importance, regularly laid out and well-built on the Rock River. Several daily papers are published here. Myer's Opera House, with 800 seats, is a

remarkable building. The State Institution for the Blind is situated here, and the town is generally noted for its educational advantages.

Reached by Chicago, Milwaukee and St. Paul Railway, from Milwaukee, in 3 hours.

Jefferson City (Missouri).—Capital of Missouri and chief town of Cole County; population (1880), 5,420.

Hotels: Monroe, MacCarty, Madison, Central, Tennessee.

Restaurants: Delmonico's, Railway Dining Hall.

Conveyances: Tramways.

Places of Amusement: Bragg's and Madison Halls.

A well-built town, with considerable manufacturing interests and an extensive trade. The chief industry is pork packing, shipping coal, and other produce, etc., of the surrounding country. Its situation on high bluffs, overlooking the Missouri River for many miles, is very beautiful. The State House, County Court, State Penitentiary, and several churches are worth visiting. The State Library has over 12,000 volumes. Twenty miles distant are the Sand Rock Springs, with a good hotel, and a watering place much visited in summer.

Reached by Missouri Pacific Railway, from St. Louis, *via* Pacific Junction, in 5 hours.

Jeffersonville (Indiana).—Clarke County; population (1880), 10,422.

Hotels: Fall's City House, Sherman, National, Falls View House.

This suburb of Louisville is a well built town with a prosperous trade, extensive ship building yards, and some manufactures. Its situation on the Ohio, and as a converging point of several important railways, ensure it a great future. The Mozart Hall is the Theatre.

Reached by Ohio & Mississippi Railway, from Cincinnati, *via* North Vernon, in 4 hours.

Jersey City (New Jersey).—Seat of Hudson County; population (1880), 153,513.

Hotels: Taylor's.

Conveyances: Tramways (fare, 5 cts.), Omnibuses and Carriages.

Places of Amusement: Academy of Music, Opera.

Situated on the Hudson River. This manufacturing town is practically a suburb of New York, but has, with the exception of the great railway stations, and the docks of some of the largest Transatlantic Steamship Companies, nothing of interest for the traveller. Its commercial and industrial activity is very great.

Reached by Ferry from Desbrosses and Cordland Streets, New York City, in 15 minutes.

Johnstown (Pennsylvania).—Cambria County; population (1880), 8,380.

Hotels: Hubbert, Merchants' Mansion, Cambria Club House.

Amusements: Opera House, Union Hall.

A thriving manufacturing town on the Conemaugh River. The Cambria ironworks are amongst the most extensive in America. It is situated in the centre of a fertile farming region.

Reached by Pennsylvania Railway, from New York, *via* Harrisburg, in 15½ hours.

Joliet (Illinois).—Seat of Will County; population (1880), 16,145.

Hotels: Auburn, St. Nicholas, Robertson, National.

Amusements: Opera House, Robertson Hall, Werner Hall.

Conveyances: Tramways.

This prosperous town is advantageously situated on both banks of the des Plaines River and the Illinois and Michigan Canal. It is the principal market and shipping point of the productive country around. It has extensive stone quarries, flour mills, a manufactory of agricultural implements, etc., etc. Both canal and river furnish good water power. It is well built and lighted by gas. The State Penitentiary is one of the best of its kind in the States. Another fine building is the City Hall. The town has a future before it.

Reached by Michigan Central Railway, from Chicago, in one hour.

Joplin (Missouri).—Jasper County; population (1880), 7,038.

Hotels: Commercial, Joplin, Pacific, St. James, Jasper, Allington.

Places of Amusement: Joplin Opera House.

A manufacturing town with a considerable mining industry, which may interest some travellers. The town, though well built, has nothing especially attractive to visitors. It has several railway connections. The surrounding country is very fertile and highly cultivated.

Reached by the Missouri Pacific Railway, from St. Louis, *via* Jefferson City and Nevada, in 5 hours.

Junction City (Kansas).—Seat of Davis County; population (1880), 3,555.

Hotels: Pacific, Bartell, Pershall.

This town is situated at the junction of the Smoky Hill and Republican Rivers, and does an extensive trade with the surrounding agricultural country, which is extremely fertile. For this it is the shipping port. It is, no doubt, destined to become a town of considerable importance later on. Excellent building stone is quarried near the town. The Welsh colony, called "Powys" is 20 miles to the north-east, and the English colony, called "Wakefield" is 16 miles distant. Both are in a very prosperous condition and worth a visit. Some buildings in the town are of interest. The Centennial Hall can seat 400, and the City Hall 1,000 persons.

Reached by Atchison, Topeka, and Santa Fé Railway, from Kansas City, *via* Topeka and Alna, in 3 hours.

Kalamazoo (Michigan).—Seat of Kalamazoo County; population (1880), 13,912.

Hotels: American, Burdick House, Kalamazoo House.

Amusements: Opera House, New Academy of Music, Union Hall.

The largest town in the State, with exception of Detroit. It is situated on the Kalamazoo River, and is an important railway centre. Its streets are broad, well shaded,

regularly laid out, and lined with many fine business houses and private residences. It has large manufacturing interests, and also carries on an important trade with the surrounding agricultural districts. The New Academy of Music is one of the finest in the State. The Opera House is also a fine building. Kalamazoo College and the Michigan Female College occupy handsome buildings, and are largely attended. The State Lunatic Asylum is an imposing structure.

Reached by Michigan Central Railway, from Chicago, *via* New Buffalo and Niles, in 6 hours.

Kankakee (Illinois).—Seat of Kankakee County; population (1880), 5,651.

Hotels: City, Kankakee, Commercial.

An important manufacturing town on the river of the same name, with large iron-works. Twenty-five years ago on its present site there was nothing but forest. There are some quarries in the neighbourhood. The Eastern Illinois Insane Asylum is situated here, and occupies a handsome building.

Reached by the Illinois Central Railway, from Chicago, in 1½ hours.

Kansas City (Missouri).—Jackson County; population (1880), 55,785.

Hotels: Metropolitan, St. James, Contes, Pacific, Centropolis.

Places of Amusement: The Opera House, Long's Hall, the Merchants' Exchange, and another large Hall for meetings.

Conveyances: Steam and cable tramway (fare 5 cents.), carriages at 1 dollar per course.

Post and Telegraph Office: In Missouri-street.

Bankers: Armour Brothers.

Medical: Dr. Hereford and Dr. Snell.

The second city in Missouri in size and commercial importance. A great railway centre, containing, with its suburbs, close upon 100,000 inhabitants. It is very advantageously situated on the south bank of the Missouri River, at the mouth of the Kansas River, and near the

frontier of Kansas State. During the war it suffered an almost complete loss of trade, and the population diminished in proportion. The surrounding country is very fertile and rapidly improving. It is a great centre for the cattle trade, and a considerable amount of capital is invested in packing beef and pork. The grain trade is equally important. The Bridge, the first built over the Missouri, is the chief object of interest. The Grand Opera House, Coates and Gilli's Opera Houses are also fine buildings. The streets are somewhat irregular, but the town is well built, and has many handsome business and private residences. The Union Railway station is very fine. Many of the school buildings are handsome. The school system is excellent. Wyandotte and Westport are the towns lying on the opposite, or Kansas bank of the Missouri.

Reached by Chicago and Alton Railway, from Chicago, *via* Bloomington and Roodhouse, in 24½ hours.

Keokuk (Iowa).—Seat of Lee County; population (1880), 13,151.

Hotels: La Cleds, Patterson, Commercial, Clyde, Barrett, St. Louis.

Places of Amusement: Opera House, Gibbon's Opera House, Baker's Hall.

Post Office: Main-street.

Keokuk is a regularly-built town, on the East Bank of the Mississippi River, partly on level ground and partly on some bluffs 150 feet high. It has broad streets, and many handsome houses. The railway lines converge here, and its trade, in addition to the shipping on the river, is consequently extensive. Its business growth has progressed rapidly.

Reached by Chicago, Burlington and Quincy Railway, from Chicago, *via* Burlington and Des Moines, in 23½ hours.

Key-West (Florida).—County Monroe. Seat of Government of the Florida Keys or Islands, and upon an Island of same name; population (1880), 9,890.

Hotels: Russell.

After Jacksonville, the largest town in Florida. It occupies the important position of Key to the Gulf Passage. Its water supply is very bad; but its climate is healthy and the air pure. It is much resorted to in winter by invalids, as the temperature is very equable. The thermometer rarely falls below 50° F. and seldom rises to 90° F. The mean winter temperature is 69° F., the mean in spring 75° F. The inhabitants are mixed, Americans of Spanish extraction, from Cuba, forming the chief portion. The language is pure Spanish or patois. The houses are mostly surrounded by some gardens, with shaded trees, tropical and sub-tropical plants and shrubs. The streets are broad and straight. It has a very fine harbour, and is strongly fortified. As regards buildings, there is nothing remarkable, as almost all are of wood. The manners and customs of the people, and the quaint and old look of the houses are very striking. The chief occupation of the inhabitants, besides a limited production of fruits, is the catching of turtles, sponges, mullet, and other fish for the West Indian Market. To this ought to be added the salvage of wrecks, by which alone the Island benefits to the extent of over 200,000 dols. annually. The tobacco industry is also prosperous. The boating and fishing is very superior, and there are some charming drives on the island.

Reached by New York and New Orleans s.s. steamer, from 36th Pier, North River, New York, in 3 days.

Knoxville (Tennessee).—Seat of Knox County; population (1880), 13,928.

Hotels: Atkin, Schubert's, Lamar Hattie.

Places of Amusement: An Opera House, which can seat 1,200; Hoxie's Hall.

At the head of the Steamboat Navigation on the Holston River. It is the seat of East Tennessee University, the Knoxville University, the Deaf and Dumb Asylum, and several schools, all of which occupy handsome buildings. The State

Agricultural College is connected with the University. The Opera House is a fine building.

Reached by East Tennessee, Virginia and Georgia Railway, from Bristol, *via* Morristown, in 6 hours.

La Crosse (Wisconsin).—Seat of La Crosse County; population (1890), 14,505.

Hotels: International, Cameron, Robbins.

Places of Amusement: Opera House, which seats 500, Germania, Salberg's and Singer's Halls.

A handsome township, on the east bank of the Mississippi, at the entrance of the Black and La Crosse Rivers. It is situated on level ground, and has many fine buildings. The Court House, Post Office, 17 Churches, a fine Opera House, the High Schools, the Library, several saw mills, factories for leather goods, etc., are all worthy of inspection. Its trade in timber is considerable, and its flour mills are quite numerous.

Reached by Chicago, Milwaukee and St. Paul Railway, from Chicago, *via* Milwaukee and Portage City, in 11 hours.

Lafayette (Indiana).—Seat of Tippecanoe County; population (1890), 14,860.

Hotels: Bramble, Germania, Lohr, Star City, St. Nicholas.

An industrial and railway centre, and one of the principal towns in Indiana. It is situated on the Wabash River, and the Wabash and Erie Canals, and is regularly built on rising ground backed by hills, whence a fine view of the town, valley, and river is obtained. The streets are paved, lighted by gas, and straight. The Opera House, the Purdue University, with its colleges of agriculture and arts (grounds of which are 184 acres in extent), the County Jail, Forts, Schoolhouse, St. Mary's Academy, Young Men's Christian Association (with free reading room and library), are all fine buildings. The artesian well in the centre of the town contains sulphurous waters. Spring Vale and Greenbush Cemetery, and the

Agricultural Fair Grounds are favourite promenades. The battlefield of Tippecanoe is seven miles north of the town.

Reached by Chicago, Indianapolis, Cincinnati, and Louisville Railway, from Chicago, *via* St. Anne, in 4 hours.

Lake City (Florida).—Seat of Columbus County; population (1890), 2,670.

Hotels: Central, Thrasher House.

A winter station; a dryer climate than Jacksonville. It has not the social advantages of the latter, but the country round is prettier. There are three lakes within the town boundaries, and another only $\frac{1}{2}$ mile distant. The balsamic odours of the surrounding forest are said to impart to the air certain beneficial qualities. A sojourn here is often recommended to consumptive patients in the more advanced stages.

Reached by Florida Railway, from Jacksonville, *via* Baldwin, in 2½ hours.

Lambertville (New Jersey).—Hun-
terdon County; population (1890), 4,067.

Hotels: Belmont, Lambertville, Union.

Situated on the Delaware River, and opposite New Hope, Pennsylvania. It is a village with large manufacturing interests. It possesses plenty of water power, derived from a feeder of the Delaware and Raritan Canal. The surrounding scenery is very pleasing. Beyond some large factory buildings, there is very little of interest. The Holcombe and Lyceum are halls for meetings, etc.

Reached by Pennsylvania Railway from Philadelphia in 2 hours.

Lancaster (Pennsylvania).—Seat of Lancaster County; population (1890), 25,760.

Hotels: Grape, Hiester, Stevens, Cooper, Casper.

Amusements: The Fulton Hall, with seats for 1,200.

This large manufacturing town, at one time the principal in Pennsylvania and its capital from 1799 to 1812,

is pleasantly situated near the Conestoga Creek. It is somewhat irregularly built, but contains many fine private and commercial buildings. The surrounding country is the most fertile portion of Pennsylvania. Its principal manufactures are railway material. The Court House, Franklin and Marshall Colleges, County Prison and Fulton Hall are the most important buildings.

Reached by Pennsylvania Railway, from Philadelphia, in 2½ hours.

Laredo (Texas).—Webb County; population (1880), 3,521.

Hotels: St. Charles, Laredo, Wilson, Rockport.

A rapidly increasing town, on the Rio Grande and Mexican frontier, in the centre of a great ranching and cattle breeding country. It does a large trade in wool. Owing to the inauguration of several railways, it has acquired some importance.

Reached by Missouri Pacific Railway, from Galveston, in 22 hours.

Lawrence (Kansas).—Seat of Douglas County; population (1880), 10,625.

Hotels: Eldridge, Durfee, Ludington, Lawrence, Commercial, Pennsylvania, Laclede.

Places of Amusement: Bowersock's Opera House, Liberty and Fraser's Halls.

A very fine town, in a beautiful position on the Kansas River, with a thriving trade, large flour mills and various manufactories. Its position is very advantageous. The large dam across the river furnishes its numerous industrial establishments with ample water power. It is the seat of the State University, has wide and shady streets, lined with fine buildings. The river is spanned by two bridges.

Reached by Atchison Topeka and Santa Fé Railway, from Kansas City in one hour.

Lawrence (Massachusetts).—Seat of Essex County; population (1880), 38,845.

Hotels: Central, Brunswick, Franklin, Essex.

Places of Amusement: Opera House, with 1,700 seats; City and Saunders Hall.

One of the largest manufacturing towns in the State, situated on the Merrimac River, whence it derives its excellent water power, which has proved the source of its industrial prosperity. The dam was thrown across the river in 1845, furnishing a fall of 28 feet for about a mile in length. Woollen and cotton goods, shawls, paper, flour and hardware are the principal manufactures. St. Mary's Roman Catholic Church is the most imposing of the churches, the Municipal and County Courts being also noteworthy. The Common in the town, and Prospect Hill a little outside, afford favourite walks and drives.

Reached by Boston and Lowell Railway from Boston in ¾ hour.

Leadville (Colorado).—Seat of Lake County; population (1880), 14,820.

Hotels: Windsor, Clarendon.

This mushroom mining town is situated in the heart of the rich district of El Dorado, famous for its output of silver ore. It is the most celebrated mining town in the West. Virginia City in its early days being perhaps in this respect its only competitor. In 1877 it was a mere hamlet; it has now three daily papers, three banks, two theatres and several other important institutions, testifying to its wonderfully rapid progress. The mines, smelting works, etc., cannot fail to interest the tourist and will amply repay a visit.

Reached by Union Pacific Railway, from Kansas City, *via* Denver, in 28 hours.

Lincoln (Nebraska).—Capital of the State and seat of Lancaster County; population (1880), 13,003.

Hotels: Gorham, Commercial.

Places of Amusement: Opera House to seat 1,600; the Academy of Music, and the City Halls.

Conveyances: Tramways.

A modern town, with a remarkably unfinished appearance about it, owing to the large spaces reserved for public buildings and institutions. Everything has been done in grand

style; the streets are 120 feet wide. Ten reservation grounds are set aside for various creeds to build their places of worship upon. When eventually finished the town will cover an immense area. It has a prosperous future before it, as already eight railway lines converge towards it, while the surrounding country is very fertile. The *Capitol* is a very fine building in early Renaissance architecture, and stands on an eminence overlooking the town. The *University* is also a handsome and extensive structure. It is endowed with 146,000 acres of land. There is a *Lunatic Asylum*, and several other important buildings.

Reached by the Burlington and Missouri River in Nebraska Railway, from Omaha, in 3 hours.

Little Rock (Arkansas).—Capital of the State, and Seat of Pulaski County; population (1880), 13,185.

Hotels: Capitol, Deming, Grand Central, Gleason's, Atlantic, Adams.

Places of Amusement: Grand Opera House, Alexander and Concordia Halls.

Conveyances: Tramways, fare 5c.; carriages, 1 dol. per course.

This, the principal town in every respect of Arkansas, is situated on the first eminence met in ascending the Arkansas River, whence it derives its name. Its elevation above the river is about 40 feet. On the other side, about two miles above the town, is the Big Rock, a range of cliffs from 400 to 500 feet high. Little Rock is regularly laid out with wide streets. The houses are built chiefly of brick, and in the residential streets are surrounded by gardens. There is a United States Arsenal here, a Land Office, an Asylum for the Deaf, Dumb and Blind, and a State Penitentiary. The State Library contains over 13,000 volumes, and there is also a Mercantile Library with about 2,000 volumes. Little Rock is a converging point for various important railway lines, and the centre of an extensive trade in cotton and cotton seed for the surrounding district. It has also some manufactures. The Arkansas River is navigable for

steamers up to the town at all seasons of the year.

The principal buildings are the New Custom House, the Lunatic Asylum, the State House, the Northern Medical College, and the St. John's Military College. Several of the churches and school buildings are also noteworthy. In the vicinity are several summer health resorts and mineral springs.

Reached by Memphis and Little Rock Railway, from Memphis, in 7½ hours.

Livingston (Montana).—Gallatin County; population (1880), 2,600.

Hotels: Livingston, Merchants, Brunswick, Metropolitan.

Situated at the foot of the Belt Mountains, a short distance from the Yellowstone River. It is about midway between the Great Lakes and the Pacific Coast. Here the Northern Pacific Railway crosses for the last time the Yellowstone River. It has acquired a certain importance from the large machine shops of the Northern Pacific Railway being situated here. A branch line diverges from here to Cinnabar, the starting place for the Yellowstone National Park, the "Wonderland," as it has been called, of the United States. From Cinnabar diligences convey tourists, a distance of six miles, to Mammoth Hot Springs. Livingston is rapidly increasing in population, and is destined to become an important mining town, whenever the large deposits of iron, lime, sandstone, silver ore and bituminous coal, in close proximity to the town, are opened up. Its principal industry is now the lumber trade and lime and brick manufactures.

Reached by Northern Pacific, from St. Paul, in 3½ hours.

Lock Haven (Pennsylvania).—Seat of Clinton County; population (1880), 5,845.

Hotels: Fallon House, Montour, Irvin.

Amusements: Opera House and Great Island Hall.

This is an extensive lumber centre, and also a summer resort, on account

of the beauty of the surrounding scenery. The town is situated on the Susquehanna River and West Branch Canal. The huge saw mills employ a large number of hands. The Bald Eagle Valley is very picturesque.

Reached by Pennsylvania Railway, from Philadelphia, *via* Harrisburg and Williamsport, in 5½ hours.

Lockport (New York).—Seat of Niagara County; population (1880), 13,522.

Hotels: American, Judson, Mac Lean's.

Amusements: Opera House and Arcade Hall.

Situated on the Erie Canal, at the spot where by 10 huge locks the water descends to the level of the Genesee. The town has extensive flour mills and limestone quarries. The former are driven by water power obtained from the locks. Lockport is a prosperous and pleasant little place. Fruit growing and boat building are carried on here successfully. Nineteen miles beyond is the Suspension Bridge over the Niagara River, a celebrated engineering work.

Reached by New York Central and Hudson River Railway, from New York, in 12 hours.

Logansport (Indiana).—Seat of Cass County; population (1880), 11,193.

Hotels: Windsor, Murdock, City, Barnett, Gehring.

Places of Amusement: Opera House, with 1,500 seats.

This important railway centre is situated on the Wabash River, at the mouth of the El River, and is largely interested in the poplar and black walnut timber trade. It also possesses some manufactures, while the car works of the Cincinnati, Pittsburg, and St. Louis Railways employ 600 hands. Several of the churches and other buildings are constructed of hewn stone, as is also the Court House, an imposing edifice. The bridge of the Wabash Line across the river is worth noticing. The surrounding country is very

fertile and under high cultivation, but is uninteresting as regards its scenery.

Reached by Chicago and Pittsburg Railway, from Chicago, in 2 hours.

Long Branch (New Jersey).—Monmouth County; population (1880), 3,833.

Hotels: Elberon, Ocean House, West End, Brighton, Mansion, Howland, Clarendon, Central, United States, Atlantic, Jauch, and several others.

Places of Amusement: Opera House, all the leading hotels have concerts in the season; bowling alleys, shooting galleries, archery, etc., also at the principal Hotels.

Race Course: The Monmouth Park, about 4 miles north of Long Branch.

One of the most fashionable summer resorts, and perhaps "the" fashionable sea bathing place of the United States. It is situated on a bluff, overlooking the Atlantic, and has an extensive and safe beach, which affords peculiar facilities for bathing. High water is the best time for bathing. Flags are hoisted on the bathing-houses to indicate the rising of the tide. The old village of Longbranch is situated about one mile inland, but the cottages and principal hotels are close to the beach. The bathing hour is a time of great activity on the beach. Boats are stationed outside the surf line to prevent bathers from getting into deep water. The carriage drive runs alongside the beach, and is lined by the principal hotels, and by handsome villas. Immediately below these is the beach, where gentlemen may bathe before 6 a.m. without costume. The Iron Pier is a cool retreat on hot summer's evenings, and is also remarkable as an engineering work. The drives in the environs of Long Branch are very attractive; Atlantaville, Seabright, Highlands, Old Long Branch, Oceanport, and Red Bank are in the immediate neighbourhood. Deal, Oceangrove, and Ashbury Park (Great Methodist Camp Meetings) are interesting. A favourite picnic resort is Shark River. Pleasure Bay (famous for its oysters), Highlands of Navesink, Shrewsbury River, and Red Bank

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Reached by Central Railway of
New Jersey, from New York (Court-
land-street Ferry) to Jersey City,
in 3½ hours.

Los Angeles (California).—Seat
of Los Angeles County; population
(1880), 11,183.

Hotels: St. Elmo, Cosmopolitan,
Pico, St. Charles, Weavers, Grand
Central, Natick House, United
States.

Places of Amusement: Opera
House; the Hall of the Turnverein,
with 2,000 seats, is used for concerts,
lectures, etc.

Bankers: Farmers' and Mer-
chants' Bank.

Los Angeles is the largest town
in Southern California and a much-
frequented winter resort. It is
situated on the west bank of the
Los Angeles River, and stretches up
the slopes of the Sierra Santa
Monica. It is connected with
Wilmington, its port, on the Pacific
by a railway. It was founded by
Spaniards in 1780, and named
"Pueblo de los Angeles" (Village
of the Angels) from the excellence
of its climate and the beauty of its
scenery. The climate is not perhaps
quite so mild as that of San Diego,
further south, but the town is better
sheltered from the highwinds which
blow all along the coast. Some
invalids prefer Los Angeles on this
account, though others, especially
those suffering from throat affec-
tions, dread its somewhat chilly
nights. The old town is built of adobe
(sun-dried bricks) and still shews
many Spanish characteristics. In
the newer portion large and hand-
some buildings are springing
up. The numerous fine residences
on the outskirts of the town are
evidence of the wealth and in-
creasing importance of this centre
of a great fruit growing district.
The town is surrounded by
orange groves, vineyards, and
well-kept gardens. All the sub-
tropical and very many tropical
plants flourish here in great
profusion. A very charming ex-
cursion may be made to the Sierra
Madre villa, returning by Rose's

Ranch and San Gabriel's Mission.
The latter has an old Church dating
from 1761, which was founded by
Mexican Friars. Excursions may
also be made to San Diego and
Wilmington.

Reached by Southern Pacific
Railway, from San Francisco, in 14
hours, *via* Mojave.

Louisville (Kentucky).—Capital of
Jefferson County; population (1880),
123,645.

Hotels: Louisville, Galt House,
Standiford, Fifth Avenue, Alex-
ander, Willard, Rufer's, Balmer's
St. Cloud, New Southern.

Restaurants: At the Galt House
and Louisville Hotel.

Amusements: Opera House on
4th-street, Macauley's Theatre,
in Walnut-street (the most
fashionable); Masonic Temple, 4th-
street; Liederkrantz Hall, in Market-
street; Buckingham Theatre.

Reading Rooms: In the principal
Hotels; the Public Library, on 4th-
avenue, has 30,000 volumes and a
Natural History Museum. The
Louisville Library Society meets
on 5th-street.

Conveyances: Tramways to all
parts, excellently managed (fare 5
cts.); Carriages, 50 cts. each person
from Railway Station or Steamboat
landing to Hotel; per hour, 2 dols.
for first, and 1 dol. for each succeed-
ing hour or fraction of an hour.
Ferries cross the Ohio River.

Post and Telegraph Offices: Corner
of Green and Third streets, open
from 7 a.m. to 6 p.m. Sundays
from 9 till 10 a.m. Lampost letter-
boxes are scattered over the town.

This, the chief and most im-
portant town of the State, is advan-
tageously situated on the Ohio River
(east bank), near the mouth of Bear-
grass Creek and at the celebrated
Falls. It stands on a raised plateau
70 feet above the River. Here, just
above the town, the hills recede, and
do not approach the river again for
about 20 miles further down, thus cre-
ating an almost level plain of about
6 miles broad. The town extends
about 3 miles in length along the
River bank. The falls, which
entirely disappear when the water
is high, can be seen from the town.

A canal has been cut—almost the whole way through solid rock—to get rid of this obstruction to navigation when the River is low. The canal is $2\frac{1}{2}$ miles long, and cost nearly one million dollars. The streets of Louisville are wide, and in many cases planted with trees. They cross each other at right angles, are well paved, and lined with substantial business buildings and handsome dwelling-houses. The latter, as a rule, lie some distance back from the streets, and have open spaces for lawns and shrubberies. The business portion of the city is very closely built. Here the principal streets are Market, Jefferson, Main and Fourth.

The first settlement of Louisville was made in 1778. It became a town in 1780, and was called Louisville in commemoration of Louis XVI., whose troops were aiding the Americans against the English. Its trade is very considerable. For leaf tobacco it is one of the principal markets of the world. Provisions, cattle, pork packing, ham-curing are also special departments of its trade. Its whisky distilleries are the most extensive in the United States. Iron is largely manufactured here; as also beer, leather, agricultural implements, furniture, etc.

The City Hall is undoubtedly the finest building in the town. It is of stone, surmounted by a square clock-tower. The Council Room should also be visited. The Court House has cost perhaps more and is larger, but has little of architectural beauty. The Catholic Cathedral, Post Office and Custom House, Masonic Temple, Industrial Exhibition Buildings in 4th-street, the Board of Trade Buildings and Courier Journal Buildings on Green-street are important, but have no particular architectural beauty. Several of the churches are also of imposing appearance. The University of Louisville, the Public Library, the Hospital College of Medicine, and Kentucky School of Medicine, the two High Schools and the Coloured Normal School are all flourishing educational establishments. Among the charitable institutions the most important is the State School and American Printing House for the

Blind. It is east of the town, on the Lexington turnpike, and is a massive and imposing structure. The interior arrangements and the manufacture of books, etc., for the blind by the blind will be very interesting to the tourist. The City Hospital, the Boys' and Girls' Refuges, the Hospital for skin diseases, the Orphan Asylum and the Alms House are all extensive buildings, and testify to the charitable character of the inhabitants. The great railway bridge, spanning the Ohio, with 25 arches on 24 piers, and 5,219 feet long, should be visited. It cost over 2,000,000 dols.

Among the walks and drives may be mentioned Cave Hill Cemetery, with some fine monuments; Silver Creek; Harrods Creek; Waterworks Grounds; Lexington and Bard town turnpike roads. Riverside, Smyser's, Jeffersonville and New Albany are all very enjoyable excursions.

Reached by Louisville, New Albany and Chicago Railway, from Chicago, in 13 hours.

Lowell (*Massachusetts*).—Middlesex County; population (1880), 64,051.

Hotels: Washington, Merrimac, Dresser, American.

The second town in Massachusetts and one of the chief manufacturing centres in the United States. It is advantageously situated at the confluence of the Concord with the Merrimac River, near the Pawtucket Falls. These descend from a height of 33 feet, and furnish the town with over 10,000 horse power. Lowell is the principal centre of the cotton spinning, weaving and dyeing industry in the States. It is well built and regularly laid out. Belvidere, or East End, is the best portion. Besides the vast mills, other buildings of interest are the Court House and City Hall, and several of the churches. Many of the public squares are tastefully ornamented. In one of them on Merrimac-street there is a monument to two young men of Lowell who fell in Baltimore during the Civil War. Close by is a statue of "Victory," by Rauch, to the memory of another citizen of Lowell, who fell in the same contest.

Reached by Boston and Lowell Railway, from Boston, in 1 hour.

Luray (Virginia).—Seat of Page County; population (1880), 623.

Hotels: Luray Inn.

This place is worth attention from the tourist only on account of the huge subterranean caverns, situated about one mile from the Railway Station. The stalactites and stalagmites are amongst the largest in the world. The vast chambers, some of them 100 feet high, are lighted by electric light. Geologists consider that their formation is older than the tertiary period.

Reached by Baltimore and Ohio Railway, from Washington, *via* Shenandoah Junction and Charleston, in 1½ hours.

Lynchburg (Virginia).—Campbell County; population (1880), 15,959.

Hotels: Arlington, Norvell, Lynch House.

A railway centre, with a considerable tobacco and other industry. It is situated on the South Bank of the James River. In its vicinity are large fields of iron ore and coal. There is an opera house and a large hall; but little to interest the tourist.

Reached by Virginia Midland Railway, from Washington, in 3 hours.

Lynn (Massachusetts).—Essex County; population (1880), 38,274.

Hotels: Brunswick, Auburn, Kirtland, Sagamon, Crawford.

A busy manufacturing town on Massachusetts Bay. It is chiefly engaged in the boot and shoe industry. It is also frequented as a summer resort and for sea bathing. The surrounding scenery is pretty. There are several handsome churches and school buildings, with numerous fine villas and summer residences belonging to Boston merchants. Near the City Hall is a fine soldiers' monument. The City Hall is a noteworthy building. High Rock, in the centre of the town, commands an extensive view, and is said to be the hiding place of a large treasure, concealed there by pirates. A firm believer in this story had a tunnel dug through the centre of the solid rock, 135 feet long and 7 feet high. Close by are

Swampscott and Salem, both interesting excursions.

Reached by Eastern Railway from Boston in 1½ hour.

Macon (Georgia).—Seat of Bibb County; population (1880), 12,748.

Hotels: Lanier, Brown, National, Edgerton, Stubblefield.

This, the principal cotton market for Southern and Western Georgia, and Eastern Alabama, is picturesquely situated on the Ocmulgee River, which is spanned by a bridge. The town is largely interested in manufactures, principally iron foundries, machine shops, carriage works, cotton spinning, weaving, and flour mills. It is much ornamented with trees and shrubberies. The new Court House and the Academy of Music are the handsomest buildings in the town., Mercer University, the State Academy for the Blind, the Wesleyan Female College, and Pionero College are educational establishments which enjoy wide repute and occupy handsome buildings, Rose Hill Cemetery is one of the most beautifully laid out burial grounds in the States. Central City Park is also a fine specimen of a public recreation ground. Macon is also an important railway centre. Vineville, about a mile from the town, is a charming walk.

Reached by the Central Railway of Georgia, from Augusta, in 4 hours.

Madison (Indiana).—Chief town of Jefferson County; population (1880), 8,945.

Hotels: Centennial, Central, Continental, Western, Broadway, William Tell.

A beautifully-situated (on the Ohio) and well-built town, and one of the most important in Indiana. Brass and iron foundries, flour mills, machine shops, and pork-packing, are the chief industries. Its trade in provisions is considerable. There is little here to interest the tourist.

Reached by Jeffersonville, Madison, and Indianapolis Railway, from Indianapolis, *via* Columbus, in 2½ hours.

Madison (Wisconsin).—Capital of the State and Seat of Dane County; population (1880), 12,063.

Hotels: Capitol, Park, Vilas House.

Amusements: Opera House, with 1,000 seats; City and Turner Halls.

Conveyances: Carriages, 1 dol. per hour.

This favourite summer resort—at the same time the capital and an important commercial centre—is situated on a neck of land between Monona and Mendota Lakes. It is regularly laid out; the State Capitol forms its centre. The town is about 70 feet above the level of the lakes, and is surrounded by a public park, whence four main streets diverge towards the cardinal points of the compass. It has many handsome public and private buildings. The Court House, containing also the post-office and the prison, are fine structures. Several of the churches are of large size. The University of Wisconsin, with its six elegant subdivisions, stands about a mile west of the town on College Hill. The massive building of the State Lunatic Asylum stands on the shore of Lake Mendota, about four miles outside the town. The villa residences in the outskirts are very fine. In a wing of the Capitol are the collections of the Wisconsin Historical Society, and a library containing over 60,000 volumes. The City and State libraries contain 9,000 and 7,500 volumes respectively. Small steamers ply on the lakes. The Monona Assembly Grounds are situated on the lake of the same name, and are a pleasant summer resort.

Reached by Chicago and North-Western Railway, from Chicago, *via* Janesville, in 3 hours.

Magnolia (Florida).—Clay County; population (1880), 1,143.

Hotels: The Magnolia.

A winter resort, much frequented by consumptive patients. The environs are covered with orange groves and pine trees. Alligators abound in the surrounding swamps.

It is situated on the west bank of the St. John's River. Three miles from here are Green Cove sulphurous springs.

Reached by Jacksonville, St. Augustine and Halifax River Railway, from Jacksonville, in $\frac{1}{2}$ hour.

Manchester (New Hampshire).—Hillsborough County; population (1880), 32,630.

Hotels: City, Haseltine, National, Manchester, Chandler, Granite.

Places of Amusement: The Manchester Opera House and Smyth's Opera House, each with seats for 1,400. The Music Hall can seat 800.

The largest town in New Hampshire and one of the most important cotton (chiefly prints) manufacturing centres in the United States. On the canal, around the Amorieag Falls of the Merrimac, are immense factories. There are several fine churches, a library with 20,000 volumes and some handsome squares. There is here little to interest the tourist, except the cotton mills.

Reached by Concord Railway, from Boston, in $2\frac{1}{2}$ hours.

Mansfield (Ohio).—Seat of Richland County; population (1880), 9,859.

Hotels: St. James's, Wiler, American, Clifton, European, Tremont.

Places of Amusement: An Opera House with 1,500 seats, Philharmonic and Miller's Halls.

A compactly-built town, on an elevation on the Rocky Fork of the Mohican River, in the centre of a very fertile district. It has some manufactories, but its principal interest centres in the jobbing trade. It is an important railway centre, has some fine public buildings, churches and schools, and a Court House which cost 200,000 dols. Most of the dwelling-houses are surrounded by gardens.

Reached by Baltimore and Ohio Railway, from Chicago, in 12 hours.

Marblehead (*Massachusetts*).—Essex County; population (1880), 7,518.

Hotels: Clifton, Union, Bell's, Bailey's, Devereux, Smith.

Situated on Marblehead Bay. This quaint and interesting old town was one of the earliest settlements in the New England States. It is built on a rock, jutting out into the sea and forming an excellent harbour. A century ago Marblehead was, next to Boston, the most populous town of Massachusetts. Many quaint old houses are still standing, the most noteworthy being the Bank Building, a fine specimen of the mansions of the rich merchants of last century. Its principal trade now centres in the boot and shoe manufacture. The Old Fort will be found interesting by tourists. Two miles distant is Marblehead Neck, a favourite sea bathing and holiday resort, with two good Hotels. Lowell Island is equally near, and with its fine views and pure air attracts also many summer visitors.

Reached by Boston & Maine Railway, from Boston, in $\frac{1}{2}$ hour.

Marietta (*Ohio*).—Seat of Washington County; population (1880), 5,445.

Hotels: St. Cloud, Bizaute, National, United States, Brown.

Places of Amusement: The City Hall, with 1,200 seats, is used for lectures, concerts, etc.

A thriving and prosperous manufacturing town, romantically situated on the Ohio, at the junction of the Muskingum River. It is extensively engaged in the petroleum, iron, flour, furniture, etc., industries. The Marietta College, with its four buildings and a library of over 26,000 volumes, is a prosperous institution, and its fine buildings are surrounded by ornamental grounds.

Wild Cat Glen, a romantic spot near by, has been purchased by a Masonic lodge as a summer resort.

Parkersburg and Belpre are excursions within easy reach.

Reached by Baltimore and Ohio Railway, from Columbus, in 5 hours.

Marquette (*Michigan*).—Seat of Marquette County; population (1880), 5,612.

Hotels: Summit, North-Western, Cozzens, Tremont.

The centre of the iron region of Lake Superior, on which it is situated. It is engaged principally in manufacturing and shipping both iron ore and manufactured iron. It is also a summer resort on account of its healthy and invigorating air, beautiful scenery and good boating and fishing. Excursions are made to Pictured Rocks, Grand Island, Huron Bay and Islands, Portage Entry and Lake Carp, Chocolat and Dead Rivers, Champion on Lake Michigan, and Granite Islands. The forests in the environs are very dense, and abound in all varieties of game.

Reached by Chicago and North-Western Railway, from Chicago, *via* Fond du Lac, in 10 hours.

Memphis (*Tennessee*).—Seat of Shelby County; population (1880), 33,592.

Hotels: Cochran, Gayoso, Peabody, New Clarendon, Worsham.

Amusements: Opera House, Theatre Leubries, Free Trade and Hallenberg Halls.

Conveyances: Tramways through principal streets (fare, 5c.); carriages, 1 dol. per hour.

Bankers: Bank of Commerce.

The second city of Tennessee, a port of entry on the Mississippi, and one of the largest cotton markets in the States. It is very beautifully situated on a bluff, overlooking the river, and when seen from a boat presents a striking appearance. The streets are wide, well paved (mostly with wood), while many of the public and private buildings are imposing and handsome. It is the largest town between St. Louis and New Orleans, on the Mississippi River, and covers an area of over three square miles. Beautiful lawns surround many of the private residences. In the centre is a handsome Park, with a monument. The railway and steamboat traffic is large. The esplanade, lined with great warehouses, is interesting from its commercial activity.

The United States Custom House is a fine building. Elmwood Cemetery, south-east of the town, is the principal one of the six cemeteries which the town contains. The churches, charitable institutions, theatres and schools mostly occupy fine buildings.

Reached by Kansas City, Fort Scott and Gulf Railway, from Kansas City, in 26½ hours.

Middletown (Connecticut).—Middlesex County; population (1830), 11,731.

Hotels: Clarendon, Kilburn, Mac Donogh.

One of the most beautiful towns in Connecticut, situated on the west bank of the Connecticut River. It is equally a manufacturing and an agricultural town. It is well built, and Main-street, the principal business thoroughfare, and High-street, the residential quarter, are both fine thoroughfares. The large buildings of the lunatic asylum stand outside the city on a hill and command a fine view. The Berkely Divinity School, with its gothic chapel is on Main-street. The Wesleyan University buildings, which are very fine, stand also outside the town, and the library contains over 25,000 volumes. From the Indian Hill Cemetery, with its fine monuments, a good view can be obtained. Other buildings of interest are Mac Donogh Hall and the Eagle Music and Insurance Halls.

Reached by New York, New Haven and Hartford Railway, from New York, *via* Berlin, in 4 hours.

Milwaukee (Wisconsin).—Seat of Milwaukee County; population (1880), 115,587.

Hotels: Kirby, Plankington, Republican, Axtill.

Amusements: The Opera House and the Academy of Music, each with 1,100 seats.

Conveyances: Tramways in every direction (fare 5 cents.). Carriages 1 dol. per hour.

Post and Telegraph Office: Corner of Milwaukee and Wisconsin streets.

Bankers: Bank of Milwaukee.

Medical: Dr. Hodgson.

This, the commercial capital of Wisconsin, is at the same time the greatest industrial centre of the North-West, next to Chicago. It is situated on the Western shore of Lake Michigan, at the mouth of the Milwaukee River. It was settled only in 1835, and incorporated in 1846. It is chiefly inhabited by Germans, whose influence is felt everywhere in the town. Wheat and flour are the most important items of its trade, but its breweries are also extensive and numerous. It manufactures iron and agricultural implements, and carries on a large trade in provisions. The town covers an area of about 17 square miles, and is divided by the Milwaukee and Menomonee rivers into three almost equal parts, known respectively as the South, East, and West Ends. Its harbour is considered the best on the west or south shores of the lake, the river having been widened and deepened so as to admit of the entry of the largest vessel. The southern division or south end is the business centre. East and west ends are the residential quarters. The town presents a peculiarly clean appearance, owing chiefly to the colour of the building material. Enthusiasts have given it the name of "Cream City of the Lake."

The town is irregularly laid out, but most of the streets have rows of fine trees. The main thoroughfares are Grand Avenue, East Water, and Wisconsin streets. They are wide, and lined with handsome buildings. The Court House, the Opera House, the Academy of Music, the United States Custom House with Post Office, the Soldiers' Asylum, the Immanuel Presbyterian Church, the Roman Catholic Cathedral, Baptist Church, Lunatic Asylum, the Free Public Library, Milwaukee Female College, the grain elevators, etc., are among its most noteworthy buildings. The latter are the largest in North America, and have a capacity of 3½ million bushels. Several of the flour mills are of huge dimensions, as are also the iron works and mills outside the town.

There is little scope for excursions, but the White Fish Bay road offers a beautiful drive of about five miles in length.

Reached by Chicago and North-Western Railway, from Chicago, in 3 hours.

Minneapolis (Minnesota).—Seat of Hennepin County; population (1880), 46,887.

Hotels: Nicollet, Clark, West, St. James, National, Windsor, Belle Vue.

Amusements: New Opera House, Pence Opera House, Theatre Comique.

Conveyances: Tramways, fare 5 cents; carriages rare.

This prosperous town, with what was formerly the suburb of St. Anthony—now forming one with it—is situated on both banks of the Mississippi. The river is spanned here by fine magnificent bridges. It is a very prosperous town—a rival of St. Paul's—and largely engaged in the timber trade. Enormous saw and flour mills are driven by the water power derived from the Falls of St. Anthony, overlooked by the city. Minneapolis is regularly laid out with avenues, bordered with trees, running east and west. Its streets run south and north—are very wide and well macadamized, and have side walks 20 feet broad. It is remarkable for its many fine business and private buildings. The latter testifying amply to the prosperity of its inhabitants. The most prominent buildings are the Court House, the Academy of Music, the Opera House, the City Hall, the Athenæum, and the University of Minnesota. Some of the 65 churches are elegant and imposing. It is also a military station. The number of educational establishments is large, and they are good. The falls are best seen from the suspension bridge; but the rapids are more interesting than the falls. The flour mills are the largest in America—one single establishment being able to turn out 1,800 barrels a day. A visit to one of these mills will interest the tourist.

Reached by St. Paul and Duluth Railway, from St. Paul, in half an hour.

Mobile (Alabama).—Seat of Mobile County; population (1880), 29,132.

Hotels: Laclede, Battle, St. James.

Amusements: The Mobile Theatre, the Odd Fellows and Temperance Halls.

Conveyances: Tramways to all parts (5 cents), and carriages at $\frac{1}{2}$ dol. per course.

Post and Telegraph Office: In the Custom House on Royal Street.

English Consul: F. J. Crilland, Consul.

Bankers: Bank of Mobile.

Medical: Dr. Toxey, Dr. Ketchum, Dr. Mosden.

This town is the only seaport which Alabama possesses. It is the largest and most important town in the State, and is situated on the west shore of Mobile Bay, at the mouth of the Mobile River. Its site is a sandy plain, bounded at a short distance by high hills. The streets are regular, well paved, and delightfully shaded. Fort Gaines and Fort Morgan command the entrance to the port, which is about 30 miles distant from the town. The ruins of several other Forts are in the environs. It was first settled by Frenchmen, many of whom were Canadians, in 1703. It was the Capital of Louisiana, until the former was transferred to New Orleans in 1723. In 1763 it came into the possession of the British, in 1780 was surrendered to Spain, and in 1818 was ceded to the United States. It was one of the last strongholds of the Confederates during the Civil War, and only surrendered after the capitulation of General Lee. Like most southern towns, it is embowered in trees. The chief promenade, Government-street, with the principal residential mansions, are planted with beautiful oaks.

The Custom House, containing also the Post Office, is the finest public building in the town. The Theatre and Market House (the latter really Town Hall in its upper part) are in Royal-street, and are handsome structures. Barton's Academy, in Government-street, is an elegant building surmounted by a dome. The Roman Catholic Cathedral is also very fine. Odd Fellows' Hall, Temperance Hall, Battle House, Bank of Mobile, Trinity, First Presbyterian and Christ Churches are all noteworthy edifices and present many archi-

tectural beauties. There is a United States Marine Hospital, Providence Infirmary, City Hospital, and several Orphans' Asylums, all of which are noteworthy. The Medical College is prosperous. The College of St. Joseph is a little outside the town, six miles westward. It is an extensive and handsome building.

Bienville Park, in the town, and Spring Hill are favourite resorts for promenades and drives, and the Gulf Shell Road runs nine miles along the Bay.

Reached by New Orleans and Mobile Railway, from New Orleans, in 4 hours.

Monterey (California).—Monterey County; population (1880), 1,396.

Hotels: Hotel del Monte.

This town is charmingly situated on the southern shores of Monterey Bay. It is principally of note as a winter resort. Until 1847 it was the seat of Government, and the principal port of California, but since the rise of San Francisco, it has dwindled down to a mere fishing village. Since the building of the Southern Pacific Railway, and since it has attracted the attention of invalids as a summer and winter resort, it is again on the increase. The air is very dry. High winds are frequent. The scenery around is lovely.

Reached by Southern Pacific Railway, from San Francisco, *via* San José and Santa Cruz, in 3 hours.

Montgomery (Alabama).—Capital, and Seat of Montgomery County; population (1880), 16,714.

Hotels: Windsor, Central, Exchange, Railroad.

Amusements: The Theatre and McDonald's Opera House; several halls for concerts, lectures, etc.

Post and Telegraph Offices: In the Court House.

Situated on a high bluff, on the left bank of the Alabama River, it is the second town in population and commercial importance in the State. It was settled in 1817, and named after General Montgomery, and it has a certain historical interest as having been the capital of the

Southern confederacy. It is regularly built, and some of its wide streets are lined with rows of trees. The principal buildings are the *State House, City Hall, Theatre, United States Court House*, and several churches. From the dome of the Court House a fine view may be obtained. Steamers ply on the river at all seasons of the year, and five railways converge here. Almost all tourists to the south for the winter stop here for some time.

Reached by Louisville and Nashville Railway, from New Orleans, *via* Mobile, in 13 hours.

Montpellier (Vermont).—Capital, and Seat of Washington County; population (1880), 3,225.

Hotels: American, Bishop's, Pavilion, Union.

This town occupies a beautiful situation on the Winooski River, in a narrow valley. It is closely built, and has irregular and narrow streets. The State House or Capitol, the largest building in the town, has a dome surmounted by a statue of Ceres. In the portico is a marble statue, while the interior contains historical and geological collections, and a library of 15,000 volumes. The town is somewhat of a summer resort, and excursions may be made to Benjamin Falls and Mount Hunga, to which latter, seven miles distant, a fine carriage road leads.

Reached by Central Vermont Railway, from Burlington on Lake Champlain, in 2 hours.

Mount Pleasant (Iowa).—Seat of Henry County, population (1880), 3,837.

Hotels: Brazleton, Harlem, Wiggins.

Amusements: Sander's Opera House, Red Ribbon Opera House, and Union Hall, each having about 900 seats.

A thriving town, built on an elevated prairie and almost surrounded by Big Creek. It has a large trade, some manufactures and considerable agricultural interests. The Wesleyan University and the German College are prosperous institutions, being under the control of

the Methodists. Close to the town is the Lunatic Asylum of the State. The scenery around Mount Pleasant, which as yet is only a village, is pretty.

Reached by the Chicago, Burlington and Quincy Railway, from Chicago, *via* Burlington, in 9½ hours.

Nantucket (Massachusetts).—Seat of Nantucket County, Nantucket island; population (1880), 3,725.

Hotels: Sherburne, Bay View, Veranda, Nantucket, Springfield, Ocean.

This, the chief town of the island of Nantucket, is picturesquely situated, and is coming into favour as a summer and sea bathing resort. At one time it was the most important whaling town of America, and perhaps the world. It has lost its prosperity since the great fire of 1846. Of late years the air of decay about it has disappeared, as the town is getting known to summer visitors. Its streets are clean, though irregular, and are in many places lined with trees and gardens. Some of the houses have flat roofs with railings round them. It has nine churches, a town hall, a custom house, and several schools (among them the Coffin School), and the Athenæum, with a library of 9,000 volumes, and a museum. Several interesting excursions to other parts of the island may be made, the most interesting being along the north and south shores, Siasconset (by rail), Sancoty Head, etc.

Reached by steamer, from Martha's vineyard, in 3 hours.

Nashville (Tennessee).—Capital and Seat of Davidson County; population (1880), 43,461.

Hotels: Scott's, Nicholson, Maxwell, Link's, Commercial.

Amusements: Opera House; Odd Fellows' and Masonic Halls.

Conveyances: Tramways and Cabs.

Post and Telegraph Offices: On the Public Square.

This, the largest town in the State, is situated on the southern bank of the Cumberland River. The ground it stands on is undulating,

but the town is regularly laid out, with straight, though rather narrow streets. The public and private buildings are fine, the principal object of interest being undoubtedly the *Capitol*, on Capitol-hill, constructed of various kinds of limestone. It is three storeys high, surmounted by a tower 206 feet. It was erected in 1845, cost over a million dollars, and is considered one of the finest buildings in the southern states. The broad marble steps, forming terraces, are particularly fine. The *Market House* on the Public Square is next in importance. The *Court House* on the same square is an elegant building with some fine porticoes. Especially noteworthy are the educational establishments, among which the town boasts of not less than three universities. The *University of Nashville* is a fine building, having about 250 students, and a library of over 15,000 volumes. The *Fisk University*, named after its chief promoter, is entirely devoted to the education of coloured boys. So also is the *Tennessee Central College*. *Vanderbilt University* buildings (founded by Commodore Vanderbilt) should be noted also. The *State Penitentiary*, in its spacious stone buildings, is spoken of as a model institution of its kind. Here is an *Asylum for the Blind*, and another for the *Insane*, both six miles outside the town.

The town commands the trade of an extensive region, and is a great railway centre, having at the same time important river navigation. Its manufactures are very varied, and it is a prosperous centre. The famous battle of Nashville (so favourable to the North) was fought here, in November, 1864. The *Hermitage*, once the residence of Andrew Jackson, is 12 miles east of Nashville.

Reached by the Louisville and Nashville Railway, from Memphis, in 12½ hours.

Natchez (Mississippi).—Seat of Adams County; population (1880), 7,058.

Hotels: The Natchez House.

Stands on the East Bank of the Mississippi, partly on a narrow

strip of land and partly on a hill. The lower portion of the town can lay no claim to beauty, though it contains several public buildings. It is connected with the upper part, 200 feet above the river, by broad roads, easy of ascent. The lower part is called "Natchez under the hill," and the upper part "Natchez on the hill." Both have shaded and well laid out streets and avenues. It was settled first in 1700, and has a number of historic reminiscences. It is well built, carries on a good trade with the surrounding country, and contains some fine buildings. Most of the dwelling-houses have good gardens. The bluff has on its front a park, running along the whole length of the town. The prominent buildings are: the Roman Catholic Cathedral, with a tower, the Court House, Masonic Temple, and some of the other churches. The National Cemetery on another Bluff is well laid out, and is used as a promenade.

Reached by Natchez, Jackson & Columbus Railway, from Jackson, in 5½ hours.

Neenah (Wisconsin).—County of Winnebago; population (1880), 4,917.

Hotels: Russell.

Situated on the Fox River, opposite Menasha, and near Winnebago Lake. With Menasha, it really forms only one town. They are pleasure and health resorts, owing to the fine scenery, good air, boating, fishing, and other facilities for sport. It has some manufactures.

Reached by Wisconsin Central Railway, from Chicago, in 3¼ hours.

Negaunee (Michigan).—Marquette County; population (1880), 4,005.

Hotels: Breitung, Jackson, Tilden.

In the centre of the Iron Region of Lake Superior, it is surrounded on all sides by mines and furnaces. Unless to a traveller interested in iron mines, etc., this is not a desirable place to visit. The valley is narrow, surrounded by high hills, and its atmosphere is always

smoky. It has good schools, several important public buildings, churches, newspapers, etc. The surrounding country offers a great variety of excursions, and game and fish are abundant. Escanaba River, Little Lake, Cascade, Lake Michigami, and others are near, and will repay a visit.

Reached by Detroit, Macquinnac and Marquette Railway, from Detroit, in 2¼ hours.

Newark (New Jersey).—Seat of Essex County; population (1880), 136,503.

Hotels: Continental, Bristol, Newark, Park.

Amusements: Newark Opera House, Grand Opera House, Academy of Music, Park Theatre, Library Hall.

Conveyances: Tramways (fare 5 cents.), carriages at 1 dollar the course.

Post and Telegraph Office: Corner of Broad and Academy streets.

A large manufacturing town on the Passaic River, and indirectly a suburb of New York, from which it is nine miles distant. It offers little of interest to the visitor. India-rubber goods, flour, boots and shoes, carriages, paper, jewellery and sundry other articles are manufactured here. The Passaic Flour Mills have a capacity of 2,000 barrels daily. Newark is regularly built on a high plain, on the right bank of the Passaic River. Broad and Market streets are the principal thoroughfares. The chief public buildings are, the Court House, on Market-street, in the Egyptian style; the Custom House with the Post Office; the City Hall and the buildings of the Mutual Benefit Life Insurance Co. are all on Broad-street. The State Historical Society, Newark Academy and Library Association are the principal literary institutions. The latter has a library of 20,000 volumes.

Reached by Pennsylvania Railway, from Jersey City, in ¼ hour.

Newark (Ohio).—Seat of Licking County; population (1880), 9,600.

Hotels: American, Lansing, Park, Tubbs (at railway station).

On the confluence of the three forks of the Licking River and on the Ohio Canal. It is a prosperous community, and the town is handsome. It has several factories, and, owing to the fertility of the region surrounding it, an extensive trade in agricultural produce. The streets are wide and straight and lined with handsome residences. The Opera House and Music Hall can each seat 800 persons, and the City Hall 500. The country around is interesting to intending farmers.

Reached by Baltimore and Ohio Railway, from Columbus, in 1 hour.

New Brunswick (*New Jersey*).—Seat of Middlesex County; population (1880), 18,258.

Hotels: City, New Brunswick, White Hall, Bull's Head, Neilson House.

On the Raritan River, at the eastern terminus of Delaware and Raritan Canal. It is essentially a manufacturing town, especially of indiarubber goods, harness and hosiery, and has also some ship-building yards. The Opera House can seat 2,000 persons, and is a handsome building. Rutgers College is a rich and prosperous educational establishment.

Reached by Pennsylvania Railway, from Jersey City, in 1 hour.

Newburg (*New York*).—Orange County; population (1880), 18,050.

Hotels: Hallwin, Odell, United States.

A handsome manufacturing town on the Hudson. It is interesting on account of its historical associations in the War of Independence. South of the town is an old grey Mansion containing many relics. Opposite is Fishkill Landing, a charming village. There is an Opera House, with seats for 1,000 persons.

Reached by New York, Central and Hudson River Railway, from New York, in 2 hours.

Newburyport (*Massachusetts*).—Essex County; population (1880), 13,716.

Hotels: American, Merrimack, City, Ocean.

On the Merrimack River and a port of entry. Like Salem and Marblehead, it is one of the old coast towns and has lost its Maritime importance which has been monopolized by its neighbour, Boston. The town is well built and interesting. The City Hall is a fine building, and the Marine Museum contains many relics of a former prosperity. It has also a Court House and a Custom House. The Public Library endowed by George Peabody has about 15,000 volumes. There is a bronze statue of Washington, many quaint old houses and several churches of interest. This is the starting point for Salisbury, Hampton, and Rye Beach, all noted sea bathing places, and much frequented.

Reached by Boston & Maine Railway, from Boston, in 1½ hours.

New Haven (*Connecticut*).—Seat of New Haven County; population (1880), 62,882.

Hotels: Elliot House, New Haven, Tremont, Tontine, Woolsey.

Amusements: Grand Opera House, with 2,000, and Carl's Opera House, with 2,500 seats; two others with 1,000 seats each; the Athenæum has a hall for lectures, concerts, etc., with 600.

Conveyances: Tramways run to all parts and suburbs (fare 5 and 10 cts.); carriages 50 cts. per person and drive; two persons 35 cts. each. Steamers to New York twice a day.

Reading Rooms: At the Hotels and also at the Palladium and in Chapel-street.

Post and Telegraph Offices: In Church-street (Custom House Building.)

Ticket and Excursion Agents: Thomas Cook & Son, 87, Orange-street.

Situated at the head of New Haven Bay, the largest town in Connecticut, and a port of entry. It is a great railway centre, was first settled in 1638, and incorporated in 1781. It has a considerable home and foreign commerce, principally with the West Indies. Its manu-

factures are very important, more especially in the hardware line, jewellery, and india rubber. It is a handsome town, with broad and regular streets in the new quarters, and crooked, narrow, and picturesque streets in the older portions. Most of the new streets are lined with large elms, whence the town has received the name of "Elm City."

Chapel, State and Church streets are the principal thoroughfares and *Hillhouse-avenue* is the principal private residential quarter. The *Public Green*, in the centre of the town, contains the chief public edifices. The *City Hall*, the *State House*, Trinity, centre and north churches are all situated on it. The *Court House* and *Custom House* are in Church-street. The *County Prison*, *Hospital*, *Medical College*, *Orphan Asylum* and *Alms-house* are all noteworthy buildings. In Chapel-street the building of the American Trust and Life Company, and the *Union Depot*, fronting the harbour, are extensive and elegant.

New Haven is especially interesting on account of its numerous educational institutions, which are among the best and oldest in the States. *Yale College*, though not so old as Harvard and not so richly endowed, enjoys a well-merited reputation. It was founded in 1700. It has over 100 professors, while its students number over 1,000. It has a School of Fine Arts, a Law School, a Medical, Theological, Scientific and Academic Department. Its buildings cover, including ornamental grounds, over nine acres. Among the most important of them are the Library, with over 140,000 volumes, Art building, Alumni Hall, Farnam Hall, Durfee Hall, Battell Chapel, Divinity School, Sheffield and North Sheffield Halls, and Marquand Chapel. The Observatory, in Prospect-street, is well known. The Peabody Museum contains various collections, and the Gymnasium, which is well equipped, is in Library-street. The Sloane Laboratory and new Chemical Laboratory are also both in the same street. The Athletic Grounds are on the Derby turnpike and are the best in the United States.

The favourite drives and walks

are: to the harbour, to Fort Wooster, an old fort which dates from 1814; old burying ground and evergreen cemetery — both containing many interesting monuments. Sachem's Wood, at the top of Hillhouse-avenue, and Lake Whiting, are also much resorted to, the latter for boating. East and west rocks are laid out in parks. The former is 300, and the latter 400 feet high. They both command extensive views. Wintergreen Fall, Maltby Park—with the waterworks and saving rock — a sea-bathing place, are also much frequented. They are all accessible by tramway from the green. Wallingford is a favourite summer resort, reached by rail.

Reached by New York, New Haven, and Hartford Railway, from New York, in 2½ hours.

New London (Connecticut).—Seat of New London County; population (1880), 10,529.

Hotels: Belden, Crocker, Metropolitan, Edgecomb, National, and Pequot—the last three 2 miles down the river; it is much frequented in summer for sea-bathing.

Amusements: Lawrence Hall, with 1,500 seats; and Allyn Hall, with 600.

Conveyances: Tramways.

Pleasantly situated on the Thames River, three miles from the sea. It has one of the finest harbours on the coast. It has an extensive shipping trade, and is largely engaged in whaling and sealing. Fisheries are also a considerable source of revenue. Silk and woollen mills, machinery, and hardware are the principal industries. It is somewhat irregularly laid out, but has fine public and private residences. It is the site of an United States navy-yard, which stretches above the town on the east shore of the Thames. Fort Trumbull and Fort Griswold protect the harbour below the town. The City Hall, the Custom House, several private residences, and various churches are worthy of note. Tourists with historical tastes will find much to interest them in the Cedar Grove Cemetery. Groton, on the opposite shore, has a monument in memory of the Fort Griswold Massacre, in 1781. Stonington is a favourite sum-

mer and sea-bathing resort, 12 miles distant.

Reached by the New York, New Haven, and Hartford Railway, from New Haven, in 1½ hours.

New Orleans.—Capital of Louisiana, and seat of Orleans County; population (1880), 216,140.

Hotels: Cassidy, St. Charles, City, Underbanks are first-class houses; others are the St. James, Waverley and Hotel des Etrangers. Their charges vary between 2½ dols. and 4 dols. per day, but for a prolonged stay a reduction is made.

Restaurants: Are among the most famous in the States: *Victor's* and *John's*, in Bourbon-street; *Moreau's*, in Canal Street; *Denechaud's*, in Charondelet-street, and *Antoine's*, in Louis-street. Cafés abound, and are numerous as in any French town.

Amusements and Theatres: The Grand Opera House, in Canal-street, gives operas and operettas. The French Opera House, in Toulouse-street, and Varieties, play comedies, etc. The former has 2,000 seats. The Academy of Music, in Charles-street, gives all varieties of entertainments; the St. Charles, in St. Charles-street, gives spectacular representations, as also does Werlein Hall, in Baronne-street. There are numerous Halls, Cafés, Concerts, etc., with all kinds of entertainments. City Courts, Masonic Hall, Exposition Hall, Odd Fellows' Hall, Grunewald Hall, all in Baronne-street. The Carnival Festivities are on a very large scale, and are much visited by strangers from all parts of the United States.

Races and Sports: The Horse Races occur at Fair Grounds Race Course, to which three lines of tramways lead from the town. Several societies are formed to aid in the Carnival Fêtes. There are also several boating clubs.

Reading Rooms: At the Hotels and Restaurants and Cafés; the City Library, and at the Young Men's Christian Association Building.

Museums: The Anatomical Museum, in the University (Medical College).

Clubs: Club life is very prosperous in New Orleans. The most prominent are: *The Jockey Club*, with a handsome house and gardens, near the Fair Grounds; the *Boston*, the *Pickwick*, the *Louisiana Liedertafel*, *Commercial*, *Chess*, *Wist*, and *Harmony* are all well supported, and social clubs. The *Shakespeare Club* gives dramatic entertainments, which are fashionably attended. The *Social Club* is conducted on similar lines. Introduction is easy, and is obtained through a member.

Conveyances: *Tramways* to all parts of the city and suburbs; central station Canal-street, fares, 5 cents in town and 10 cents beyond the boundaries. *Carriages and Cabs* at various stands in the town, 2 dols. per hour; 5 dols. per half day. *Omni-buses* at trains and steamboats, 25 cents fare to Hotel. *Ferries* run across the river to the suburbs opposite. A steam tramway connects the town with Lake Pontchartrain, (15 cents fare).

Post and Telegraph Office: In Canal-street, in the Custom House Buildings, open from 7 a.m. till 8 p.m. every day. Letter boxes at most of the lump-posts.

English Consul: A. de Grenier de Fonblanque, Consul.

Bankers: Bank of Louisiana.

Medical: Dr. A. de la Rogue, Dr. C. W. Trench.

Dentist: Dr. Gascoigne.

New Orleans is the commercial metropolis of the south and the largest cotton market in the world. It is situated on both banks of the Mississippi River, but chiefly on the left bank, about 100 miles from its mouth. Its attractions to the tourist consist less in the architectural beauties, than in the foreign aspect of its buildings and its peculiar creole population, together with the air of gaiety and animation which pervades the town. It is now chosen by many inhabitants of the Northern States as their winter resort. Much has been done by the town itself to make the winter season as attractive as possible. The principal attraction are the Carnival fêtes which last about 14 days, and are unrivalled in any portion of America. During the Carnival excursion trains are run

from all the principal towns in the North. The concourse of visitors during this time is so great that it is with difficulty that accommodation can be found for them. The processions and balls during this time succeed each other very rapidly. The splendour of the costumes is remarkable.

New Orleans is the central point of nearly 20,000 miles of steamboat navigation. In the value of its entire commercial movement it ranks next to New York. Several ports of the United States surpass it as to import, but its exports are very large. Not unfrequently above 1,000 steamers may be seen lying at its extensive wharves, or "levees," as they are called. In 1884-85 the whole commercial movement (exports and imports) amounted to over 220,000,000 dols. The staple article is cotton, but sugar, tobacco, flour, pork, rice, etc., are shipped in enormous quantities. Among the imports figure principally: coffee, salt, hardware, dry goods, liquors, etc. There are also some factories, such as sugar refineries, rice mills, etc. They occupy, however, a secondary rank in the business of the city.

New Orleans was first settled in 1718, but was abandoned shortly afterward on account of its unhealthiness. It was resettled in 1723, and held possession of by the French until 1729. From that year until 1801 it belonged to the Spaniards, and subsequently until 1803 to the French again. After this date it was ceded with the then province of Louisiana to the United States. The town exhibits, in its buildings, etc., all the various characteristics of its former occupiers. It was incorporated in 1804, and in 1810 had only 17,243 inhabitants. Since then its progress has been rapid. In 1850 it had 116,723, and in 1870, 191,418 inhabitants. Since then it has steadily increased. Historical events in the annals of the town: the rebellion in 1763 against the cession by France to Spain; the battle of 1815, where Andrew Jackson, commander of the United States troops, fought against the British, and its capture in 1862, during the Civil War, by Admiral Farragut.

Its climate is mild and sub-tropical and unhealthy in summer. Yellow fever and other epidemics have repeatedly made great havoc amongst its inhabitants, and have, to a certain extent, retarded its progress.

The older part of the city is built within a bend of the river, whence the name "Crescent City." This part is comparatively thickly built upon, though its streets are fairly straight, considering the irregularity of the ground. The city is spreading chiefly up stream, and the portions on the left bank now follow the figure of an S. The limits of the city embrace an area of almost 150 square miles, of which only about 41 can be said to be occupied by the city proper. The ground it stands upon in most parts is below the level of the River, from which it is protected by the levees. These are embankments of earth like the Dutch dykes. The land slopes gently from the River towards a marshy tract behind the town and Lake Pontchartrain. The Dyke or Levee is 14 feet high by 15 wide, and forms a delightful promenade.

The streets running from the River inland are straight. Those running parallel with the River follow more or less its course, and cannot be called crooked or irregularly built. They are for the most part wide, and in general appearance second to none in the United States. Many are well paved, but not a few are unpaved and impassable in wet weather. In dry weather the dust is insufferable. Canal-street is the Broadway of New Orleans, and is lined for about two miles from the river with fine shops, business buildings and private residences. It is almost 200 feet wide, the centre being a promenade 25 feet wide, and having grass plots bordered with two rows of fine trees. St. Charles, Claiborne, Baronne, Rampart and Esplanade streets are similarly ornamented. Esplanade, Royal and Rampart streets are the principal promenades in the French quarter.

The great sight of New Orleans is the *French Market*, on the levee, near Jackson-square. The bustle is greatest on Sunday mornings, from

8 a.m. to 9 a.m., and in the week at 6 a.m. The assemblage of whites, creoles, and negroes, their curious costumes, etc., the different patois they speak, all is bewildering. The various articles they offer for sale will interest and amuse the visitor. The *Levee* is another interesting sight. It affords a very striking example of bustle and activity. The gesticulations, noise, etc., recall those of the quays in Naples, but are intensified. A good point to obtain a view of the city and environs is the tower of St. Patrick's Church.

As already remarked, the architectural attractions of New Orleans are neither numerous nor striking. The finest public building is the *United States Custom House*, on Canal-street, containing also the post-office. It ranks next to the Capitol in Washington in size. It is built of granite, in the Doric style of architecture. It is 334 feet in length, on Canal-street, and occupies a whole block. The columns and pilasters are very fine. It was commenced in 1818, and has only lately been finished. The *City Hall*, in St. Charles-street, is the most artistic of the public buildings in the town. It is built in the Ionic style, of white marble, and has a wide and high flight of granite steps, leading to a portico supported by eight columns. In some of the rooms is the city library. *St. Patrick's Hall* is an imposing edifice, seating 3,500 persons. The *United States Branch Mint*, on Esplanade-street, is in the Ionic style, built of brick. It is 282 feet by 180. The *Court Houses* are in Jackson-square, right and left of the Cathedral. They are in the Tusco-Doric style, and were built towards the close of last century. In Royal-street the *Exchange*, in white marble, is the most remarkable. *Masonic Hall*, *Odd Fellows Hall*, *Exposition Hall*, and *City Courts* are all imposing buildings. The *Cotton Exchange*, in Carondelet-street, is very handsome, and cost over half a million of dollars.

The *Charity Hospital*, in Common-street, is very beautiful, and can accommodate 500 patients. The *Maison Dieu* is also a fine structure, and is surrounded by a well-kept garden.

The *Cathedral of St. Louis*, in Chartres-street, is the finest church in the town. It was built in 1792-94, and was altered and enlarged in 1850. It has some fine paintings inside. The facade is striking. *St. Patrick's*, in Camp-street, has a fine tower, copied from the famous minster in York, England. The *Church of the Immaculate Conception*, in Baronne-street, is a fine specimen of Moorish architecture, as also *St. John the Baptist Church*, in Dryades-street. These are all Roman Catholic. *St. Paul's*, *Trinity*, *Christ Church*, *First Presbyterian*, *Unitarian*, *Mac Ghee*, and *Temple Sinai* (Synagogue) are all fine buildings, and worth inspecting. The *Ursuline Convent*, in Chartres-street, is an interesting relic of early church history in the town, erected in 1787. It is now the Bishop's palace.

The *University of Louisiana*, in Common-street, is a large building, well attended, and increasing in importance. *Straight University* is exclusively for coloured students. The *New Orleans State House*, formerly an hotel, is a fine building, and has a rotunda with some good bas-reliefs. Other buildings are *St. Anna's Widow's Asylum*, *Poydras Female Orphan Asylum*, *Indigent Coloured Orphan Asylum*, *German Protestant Asylum*, *St. Vincent Orphan Asylum*, and the *Howard Association*, which latter is one of the noblest charitable societies in the world. It is intended specially to give relief in epidemics, such as yellow fever, etc.

The town has a great many pleasure grounds, parks, etc., and all of them are well kept. *Jackson-square*, with the equestrian statue of General Jackson (by Mills), is near the river on the Old Town Plot. It has fine trees, beautiful shrubs and flowers. *Lafayette-square*, on Camp and St. Charles streets, with a statue of Franklin, is also very fine, and is lined with fine buildings. *Annunciation-square*, *Tivoli-circule*, and *Douglas-square* are also worth a visit; while *City Park*, covering about 150 acres, was the site of the World's Exhibition, 1884-5. All these are much frequented by pedestrians and carriages. The favourite drive is along the *Shell-road* to Lake Pontchartrain, or to

Carrollton. The *Battlefield of New Orleans* is $4\frac{1}{2}$ miles south of Canal-street, and has a national monument. Another monument to the memory of General R. E. Lee, stands in Tivoli-circle, and is 65 feet high. The cemeteries of New Orleans are noteworthy from the fact that they are mostly above ground. Some of the mortuary chapels and monuments are very fine. The dead are, as a rule, interred in cells, one above the other, as in ancient Egypt, and in certain parts of Italy. Each cell contains one coffin, built in with masonry as soon as deposited. Most tombs have white marble tablets in front. In all there are 33 cemeteries, of which *Cypress Grove*, *Greenwood* and *Melairie* are the most interesting. The monument to the Union Dead at Chalmette, and another to the Confederate Dead will attract the attention of the tourist.

The Ursuline Convent, near the Battlefield, may be inspected on visiting the latter. It is an imposing building 200 feet long, overlooking the river. Other favourite excursions are to Lake Pontchartrain, Carrollton, Algiers, Gretna, St. Bernard, Shell Beach and Convent.

Reached by Louisville and Nashville Railway, from Nashville, in 12 hours.

Newport (Rhode Island).—One of the chief towns of Rhode Island, and seat of Newport County; population (1880), 15,693.

Hotels: Aquidneck, Cliff, Ocean, Perry, United States. There are private cottages and villas in great number.

The "Queen of American watering places" is situated on Rhode Island, which gives its name to the State, on the east shore of Narragansett Bay. It well deserves the title, as besides being a most fashionable summer resort in America, it has much to interest visitors and tourists. The town is divided into two almost equal parts, the old and the new town. The old town is exceedingly quaint and picturesque, and nestles round the pier and wharves, while the new town lies towards the south. It is mainly composed of new and handsome residences, which

are inhabited chiefly during the summer months. The new parts are very fine, have broad and smooth streets, lined on either side by fine villas elegantly built, and surrounded with beautiful gardens.

In the old town the principal business centres round *Washington Square*, on which stands the *Court House*. It contains a fine painting of Washington. The Declaration of Independence was read from its steps in 1776. The town is a port of entry, and was settled in 1637. Until 1769 its commerce exceeded that of New York. It suffered greatly during the War of Independence, and has never completely recovered. It is only the influx of summer visitors which makes the place prosperous, and then chiefly as a centre of art, science, literature and fashion.

Touro Park, with the "Round Tower" or *Old Stone Mill*, is said to have been constructed by Norsemen, 500 years ago, when they first visited America, is a fine drive and promenade within the city limits. The ruins have been the subject of much learned discussion. There is also here a bronze statue of Commodore Perry. The *State House*, already mentioned above, dates from 1642, and is a venerable structure. *City Hall*, Perry Mansion, and Perry House, are all on Washington-square. The *Jewish Cemetery* and the *Synagogue*, testify to the large Jewish element among the population of Newport. *Redwood Library*, in Touro-street, is a substantial building, with a library of 20,000 volumes, and a museum of paintings and statues. The *People's Library*, in Thames-street, has 15,000 volumes. *Memorial Church*, with fine stained-glass windows, is in Pelham-street, and a handsome *Opera House* on Washington-square. *Trinity*, First Baptist, and Central Baptist churches, are among the finest in the town. The *Armoury*, in Clark-street, is worth inspecting. There is also a *Casino* upon the plan, common in German watering places. All kinds of entertainments are given here during the season—generally on payment of a small fee. Introduction by a member will admit to the club privileges—which are very varied.

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The beaches are numerous, and differ one from the other. The most popular is *First Beach*. When the red flag is displayed, men can bathe there without costume—but on the hoisting of the white flag they must dress. Second, or *Sachneet Beach*, is a mile east of the first, and here there is a very strong and heavy surf. The *Purgatory* is between this and the *Third Beach*. All the beaches have good sands. From "Hanging Rocks," beyond the latter beach, a fine view may be obtained. The *Forty Steps* lead into Naragansett-avenue.

The drives and excursions are very varied. Ocean and Belle Vue avenues are the fashionable drives during bathing hours, and are above 10 miles long. Spouting Cave, the Pirates Cave, Miantonomi Hill, Lily Pond, the Glen, Fort Adams, Brenton's Cave, Conanicut Island, Lime Rock, Goat Island, Rocky Point, Block Island, Naragansett Bay, and Fall River, are among the principal excursions.

Reached by New York, Providence, and Boston Railway, from New York, *via* Naragansett Pier, thence by steamer—in all 2½ hours; or by steamer from New York in 2½ hours.

Newport (Kentucky).—Seat of Campbell County; population (1880) 20,433.

Hotels: Several small inns; but visitors generally stay in Cincinnati.

A handsome town on the Ohio and Licking Rivers. Has fine streets—wide, and adorned with trees. It is a suburb of Cincinnati, whose merchants have their residences here. It has a considerable capital invested in factories of steel, iron, lumber, watchcases, etc., and an extensive trade. It is connected with Cincinnati by a lofty pier bridge, and with Covington by a fine suspension bridge. Its schools are celebrated. There are some public buildings, but being a mere suburb of Cincinnati it need not detain the traveller.

Reached by Pier Bridge Tramways from Cincinnati in a quarter of an hour.

Newport (Vermont).—Orleans County; population (1880), 920.

Hotels: Bellevue, Memphremagog.

The town is situated at the head of Lake Memphremagog, and overlooks the lake. It is coming more and more into fashion as a summer and holiday resort. It is beautifully situated, with a cool climate and bracing air. The lake is 30 miles in length, lies partly in Vermont and partly in Canada, and offers good boating and fishing. The shores are surrounded with forest clad hills. Pleasant excursions are made to Jay Peak, Prospect Hill, Clyde River Falls, Bolton Springs and Bear Mountain.

Reached by Montpelier and Wells River and Passumpsic Railways from Montpelier, *via* Wells River Junction, in ½ hour.

New York (New York State).—Seat of New York County; population (1880), 1,206,590.

Hotels: The *Windsor* in 5th-avenue, a thoroughly first-class house, is ably conducted on both the European and American plan. Will be found very comfortable.

The *Brevort House*, 5th-avenue, and 8th-street can be recommended as one of the best houses in the United States. It is a family hotel in every respect, and the most homelike for English visitors of any New York hotel.

The Grand Central, the Metropolitan, Grand Union, Fifth Avenue, Sturtevant, Park Avenue, Hoffman House, the New York, are all either on the American plan, or the American and European combined.

The St. Cloud, Brunswick, Grand Hotel, Gilsey House, Coleman House, Albemarle, Everett, Clarendon, Union Square, Astor, Morton, Manhattan, are on the European plan.

The Glenham, Rossmore, Buckingham, Dam, Branting, and Victoria are family hotels.

The Cosmopolitan, Rooks, Merchants, Washington, Earles, United States are cheaper houses, frequented by business men. There are, moreover, about 100 other hotels of all classes, while the boarding-houses are innumerable. The latter charge from 7 to 15 dols. per week.

Hotel life in New York city is rather expensive. En pension, or on the American plan, first-class houses generally charge from 3 dols. to 5 dols. inclusive. The hotels on European system charge for rooms from 1 to 3 dols., everything else extra, and meals *à la carte*, and no extra charge is made if meals are not taken in the house. The cheaper houses charge from 2 dols. to 4 dols. per day all included, or 75 cents. to 1½ dols. per room, and board extra.

Restaurants: *Delmonico's*, 5th-avenue and 26th-street, with a branch "down town." It enjoys a world-wide reputation for its excellent and elaborate cuisine. Prices are somewhat higher than in the leading Parisian restaurants. The *St. Denis*, corner of Broadway and 11th-street, and the *Metropolitan*, corner of Broadway and Prince's-street, are very good, so also is the *Brunswick*, 5th-avenue and Madison-square; *Parker's*, in Broadway, near 34th-street, and *Pursell's*, 910 Broadway, are Ladies' Restaurants. The *Vienna Bakery*, corner Broadway and 10th-street, is celebrated for its excellent coffee and bakery, and many national dishes. All the leading hotels have cafés and restaurants, and are for the most part well kept. The *Gilsey*, the *St. James'*, the *Hoffman House*, the *Delmonico*, down town branch 112 and 114 Broadway, the *Astor House*, *Mouquin* and *Sieghortner's*, 32, Lafayette-place, are first-class houses for gentlemen. There are excellent *Table d'hôte* dinners at Hungarian Hotel on Union-square. *Morello's*, 28th-street, and *Jacques's*, 54, W. 11th-street, *Pursell's*, *Moretti's* and *Martinelli's* (the two latter with Italian cuisine), *Farrish's*, 64, John-street, is the best of the Grill-Room Restaurants kept upon the English luncheon bar system.

Conveyances: Several lines of *elevated railways* run from east to west, lengthwise through the city. They mostly start at the Battery, with stations at almost every second or third crossing street. Trains run in every direction every four minutes, and during the busy hours of the day every two minutes; fare, 10 cents, and in the busiest hours—viz., from 4.30 till 7.30 a.m., and

4.30 till 7.30 p.m.—only 5 cents. They run all night and on Sundays, but at longer intervals.

Tramways run through all the principal streets and avenues, starting mostly from the vicinity of the Post Office in Broadway. The principal lines traverse the whole length of the town beyond the Central Park. There are also numerous lines running across the town from river to river. The fare is only 5 cents.

Omnibuses start from several of the ferries and run up town on Broadway, fare being 5 cents only. Busses also wait at the landing stages of the steamers and at railway stations.

Carriages are very dear; they have stands in various parts of the town, and attend arrivals of trains and steamboats. The drivers are proverbially extortionate, and the tariff should always be asked for before engaging. In cases of dispute apply to a policeman. The fare is, for one mile or less, 1 dol., with augmentation of 50 cents for each additional mile, one passenger or more; by hour, 1 dol., and each additional order 1 dol. more. Black and yellow cabs are at 25 cents per mile, and by the hour 1 dol. for each hour or fraction. One trunk or package free; each additional parcel 6 cents. Private carriages are best engaged at the hotels. Both public and private carriages are good, clean and well horsed.

Ferries: In great number. To *Jersey City*, from Liberty-street, Cortlandt, Desbrosses, Chambers and West 23rd-streets; to *Hoboken*, from Barclay and Christopher-streets; to *Weehawken*, from W. 42nd-street; to *Staten Island*, from Whitehall-street; to *Brooklyn*, from Whitehall, Wall, Fulton, and Catherine-streets; to *Williamsburgh*, from Roosevelt, Grand and East Houston-streets; to *Greenpoint*, from East 10th and 23rd streets; to *Long Island*, from James Slip, East 7th and 34th-streets; to *Astoria*, East 34th and 92nd-streets; and by boat from East River Pier 22; to Blackwall's, Ward's, and Randall's Islands, from E. 26th-street. The fare is generally 2 cents.

Railway Stations, or "Depots," as they are called here. The *Grand*

Central Depot, in 42nd-street, between Madison and 4th avenues, is the station for the New York Central and Hudson River Railway and connections, the New York and Harlem and New York, New Haven and Hartford Railways. The old depot is at 10th-avenue and 30th-street. In Jersey City are the Stations of the Pennsylvania and Midland Railways, reached by Ferries, from Cortlandt and Desbrosses streets; the Erie Railway Station, from Chambers and West 23rd streets; the Jersey Central, from Liberty-street Ferry; the Delaware, Lackawanna and Western Railway, from Barclay and Christopher-street Ferries; the New Jersey Southern by Liberty-street Ferry; the Long Island and Flushing Railways, from East 34th-street or James Slip Ferry.

Theatres and Entertainments: The *Opera House*, in Broadway, between 39th and 40th streets, is the largest and handsomest theatre in America, and has an Italian Opera Company; the *Academy of Music* in 14th-street, on Irving-place, is the old home of Italian Opera in New York, and is also used for balls, lectures, meetings, etc. *Booth's* high-class tragedy and comedy is handsome and comfortable; *Wallack's New Theatre*, in Broadway and 30th-streets, legitimate comedy with good companies, and well mounted scenery, etc.; *Daly's Union Square*, *Madison Square* and *Fifth Avenue Theatres* are fashionable, with light comedy and melodramas; the *Casino*, on Broadway and 39th-street, plays both French and English Operettas. The Spectacular and Opera Bouffe are represented by *14th-street Theatre*, *Theatre Comique*, *Niblo's Garden*, *Bijou Opera House* and *Star Theatre*. Variety entertainments are given at *Cosmopolitan*, *Grand Opera House*, *Third Avenue*, *New Park*, *New York Comedy* and *Morr's Theatres*. *Thalia*, near Canal-street, Bowery, and *Germania Theatres*, in Broadway and 13th-street, are devoted to German drama and classical plays. *Steinway* and *Chickering Halls* are the principal places for concerts and chamber music. The *Eden Musée*, in 23rd-street, has a wax work exhibition; *Association Hall* and *Chickering Hall*

are the principal lecture rooms. Summer Promenade Concerts at *Gilmore's*, now *Madison Square Gardens*, on Madison-square; *Atlantic Gardens*, in Bowery, near Canal-street; *Koster & Bial's Gardens*, in 23rd-street, and numerous others in Hoboken, Weehawken, etc., are frequented largely by Germans, and have excellent beer and good music. The cellar concerts in the Bowery are both disreputable and dangerous, and should be avoided by visitors, unless well escorted.

Sports, Races, etc.: Horse, etc., Races at *Jerome Park*, the most fashionable and aristocratic race-course in America; *Prospect Park* and *Coney Island* courses, beyond Brooklyn (by Ferry and Tramsways from Fulton Ferry), are both well attended. Fleetwood Park, on the Harlem River, half-a-mile beyond Macombs Dam Bridge, for fast trotters, etc.

Reading Rooms, Libraries, etc.: For newspapers, all the leading hotels have well-supplied rooms. For reference works the best is the *Astor Library Reading Room*, on Lafayette-place. It contains over 250,000 volumes, and is the largest in the United States. Open from 9 a.m. till 5 p.m. in Summer and 4 p.m. in Winter. The *City Library* (in the City Hall) is free, so also is the *Cooper Institute*, on 4th-avenue. The Young Men's Christian Association has several reading rooms in different parts of the city; all are free and open from 8 a.m. till 10 p.m. They are well supplied with papers and periodicals. The *Mercantile Library* (introduction by a member) and *New York Free Circulating Library* (open to all) are also among the best. There are besides several well-supplied reading rooms at the leading clubs.

Museums: The *Metropolitan Art Museum*, 5th-avenue and 82nd-street, contains pictures, antiquities, statuary, manuscripts, etc., also the famous Cesnola collection of Cyprian Antiquities, so much discussed in artistic and antiquarian circles. The *Museum of Natural History* is on 8th and 9th avenues, between 81st and 77th streets. The *Academy of Design*, on 4th-avenue and 23rd-street, contains

modern paintings and sculptures, and has an annual exhibition. The *Historical Society*, 11th-street and 2nd-avenue, has a fine gallery of old paintings, Egyptian and Assyrian antiquities, etc. The *American Art Gallery*, 23rd-street, near Broadway, has winter exhibitions of modern paintings and statuary. The private sales Galleries of Knoedler, Goupil, Schauss, etc. The most celebrated private galleries are those of Messrs. A. T. Stewart, J. T. Johnson, O. Roberts, A. Belmont, John Wolfe, W. H. Vanderbilt, R. L. Cutting, R. L. Stuart, Robert Hoe, and John Hoey. Admission may be obtained on applying by letter, enclosing card, to the owners.

Clubs: The leading are: The *Union*, 5th-avenue and 21st-street; The *Knickerbocker*, 5th-avenue and 32nd-street; the *Manhattan*, 5th-avenue and 16th-street; the *Union League*, 5th-avenue and 39th-street; the *Turf Club*, Madison-square and 25th-street; the *Century*, 109, East 15th-street; the *University*, 5th-avenue and 35th-street; the *New York*, 5th-avenue and 25th-street; the *Racquet*, 6th-avenue and 26th-street; the *Lotos*, 149, 5th-avenue. The *Arcadian*, *Palette*, and *Lamb's* are artistic, literary, and theatrical clubs. Admission by introduction from a member. The Union and Union League Clubs possess fine and elegantly-furnished buildings.

Post and Telegraph Office: On Broadway, southern end of City Hall Park, and opposite the Astor House. It is open day and night on week days, and on Sundays only between 9 and 11 a.m., 13 other sub-offices are distributed throughout the city and are open on week-days from 6.30 a.m. till 8 p.m. and on Sundays from 8 till 10 p.m. Over 700 lamp-post boxes are distributed throughout the city.

English General Consulate: W. I. Booker, General Consul; J. P. Edwards, Consul, 17, Broadway. **German General Consulate:** 177, Broadway.

Bankers: Bank of New York, Wall-street.

Medical: Dr. James, Dr. Jones.

Dentist: Dr. McAmes.

Ticket and Excursion Agents: Thos. Cook & Son, 261, Broadway.

Before entering upon the description of New York City, the Harbour entrance, the Harbour itself and Bay and the Wharves must be mentioned, and this because the greater number of tourists will undoubtedly prefer the lines of steamships running from Europe to New York, to any others. In the great lines the service is more regular, quicker, safer, and more comfortable, owing to competition. In approaching New York from the sea, Long Island on the right is sighted about three hours before Sandy Hook on the left. As soon as Sandy Hook is in sight the Highlands of Navesink and the New Jersey coast follow, the former standing out in bold relief. If the course of the steamer has been much to the south, Longbranch can be seen on the left. The Highlands form the highest promontory on the coast between New York and Florida. Here are two lighthouses, the southern having the most powerful light on the Atlantic Coast. Crossing the Bar, the steamer turns northwards and passing the lower or outer Bay enters the narrows, leaving on the right Long Island and on the left Staten Island. On the Long Island side we note Fort Hamilton, and low in the water Fort Lafayette, where prisoners during the Civil Wars, were confined. Three miles further down, near New Brighton, on the left is the Quarantine station, where the health officer comes off to visit the vessel. Here the Custom House officers also come on board and letters written during the journey may be posted. They will then leave by the first out-going steamer or by the first inward train. Luggage is not examined here—on board—but each passenger receives a declaration to fill up and sign. When handing it back he receives a number, which the passenger hands to the Superintendent. His luggage landed on the wharf, this official then appoints an officer to examine the boxes, etc.

The view of the harbour of New York, from outside the Narrows, down to the wharves, is exceedingly fine, especially on a bright and sunny day. The blue sea, with numerous small craft, pleasure steamers, etc.; the beautiful shores,

covered with superb villas and gardens; the forts; the town with its towers; Brooklyn Suspension Bridge, and the dull, smoky atmosphere in the far distance—the animation of the whole scene is an impressive sight.

After the visits of the health and and Custom House officers, the steamer continues her course for New York. The bay immediately widens out into the Inner Bay or New York Harbour proper. From this point the City of New York is still six miles distant. On the left-hand is seen the entrance to Hudson River and Jersey City; on the right Brooklyn, with its lofty bridge spanning the East River, which separates it from New York. Several military and other government buildings occupy the various islands dotted here and there in the Bay. The English and French liners land their passengers on the piers on the Hudson River, and in the city. Passengers and luggage by any of the German steamers, are landed in Hoboken or Jersey City.

The Company's employes place the luggage under cover upon the wharves. Here the examination takes place. It is often a sore trial, lasting sometimes for hours. Carriages and coaches from the hotels are generally in attendance waiting the arrival of steamers. An arrangement should be made, as New York coachmen are always especially inclined to extort; 2 dols. to 2½ dols. for a two-horse carriage—luggage included—should be ample; 1½ dols. for a one-horse carriage, and a hotel coach should not charge more than 1 dol. within, or 50c. outside, in all cases, luggage included.

Express men will meet the boat with the Custom House officers, and the cheapest and best way is to entrust the luggage to them. See chapter on luggage in preliminary.

New York, called by Americans also the "Empire City," is the commercial metropolis, and the largest and most important city of North or South America. It was first founded by Dutchmen in 1614, who called it New Amsterdam. The site is said to have been visited in 1524 by Verrazani, a Florentine Merchant. But the first authenticated visit dates only from 1600. It was

made by Hudson, who ascended the river as far as the present site of Albany, and claimed the land as an appanage of Holland. In 1614 it contained about 1,000 inhabitants. In 1664 it came under British rule, passing into the hands of the Duke of York, and since then it has been called New York. The first government was established in 1652. In 1673 it was recaptured by the Dutch, who changed its name to New Orange, but next year it was given to the English again by treaty, who occupied it till 1783, when the Independence of the United States was established. Its population was then 23,000. In 1711, a slave market was established in Wall-street, and in 1725 the first newspaper was started. Within ten years after the Declaration of Independence its population had doubled. The first steamboat was put on the Hudson in 1807. The main cause of the increasing prosperity of New York, the Erie Canal, was completed in 1825; the same year also saw the city lighted by gas. The waterworks from the Croton River were completed in 1842. In 1800 its population was 60,489; in 1850, 812,869; and in 1880, 1,206,500. Jersey City, Hoboken, Brooklyn and several other suburbs are really portions of New York, and make together a population numbering over two and a half millions. It is asserted that more than half of the foreign trade of the States passes through New York, and over two-thirds of the whole customs dues of the States are collected in the port. In 1884-85 the exports and imports amounted to nearly 900,000,000 dols., or £180,000,000. The manufactures of the city are of course inferior in extent to its trade, but embrace every variety of article. Most of the factories carried on in New York, and by its citizens, are situated in Hoboken, Jersey City, Newark, Brooklyn, Elizabethtown, etc. In manufactured goods Philadelphia alone surpassed it as to value of materials used, number of manufactories and capital invested. In value of the manufactured goods produced, New York stands first in the Union. About 200,000 hands are employed in about 11,500 factories and workshops; the goods manu-

factured annually are close upon 500,000,000 dols. in value.

New York covers, with its buildings, etc., the whole of Manhattan (meaning "a place where everyone gets drunk," in the Indian language) Island, Randall's Wards and Blackwell's Islands, in the East River; Governor, Ellis and Bedloes Islands (Government buildings, etc.), in the Bay, and part of the mainland north of Manhattan Island, and separated from it by Harlem River and Spuyten Duyvel Creek. In extent (including suburbs, population and wealth) New York is the third town in the world. The extreme length, from the Battery to Spuyten Duyvel Creek, is $13\frac{1}{2}$ miles; and the greatest width from Hudson to the mouth of Broux River, is $4\frac{1}{2}$; in all, an area of 41 square miles. Broadway runs through the whole length of this mass of buildings to the Central Park. Below the 14th-street is the older portion of the city, and the streets are irregular, and closely built, but not narrow. Higher up, the town is regularly laid out, with streets crossing at right angles. From Washington-square the streets are numbered, and 5th-avenue divides them almost into equal parts, they being respectively designated east and west from that thoroughfare. The avenues running the whole length are also numbered, and run from 1st to 11th avenue, with some small ones, designated A B C D, below 12th-street east. *Broadway* and *Fifth Avenue* are the chief thoroughfares, the former for business, shops, etc., and the latter as the most fashionable residential street. Most of the banks, etc., are in *Wall-street*.

Visitors, with limited time only, will do best to begin their inspection of the city by the *Battery*, a small park at the southern extremity of the town, looking out on the bay; formerly much frequented, it is now rarely visited by promenaders and carriages, owing to the residential quarters being higher up town. The name originated in the early Dutch settlers having planted a battery here, surrounded with some earthworks for defensive purposes. At the

south-west end is *Castle Garden*; and south, the *United States Barge Office*. The former, originally called *Castle Clinton*, was built in 1807, and subsequently converted into a place of amusement, where Jenny Lind had her first triumphs in America. Then it was the Opera House of New York. At present it is used as the emigrant depot. It is under the management of paid commissioners, and is the most frequented and best-managed institution of the kind in the world. North of the Battery at, the foot of Broadway, is "*Bowling Green*," the cradle of the town. Under the Dutch it was the fashionable part. On the south side some houses cover the site of the old Dutch and English fort. In Whitehall-street is the new Produce Exchange (corn, etc.), a very large structure. Around this spot, towards the bowling green, were some old buildings of historical interest, amongst which "*King's Arms Tavern*," *Washington House*, and others have all been lately taken down to make room for improvements.

Passing up Broadway, about half a mile from the Battery, is *Trinity Church*, on the left side, with a tower 284 feet high, from which a fine view can be obtained. It is of Gothic architecture, and built of brown sandstone. In the churchyard many men of note in the history of the United States are buried. The *Astor Reredos* inside is very rich, nearly 20 feet high, and was erected in 1878. This parish is the oldest in the city. The original church having been built in 1666, and destroyed by fire in 1776. The present edifice was begun in 1839, and completed in 1846. It is supposed to be the richest church in America, possessing endowments to the extent of 10,000,000 dols. in value.

Opposite Trinity Church commences *Wall-street*, the New York Lombard and Throgmorton streets combined, and the business residence of the principal bankers and stockbrokers. In it, at the corner of Nassau-street, is the *United States Sub-Treasury*, formerly the Custom House. It is modelled after the Parthenon at Athens, and is a very massive building of white marble. Each end has a portico

supported by eight doric columns. The interior has a lofty rotunda, supported by 10 Corinthian columns (admission from 10 till 3 o'clock). Here the Federal Hall formerly stood, where Washington delivered his first address as President. Nearly opposite, in Broad-street, is the *Stock Exchange*, well worth a visit during business hours, from 10 to 3 o'clock. The entrance to the visitors gallery is in Wall-street. Facing the Treasury are *Drexel Buildings*, of white marble, occupied by bankers and brokers. On the right hand side, a little farther down Wall-street, is the *United States Custom House*, a massive building of granite, marble and iron. It is fireproof, and has a dome under which is the rotunda. Around this are eight columns of Italian marble, carved in Italy, and perhaps the largest in America. All along Wall-street are a number of very handsome buildings. *Mill's Buildings*, in Broad-street, are also very fine, with handsome offices, chiefly occupied by brokers. In Nassau-street is the building of the *Mutual Life Insurance Company*, considered one of the most notable specimens of architecture in the State.

A little beyond Wall-street the building of the *Equitable Life Insurance Company*, on the right hand side of Broadway, will strike the visitor. It is in mixed Doric and Renaissance style. A little higher, on the corner of Liberty-street is the building of the *American Bank Note Company*. Nearly opposite is the *Western Union Telegraph Company's Offices*, with a clock tower 230 feet high. Near this spot, at the beginning of Fulton-street, is the centre of New York business life, and the throng of pedestrians and vehicles is at times exceedingly dense. To the west is *Washington Market*, the chief New York market. It presents a very animated scene, and is well worth a visit for the variety of fruit, vegetables, fish, game, meat, etc., it contains. On one corner of Fulton-street are the buildings of the *Evening Post* newspaper, and in the next block the *New York Herald* and *Park Bank* offices, both of white marble. On the opposite corner of Fulton-street is *St. Paul's (Episcopal)*

Church, an old edifice, built in 1776. In the graveyard are some monuments of great interest. The white marble statue of St. Paul, and a memorial slab to General Montgomery are in front of the church. Facing Broadway is an obelisk of white marble, erected in honour of Thomas Addis Emmet, the Irish Patriot.

The large building of granite just beyond the church is the *Astor House*, almost historical as the earliest of the great American Hotels. Opposite and on each side of this building centre most of the New York tramways. Park-row, bordering the City Hall Park to the right, diverges obliquely to *Printing House-square*, with a bronze statue of Franklin. This is the great newspaper printing centre.

The south end of City Hall Park is occupied by the *New United States Post Office*, an immense granite building with lofty domes, and an entire square frontage of 720 ft. The upper floors are occupied by the United States Courts. Its erection, etc., cost 7,000,000 dols. It is in the mixed Doric and Renaissance style of architecture. The upper floors are reached by two lifts. The *City Hall*, north of the Post Office and in the City Hall Park, was erected between 1803 and 1812. It is built of marble (white) and brown sandstone combined. The governor's room, on the second floor, contains some fine portraits. It contains the chair in which Washington sat as first President, the desk at which he wrote his first message to Congress and several other historic relics. North of this building is the *New Court House* of Tammany Ring fame. It cost the town over 11,000,000 dols., and is not yet quite completed. It is in the Corinthian style of architecture, built of white marble and surmounted by a dome 210 feet above the street level. The principal entrance is in Chambers-street, and is reached by a flight of 30 broad steps, flanked by massive marble columns. On *Printing House-square* the principal buildings are the *New York State Zeitung*, with statues of Guttenberg and Franklin above the entrance; the *Tribune Buildings*, with a clock-tower 285 feet high; the *New York*

Times office, with a statue of Franklin in front. *Harper's* is on Franklin-square, a few blocks east. In Centre-street are "*The Tombs*," or principal city prison. Here is *Chatham-street*, the Whitechapel of New York, the continuation of which is the *Bowery*. This latter is a crowded thoroughfare with cheap shops, beer saloons, gardens, and cheap shows. In Chatham-street is also the New York Terminus of the *Brooklyn Suspension Bridge*, opposite City Hall Park. The whole length of the bridge, with approaches, is 5,989 feet. It is the largest in the world. It is 85 feet wide and includes two railway lines, two roads for vehicles, and a passengers' footpath. It is 135 feet above high water mark. The towers at each end are 278 feet above the same. The engineer who projected and carried out the work, and directed it during the first years was Col. John A. Roebling. His son, Washington Roebling, completed it in 1883. No visitor should fail to cross the bridge, the view from it being very fine. Its construction lasted 13 years, and its cost was over 15,000,000 dols.

On Broadway, corner of Chambers-street, a little above the City Hall Park, is the white marble building of *A. T. Stewart*. It used to be occupied by the *wholesale department* of this great provider, but since the liquidation of his business the building has been converted into offices. His *retail store* was at the building occupying the block of Broadway and 4th-avenue, 10th and 11th streets. From Chambers-street to Leonard-street, Broadway is flanked on either side with fine buildings. Remarkable among them are the fine white marble offices of the *New York Life Insurance Company*. Canal-street, formerly a small rivulet, is now one of the chief thoroughfares running across the city. On the right-hand side of Broadway, above Prince's-street, in the Metropolitan Hotel, is situated Niblo's Garden Theatre. The *Theatre Comique* is on Astor-place, close to Broadway; on the same is also the *Mercantile Library*, with fine reading-room, and 180,000 volumes. The *Cooper Institute*, at end of Astor-place, between 3rd and 4th avenue, and 7th and 8th streets,

is a huge brown stone edifice. Opposite to it is the *Bible House*, the headquarters of the American and Foreign Bible Society, and, next to the British, the largest in the world. The *Astor Library* building, on Lafayette-square, in the Romanesque style, with over 200,000 volumes, was founded and endowed by J. J. Astor, and enlarged by his son, W. B. Astor. It is open daily, free of admission to everyone.

Broadway at 11th-street bends slightly to the west, and at this point the fine facade of *Grace Church*, in white marble, projects almost into the roadway. The music during service is very fine, and the interior most elaborately decorated. Before reaching *Union Square*, the *Methodist Book Publishing Company's* building, and the *Star Theatre* will attract attention. The centre is occupied by Union Park, well laid out with gardens, shrubs, trees, and with a fountain in the middle. It is lighted by a powerful electric lantern of six lights, suspended from a high pole. Washington's statue, by Browne, Lafayette's, by Bartholdi, and another of Abraham Lincoln, adorn the square. The buildings around the square, many of which are handsome, are occupied by fine hotels and shops, as also by some of the most fashionable gambling rooms. The south-east end is occupied by the *Union Square Theatre*. East 14th-street has the buildings of *Steinway Hall*, *Tammany Hall*, and the *Academy of Music*; West 14th-street, a number of handsome stores and offices, and 14th-street Theatre (formerly Lyceum).

Broadway from Union-square to Madison-square has nothing particular of note, except that it is a principal shopping centre and promenade for ladies. The latter square is another small park, lined on the eastern and northern sides by fine residential mansions. Statues of Admiral Farragut, Monument to Generals Worth and Seward adorn the square, which is lighted by electricity at night in the same way as Union-square. It has also a handsome fountain which plays in summer. On the Broadway side are some of the leading hotels, as also Delmonico's celebrated up-town

Restaurant. The *Eden Musée*, with an elaborately stuccoed front, is near 6th-avenue, in 23rd-street, and adjoining it is the *Musonic Temple*, a large structure of granite, 155 feet high. Its interior has many fine rooms, and its large hall can seat 1,200 persons. On the same street, between 7th and 8th-street, is a building known as the *Chelsea Apartment House*, which merits attention. Opposite the 5th-avenue Hotel is the *Large Bronze Hand* of the colossal statue of Liberty Lighting the World, presented by the French to the people of the United States, and now in course of erection on Bedloe's Island, in New York Bay. It has been only temporarily placed here. Facing the Worth Monument, at the junction of 5th-avenue and Broadway, is the building of the *New York Club*. In 23rd-street west, corner of 8th-avenue is the *Grand Opera House*, one of the finest buildings in the city. The interior is very rich. The performances are excellent, and the accessories on a lavish scale. In East 23rd-street, corner of 4th-avenue is the *National Academy of Design*, a copy of a palace on the Rialto in Venice in grey and white marble and blue stone. Every spring and summer exhibitions of modern works of American artists are held here (25 cents. fee). Opposite this building is the *Young Men's Christian Association*, with reading-room, library, &c. Continuing from Madison-square, Broadway runs almost in a direct line, with a bend only at 49th-street, for about two miles to the Central Park. In this part are a number of Hotels and Theatres, such as Victoria, Wallacks, Casino and Cosmopolitan Theatres; the St. Cloud and Rossmore Hotels, and the French-flat buildings. The *Metropolitan Opera House*, between 39th and 40th-streets, is said to have the largest auditorium of any theatre extant. The exterior is without any pretension, whereas the interior is very tastefully decorated, and the stage is of great size. Beyond 59th-street (Central Park), Broadway is called *The Boulevard*, it continues to 167th-street, and beyond, to Carmansville and Manhattanville. Further North, are *Fort Washington* and *Washington*

Heights, commanding a very extensive and fine view.

Fourth-avenue, between 23rd-street and Union-square, is a centre for religious buildings. *St. Paul's* (Methodist) is on the corner of 22nd-street, a white marble edifice; lower down, are *Calvary* and *All Souls*, while on Stuyvesand-square, East 16th-street, is *St. George's*, in the Byzantine style, with two towers. The *Gramercy Park* is on 20th-street-east.

Fifth-avenue, the fashionable thoroughfare and residential quarter, begins at Washington-square, and runs to 59th-street along the eastern side of Central Park, up to Harlem. Whether, as regards architectural beauty or size of the residential mansions, churches and hotels, lining it, or luxury and refinement in their interior, and taking into account also the very few years of its growth, 5th-avenue will impress visitors, as comparing favourably with London or Paris. The neighbourhood of Washington and Madison-squares are being fast invaded by shops.

The *University of New York*, at the beginning of 5th-avenue, and east corner of Washington-square, is a large Gothic building in white marble. The Chapel is fine. It was founded in 1831, and is now frequented by about 600 students. It is chiefly a theological institution. Adjoining it is a large Methodist Church. From Washington-square to 8th-street are many fine houses, the former residences of New York merchant princes. They are now becoming altered into shops. Many old families, however, still reside here, and in the handsome brick and marble buildings on Washington-square. At the corner of 8th-street is the *Brevoort House*, one of the best houses in America, extensively visited by the better class of European travellers; its cuisine is especially and deservedly famous. Opposite is the fine marble residence of Mr. J. Taylor Johnson, with its picture gallery (admission only by cards, obtained through a personal friend). The *Church of Ascension*, on 10th, and *First Presbyterian Church*, on 11th streets, are the next buildings of note. The "*Manhattan*

Club," the Democratic head-quarters is on the corner of 15th-street. A short distance down this street is the *College of St. Francis Xavier*, the Jesuit head-quarters in the States. Close to it is the building of the *New York Hospital*. In East 17th-street are the rooms of the *Century Club*, the principal literary and one of the most exclusive of American clubs. *Chickering Hall*, on the corner of 18th-street; the *Union Club*, on corner of 21st-street, and opposite it the *Lotos Club* are all noteworthy buildings. *Knædler's Art Gallery* is on the corner of 22nd-street. Passing Madison-square the residential quarter begins, and up to Central Park it may be described as the most aristocratic, or rather plutocratic street in America. Several of the churches are worthy of attention. On the north-east corner of 31st-street is the *Knickerbocker Club*. At the eastern extremity of East 28th-street is the *Belle Vue Hospital*, accommodating 1,200 patients, and the largest in the town. At the corner of 34th-street is *Stewart's Palace*, a large white marble structure, splendidly decorated and furnished. The picture-gallery, now in possession of his widow, can be seen on applying by letter to Mrs. Stewart. On 34th-street, corner of 9th-avenue, is the vast edifice of the *New York Institution for the Blind*, in white marble, with turrets and battlements. The corner of 35th-street and 7th-avenue is the *State Arsenal*, the head-quarters of the Ordnance Department of the State. On 36th-street, corner of 9th-avenue, is the gothic edifice of the *Northern Dispensary*. On 34th-street, 2 blocks east of 6th-avenue, commences Park Avenue, 140-feet wide. It has little plots of shrubs and trees, lined on each side with beautiful residential houses. Several churches are here worthy of note. The corner of 4th-avenue and 32nd-street is occupied by the *Iron Working Women's Home*, now an hotel. It was erected by Mr. Stewart to admit shop girls and other female employes, and its courtyard is quite unique. In 5th-avenue, we pass two other churches. At the corner of 39th-street is the handsome building of the *Union League Club*. The *University Club* is on the corner of 35th-street. At 40th-

street, is the *Great Reservoir* of the New York Waterworks, occupying two blocks, covering an area of four acres, and holding 23,000,000 gallons. On the top is a promenade—whence an extensive view is obtained—and to this the public are admitted. On the other side, and facing 6th-avenue, is a little park. In 42nd-street, two squares east of 5th-avenue, is the *Grand Central Depot*, an enormous edifice of bricks, covering three acres. It has several domes. The corner of 5th-avenue and 43rd-streets is occupied by the *Temple Emmanuel*—the chief Synagogue. It is in Mauresque style—with a gorgeously decorated interior—which conveys a good notion of Oriental magnificence. On the corner of 46th-street is the beautiful *Windsor Hotel*, one of the very best, but also expensive, of American hotels. The *Dutch Collegiate Church* is on the corner of 48th-street, and is a very costly structure. On 49th-street, near Madison-avenue, are the buildings of *Columbia College*, which was chartered as King's College, in 1754, by George II. of England, and is the oldest and richest in the State. The *Church of St. Patrick*, or *Roman Catholic Cathedral*—a decorated Gothic building in white marble—is the largest church in the city, and one of the finest on the Continent. It occupies the entire block between 50th and 51st streets. The *Cardinal's Palace* and clergyhouse—also of white marble—are at the back of the cathedral, facing Madison-avenue. The towers of the cathedral will be 328 feet high. The handsome residential palaces between 51st and 52nd streets are the *Vanderbilt Palaces*—surpassing Stewart's in size, beauty, and splendour of interior decorations. Opposite these is the *Roman Catholic Orphan Asylum*, built under the Tammany Ring régime. On the upper corner of 52nd-street is the W. K. Vanderbilt white marble palace. At the corner of 53rd-street is *St. Thomas Church* (Episcopal), and *St. Luke's Hospital*, one of the noteworthy structures in the avenue is at the corner of 54th-street. At 55th-street is the *Fifth Avenue Presbyterian Church* (Dr. Hall's), the largest church of that sect in the world. At the north-west

corner of 57th-street is the fine residence of the late Mr. Cornelius Vanderbilt. At 59th-street the Central Park begins. Facing the park, and still on 5th-avenue—and occupying the block between 70th and 71st streets—is the *Lenox Library*, endowed, erected, and presented to the city by the late James Lenox. It has very valuable collections—especially manuscripts, printed books, etc., relating to early American history. The *Presbyterian Hospital*—close by—was also founded by Mr. Lenox. Along this part of 5th-avenue a number of handsome dwelling-houses have been erected lately. *Normal College*—on the corner of 4th-avenue and 69th-street—is a huge building in Gothic architecture, with a high tower. *Mount Morris Square*, with its hill, commands beautiful views, and is between 120th and 121st streets. The 5th-avenue extends to Harlem, and is lined with handsome villas and gardens.

Central Park is $2\frac{1}{2}$ miles long, by about a mile wide, and covers an area of 843 acres. For driving about 9 miles of road are available in it, 4 miles of riding paths and and perhaps 25 miles of walks. To avoid danger, intersections of lines of travel are made by archway, and in other respects every effort has been made to preserve its natural features. Every variety of tree and shrub has been planted, and this process is being continued each year. The park may be reached by the Elevated Railway lines, by tramways, or by what is the best means of all of seeing it, a private carriage. It is one of the largest and finest parks in the world, being rectangular in shape, extending from 59th to 110th street, and from 5th to 8th avenues; 18 entrances lead into it, and the four streets crossing it are covered over by archways. The *Mall* begins near 5th-avenue. It is a promenade, running north and south, and terminating at its north end by the Terrace; it is nearly a quarter of a mile long, bordered on either side by lawns, and a double row of elms; this is the principal promenade, carriage drive of New York. On Saturday afternoons the music plays in the Kiosk, at the northern end. A number of fine bronze statues and groups adorn

this esplanade, the most noteworthy being "The Indian and his Dog," near the southern entrance. On fine afternoons this presents a sight not to be seen elsewhere in the States. The *Terrace* is a series of steps, leading from the Mall to the border of the main lake, and is an imposing specimen of architecture. Between the terrace and the lake is the Fountain, with huge basins, and an enormous statue of the Angel of Bethesda. A number of pleasure boats are kept on the Central Lake, which may be hired for a trifle. West of the Mall is the *Green*, a broad lawn covering 15 acres, and used as a parade ground. Near the head of the Mall is the Casino, on an eminence, where refreshments can be had. The *Ramble*, covering 36 acres, is between the Central Lake and the Receiving Reservoirs, and has a number of shady walks. On the highest point stands the *Belvedere*, with a lofty tower, whence there is an extensive view. To the North, on Vista Hill, is the old *Croton Reservoir*, covering 31 acres, and holding 150,000,000 gallons. Above that is the New Reservoir, holding 1,000,000,000 gallons and covering 106 acres. The curved shores are lined with stone walls of immense thickness. The part higher up and behind these reservoirs is less artificially embellished, but has more natural beauties. At the end is *Harlem Lake* with some traces of fortifications on its southern shore. At the 5th-avenue entrance, opposite 65th-street, is the Menagerie, or *Zoological Gardens*, and on the same side, opposite 82nd-street, is the *Metropolitan Museum of Art*. West of it stands *Cleopatra's Needle*, or *Obelisk*, presented by Ismail, Khedive of Egypt, to the town, and brought here and erected at the expense of the late Mr. W. H. Vanderbilt. It is in a good state of preservation. On the west side and on Manhattan-square (77th to 81st streets) is the *American Museum of Natural History*, with a very extensive collection (admission free Mondays and Tuesdays excepted.) Carriages can be had at several of the entrances to Central Park at the usual rate of 2 dols. per hour, and the circuit can be made within that time. The park is open daily,

in winter from 7 a.m. to 8 p.m.; in spring from 6 a.m. to 9 p.m., in summer from 5 a.m. till 11 p.m., and in autumn 6 to 9 p.m. The fashionable hour for driving is from 4 to 6 p.m. At the Place du Carusel open air concerts are given in summer at 4 p.m.

When in this part of the town the visitor should not fail to inspect *High Bridge*, across Harlem River. It is solidly built of granite, and the water of the Croton Aqueduct is carried over it. It spans in one single arch the whole width of the valley and river, is 1,450 feet long and 114 feet high. A view from here of the city and surroundings will amply repay.

The public charitable and other institutions of New York are mostly situated on the island in the East River, and deserve special notice. On *Blackwell's Island* are the Workhouse, Penitentiary, Blind Asylum, Almshouse, Female Lunatic Asylum, *Small Pox and Typhus Fever Hospital*, Convalescent and Hospital for Incurables. These are all built of granite, quarried in the island by convicts. North of the island is the celebrated *Hell Gate*, long a terror to mariners, but now comparatively easy of passage. *Ward's Island* has the Emigrant Hospital, Drunkard's and Male Lunatic Asylums. The Idiot Asylum, House of Refuge, and Infant Nursery, Hospital, etc., mostly for destitute children and provided by the City Corporation. The Commissioners of Public Charities, corner of 3rd-avenue and 11th-street, grant permission to visit these islands on application (best by letter).

Among the educational establishments not already mentioned are further: The *College of the City of New York*, corner of Lexington-avenue and 23rd-street; the *New York College of Physicians and Surgeons*, in West 15th-street, between 5th and 6th avenue; *Bellevue Hospital Medical College*, East 26th-street; *University College*, in Worth-street, near Church-street; *Homœopathic Medical College*, 105, East 20th-street; *New York Academy of Medicine*, in New York University; *College of Pharmacy*, at the same *Medical College for Women*, 102 East 12th-street, and a great many others.

The *Lunatic Asylum*, at Bloomingdale, between 115th and 120th streets and 10th and 11th avenues; the *New York Orphan Asylum*, on the Hudson River, 73rd and 74th streets; the *Deaf and Dumb Asylum*, on Washington Heights; the *Five Points House of Industry*, in Worth-street, really a house of reformation are prominent charitable institutions, besides a great number of others of minor importance.

Greenwood Cemetery (see Brooklyn) should certainly be visited as it will give the tourist an idea of the beauty of American burial grounds. They are quite unique, and unlike anything to be seen in Europe.

Excursions may be made from New York to *Staten Island*, the scenery of which is very beautiful. Richmond the capital, and *New Brighton*, a summer sea bathing town, are the principal places. Tramways traverse the island. *Clifton* is another. One mile south-east of it is *Fort Wordworth*, which is a very strong fortification. Forts Columbus and Castle William, on *Governor's Island*, near the above, are also worth a visit. Others to Coney Island, Brighton Beach, West Brighton, Manhattan Beach, Rockaway Beach, Long Branch, Brooklyn, Williamsburg, Hoboken, Jersey City, Newark, and several points on Long Island are described elsewhere separately.

Reached by steamer, from Liverpool, in 7 or 8 days.

Niagara Falls (New York).— Niagara County; population (1880), 5,048.

Hotels: The Clifton and Prospect House on the Caledonian side; the Cataract, the International, the Spencer and Park Place Hotel on the American side. Prices from 3 dols. to 4 dols. per day.

Conveyances: Carriages at 2 dols. per hour. But the tourist is advised to make an agreement, which he may do at even a lower rate. Extortion is much practiced. But all the principal points are within walking distance and easily accessible. Tolls and fees are levied to repay the outlay on the grounds, etc.

Tourist and Excursion Agents: Thos. Cook & Son, in Clifton House.

The river connecting Lake Ontario with Lake Erie is about 36 miles long, and flows in a northern direction. The Falls are about 22 miles from Lake Erie, and 14 from Lake Ontario. The enormous volume of water, the outflow of the four upper lakes, here falls perpendicularly from a height of over 160 feet. The river is at this point 4,700 feet wide, of which space Goat Island occupies about a quarter. The roar of the falls may at times be heard at a distance of over 10 miles. At others no noise proclaims the close vicinity of the cataract. The principal volume of water is on the Canadian side, owing to a curve in the river. This is named the horseshoe fall, and is every year becoming less and less, owing to the wearing away of the rocky bed. It has now nearly the form of an acute angle. The rapids commence about a mile above the falls. It has been estimated that the volume of water falling every hour amounts to over 100,000,000 tons. The declivity from the beginning of the rapids to the brink of the precipice is 57 feet. The enormous volume of water is compressed in the chasm to a width less than 1,000 feet. For 7 miles below the falls the river bed continues at a varying width of 200 to 400 yards. The Canadian side presents the best view. But Bath Island, if visited at sunrise, will afford a view which can hardly be surpassed. Other points of vantage are Goat Island, the little bridge across the rapids, Chapin's Island, Luna Island, Cave of the Winds, and Three Sisters. Other places of interest in and around the falls are Hermit's Bathing Place, Chippewa and Navy Island, Schlosser landing, Grand Island, Prospect Park, the Suspension Bridge, Cantilever Bridge, and New Suspension Bridge. The Museum on the Canadian side has a large collection. Visitors should not fail to visit the passage under the Horseshoe Fall. But wherever the visitor goes and whatever he sees, high fees are demanded. This spoils the enjoyment of a grand sight to many.

Termination Rock is a little beyond Table Rock. The spray of the waters is here blinding. Prince of Wales Towers offers a fine view, and two miles above are the Burn-

ing Springs (sulphuretted hydrogen gas). The Whirlpool Rapids, the Whirlpool, Lewiston, Queenston, with Brock's Monument and Drummondsville, are places of interest in the environs of the falls.

It is calculated that the different fees exacted to visit each and all the points of interest amount to almost 15 dols. This is really exorbitant. The blame attaching to the Government of the State for permitting this levying of tolls, fees, etc., is universally expressed.

Reached by New York Central and Hudson River Railway, from New York, *via* Albany and Rochester, in 15 hours.

Norfolk (Virginia).—Seat of Norfolk County; population (1880), 21,966.

Hotels: Atlantic, Purcell.

Amusements: Opera House, with 1,500 seats; Academy of Music, with 500 seats.

Conveyances: Tramways.

Post and Telegraph Offices: On Main-street, in the Custom House.

An irregularly-built town, and a port of entry on Dismal Swamp Bay and Elizabeth River. It is pleasantly situated, about 32 miles from the ocean. It is the second city in Virginia in size and population, but in commerce surpasses the capital, Richmond. It is the third cotton shipping port in the Union. Early fruit, vegetables, oysters, fish, etc., etc., are shipped here in large quantities to the northern ports. The streets are generally wide, and the houses well built. The *City Hall* is a handsome building, with a cupola. The *Custom House* is also imposing, the *Masonic Temple*, *Norfolk Academy*, *College for Young Ladies*, *Academy of Music*, and several of the churches are handsome buildings. The two cemeteries of the town are very tastefully laid out. The town was founded in 1682, incorporated in 1705, and burnt by the British in 1776. It played an important role during the Civil War. In the Bay the engagement between the Confederate *Virginia* and the Federal Monitor took place. At Old Point Comfort, on the opposite side of the

Bay, is an hotel which is used as a winter residence.

Reached by Richmond, Fredericksburg, and Potomac Railway, from Washington, *via* Richmond, in 10 hours.

Norristown (*Pennsylvania*).—Seat of Montgomery County; population (1880), 13,064.

Hotels: Farmers, Verandah Rambo, Montgomery, Windsor.

A thriving manufacturing town, on the Schuylkill River is handsomely built. It has several fine buildings, the principal being the white marble *Court House*. The Music Hall can seat 1,200, and Odd Fellows' Hall, 600 people. Otherwise little of interest.

Reached by Pennsylvania Railway, from Philadelphia, in 2½ hours.

North-Adams (*Massachusetts*).—Berkshire County; population (1880), 12,540.

Hotels: Richmond, Ballow, Commercial, Wilson.

A busy manufacturing town, especially in the boot and shoe line. Extensive cotton spinning, weaving, and printing mills exist in the town and its environs. The surrounding country is extremely picturesque, and very interesting excursions can be made to Natural Bridge, Profile Rock, the Cascade, and the Hoosac Tunnel.

Reached by Boston and Albany Railway, from Boston, *via* Pittsfield, in 9 hours.

Northampton (*Massachusetts*).—Seat of Hampshire County; population (1880), 12,806.

Hotels: Mansion, Hampshire, Nonotuck, Round Hill.

Situated on the Connecticut River, this town is said to be the most beautiful village in America. It is extensively engaged in the manufacture of silk, cotton, paper, cutlery, buttons, etc., and has an important commerce. It is irregularly laid out and the streets abound in fine shady trees. Even the business portions have to a certain extent preserved their original natural and rural

beauty. The *Public Library* is in a fine building and has above 12,000 volumes. The *Memorial Hall* connected with the above, *Institution for Deaf Mutes*, *Round Hill*; the *Lunatic Asylum*, are all of interest. The principal building is the *Smith College for Women*, with a Gallery of Pictures and Statues, both gifts of rich citizens. In the environs are several points of great natural beauty.

Reached by Newhaven and Northampton Railway, from Newhaven, in 2½ hours.

Norwich (*Connecticut*).—New London County; population (1830), 21,141.

Hotels: American, Metropolitan, Union Square, Wauregan, Uncas House.

A beautiful town on the Thames River, at the junction of Yantick and Shetucket Rivers. It is laid out in wide avenues, bordered with trees and built upon terraces. The buildings are all substantial and some are very fine. Main-street is the leading business, and Washington-street and Broadway the principal residential quarter of the town. It has a large amount of capital invested in manufacturing, especially in worsted, cotton, printing presses, paper, hardware, fire arms, etc. The chief building of interest is the *Park Congregational Church*, and *Christ Church*, with its ivy clad walls is also fine. The *Fine Academy* is near the Parade and is an imposing building. In the *Yantic Cemetery* are some monuments. In the old burying ground in Sachem-street is an obelisk marking the grave of Uncas. Near the town, at *Mohegan*, are still some of the descendants of Fenimore Cooper's heroes. The waterfalls in the Yantic have been destroyed in order to obtain water power.

Reached by New York and New England Railway from New York in 10 hours.

Oakland (*California*).—Alameda County; population (1880), 34,556.

Hotels: Grand Central, Newland, Centennial, Tubbs, Galindo, Clase, Windsor.

Amusements: The Oakland Opera Garden, Dietz Hall.

Conveyances: Ferries to San Francisco; tramways in the town.

A beautiful and well-built town, situated on San Francisco Bay, opposite San Francisco, of which it is really a suburb. The drives and scenery in and about the town are very beautiful. Many of the San Francisco merchants have their residences here. The live Oak, to which it owes its name, is the predominant tree in its avenues and streets, which are delightfully shaded. It is famous for its educational establishments, foremost among which is the *State University*. A pier $2\frac{1}{2}$ miles long into the bay is at Oakland Point. There is also an *Asylum for the Deaf, Dumb and Blind*, and several other noteworthy buildings.

Reached by ferry, from San Francisco, in $\frac{1}{2}$ hour.

Ogden (Utah).—Seat of Weber County; population (1890), 5,313.

Hotels: Ogden, Union, Utah, Beardsley, Junction, Globe, City.

It is a halting place for tourists going to Salt Lake City. It is situated at the junction of the Weber and Ogden Rivers, and at the mouth of the Ogden Canyon, a deep gorge. It is fairly well built, is mostly inhabited by Mormons, and has some manufactures of farming and mining implements. It is rapidly improving. The Union Pacific and Central Pacific have engine-houses and repairing shops in the town. The station is nearly half a mile from the business part of the town and hotels. Three railways here intersect. It has several churches, a *Tabernacle*, accommodating 2,000 people, an *Opera House*, and several large halls.

Reached by Atchison, Topeka and Santa Fé Railway, from Kansas City, in 56 hours, *via* Puebla.

Ogdensburg (New York).—St. Lawrence County; population (1890), 10,340.

Hotels: Seymor, Johnson, Windsor, Commercial, National.

This handsome town is situated on the St. Lawrence River at the mouth of the Oswegatchie River and opposite Prescott Canal; has ferry connection with opposite shore, and several railways converge here. A fine *Opera House*, a *Lycæum*, and several large halls. The *Gallopas Rapids* and *Rapide de Plat* are close to the town. It has some manufactures and a thriving commerce.

Reached by New York, Susquehanna and Western Railway, from New York, *via* Paterson, in $2\frac{1}{2}$ hours.

Oil City (Pennsylvania).—Venango County; population (1890), 9,644.

Hotels: Collins, National, Taylor.

The centre and head-quarters of the Petroleum Oil producing country. Situated at the confluence of Oil Creek, with the Allegheny River, and irregularly built. It was founded in 1860. It is only interesting to the tourist on account of the various pumping, refining, gauging, barrelling, and shipping processes of the raw petroleum. Neither the eye nor nose will be agreeably impressed thereby. There is an *Opera House*, with 1,500 seats, and several buildings of minor importance.

Reached by Pennsylvania and Ohio Railway, from St. Louis, *via* Meadville, in 16 hours.

Olympia.—Capital of Washington Territory and seat of Thurston County; population (1890), 2,373.

Hotels: Carlton, St. Charles, Pacific, New England.

Attractively situated on Puget Sound, and connected by Railway. It is a sporting centre, and consequently much visited by fishermen, huntsmen, etc. Its surroundings afford sport of the most exciting kind. Little else to interest the tourist.

Reached by Olympia and Chehalis Valley Railway, from Tenino, in three-quarters of an hour.

Omaha (Nebraska).—Seat of Douglas County; population (1890), 30,835.

Hotels: Cozzens, Millard, Paxton, Metropolitan.

Amusements: Opera House, with 1,800 seats; Academy of Music; Creighton's, Masonic and Myer's Halls.

Conceyances: Tramways in every direction.

Post and Telegraph Office: Corner of Dodge and 15th streets.

Situated opposite Council Bluffs, on the Missouri River. Largest town in Nebraska and of the Missouri River Valley. It is regularly laid-out, well built, and lighted with gas and electricity. It stands partly on level ground along the river, in which are the business houses and stores, and partly on high bluffs, mostly occupied by residences. It has received its impetus from the construction of the several railway lines to the Pacific coast, and is, though a very young town, thriving fast. There are several churches; and the *High School Building* is one of the finest in the States. *Boyd's Opera House* is also fine, and has an elegant interior. The most important edifice is the *Court House*, with post office annexed. Most of these buildings are situated upon hills over-looking the town. The *Douglas County Court House* is also noteworthy. The *Union Pacific Offices* of Direction and railway station are handsome and costly; and the *Offices* of the *Chicago, Burlington and Quincy* Railway are very extensive.

The town has an extensive commerce and numerous manufactures, chiefly of agricultural and mining implements. There are large smelting and refining works here. Breweries, distilleries, etc., are also numerous and important. The workshops of the *Union Pacific Railway* cover over 30 acres below the town. The *Waterworks* system is excellent. Fort Omaha is four miles distant. The town of Omaha has a great future.

Reached by Chicago, Milwaukee and St. Paul Railway, from Chicago, *via* Cedar Rapids, in 22 hours.

Oregon (*Illinois*).—Seat of Ogle County; population, 2,000, 99 miles

from Chicago, on the Burlington route.

Hotels: Sinnissippi House, American House.

Bankers: Ogle County Bank.

Medical: Dr. Chappel, Dr. Mix.

The town is situated on the Rock River, and is becoming noted for its picturesque scenery, and as a quiet, unpretentious summer resort. "Ganymede Spring"—a medicinal spring of considerable therapeutic virtue, "Indian Mound," "Castle Rock," "The Three Sisters," "Hermit Hollow" and "Eagle's Nest Bluff," are the principal points of interest. Ganymede Spring and Eagle's Nest Bluff, were both named by the famous authoress, Margaret Fuller, Countess D'Ossoli, and the former is the spot on which she wrote her spirited poem "Ganymede to his Eagle." Good fishing may be had at Oregon, Black Bass, pickerel, salmon, shad and carp being found in abundance in the waters of the Rock River.

Oswego (*New York*).—Seat of Oswego County; population (1880), 21,117.

Hotels: Hamilton, Lake Shore, Doolittle House.

Bankers: First National Bank.

Medical: Dr. Eddy, Dr. Dewitt, Dr. Dowd.

Situated on Lake Ontario and at the mouth of Oswego River (dividing it in two equal parts), and Oswego Canal. It is a great railway centre. It is the largest and handsomest town on Lake Ontario, and has an extensive commerce. Here the well-known Oswego flour and starch are made. Foundries, iron works and other manufactures are numerous. *Kingsford's Oswego Starch Factory* is celebrated throughout the world, and is perhaps the largest in existence. The river is spanned by three iron drawbridges, and the streets are wide, straight, and lined with many fine buildings. The residential parts are well shaded. The *County Court House*, *Custom House* and *Post Office*, *City Hall*, *City Library* and *State Armoury*, are among the most striking buildings.

The *Academy of Music*, with 1,000 seats, is a fine edifice. Several schools, churches and private buildings will interest the visitor. Two parks, one on each side of the river, are favourite promenades. They are well laid-out and shaded. There is a fort in the vicinity.

Reached by Delaware, Lackawanna and Western Railway from New York, *via* Binghamton, in 13½ hours.

Ottawa (Illinois).—Seat of LaSalle County; population (1880), 10,506.

Hotels: Clifton, St. Nicholas, White, Ottawa.

A manufacturing town situated on the Illinois River and Illinois and Michigan Canal. Its manufactories are principally connected with the building and provision trades. The town has gas and is well laid out. The principal buildings are—*County Court House, Prison or Jail, and United States Court House.* The *Opera House* is large for the size of the town. The Fox River Falls (20 feet) afford cheap water power, which is utilized by numerous manufactories. It is a centre of the wheat trade.

Reached by Chicago, Burlington, and Quincy Railway, from Chicago, *via* Aurora, in 3 hours.

Ottumwa (Iowa).—Seat of Wappello County; population (1880), 10,484.

Hotels: Ballingall, Baker, Revere.

Advantageously situated on the Des Moines River. It is a town of recent growth, but is the largest between the Mississippi and Missouri Rivers on the line of the Chicago, Burlington and Quincy Railway. It is an important railway centre and has extensive agricultural interests. There are also some manufactories, driven mostly by water power. It has two *Opera Houses*, one with 1,500 seats, and some public buildings of note. The Des Moines River is crossed here by a handsome *suspension bridge*. The surrounding country consists of very fertile prairie land and is dotted over with forests of hard woods.

Reached by the Chicago, Burlington and Quincy Railway, from Burlington, in 3 hours.

Owego (New York).—Seat of Tioga County; population (1880), 6,037.

Hotels: United States, Central, Ahwaga House, Park, Cortright, Exchange.

A popular summer resort, increasing in importance, beautifully situated on the Susquehanna River, and connected with Hiawatha, on Hiawatha Island, by a steamboat in summer. *Evergreen Cemetery, Glenmary*, and several other picturesque places are in the vicinity. It has also some manufactures. There are three large halls, of which Wilson's accommodates 1,200 people.

Reached by Delaware, Lackawanna, and Western Railway, from New York, in 9 hours.

Paducah (Kentucky).—Seat of Mac Cracken County; population (1880), 10,868.

Hotels: Richmond, Maxwell, Southern, Planters.

Situated on the Ohio River, at the mouth of Tennessee River, 50 miles above Cairo. A shipping point of the surrounding country, in which tobacco is the principal article of production. It ships an extensive amount of tobacco, grain, and pork. There are also some factories, principally of tobacco. The St. Clair Hall can seat 500 persons.

Reached by Chesapeake, Ohio, and South-Western Railway, from Louisville, in 11 hours.

Painesville (Ohio).—Seat of Lake County; population (1880), 3,950.

Hotels: Stockwell, Cowles.

A beautiful town, on Lake Erie, at the mouth of the Grand River, it is somewhat of a summer resort. Extensive nursery gardens are near the town. *Lake Erie Female Seminary* is in the town, and the Little Mountain close by is much visited. The railway bridge across the river is of stone, and very fine. The river valley is deep and picturesque. *Child's Hall* can accommodate 1,000 persons.

Reached by Lake Shore and Michigan Southern Railway, from Buffalo, *via* Ashtabula, in 7 hours.

Palatka (Florida).—Seat of Putnam County; population (1890), 1,616.

Hotels: Putnam, St. John, Larkin.

Tourist and Excursion Agents: Thomas Cook & Son, corner Lemon and Front streets.

A winter health resort, and the largest town on the St. John's River, above Jacksonville. The surrounding country is noted for the fine oranges it produces. The climate is very mild, and the site above the river healthy. Several churches, schools, and other buildings add to the attractions of the place. The scenery above Palatka, on the St. John's River, becomes very fine, and the vegetation is almost tropical.

Reached by Florida Southern Railway, from Leesburg, *via* Rochelle, in 5 hours.

Paterson (New Jersey).—Seat of Passaic County; population (1890), 51,031.

Hotels: Passaic, Franklin, Hamilton.

Amusements: Opera House, with 1,500 seats; two halls, with 800 and 300 seats respectively.

Conveyances: Tramways.

One of the most important manufacturing towns in the States, especially of silk, woollen, and cotton goods. It is situated on the Passaic River, immediately below the falls (about 50 feet). This water power is abundantly utilized in the different mills. The town has some fine buildings, and is regularly laid out with wide streets. Beyond its factories it has very little to interest the tourist. Near the Falls a small plot of land is laid out as a garden and park. There is an expensive *monument* to the men of Paterson, who fell in the Civil War. The scenery around the Falls is very picturesque.

Reached by Delaware, Lackawanna, and Western Railway, from New York, in three quarters of an hour.

Pawtucket (Rhode Island).—Providence County; population (1890), 22,824.

Hotels: Benedict, Pawtucket.

Situated on the Pawtucket River. It is regularly built, and is the Paisley of the United States. It has a great number of important spinning mills, and especially sewing thread mills. The streets are wide, but to the tourist and sightseer offer little of interest. There is a Music Hall, with 1,100 seats.

Reached by Boston and Providence Railway, from Boston, in 1½ hours.

Peabody (Massachusetts).—Essex County; population (1890), 9,528.

Hotels: Baldwin, Symonds, Donnell, Peabody.

The birth place of the great philanthropist and benefactor of the London poor, George Peabody. The town has the *Peabody Institute*. It has a collection of works of art, memorials, portraits, etc., and a hall, with 1,000 seats. The house in which Peabody was born stands a little distant from the Institute. In Harmony Grove Cemetery is his grave, which is very simple.

Reached by tramway, from Salem, in 20 minutes.

Peekskill (New York).—Westchester County; population (1890), 6,990.

Hotels: Eagle, Exchange.

A favourite summer holiday resort, situated on the left bank of the Hudson River, 41 miles from New York and opposite Caldwell's Landing. It is a pretty place and its surroundings are very picturesque. The excursions are varied, and among the most noteworthy are: The Thunder Mountain, the Highlands, Anthony's Nose, Sugar Loaf Mountain, Buttermilk Falls, Iona Islands, etc.

Reached by New York Central and Hudson River Railway, from New York, in one hour.

Pensacola (Florida).—Escambia County; population (1890), 6,845.

Hotels: City, Merchants, European.

Situated on Pensacola Bay and one of the United States Maritime

Ports. A naval station. The approach to the harbour is not very safe. Its commerce is important, especially its lumber trade. Since it has been opened up by railways the town is improving. It has a *Custom House* and several other buildings—principally churches—which are noteworthy. Ruins of old Spanish forts are to be seen at the back of the town. *Millview*, 9 miles distant, on Perdida Bay, has extensive saw mills.

Reached by Louisville and Nashville Railway, from Mobile, in 4½ hours

Peoria (Illinois).—Seat of Peoria County; population (1880), 29,315.

Hotels: White House, Merchants, New Peoria, National.

Amusements: The Academy of Music, with 1,500 seats; two Halls with 1,000 and 400 seats respectively.

Situated on the Illinois River, at the lower end of *Peoria Lake*. It is an important railway centre (seven roads) and has important manufactures, distilleries, breweries, etc., and an extensive commerce. Bituminous coal is worked in the vicinity, and the surrounding country is very fertile. There are some fine public and private buildings, the *Court House*, *Normal School*, *City Hall*, and *Mercantile Library* and the *Academy of Music* being the most noteworthy; 23 churches, among which are some very fine ones, are in the town.

Reached by Chicago, Burlington and Quincy Railway, from Chicago, *via* Galesburg, in 9 hours.

Perth Amboy (New Jersey).—Middlesex County; population (1880), 6,311.

Hotels: Central, Eagleswood, Park Hotel, Packer.

Situated at the junction of Raritan Bay, with Staten Island Sound, it is one of the oldest towns in New Jersey; and a port of entry. It is a much-frequented summer station. At South Amboy, opposite, are sea baths. There are artistic potteries, terra cotta works and other manufacturing in the town, and much

coal is shipped from here. A sail up Raritan River and round the Bay will be found interesting.

Reached by Pennsylvania Railway, from New York, *via* Jersey City, in 1½ hours.

Petersburg (Virginia).—Dinwiddie County; population (1880), 21,656.

Hotels: Bolingbrooke, Jarrett, Newton.

Situated on the Aponamattox River, well built and regularly laid out. Its agricultural interests are extensive. It has an especially large trade in cotton, tobacco, wheat and corn; and also in sumac. The *Court House*, *Custom House* and *Post Office*, *Theatre* or *Academy of Music*, *two Market Halls* and several of the numerous churches are fine buildings. The town and surrounding country was the scene of a fierce struggle during the Civil Wars. The fortifications are still traceable in the neighbourhood.

Reached by Atlantic Coast Railway, from Richmond, in one hour.

Philadelphia (Pennsylvania).—Seat of Philadelphia County; population 846,984.

Hotels: Moore's Smedley House, Washington, Colonnade, Aldine, Continental, Girard, St. George, Plumer, Bingham, St. Cloud are first-class houses on the American plan (pension per day including everything); Lafayette and Bellevue are also very good, and conducted on the American and European plan combined. The West End, Guy's, St. Charles, and St. Elmo's are on the European plan. The rates of the hotels on American plan are 2½ dols. to 5 dols. per day, everything included; at those of the European plan from 1 dol. to 3 dols. per day for room only, everything else extra.

Restaurants and Cafés: The *Bellevue* is the best, and is the Delmonico of Philadelphia; *Dooner's*, in 10th street, Finelli's in Chestnut-street, Green's in Chestnut-street, are also among the best in the town. Morse's, Partridge's, and Cabadi's are mostly frequented by ladies. The hotels

have also good restaurants attached to them. That on the first floor of the Continental is much visited by merchants.

Theatres and Amusements: The *Academy of Music* on the corner of Broad-street and Locust-street is, after the Metropolitan Opera House in New York, the largest house in America, and can seat 3,000 people. It gives operas, concerts, lectures, balls, etc. *Arch-street Theatre*, on Arch-street, has a good company for the general drama. Others are the *Walnut-street*, *Chestnut-street*, and *Lyceum Theatres* with varied entertainments. The *Opera House*, *Eleventh-street Opera House* and *Wood's Museum* have variety entertainments, spectacular operas, and negro minstrelsy. Other large halls are the *Musical Fund Hall* (for 2,500 people) in Locust-street, the *Opera House* in Chestnut-street, *Association*, *St. George's*, and *Horticultural Halls* give concerts and are used as music halls, for lectures, flower shows, and similar purposes.

Reading Rooms: The leading hotels have well-supplied reading rooms. The *Philadelphia Library*, in Locust-street, with a branch on Broad-street, has over 100,000 volumes, with well-supplied reading-rooms. It is open from 10 o'clock till sunset. The *Mercantile Library* in 10th street, contains 150,000 volumes, with good reading room, open from 9 a.m. till 10 p.m.) The *Historical Society of Pennsylvania*, in Spruce-st., has a rich library (open 10 a.m. to 5 p.m.). The *Franklin Institute*, on 7th-street, the *Athenæum*, in Adelphi-street, and the *Young Men's Christian Association*, in Chestnut-street, have all extensive collections and good reading rooms.

Conveyances: Tramways afford easy access to all parts of the city (are 6 cents, transfers 3 cents each additional). *Carrriages* are at most of the railway stations, and at various points in the streets. Prices are 1 dol. per hour; per distance, one person, one mile or less, 50 cents; each additional person, 25 cents extra; one passenger, two miles or less, 75 cents; each additional mile, 50 cents extra. Children, under 14, half price; under five years, free. *Cabs* (Hansoms): Two persons, 65

cents per hour. In case of dispute, appeal to policeman, or at the Mayor's office. The tariff should be in every carriage. The Pennsylvania Railway Company have at their stations Hansoms and coupés for the conveyance of passengers. Fare 25 cents one mile; coupés, 35 cents per mile, with a small additional charge for parcels and luggage. Omnibuses also attend at the arrival of trains.

Ferries: At foot of Market-street, for *West Jersey*; at foot of Walnut-street, for *Philadelphia* and *Atlantic City*; at foot of Vine-street, for *Camden* and *Atlantic*. At foot of South-street, for *Camden*. Fare to Camden on all 3 cents; from the latter also to Gloucester, 10 cents.

Railway stations: *Pennsylvania Railway*, in Broad and Market streets, and Camden and Amboy Division, from ferry, at foot of Market-street, the *Philadelphia and Reading Railway*, on 13th and Callowhill streets; the *Philadelphia, Wilmington and Baltimore Railway*, corner of Broad and Washington avenues, and Broad and Market streets; *Westchester and Philadelphia Railways* on Broad and Market street; *German town and Norristown Railway*, and Bound Brook-road, corner of 9th and Green streets; *North Pennsylvania Railway*, corner of American and Berks streets.

Sports, Races, etc.: Several boating clubs have their boat houses in Fairmount Park, on the Schuylkill River. Races are held at *Point Breeze Park*. The trotting matches are at *Belmont Course*, beyond Fairmount Park.

Museums: The *Academy of Fine Arts* (entrance 25 cents), in Broad and Cherry streets, has very valuable collections of paintings, statuary, etc. The *Memorial Hall Museum*, in Fairmount Park, is a fine white marble building, built to commemorate the Centennial Exhibition in 1876. The collections are in the style of the South Kensington Museum, in London. It is a very fine building, and the collections are extensive. *Independence Hall Museum*, on Chestnut-street, is the chief object of interest. *Earle & Haseltine's* private sales rooms, both in Chestnut-street, have also

some fine pictures, both modern and old, placed here for sale. The best private picture and art galleries are those of Messrs. Claghorn, Harrison junr., and Gibson and Borie; admission is granted on application, either personally or by letter.

Clubs: The *Union League Club* is the principal political club, as also the wealthiest, in the city. It has an excellent restaurant, and sumptuous rooms, and is situated on Broad and Sansom streets. The *Reform Club* is in Chestnut-street, and is a handsome building of brown sandstone. Other more social clubs are the *American, Commonwealth, Penn., Philadelphia,* and *Social Art Clubs*. Admission may be gained to all these clubs by introduction through a member.

Post and Telegraph Office: In Chestnut-street, corner of 9th-street, a handsome granite Renaissance building. Open from 7 a.m. till 8 p.m., and on Sundays from 9 till 10 a.m. There are several sub-stations in the city, and over 500 lamp-post boxes, which are emptied very frequently.

English Consul: R. C. Clipperton, Consul.

Bankers: Girard's Bank.

Medical: Drs. Fox, Gross.

Dentist: Dr. Mason.

Tourist and Excursion Agents: Thomas Cook & Son, 337, Walnut-street.

Philadelphia is the second city of the United States in commercial importance and population, and the first in actual area as covered by buildings. It is situated on the west bank of the Delaware River, the Schuylkill River passing through portions of it. It is distant 90 miles from the Atlantic Ocean, and covers an area of 1,294 square miles. It was founded by William Penn in 1682, as a Quaker Colony. In 1684 the population was 2,500; and in 1701 it obtained its charter. It is said, however, that a colony of Swedes were settled here as early as 1637; traces of their presence may, perhaps, still be found in "Christina" Church, and in the names of various streets. The prosperity of Philadelphia was from the first rapid, and during colonial times and the first quarter of the

present century it was the principal city in the States. Before and during the Revolutionary wars it was the head-quarters of Congress, the Declaration of Independence having been read here on July 4th, 1776. The first President resided here, and the city continued to be the seat of Government till 1800. The population since 1800 has increased very rapidly. In that year it was 41,220; in 1850, it had increased to 121,376; in 1860, to 565,529; and 1880, to 848,384. The commerce of the town is very extensive, and is increasing every year. The principal sources of wealth are manufactures. In these it is second only to New York, as regards either the number of workshops, the capital invested, or the amount of produce. In the manufacture of heavy iron and steel it is approached only by Pittsburg. It has in addition woollen and cotton mills, shipbuilding yards, books, shoes, etc., industries. It ranks fourth in commercial importance among the cities of the United States.

Philadelphia is regularly laid out; the streets being wide and well paved. Those running north and south are numbered, while those crossing them are named. Within its present limits there are over 950 miles of paved streets. The numbered streets run from the Delaware towards the Schuylkill River. Some of the older streets are irregular and crooked, but this only in the old or business quarter. The houses in the streets and the streets themselves are so well numbered that it is easy for a stranger to find his way. One reason why Philadelphia is spread over such a large area is that the workman's dwellings are on the separate house system. As in London, England, each family has a house to itself. This is in contrast with many American towns, where the French flat system is chiefly in vogue. The principal streets are: *Chestnut*, the fashionable promenade with the finest retail shops and hotels. *Third-street*, is the principal banking and brokers' street, answering to the New York Wall-street. North of Market-street, Race, Vine, Walnut and Arch streets are very busy thoroughfares; *Broad-street* is the principal resi-

dential quarter, and contains a good number of churches. *Market-street* is the chief business thoroughfare.

The largest pile of buildings is the *Public Buildings*, at the corner of Broad and Market streets. It contains the municipal offices, law courts, etc., and is really the City Hall. It is built of white marble, is 486½ by 470 feet, is almost a square, and its tower when completed will be 535 feet high. It covers an area of about 4½ acres without including the courtyard in the centre of 200 feet square. It is in the Renaissance style of architecture. *Girard College*, Ridge avenue, is a magnificent building of white marble, in the Corinthian style of architecture, and in imitation of the Parthenon at Athens; it was erected out of Stephen Girard's munificent gift of 2,000,000 dollars to the town, to provide gratuitous instruction and support to destitute orphans. It is supported by the residue of his estate, which is said by some to amount to nine million dollars, while others place it at 50 millions. Theology is rigorously excluded from its lectures, and no clergyman, priest or missionary is allowed to set foot within it, according to the testamentary conditions of the founder. Permission to visit the interior is readily obtained from the Directors or through the Secretaries of the principal Hotels. From the marble roof a fine view is obtained. The college building is 218 feet by 160, and contains many objects of interest. The grounds are tastefully laid out and the dormitories, professor's houses, etc., are all buildings in marble, and close to the college. The number of students has annually increased, owing to the rise in value of the estate. The *Commercial Exchange*, in Chestnut-street is on the site of William Penn's house, which was also the residence of Adams, Hancock, De Kalb and Arnold. It is a large brown stone building. The *Coal Exchange* is on the corner of Walnut and 2nd street. In the latter street is also *Christ Church*, commenced in 1727 but still incomplete. Its steeple has the oldest chime of bells in America, and the church itself is one of the earliest places of worship in the city. A small brick house on the

corner of Front and Market streets, was built in 1702, and was for over 100 years known as the *London Coffee House*. At a small distance in Locustia-street is *Penn's Cottage*, built before Penn's arrival in the settlement, and its first brick building. On the corner of Walnut and 3rd streets is the fine marble building of the *Merchants' Exchange*, with a semicircular colonnade of eight columns, a rotunda, and a fine frescoed reading room within. Opposite the building of the *North American Assurance Company*, and close by, is the Girard National Bank, where Girard lived until his death. Above the intersection of 3rd-street, Chestnut-street is lined with many fine buildings of Banks and Safe Deposit Companies. In a court arrived at by a narrow passage on the south side of Chestnut-street is *Carpenters' Hall*, the meeting place of the first Congress of the United Colonies. The *United States Custom House*, of Doric architecture, is between 4th and 5th streets. Several very fine buildings now follow, occupied by Banks and Insurance Companies; and then *Independence Hall*, between 5th and 6th streets, comes into view. It was commenced in 1729, and is justly considered the most interesting building in Philadelphia. It has many historical associations, and several of the rooms have still the very furniture of the time when the Declaration of Independence was made. In front of it stands Bailey's statue of Washington, and at the back is *Independence-square*, laid out as a small park. *Washington-square* is south-west from the latter, and is in part a botanical garden. Fronting it is the *Athenaeum*. *Philadelphia Library* is on 5th street, close to Chestnut-street, and was founded in 1731 by Benjamin Franklin and some friends. On the corner of Arch-street in 5th-street is *Franklin's Grave*. In the block between 6th and 7th streets, on Chestnut-street, are some buildings of note, occupied by the principal newspapers of Philadelphia. On 7th-street is the *Franklin Institute*, with a library of over 80,000 volumes. In 8th-street is the *Pennsylvania Hospital*, with its anatomical museum; and in Spruce-street, close by, is the *Pennsylvania*

Historical Society, with collections; a fine building. From 6th to 9th streets, on Chestnut-street and adjoining streets, may be said to be the publishing and printing centre of the city.

At the north-west corner of 9th-street and Chestnut-street is the granite building of the *Post Office*, with a dome. An Assurance Company occupies the corner on 10th-street, and in this street is the *Mercantile Library*. St. Stephen's Church and Jefferson Medical College are noteworthy in 10th-street. In Chestnut-street, a little above the crossing of 12th-street, is the *United States Mint*, a handsome Ionic white marble building, with a collection of American and other coins. In the forenoon visitors are admitted and the attendants are very civil. Passing 14th-street, whence the massive pile of Public Buildings are seen on the right and a number of large Hotels, the Young Men's Christian Association building is seen on the corner of 15th-street. *Logan-square*, a little up 18th-street, is tastefully laid out, and on its eastern side stands the principal ecclesiastical building of the town—*The Roman Catholic Cathedral*. It is in the Roman Corinthian style. It contains frescoes and other objects of interest. The Institution for the Blind, Wills Hospital, and the *Academy of Natural Sciences* also face this square. On 20th-street is the Preston Retreat for poor children. On the left from Chestnut-street, 18th-street leads into the most aristocratic part of Philadelphia—the *Kittenhouse-square*, with some very fine residential mansions. Near 19th-street is the *Reform Club* building, and in Walnut-street, corner of 18th-street, is the fine white marble mansion of the *Social Art Club*. Chestnut-street passes the Schuylkill River at 23rd-street on a massive iron bridge, and from here it becomes one of the chief residential thoroughfares.

Broad-street is the other most attractive thoroughfare of about 15 miles in length, and crosses the whole city from North to South. At its southern end, in the Delaware River is *League Island*, with a *United States Navy Yard*. In the channel called Black Channel, a number of

war vessels generally lie at anchor. The *Baltimore Railway Station*, on Broad-street, corner of Washington-avenue, is the first building of note. At the corner of Christian-street is the *Ridgway Library Building*, a granite structure bequeathed to the city by Dr. Rusk. At the corner of Pine-street is the extensive building of the *Deaf and Dumb Asylum*. In this street is also the *Betheden Baptist Church*, and beyond it the *Horticultural Hall*. Next door to this is the *Academy of Music*, and directly opposite the *Lycum Theatre*. The *Union League Club* is at the corner of Sanson-street. At the intersection of Market-street, one block beyond Chestnut-street, and on Penn-square are the *Public Buildings* already described. On the square, north-west corner, is the School of Design for Women, and near it the large *Station of the Pennsylvania Railway Company*. At the corner of Philbert-street the *Masonic Temple*, a solid granite structure in the Norman style, will attract the attention of the visitor. In this portion of the city are some fine churches and on the corner of Cherry-street is the elaborate façade of the *Academy of Fine Arts*, with excellent galleries and a collection of pictures. At the corner of Callowhill-street is the *Arsenal* of the 1st Regiment of Pennsylvania Militia, and on the other side are Baldwin's Locomotive Works. Spring Garden-street, another residential street, crosses Broad-street, next to Fairmount Park, on which, at the corner of 17th-street is the *Girls' Normal School*. The corner of Green-street is occupied by the *Central High School* and a handsome Presbyterian Church. In this street is the Synagogue, in Mauresque architecture. After Green-street, Broad-street becomes a leading residential thoroughfare, and is a favourite promenade and drive. Through *Monument Cemetery*, *Germantown*, the scene of a battle won by Lord Howe over the Americans under Washington, in 1777, is reached. The *Episcopal Church*, at the corner of Jefferson-street, is the only building worthy of note in this part. Germantown is inhabited chiefly by business men.

The *University of Pennsylvania* has several buildings on 36th and Locust streets, with a museum and a hospital. In 36th-street is Blockley Almshouse, in four handsome buildings, with extensive grounds. The *Lunatic Asylum*, or *Pennsylvania Hospital for the Insane*, is situated on Haverford-road, in West Philadelphia across the Schuylkill River. In Front-street North are the handsome buildings of the *Episcopal Hospital*. The *Naval Asylum*, on Gray's Ferry-road, is a huge marble building with highly-cultivated grounds, near which is one of the *Naval Arsenals*, the other being situated at Frankford. The *Moyamensing Prison*, for prisoners on trial or suffering short sentences of incarceration, is on 10th-street and Passyunk-road. The *Eastern Penitentiary* (solitary confinement) in Fairmount-avenue, is a castellated building and covers about 10 acres.

The principal drives are along Broad-street to Germantown, and especially to *Fairmount Park*. The latter, the largest city park in the world, extends along the Schuylkill River, on both banks, for over seven miles, and covers an area of 2,700 acres. It possesses great natural beauties, and the gardens are well kept. The principal features are: Fairmount-hill, whence it derives its name, with four reservoirs of the Schuylkill water works, offering a fine view of the city, several fountains and statues near the machinery buildings; a statue of Abraham Lincoln, by Rogers, on an open piazza near the above buildings; Lemon-hill, with a restaurant; the Solitude, Sedgely-hill, George's-hill, Belmont Mansion (Restaurant), Belmont Glen, various bridges across the river, and the Zoological Gardens. A drive up the Wissahickon is well worth making. The Centennial Exhibition stood on the spot at the head of the Girard avenue, and several buildings are still standing here, especially *Memorial Hall* and *Horticultural Building*. The former contains permanent art and industrial collections, and the latter, a sort of conservatory with occasional flower shows. At its lower end is the *Belmont course* for races, especially for trotting matches.

Of the Cemeteries, the *Laurel Hill Cemetery* at the upper part of Fairmount Park, is the most interesting to the tourist. It is beautifully laid out with trees, shrubs, flowers, etc., and contains a great number of costly monuments. *Woodlands*, in West Philadelphia, is also very fine, and contains the Drexel Mausoleum, the largest, it is said, in America. *Mount Vernon Cemetery*, opposite Laurel Will, and *Glenwood Cemetery* are the other burial grounds of the town.

Favourite excursions are made to *Cape May*, the Philadelphia Long-branch; Shellinger's Landing, Cold Springs, *Atlantic City* (also sea baths); *Bryn Mawr*, and various others.

Reached by Baltimore and Ohio Railway, from New York, in 3 hours.

Piqua (Ohio). — Miami Coun population (1880), 6,036.

Hotels: City, Leland.

A prosperous, well-built, and regularly laid out town, with considerable manufacturing interests, situated on the Miami River, and Miami and Erie Canal. It has good water power, which is advantageously used in the foundries, car shops, woollen mills, and other industrial establishments. It is also largely engaged in commerce with the surrounding rich agricultural country. The streets are wide and lined with substantial buildings, the High School having a hall which can seat 1,200 people. The Opera House, with 1,000 seats, is also noteworthy.

Reached by Cincinnati, Hamilton and Dayton Railway, from Cincinnati, in 4 hours.

Pittsburg (Pennsylvania). — Seat of Allegheny County; population (1880), 156,389.

Hotels: Monongahela, Seventh Avenue Hotel, Central, St. Charles, Robinson, St. James.

Theatres and Amusements: The Opera House, with opera, operettas and occasional concerts, has 1,800 seats; the Academy of Music (variety theatre) has 1,000.

Conveyances: Tramways in the principal streets and to the suburbs (fare, 5 cents); carriages, 1½ dols. per hour.

Post and Telegraph Office: Corner of Smithfield-street, and Fifth Avenue.

Tourist and Excursion Agents: Thomas Cook & Son, corner of 4th-avenue and Smithfield-street.

Pittsburg, the Sheffield of the United States, and the second city in size and importance in Pennsylvania, is situated at the confluence of the Allegheny and Monongahela Rivers, which here form the Ohio. Including the suburbs, it has now a population of about 200,000. Pittsburg was founded in 1765 on the old French Fort du Quesne, which, on being captured by the English, was changed into "Fort Pitt," whence its present name. It was incorporated in 1816. Since then its growth has been uninterrupted. The town is built on a beautiful plain in the form of a triangle, though that original form has of late years undergone considerable modifications. At its back it is surrounded by the Quarry, Grant's and Ayer's Hills. It is compactly built, and has many fine edifices. The whole town, however, presents a very dingy appearance, owing to the smoke of its numerous chimneys. The streets and avenues are all paved and well graded, and a number of bridges span both rivers. Its principal interests centre in the iron, steel and glass manufactories, in which alone it gives employment to nearly 40,000 workmen. No visitor should fail to visit some of the large works. It has besides an extensive commerce, and its trade in coal and coke is very important. The principal thoroughfares are Wood, Market and Smithfield streets, Liberty and Penn streets. 5th-avenue, contains the principal retail shops.

The town, and everything within it, is wrapped in smoke. There is perhaps no town in the States which has such a dingy and murky look as Pittsburg. The principal buildings are, the *United States Arsenal*, a group of buildings, standing in some ornamental grounds in the north-east part of the town. The *Muni-*

cipal Hall, corner of Virgin and Smithfield streets, is a gigantic building. The *Custom House*, with *Post Office*, in Smithfield-street, is also imposing. The *Roman Catholic Cathedral*, *Trinity Church*, *St. Peter's* (Episcopal), and some others are amongst the best church edifices. The *Mercantile Library* occupies a handsome building in Penn-street, and contains about 15,000 volumes, and a well-supplied reading room. The *Pittsburg Art Association* has its galleries in the same building. The *Court House*, destroyed by fire some years ago, is being re-built, and will be a very handsome edifice. The *Young Men's Christian Association building*, with the upper floors occupied by the *School of Design for Women*, on corner of Penn-avenue and Seventh-street, is a handsome edifice. The female colleges are much frequented. Among the charitable institutions, which are numerous, the principal are the *Western Pennsylvania Hospital*, an immense building situated on the side of a hill; the *City General Hospital*, the *Homœopathic Hospital*, and several others.

The former suburbs of Birmingham, Manchester, East Liberty, are now all incorporated with Pittsburg. In Manchester are two convents and the *Riverside Penitentiary*.

Reached by Pennsylvania Railway, from New York, in 23 hours.

Pittsfield (Massachusetts).—Seat of Berkshire County; population (1880), 14,436.

Hotels: American, Berkshire, Burbank, Maplewood, Spring-side.

A thriving town, in the heart of the Berkshire mountains, beautifully situated on a plateau. It has the Taconic mountains on the west, and the Hoosacs on the east. It is well laid out, and possesses some fine public buildings. It is much visited in summer on account of the beauty of the surrounding scenery. The *Roman Catholic Church* is the handsomest of its kind in Western Massachusetts; the *Methodist* and several other churches are also interesting. The *Court House* is a white marble building; the *Maplewood Female Seminary* is in the centre

of ornamental grounds. In the Park stands a handsome bronze monument to the soldiers who fell in the War of Secession. The *Athenæum* is a very fine building and contains a good public library, and some pictures. There are several theatres, halls, etc.

The walks, drives, and excursions in the environs of the town are very fine. To Lake Onota, Waconah Falls, Potter's Mountain, Roaring Brook, Lulu Cascade, Balance Rock, Tories Gorge, Ashley Pond, Perry Pond, Williamstown, Lebanon Springs and several others, too numerous to mention, are among the most frequented.

Reached by Boston and Albany Railway, from Boston, in 4 hours

Pittston (Pennsylvania).—Luzerne County; population (1890), 10,005.

Hotels: Eagle, Gething, Farnham, St. James's.

A thriving mining and manufacturing town, at the head of the Wyoming Valley, on the Susquehanna. It is regularly laid out. West of the town, in the Lackawannock Mountains, are coal mines. The principal object of attraction is Campbell's Ledge, which offers a fine view of the valley. The town is also visited as a summer resort. There are two large halls.

Reached by Philadelphia and Reading Railway (Central New Jersey Branch), from New York, in 12 hours.

Plattsburg (New York).—Seat of Clinton County; population (1880), 5,600.

Hotels: Cumberland, Foquet, Witherrill.

Bankers: Merchants National Bank.

Medical: Dr. G. D. Durham, Dr. J. H. Larocque, Dr. D. S. Kellogg.

Situated on both banks of the Saranac River, at the entrance to Cumberland Bay. For Lake Champlain, at its northern point, it is the port of entry. It is also much visited, as being close to the *Adirondack Mountain Region*. The

town is well built, and has several factories. Dannemora, Chazy Lake, Bradley Pond, Lyon Mountain Station, Chateaugay Lake, and Lake Champlain are the principal points for excursions.

Reached by New York, Central and Hudson River Railway, from New York, *via* Albany, in 11½ hours.

Plattsmouth (Nebraska).—Seat of Cass County; population (1890), 5,796.

Hotels: Perkins's, City, Stadelman's.

A busy and industrial town, on the Missouri River, near the mouth of the Platte. It is a very new place, but is steadily increasing. It is well built, and regularly laid out, and has important locomotive and railway works, and factories of farm implements and other machinery. An *Opera House*, with 1,200 seats, and two other halls, with over 600 seats, prevent Plattsmouth from being dull.

Reached by Chicago, Milwaukee, and St. Paul Railway, from Chicago, *via* Omaha, in 22½ hours.

Plymouth (Massachusetts).—Seat of Plymouth County; population (1880), 7,239.

Hotels: Brastow, Central, Clifford.

Situated on Plymouth Bay, it is a sea-bathing place, and has also a few manufactures. It is interesting, however, chiefly as the landing place of the Pilgrim Fathers, in 1620, and as the first settlement in New England. *Plymouth Rock*, in Water-street, is on the exact spot where they first landed. *Pilgrim Hall*, in Court-street, has a large hall, some relics, a collection of pictures, etc., and a good library. The *County Court House* and *House of Correction*, near the hall, are both fine buildings, points of interest are Leyden-street (the oldest in New England), Burying Hill, with many ancient tombs, Cole's Hill, and the National Monument to the Pilgrims. The surrounding scenery is attractive, with several small lakes and ponds.

Reached by the Old Colony Railway, from Boston, in 2 hours.

Portage City (Wisconsin).—Seat of Columbia County; population (1880), 5,501.

Hotels: City, Emdor, Coming, Fox, Kirby.

On the Wisconsin River, and Fox and Wisconsin Canal. It has good water power, which is extensively used in the factories. It does a large trade with the surrounding country, which is very fertile. The High School building, the Court House, the Prison, eight churches, Dullaghan's Opera House, with 1,000 seats, and two public halls, are among the noteworthy buildings.

Reached by Wisconsin Central Railway, from St. Paul, *via* Stevens' Pt., in 11 hours.

Port Huron (Michigan).—Seat of St. Clair County; population (1880), 8,883.

Hotels: Albion, Huron, Pacific, Commercial.

A port of entry situated on the St. Clair River, at the mouth of the Black River, and one mile from Lake Huron. It has considerable manufactures, and its saw mills and lumber trade are important. Three shipyards and two dry docks. The two opera houses, with 500 and 800 seats respectively, are handsome buildings. In the vicinity are numerous summer excursion resorts.

Reached by Port Huron and North-Western Railways, from Bay City, *via* Clifford, in 3½ hours.

Port Jervis (New York).—Orange County; population (1880), 8,677.

Hotels: Delaware, Fowler, Union.

Situated on the Delaware and Neversink Rivers, and a favourite centre of excursions. A large field for all sorts of sports. There are extensive railway works, and its trade is not unimportant. There is an opera house with 1,200 seats, and two halls with 800 and 600 seats respectively. Point Peter, with a fine view, and the Falls of the Saw Kill are especially noteworthy. Also Milford and Raymonds Kill.

Reached by New York, Lake Erie and Western Railway, from New York, in 3 hours.

Portland (Maine).—Seat of Cumberland County; population (1880), 33,810.

Hotels: Preble House, Falmouth, United States, City.

Places of Amusement: City Hall, with 3,000 seats, and Portland Theatre with about 800.

Conveyances: Tramways through the principal streets and to the suburbs.

Post and Telegraph Office: On Main-street.

This town is situated on a peninsula at the south-eastern extremity of Casco Bay. It is the Commercial metropolis of the State, and for its size has remarkably fine public buildings. It is a very beautiful town, was settled in 1632 and partly destroyed by fire in 1866. Its wide streets are adorned with trees. It is a port of entry, and carries on a considerable foreign and home trade. It has also a large number of factories and shipyards. The *City Hall* is one of the largest and finest municipal buildings in the United States. It contains a large hall, surmounted by a dome. The *Post Office*, close by, is built of white marble in the early Renaissance style. Many of the churches are very fine and the *Custom House*, in solid granite is a handsome building. The Marine Hospital, the Library and Society of Natural History Buildings are all noteworthy.

Lincoln Park and Evergreen Cemetery are beautifully laid out and much visited. Numerous excursions and drives may be made in the environs of Portland, as for example to Cape Elizabeth, Falmouth Foreside, Deerings Woods, Diamond Island, Cushing and Peaks Island. On Mungoy Hill is the *Observatory*, near which is the *Eastern Promenade*. The Western Promenade (both 150 feet wide and lined with double rows of trees) leads to Bramhall's Hill. The view from the top of the Observatory is superb.

Reached by Boston and Maine Railway, from Boston, in 4½ hours.

Portland (Oregon).—Seat of Multnomah County; population (1880), 17,577.

Hotels: Occidental, Clarendon, St. Charles, Holton Esmond.

Conveyances: Tramways in the principal streets.

Amusements: The Theatre, with 1,000 seats, Odd Fellows and several other spacious halls.

Post and Telegraph Office: In the Custom House.

English Consul: A. A. Annesley, Consul.

Bankers: Bank of British Columbia.

Medical: Dr. P. P. Keene, Dr. William Jones, Dr. A. Bevan.

The chief town of Oregon, though not the capital. It is situated on a tableland on the west bank of the Willamette River. The town is surrounded by a range of fir-covered hills, with the Cascade Mountains in the distance. Its streets are regular, wide, and well paved, and lighted by gas. In the residential quarters they are also shaded by trees. An ornamented park-like garden, over 300 feet wide, extends through the whole length of the town which also contains some fine public buildings. It is a port of entry. The *Custom House*, Odd Fellows and Masonic Halls, the covered *Market*, and the *County Court* buildings are all very fine. The *Library Association* has a large reading room, with a library of over 10,000 volumes.

Excursions are very abundant and varied; up the Columbia River to the Cascades and the Dalles; Wulula, Kalama and Puget Sound; Victoria, Astoria, Clatsop Beach, and various others. The sportsman will also find here an excellent field.

Reached by Central Pacific Railway, from San Francisco, *via* Redding, in 29 hours.

Portsmouth (New Hampshire).—Seat of Rockingham County; population (1880), 9,732.

Hotels: Rockingham, American, Kearsage, National.

The only seaport in New Hampshire. It is an exceedingly curious old town, with well-shaded streets and quaint old buildings on a penin-

sula on the south side of Piscataqua River. It is an intermediate place for visitors to the Islands of Shoals, barren islands, with some hotels much frequented in summer for sea bathing. Except for a narrow strip connecting it with the mainland, Portsmouth is entirely surrounded by water. The harbour is deep and safe, and the town has a very tranquil Dutch look about it. The Athenæum, the church of St. John, Wentworth Mansion, and Sir Wm. Pepperell's monument near the Naval Yard, are special objects of interest. On Continental Island is the *United States Navy Yard* and a floating dock. On New Castle Island is also a summer hotel.

Reached by Boston and Maine Railway, from Boston, in 2 hours.

Portsmouth (Virginia).—Norfolk County; population (1880), 11,388.

Hotels: American, Peabody, Crawford.

Situated at the mouth of the Elizabeth River, opposite Norfolk, and a sea-port, regularly laid out and well built. Its harbour is one of the best on the coast, and is accessible to the largest vessels. The *U. S. Navy Yard* is at Gosport, south of the town, and has a splendid dry dock.

Near by is a *Naval Hospital* and several other buildings of note.

Reached by Baltimore and Ohio Railway, *via* Richmond, from Baltimore, in 10½ hours.

Pottsville (Pennsylvania).—Seat of Schuylkill County; population (1880), 13,253.

Hotels: Exchange, Merchants', Penn's.

Situated on the Schuylkill River, at the mouth of the Norwegian Creek, upon the edge of the great Schuylkill coal basin. Its coal-mining business is considerable, but it also possesses foundries, rolling-mills, &c. It was founded in 1825. The chief buildings of note are the Court House, Opera House, Jail or Prison, Town Hall and Union Hall. Its railway and canal traffic are enormous.

Reached by Philadelphia and Reading Railway, from Philadelphia, *via* Reading, in 4½ hours.

Poughkeepsie (*New York*).--Sent of Dutchess County; population (1880), 20,207.

Hotels: Nelson House, Gregory.

Situated on a high plateau, 200 feet above the Hudson River. It is a famous educational resort, possessing no less than 8 colleges. *Vassar College* is perhaps the leading female college in the United States. It has also extensive manufactories of glass, iron, and farming implements. The *Collingwood Opera House* is a fine building, and can seat 2,200 people. Two miles north of the town stands the *Insane Asylum of the State*, overlooking the Hudson. From New Paltz Landing, on the opposite bank of the Hudson River, stages run to *Lake Mohonk*, with a good hotel. This is a celebrated summer resort, with fine scenery. Other places of interest in the vicinity are Hyde Park, Kingston and Roudont.

Reached by New York Central and Hudson River Railway, or by steamer from New York, in 2½ hours.

Providence (*Rhode Island*).--Seat of Providence County; population (1880), 117,628.

Hotels: Aldrich, City, Narragansett, Dorrance, Providence, Central, the latter on the European system.

Theatres and Amusements: The Opera House, with 1,600; and Low's Opera House, with 1,300 seats; Music Hall, with 2,200 seats; Howard's, Beethoven, and Dramatic Halls.

Conveyances: Tramways to all ports and suburbs (fare 5 cents). Carriages, 1 dol. per hour. Steamboats to New York, four times a day.

Post and Telegraph Office: Near the Arcade, in Westminster-street.

Races, Sports: The trotting races take place at the Narragansett Trotting Park.

Bankers: Bank of Providence.

Medical: Dr. Harris and Dr. Brown.

Providence, the second city in wealth and population in the New England States, and a port of entry, is picturesquely

situated on both sides of the Providence River (also called Blackstone River) at the head of Narragansett and Providence Bays, and 35 miles from the sea. It was founded in 1636 by one Roger Williams, and was incorporated in 1832. It has extensive manufactures, especially of cotton and woollen goods, iron, jewellery, etc. In the town are over 60 woollen, and over 100 cotton mills, and some 40 banks. The ground being undulating, the town is irregularly laid out, and its business centre is very closely built.

The principal buildings are: The *City Hall*, on Exchange-place, and fronting it the *Soldier's Monument*, to victims of the Civil War. The *County Court House*, on corner of College-street and Benefit-street, is an imposing building. The Arcade between Westminster and Weybosset streets is the largest in the States, and close to it is the *Custom House*, with the *Post Office*. The *Union Depot*, or Railway Station, on Exchange-place, is a large and handsome building. The *State House*, in North Main-street, the *New Opera House*, and the *Butler Exchange*, in Westminster-street, are all large edifices. On High-street a cathedral is now building. Several of the numerous churches are worth a visit. The buildings of *Brown University*, on Prospect-street, in the eastern part of the town, were founded in 1767. This University has fine grounds, extensive buildings, and a library of over 50,000 volumes, in fire-proof rooms. The *Athenaeum*, corner of College and Benefit streets, is a granite building of fine proportions, and contains a library and some good pictures. The Rhode Island Historical Society has a fine building opposite University Grounds. The Friends' School and the Lunatic Hospital are on the Seekonk River, and fine views are obtained from them. Several other charitable institutions are well endowed, and occupy handsome buildings. An especially interesting object is the *State Farm*, in Cranston, occupying an area of about 500 acres, in which are situated the Workhouse, House of Correction,

Asylum, Lunatic Asylum, and State Prison.

Roger Williams Park, of about 100 acres in extent, is near the western shore of the Bay, to the south of the city. *Swan Point Cemetery* is north of the town, overlooking the Blackstone river, and is very tastefully laid out and ornamented. *Prospect Terrace* on Congdon-street commands a fine view of the town and environs. Favourite drives are to *Narragansett Trotting Park*, in Cranston; *Hunt's Mill*, with its little cascade; *Pawtuxett*, a sea-bathing village with a fine beach; *Rocky Point*, *Silver Spring*, and excursions to *Squantum* and *Newport*.

Reached by New York, Providence, and Boston Railway, from New York, in 7 hours.

Pueblo (Colorado).—Seat of Pueblo County; population (1880) 7,821.

Hotels: Numa, Pittsburgh Commercial, Lindell, in Pueblo proper. Grand Central, Globe, and Victoria, in South Pueblo.

Bankers: 1st National Bank.

Situated on the Arkansas River, at the mouth of Fontaine Creek, it is the chief town in Southern Colorado. It is rapidly increasing in importance, and is becoming a great railway centre. Some fine public buildings are also springing up. There are two Opera Houses and a Music Hall. From here the Colorado Springs, Manitou, Pike's Peak, Garden of the Gods, Monument Park and other famous Colorado resorts may be visited. The celebrated Indian Pueblos are further south.

Reached by Atchison, Topeka and Santa Fé Railway, from Kansas City, *via* Atchison, in 29 hours.

Quincy (Illinois).—Seat of Adams County; population (1880) 27,275.

Hotels: Tremont, Windsor.

Situated on the Mississippi, on a high bluff 130 feet above the water; 170 miles above St. Louis. It is a beautiful and regularly laid-out town, one of the most important in

Illinois; it has tramways, gas, four parks, and several cemeteries. It is a very important railway centre, while its manufacturing, commercial and agricultural interests are also extensive. There are several fine buildings in the town, among which may be mentioned the Opera House with 950 seats. The *Suspension Bridge* on which the Mississippi is crossed, is one of the finest structures in the world. The *Fair Grounds* is a well laid-out and ornamental park of about 80 acres.

Reached by Chicago, Burlington and Quincy Railway, from Chicago, *via* Galesburg, in 9½ hours.

Quincy (Massachusetts).—Norfolk County; population (1880), 12,444.

Hotels: Old Squantum, Albion, Atlantic, New Squantum.

A beautiful old town on Quincy Bay in Boston Harbour. It is especially noteworthy as the birth-place and home of Adams & Quincy. It has several large halls, and has some considerable manufactories. Granite is extensively quarried in the neighbourhood. There is little to interest the tourist.

Reached by Old Colony Railway, from Boston, in one hour.

Racine (Wisconsin).—Seat of Racine County; population (1880), 16,031.

Hotels: Commercial, Blake, Congress, Huggins.

An interesting town, beautifully situated on Lake Michigan, at the mouth of the Root River. It has several important manufactories, chiefly of agricultural machines and implements. Its harbour is one of the best on the lake, and it has an extensive commerce. It has wide, straight, and well shaded streets, of which Main-street is the chief thoroughfare. *Racine College*, founded in 1834, is a thriving institution, and occupies some handsome buildings. *Washburn Hospital*, several *Roman Catholic* churches, and convents are noteworthy.

Reached by Chicago and North-Western Railway, from Milwaukee, in one hour.

Raleigh (North Carolina).—Capital, of the State and seat of Wake County; population (1880), 7,630.

Hotels: Central, National, Yarrow House Exchange.

Situated six miles West of the Neuse River, and nearly in the centre of the State. It is regularly laid out, the centre being formed by Union Square, a small park of ten acres. From here, four streets extend towards the extremities of the town, dividing it into four equal parts, each embellished by a small park of four acres. The principal building, the *State House*, modelled after the Athenian Parthenon, is in Union Square. The Post Office and Custom House, Lunatic Asylum, Institution for the Deaf and Dumb, State Geological Museum, Penitentiary, several large Theatres and Halls, etc., are all public buildings of note. The principal produce is tobacco, and this forms the staple article of trade and manufacture. It is, to some extent, a winter resort, but is not much frequented.

Reached by Richmond and Danville Line, from Richmond in 12½ hours.

Reading (Pennsylvania).—Seat of Berks County; population (1880), 43,280.

Hotels: American, Mansion, Keystone, Grand, Central, Merchants.

Theatre and Amusements: Grand Opera House and Academy of Music, each containing about 1,000 seats; Library and Maennerchor Halls each 800 seats.

Conveyances: Tramways (fare 5 cts.)

Post and Telegraph Offices: On Penn-square.

Situated on the Schuylkill River and Canal, it is the third town in manufactures and fifth in population of Pennsylvania. It is surrounded by hills, is regularly laid out, and its straight streets are lined with fine buildings. The centre occupies *Penn-square*. The *City Hall*, at the corner of Franklin and 5th-street, with a public library is very fine, as also the *Court House*, on 6th-street. Other prominent

buildings are the *Grand Opera House*, *Academy of Music*, County Prison, and Trinity Church, of the 31 Reading has. The town is situated in a very fertile district, and its agricultural interests are considerable. The manufacture of iron and woollen goods, hats, etc., are the chief sources of wealth to the town. Most of the inhabitants are of German origin, and the dialect spoken here recalls that of the early settlers.

Near Reading there are several places of interest to the tourist. White Spot, on Penn Mountain, has a very extensive view; the Switchbach, on Neversink Mountain, also a Mineral Spring, and City Park Hotel are favourite points for excursions.

Reached by the Pennsylvania Railway, from Philadelphia, in 2½ hours, *via* Pottstown.

Richmond (Indiana). — Wayne County; population (1880), 12,743.

Hotels: Arlington, Bryson, Githens, Grand, Huntington.

Situated on the White Water River, it is a prosperous town, and the centre of a rich agricultural district. It has abundant water power, which drives numerous mills and factories. It is handsomely built, has two Opera Houses with 1,000 seats each, a public library, 20 churches and many other public and private residences. The Quakers form the largest portion of the inhabitants of Richmond. Tramways traverse the principal streets, and it is altogether a rising town. The Earlham College and Friends' Academy, two noted educational establishments, are owned by the Quakers. The town also has a fine Park called the Fair Grounds.

Reached by Chicago, St. Louis, & Pittsburgh Railway, *via* Chicago, in 11½ hours.

Richmond (Virginia).—Capital of Virginia, and seat of Henrico County; population (1880), 63,803

Hotels: Ballard, Exchange, on Franklin-street, Forl's, American, St. James'.

Restaurants and Cafés: Pizzini's, Broad-street; Zetland's, 11th and Bank-street; Antoine's on Main-street.

Theatre and Amusements: The Theatre, with 1,200 seats, Virginia Opera House, Mozart Hall, Monticello, Theatre Comique, and Sängers Halle.

Conveyances: Tramways through all principal streets and to suburbs (fare 5 cents). Omnibuses at the railway stations and steamboat landings, and carriages at various points in the town. From station to any point in town, 50 cents; per hour, 1½ dols. and 1 dol. for each additional hour or fraction.

Post and Telegraph Office in main street, between 10th and 11th streets.

Richmond, the most important town of both Virginias, is situated on the northern bank of the James River. It is built, like Rome, on seven hills, and surrounded by beautiful scenery. The streets are wide and straight, while many of the residential thoroughfares are bordered on each side with grass and flower gardens. The Province was first discovered by Sir Walter Raleigh in 1554, and named in honour of Queen Elizabeth "Virginia." The town was founded in 1737, and incorporated in 1742. In 1779, while still only a small village, it became the capital. In the principal epochs of American history, it has been the scene of many political dramas. During the Civil Wars it was the capital of the Southern States, and as such suffered greatly in the attempts of the Federal forces to capture it. The earthworks then thrown up as defences may still be traced. In 1865, just before its capture by the Federal forces, the Confederates set fire to some tobacco warehouses and public stores, and a great part of the town was thus destroyed. It is rapidly increasing now, and carries on an immense trade in tobacco and flour. The manufactures comprise heavy machinery and ironworks, railway plant, sugar refining, and the making of cigars, cotton goods and flour. Richmond is in connection by railway with all parts of the States, and its shipping is also very considerable.

The principal thoroughfare is Main-street. The most prominent building is the *State Capitol*, on Shockoe-hill, and in the middle of a park. It is on the plan of the *Maison Carrée* at Nîmes, and the view from its roof is very fine. In the square Hall in the centre of the building, and surmounted by a dome is the statue of Washington, by Houdon. It is of life size, of white marble, and represents Washington in the uniform of an American General during the Revolution. Close by, in the wall, is the bust of Lafayette. Another conspicuous object is the *Statue of Washington*, by Crawford, in front of the Governor's house and the west gate of Capitol-square. It is of bronze, the rider and horse being of colossal size. The pedestal is surrounded by the figures of Patrick Henry, Thomas Jefferson, John Marshall, George Mason, Thomas Nelson and Andrew Lewis. The whole monument is very fine. At other points of the Capital-square are a marble statue of Henry Clay and General Stonewall Jackson, by Foley. *Governor's House* is a plain building on the north-east corner of Capitol-square. The *State Library* in the capital contains over 40,000 volumes. The *Historical Society* collections are in the buildings of the Westmoreland Club. The *City Hall* on Capitol-street is a handsome building. The *Custom House*, *Medical College*, *Richmond College* and *Southern Female Institute*, the *Brockenbrough House*, of historical interest, the Almshouses, Penitentiary, Libby Prison and Belle Isle are all interesting, and worth a visit.

The Monumental church, St. John's, St. Paul and the old African church, are among the most noteworthy. Hollywood is the principal and handsomest of the several cemeteries of Richmond. It occupies a beautiful site, and is much embellished by trees, shrubs, flowers and handsome monuments of men of note in American history.

Marshall and Monroe Park are in the east end of the town. Opposite the river is *Manchester*, connected with Richmond by five bridges across the river. The latter has some cotton mills, two of the largest flour mills in the world, and

the *Tredegear Ironworks*, where the cannon for the Confederate Army were cast. The visitor may take a carriage to visit the battlefields and National cemeteries.

Reached by Richmond, Fredericksburg and Potomac Railway, from Washington, in 4½ hours.

Rochester (New York).—Seat of Monroe County; population (1880), 80,363.

Hotels : Brackett's, Power's, Osborn, Leider's, Whitcomb. National, Congress Hall, Waverley,

Theatres and Amusements : The Grand Opera House and several Halls.

Conveyances : Tramways to all parts and suburbs (fare 5 cents); carriages 1½ dol. per hour; stage coaches to surrounding towns.

Post and Telegraph Offices : In the Arcade on Main-street.

Advantageously and beautifully situated on the Genesee River at the Falls, seven miles from Lake Ontario. The prodigious natural water power of the several Falls has been the great source of the prosperity of the town. Its factories are extensive and varied, and as regards its flour mills it is perhaps without a rival. The nursery gardens are also a feature of the town, and are well worth a visit. The Erie Canal crosses the Genesee River at Rochester by means of an aqueduct constructed by the State.

It was founded in 1810, and incorporated in 1832. It is well and regularly built, and the streets are well paved and planted with trees. Main-street and State-avenue are the principal thoroughfares. The *Powers block of Buildings* on Main-street is perhaps the most striking in the town. It has a collection of paintings in the upper floors, and from its tower a fine view of the town may be obtained. The *City Hall* at the back of the *Court House* in Main-street is a handsome stone building. The *University of Rochester* on University-avenue, in the east part of the town, has a library with 15,000 volumes, together with a very valuable geological collection, and is much visited. It occupies a massive stone building. The *Arcade*

Athenaeum (library 20,000 volumes) and *County Court House*, on Main-street, are noteworthy structures, as are also the *Rochester Savings Bank* and *High School*. Of churches the finest are *St. Patrick's Cathedral* (Roman Catholic), *First Baptist* and *First Presbyterian*.

Other important institutions meriting inspection are the *City* and *St. Mary's Hospital*, on West-avenue, the latter building a huge big stone edifice. The *Theological Seminary*, with library, on University-avenue, the *Western House of Refuge* and *Reformatory for Girls*, all of which occupy fine buildings. A fine drive, eight miles in length, is down the Boulevard to Lake Ontario. *Mount Hope Cemetery*, the *Aqueduct* across the Genesee River, and the *Genesee Falls* are well worth visiting. The latter are best seen from the bridge above the mill or down the stairway at the bottom of the Fall. There are three falls, one 96 feet high, the second 26 feet, and the third 84 feet; between them are some rapids.

Reached by New York Central and Hudson River Railway, from New York, in 12 hours, from Buffalo in 2 hours.

Rockford (Illinois).—Seat of Winnebago County; population (1880), 13,136.

Hotels : American, Edwards, Holland, City, Commercial.

Bankers : Winnebago National Bank.

Medical : Dr. McDonell, Dr. Lane.

Beautifully situated on both sides of the Rock River. It is remarkable for the enterprising character of its inhabitants. It has several considerable factories, and carries on an extensive trade. It is regularly built, has numerous churches, six banks, and a number of fine buildings. It has an *Opera House*, and two smaller halls seating above 800 persons.

Reached by Chicago and Iowa Railway, from Chicago, in 4 hours.

Rock Island (Illinois).—Seat of Rock Island County; population (1880), 11,660.

Hotels: Harper, Commercial, Rock Island.

Situated on the Mississippi River, divided here by Rock Island, three miles long, whence it derives its name. The Rock River enters the Mississippi a little below the town. Moline, higher up the river, lies at the other end of the Island. From sixteen miles above Moline, to three miles below it, extend the Upper Rapids, which furnish, by means of a dam at Moline, enormous water power. This is employed in numerous factories. The *County Buildings*, *Theological Institute*, and *Augustana College*, *Harper's Theatre* are among the noteworthy buildings. On the Island, which is the property of the Federal Government, is an Arsenal and Armoury, with very extensive buildings. The island is laid out, and is much resorted to in summer as a park, baths, etc. Several fine bridges connect it with all three towns. Davenport opposite, and Moline above Rock Island, are worth a visit.

Reached by Chicago, Burlington and Quincy Railway, from St. Louis, in 10 hours.

Sacramento (California).—Capital of the State and Seat of Sacramento County; population (1880), 21,420.

Hotels: Grand, Capitol, Orleans, Langham, Golden Eagle, Union, Western, State, Pacific.

Theatres and Amusements: The Metropolitan Theatre, with over 1,000 seats; the Pavilion and Odd Fellows Hall, with each 500 seats.

Conveyances: Tramways and carriages.

Reading Rooms: In the first Hotels, for newspapers; in the Library of the Capitol, for books, etc.

Post and Telegraph Offices: On San Francisco-street.

Situated on the East Bank of the Sacramento River, a mile below the mouth of the American River. It is the third town of the State in size and in population, and is built on a broad plain. It is a very attractive town, with wide straight streets. The dwelling-houses are mostly of wood, and are surrounded

by gardens, which owing to the mildness of the climate, are evergreen. The streets are lined with trees. The principal building in the town is the *Capitol*, which is one of the finest structures in the United States. In it is the State Library, with over 35,000 volumes. The Sacramento is another Library, and contains about 8,000 volumes. The *Agricultural Society* possesses a fine race-course, where matches are held annually, in September. Many fine churches, schools, and other public institutions, will attract the notice of the tourist. The town is less remarkable for what it actually is at present, than for what it has once been. It has suffered greatly from fires and inundations, owing to the lowness of its site. The business portion of the town had to be raised originally 8 feet, and is now protected by a dam—"the levee." Sacramento carries on an extensive trade, and has important industries, such as the canning of salmon and fruit. It is also an important railway centre.

Reached by Central Pacific Railway, from San Francisco, in four hours.

St. Augustine (Florida).—Seat of St. John County; population (1880), 2,293.

Hotels: Magnolia, St. Augustine, Florida.

The town is situated on the Atlantic Ocean, 33 miles from Jacksonville at the mouth of the Matanzas River, and is an important port. It was founded in 1565, by the Spaniard Menendez. Fronting it lies Anastasia Island, a natural breakwater, which cuts off the sea view entirely. St. George, Charlotte, Bay and Tolomato streets are the principal thoroughfares. The streets are narrow and crooked. The town has many characteristics of Mediaeval Spain about it, and on that account is very interesting. It is a noted winter resort, and many wealthy "Northerners" possess fine villas here. Their number is increasing annually, and St. Augustine may possibly soon become the Nice of the new world. The society is very fashionable, and the luxury of life here is becoming proverbial. The

Cathedral is a very curious building and the old Spanish *Fort of San Marco* is interesting. The *Sea Wall*, with the United States Barracks at the south end, is another object of interest, and is largely frequented on moonlight nights. It protects the town from the sea and is nearly a mile long. *City Gate* at the head of George-street is another curiosity. Several convents and the *Governors Palace* are noteworthy.

Pleasant excursions are made from St. Augustine to North Beach, South Beach, the Orange Groves in the environs, Matanzas, Fish's Island, Matanzas Inlet and Sulphur Spring, 2½ miles out to sea from Matanzas.

St. Augustine attracts annually about 10,000 winter visitors, and during that season it is very gay. The annual mean temperature is 70 degrees Fahr. and winter mean 58 degrees Fahr. The climate is mild and very steady.

Reached by Baltimore and Ohio Railway, from Washington, *via* Jacksonville, in 43 hours.

St. Johnsbury (Vermont).—Seat of Caledonia County; population (1880), 5,806.

Hotels: Avenue, Cottage, St. Johnsbury.

A pleasing town on the Passumpsic River, with considerable manufacturing interests. The *Court House* is a handsome building, while several fine churches and private dwellings attract the eye of the visitor. The *Athenæum*, with a library of 10,000 volumes is noteworthy. In front of the Court House is a handsome soldiers' monument. The Connecticut valley ends here; the scenery around is very fine.

Reached by Boston and Lowell Railway, from Boston, *via* Wells River, in 9½ hours.

St. Joseph (Missouri).—Seat of Buchanan County; population (1880), 32,484.

Hotels: Pacific, Union Depot.

A rapidly increasing town, advantageously situated on the Missouri

River. It has considerable commerce, is a busy railway centre and has important manufactories. The streets are wide, straight, well paved and lighted with gas. Tramways run to all parts of the town. There are a number of fine buildings, and the town has undoubtedly a great future before it.

Reached by Missouri Pacific Railway, from St. Louis, in 12½ hours.

St. Louis (Missouri).—Seat of St. Louis County; population (1880) 350,522.

Hotels: Lindell, Laclede, Southern, Planter's, Barnum's, Moser, are first-class houses with rates from 2 dols. to 5 dols. per day. *Barnum's* is also on the European system, and *Eccerett* and *Broadway* are smaller houses on the American plan. There are also a number of smaller hotels and boarding houses.

Restaurants and Cafés: French's, on 5th and Pine-streets, very good; Planter's, on 4th-street is very good, has a room for ladies only, which is elegantly furnished; Porcher's, in Olive-street; Faust in Elm-street; Sinclair and Beer's, Garves', Lamon Pezotte, the Vienna Caté, Hilton's Milford, the English Kitchen, and Hotel Moser Restaurants.

Theatres and Amusements: The Olympic Theatre, on Walnut-street; De Bar's Opera House in Market-street; Grand Opera House and Pope's Theatre, on Olive-street, are the principal theatres. Others are the Standard, the People's, Theatre Comique and Pickwick Theatres. The Apollo Gardens and those of Uhrig and Schneider's are beer gardens, with good instrumental music in summer, and are frequented by many of the wealthiest people of St. Louis.

Reading Rooms, Libraries, etc.: At the leading Hotels for newspapers, etc. The Mercantile Library in Locust-street (with 60,000 volumes) has a fine reading room and some famous collections of paintings and statuary, etc. The Public School Library on the second floor of the Polytechnic Building, in Chestnut-street, has 55,000 volumes. The Academy of Science, with a museum and library, and the Missouri Historical Society with collections.

Conveyances: Tramways in every direction (fare 5 cents) and to the suburbs. Carriages are at the steamboat landings and stations, and at different stands in the town. One or more persons, one mile or less, 1 dol.; each additional mile, $\frac{1}{2}$ dol. more; per hour, 2 dols. for the first and $1\frac{1}{2}$ dols. for each additional hour. Call policemen in case of dispute. Ferries to East St. Louis from Carr-street, Market and Spruce-streets.

Railway Stations: The *Union Depot* in Poplar-street, between 11th and 12 streets, is the terminus for all roads from the east and north entering St. Louis over the bridge. The *Wabash, St. Louis and Pacific Railway* in Biddle-street; the *Missouri and Pacific Railway and Atlantic and Pacific*, on the corner of Poplar and 7th streets; the *Iron Mountain Railway* on the corner of 4th-street and Chouteau-avenue.

Sports, Races, etc.: In Forrest-park for horse racing, and in Lindell-park is the trotting course.

Clubs: The *University Club* is the most important, on 5th-street and Broadway; the *Germania*, on corner of 9th and Gratiot streets; the *St. Louis*, corner of 16th-street and Washington-avenue; the *Mercantile Club*, on Locust-street; the *Liederkranz*, corner of 13th-street and Chouteau-avenue; all have fine buildings, with every convenience. Introduction by a member secures all privileges.

Post and Telegraph Office: Corner of 3rd and Olive-streets, open on week days from 7 a.m. till 6 p.m. On Sundays from 12 till 1 p.m. Several sub-stations and the usual letter boxes as elsewhere.

Bankers: Bank of St. Louis.

Medical: Dr. MacDonell, Dr. Mulhall.

Ticket and Excursion Agents: Thomas Cook & Son, Sixth and Pine streets.

St. Louis, the commercial metropolis of the Mississippi basin, and the largest town west of this river, is situated on three hills rising from the river bank to the height of 150 feet. It extends about 11 miles along the river, and in its broadest portion about three miles inland, and covers in all a space of about

21 square miles. The business portion of the city is compactly built, and extends about six miles along the river, by one mile inland. It was founded in 1764, by Laclède, one of the partners in the Louisiana Fur Company, as a trading post. It was incorporated in 1822, and in 1850 its population was 74,439. Since then it has advanced with rapid strides, and is now the sixth city as regards population in the Union. Its commerce is immense, especially in live stock, provisions, bread-stuffs, cotton, and agricultural produce. A large trade is also done in lead. Its factories, however, constitute its main source of wealth. Their number in 1880 was 2,924, with 41,825 hands, 51,000,000 dols. invested capital, and 114,000,000 dols. value in products. The lower part of the town is irregular, and the streets are narrow and crooked. The newer and residential quarters are, however, very regular, with straight, wide streets, and broad avenues planted with trees. The streets running north and south are numbered, with the exception of Broadway, Carondelet-street and Jefferson-avenue. Those running east and west are named. The house numbers begin in the north and south streets, from Market-street, and in those crossing them at the Levee. *Fourth-street* is the principal thoroughfare; Main, Ford, and 2nd-streets are chiefly composed of wholesale warehouses; *Washington* and *Grand avenues* are very wide, and among the handsomest in the town. The chief residential quarter is in *Lucas Place*, Olive, Locust, Pine streets, Washington and Chouteau avenues, and around Lafayette-square.

The finest building in the town is the *Court House*, on Chestnut and Market-streets, with a high dome, whence a fine view can be obtained of the town and environs. The *Chamber of Commerce*, with Exchange Hall, in 3rd-street, is the commercial centre of the town, and is said to be the finest of its kind in the country. The *Masonic Temple*, corner of Market and 7th streets, is a very fine building, especially in its interior. *Christ Church*, in Locust-street, is a very imposing church

edifice, while the Cathedral (Roman Catholic), in Walnut-street, is a splendid structure. The *City Hall* is in Market-street. The *Four Courts* in Clark-avenue contain an iron prison, so constructed that the watchmen have all the cells at once under their eyes. The *Custom House*, Post Office, and Sub-Treasury, in Olive-street, is a huge building, and the most costly in the town. The most elaborately decorated is the building of the *Columbia Life Insurance Company*, in Locust-street. The Levee, Republican Building, the Union Market, St. Louis Elevator, and United States Arsenal, in the extreme south end of the town, are also worthy of a visit. The *Great Bridge* across the Mississippi from foot of Market-street to East St. Louis, is regarded as one of the greatest triumphs of modern engineering. It has three spans resting on four piers, each span being over 500 feet in length. It was erected at a cost of over ten million dollars, and visitors should not fail to inspect it.

Among other noteworthy churches the *First Presbyterian*, on Lucas-place, may be mentioned. It has a fine tower, is richly decorated inside, and built in the Gothic style of architecture. *Union Church*, in Locust-street, St. Peter and Paul (Catholic), in Allen-avenue, *St. Alphonso* (Catholic), in Grand-avenue; Baptist Church on Beaumont-street; the *Synagogue*, or Jewish Temple, corner of 17th and Pine-streets, are very fine. The *Pilgrim Congregational Church*, in Washington-avenue, is also very fine, and has a belfry with chimies.

Washington University is a large building on Washington-avenue. It is a thriving institution, founded in 1853. The *Mercantile Library*, corner of 5th and Locust-streets, is a very noteworthy institution, the library and reading-room being free. In the hall are some paintings, statuary, and other collections. The *St. Louis University* (Jesuit) 9th and Washington-avenue, was founded in 1829, has a valuable museum, and is well attended. The *Polytechnic*, on the corner of Chestnut and 7th streets, is commo-

dious, the Public School Library, on the 2nd floor, having over 60,000 volumes. Mary Institute, St. Louis Law School, College of Christian Brothers, High School, and Concordia College, are all thriving educational establishments, and occupy fine buildings.

The charitable institutions of the town are remarkable. In the first place there is the *County Lunatic Asylum*, on Arsenal-road, with Poor House and House of Industry beyond. The former has grounds 40 acres in extent, and an artesian well, 3,843 feet deep. The City Hospital, on Lafayette-avenue; the Deaf and Dumb Asylum, the Work-house, and House of Refuge, the U. S. Marine Hospital, and the Convent of the Good Shepherd, are among the most noteworthy. The *Exhibition Building*, in Missouri Park, is a noble edifice, and has, besides a permanent industrial, etc., exhibition hall, an art gallery, and a music hall.

The Public Parks and squares of St. Louis are equally numerous, as very tastefully laid out. The principal are: *Lafayette Park*, in the southern portion of the town, with an orchestra on Thursday afternoon in summer. *Tower Grove Park*, in the south-west part of the town, is a most pleasant promenade. *Shaw's Garden*, adjoining it, extends over 109 acres. It is a botanical garden, owned by Mr. Shaw, who has opened it to the public, and intends bequeathing it to the town. The *Fair Grounds*, 85 acres in extent, north of the town, has a fine Zoological Garden, and an Amphitheatre, capable of seating 40,000 people. *Fair Week*, the first week in October, is the best time for the visitor to be in St. Louis. Other noted squares and parks are: *Forest Park*, covering 1,350 acres, four miles west from the Court House; *Missouri Park*, Hyde Park, St. Louis-place, Washington-square, Northern and Lindell parks.

The *City Water Works*, with engine rooms (open to visitors) at Bissells point, $3\frac{1}{2}$ miles up the river, and north of the town, are worthy an inspection. *Bellefontaine Cemetery* contains some fine monuments, and is tastefully adorned with trees and shrubberies. It is situated in

the north part of the town, $4\frac{1}{2}$ miles distant from the Court House. *Calvary Cemetery* adjoins it on the north.

There are numerous places interesting for excursions in the environs: *viz.* to East St. Louis and suburbs, on the opposite shore, while a voyage up the river will amply repay the cost or time it may involve.

St. Louis is the converging point for 16 important railway lines and nearly 15,000 miles of river navigation. It owns over 650 vessels, of which 210 are steamers, valued at seven million dols., with a carrying capacity 250,000 tons.

Reached by the Missouri Pacific Railway, from Omaha, in $2\frac{1}{2}$ hours.

St. Paul (Minnesota). — Capital of Minnesota and Seat of Ramsey County; population (1880), 111,397.

Hotels: Merchants, Metropolitan, Ryan, Windsor, Clarendon, Sherman.

Theatres and Amusements: The Opera House, seating 2,300 people; the Market and Sherman Halls.

Conveyances: Tramways to all parts (fare, 5 cents); carriages $1\frac{1}{2}$ dols. per hour.

Post and Telegraph Office: In the Custom House, in Wabashaw-street.

Bankers: 1st National Bank.

Medical: Dr. O'Donnell, Dr. Ray.

Dentist: Dr. Pink.

Situated on both banks of the Mississippi River, 2,200 miles from its mouth, it is the most populous town of the State, and the commercial centre of the great North-West. It is situated on several terraces, forming a fine amphitheatre, open to the South and following the curve of the River. The site was first visited as far back as 1680 by Father Hennepin. In 1766 Jonathan Carver made a treaty with the Dakotah Indians in Carver's Cave, and in 1837 the first claim was entered by Pierre Parent. The first buildings were erected in 1838. The town was in the first instance merely an Indian trading station. It was incorporated only in 1854, but since then has steadily increased in importance, more especially since the completion of

the Northern Pacific Railway, of which it is the Eastern Terminus.

The original town was regularly laid out, but its newer portions are irregular and many of the streets crooked and narrow. They are all well graded, partially paved and lighted with gas. The *United States Custom House*, with *Post Office*, is the principal public building. The *State Capitol* is a plain brick edifice on high ground. It is of large dimensions. The *Opera House*, in Wabashaw-street is a very fine building, and possesses a large auditorium. Many of its 50 churches are handsome. The *Academy of Sciences* has collections of nearly 130,000 specimens in natural history. A great many circulating libraries exist in the town. The public and private educational establishments are excellent, while several female colleges enjoy a well-merited reputation. There are also several charitable institutions of note. It has an extensive wholesale trade and its manufactures are considerable. Several railway companies have machine and car shops here.

Objects of interest and excursions abound in the vicinity of St. Paul. The natural caves are many, the most noteworthy. Carver's Cave, is near the river in Dayton's Bluff; Fountain Cave is about two miles up the river, a stream flowing through it, and it is more extensive than the former. Drives to White Bear Lake, Bald Eagle Lake, Lake Como, and *Minnehaha Falls* are very enjoyable. Lake Como affords good boating and fishing, and the City Park is close by. A longer excursion is to *Minneapolis*, and this should not be omitted by the tourist.

Reached by Chicago, St. Paul, Minneapolis and Omaha Railway, from Milwaukee, in $16\frac{1}{2}$ hours.

Salem (Massachusetts). — Essex County; population (1880), 28,184.

Hotels: Derby, Essex, Farragut, Central, Salem.

Situated on a strip of land on the sea, between the North and South Rivers. It is a venerable old place, having been the first permanent settlement in the old colony of Massachusetts. It has large manu-

factories. *Plummer Hall*, with the library of the *Salem Athenæum* and *Essex Institute*, is a handsome building in *Essex-street*. *East India Memorial Hall* contains rare and extensive collections. It is a port of entry and has some ship building yards. *Peabody*, two miles distant should be visited. *Gallows Hill* is interesting in a historical sense. The Court House has nothing striking about it. In it are kept some documents relating to the witchcraft trials. The streets are very irregular and narrow.

Reached by Boston and Lowell Railway, from Boston, in 2 hours.

Salem (Oregon).—Capital of the State and seat of Marion County; population (1890), 2,786.

Hotels: Chemeketa, Reed.

Situated on Willamette River, it is a very modern place. It has a reputation for its educational resources. The *State House* is an important building. The *Willamette University*, *Women's College*, *Sister's School*, the *Penitentiary*, *Deaf and Dumb School* and *Institution for the Blind*, and an *Opera House*, with 1,500 seats, are the other principal edifices of the town. It has some manufactories and a future before it. Sport in the vicinity is said to be excellent.

Reached by Oregon and California Railway, from Portland, in 3 hours.

Salt Lake City.—Capital of Utah Territory; population (1880), 20,768.

Hotels: Walker, Townsend and Continental are the best; White, Wahsatch, Cliff, Overland, Valley.

Theatres and Amusements: The Walker Opera House and Mormon Theatre are the leading places of entertainment; Liberal and Sheldon's Halls.

Conveyances: Tramways through the principal streets and suburbs.

Post and Telegraph Office: In Main-street.

Bankers: Union National Bank.

Situated on the Jordan River, at the base of the slope of the Wahsatch River, and 12 miles south of

the Great Salt Lake. It is the principal town of Utah Territory, and is beautifully laid out in squares of 10 acres each. The streets are straight and well paved, and 128 feet wide. All have rows of trees along them and water running in paved gutters. The City occupies an area of nine square miles. The streets are lined with neat and commodious residences, surrounded by gardens. Each homestead has its orchard of pear, apple and other fruit trees.

The chief business streets are Main, Temple and 1st and 2nd South streets. Here the town is somewhat closely built. The *Tabernacle* is the first object which attracts a visitor, though it is devoid of all architectural beauty. It has an elliptic form, and its enormous roof is supported by 46 huge sandstone pillars; 15,000 persons can be seated in it, and its organ is the largest in America. Worship, lectures, debates, meetings, etc., take place in it. The new *Temple*, which is yet unfinished, lies a little east of the *Tabernacle*, and enclosed within the same high walls. Its estimated cost is 10 million dollars. The famous *Endowments House* is within the same boundary wall. Here certain mysteries and rites are performed, and only Mormons about to marry are allowed to enter. *Brigham's Block* contains Tithing House, the Beehive House, Lion House and several other buildings, all likewise enclosed within a high wall. Opposite this is *Amelia Palace* or *Gendo House*. The Theatre, the Museum, the Opera House, City Hall, *Deseret University*, Hammond Hall are prominent public buildings. The *Deseret*, Holy Cross and St. Marks are noted hospitals. The *City Prison* lies at the back of these. The *Co-operative Store*, in E. Temple-street, and the *Deseret National Bank*, on South 1st-street are handsome business buildings.

Camp Douglas, about two miles east of the town, commands a fine view. *Salt Lake* will, of course, be visited by every tourist. The lake receives the waters of several rivers, but is not known to have any outlet. The brine is very strong, and it is asserted that the lake is evaporating and its shore gradually advancing.

Reached by Union Pacific Railway, from Council Bluffs, *via* Ogden, in 36 hours.

San Antonio (Texas).—Seat of Bexar County; population (1880), 20,550.

Hotels: Maverick, Hord, Menger, Central, Vance.

Founded by Spanish Missionaries in 1714; it is an old and very interesting town. It is situated on the San Antonio River at the confluence with the San Pedro. It is the most important town in Western Texas, and has a mixed population—one-third being Germans and one-third Mexicans. It is divided into San Antonio proper, which lies between two creeks, the Alamo on the east bank of the San Antonio, and Chihuahua on the west bank of the San Pedro. The American quarter is the business portion of the city, and has undergone considerable improvements within the last 20 years. The other portion is situated on an eminence, and is mostly inhabited by Germans. Chihuahua is Mexican as regards its buildings, streets, etc. On the Main Plaza and on the Plaza de las Armas is the fine *Cathedral*. *Fort Alamo*, famous in American history during the Mexican wars, is on the Alamo Plaza. It is a town which has much to interest the visitor. The chief places are the *Missions*, five in number. The market and street scenes, especially in the Mexican quarter, strike a European as very peculiar. There is a United States Arsenal in the town, and many of the private houses are very fine. San Antonio has also been visited lately as a winter resort.

Reached by Galveston, Harrisburg and San Antonio Railway, from Galveston, *via* Harrisburg, in 10 hours.

San Bernardino (California).—Seat of San Bernardino County; population (1880), 1,673.

Hotels: Starke, St. Bernardino.

Bankers: Farmers' Exchange Bank.

A much-frequented winter resort, situated in a beautiful valley at the foot of a mountain of same name. The city is surrounded on three

sides by high mountains. The air is dry, the rainfall comparatively little and the climate suitable to an outdoor life. *Old San Bernardino* and *Riverside* are preferred by some to the town proper as winter residences. Several points of interest in the vicinity add to the attractions of the town as a winter residence.

Reached by Southern Pacific Railway, from San Francisco, *via* Los Angeles, in 25 hours.

San Diego (California).—Seat of San Diego County; population (1880), 2,637.

Hotels: Horton House.

Bankers: Consolidated National Bank.

Situated on San Diego Bay it is the finest harbour on the coast next to San Francisco. It was founded in 1769 by Missionaries. It is another of the South Californian health resorts. It has a mean temperature of 62 degrees Fahr. Fogs and snow are unknown. The *Paso Robles Hot Springs* are on the road from San Luis Obispo. The town of San Diego has considerably increased since it has become connected with the railway system. The *Court House* is a fine building. It has several churches, some academies, four newspapers (for 2,637 inhabitants). It is much visited by consumptive and asthmatic patients.

Reached by Southern Pacific Railway, from San Francisco, *via* Lathrop and Mojave, in 26 hours.

Sandusky (Ohio).—Seat of Erie County; population (1880), 15,833.

Hotels: West, Sloane, Colton.

Situated on Sandusky Bay, on Lake Erie; it is a thriving town built on rising ground. The new *Court House* is a very fine building. Bent wood and all sorts of wooden articles form the staple produce of the town. Its trade in freshwater fish is enormous. It produces also considerable quantities of wine. *Lakeside* is a favourite summer resort and a rendezvous for camp meetings, etc. Put in Bay Islands are also much frequented.

Reached by Lake Shore and Michigan Southern Railway, from Cleveland, in 1½ hours.

San Francisco (California).—Seat of San Francisco County; population (1880), 233,956.

Hotels: The *Baldwin House*, the *Palace Hotel*, and the *Grand* are the principal hotels on the Golden Gate; all three are situated in Market-street. Other first-class hotels are: the Lick House and Occidental, in Montgomery-street; Russ House, in Bush-street. The prices at these hotels vary between 2½ dols. and 4½ dols. per day. Other good hotels are the International, American Exchange, and Brooklyn, with prices from 1.75 dols. to 2½ dols.; there are besides numerous boarding houses.

Restaurants and Cafés: *Martin's*, on Commercial-street, is celebrated for its excellent cuisine. They are very numerous and all very good, and to name one would entail naming all. The grill-room system, here called *rotisseries*, are on the English plan, and are numerous and good. The *table d'hôte* system is much in vogue, the price ranging from 1 dol. to 50 c. including wine.

Theatre and Amusements: The *Grand Opera House*, corner of Mission and 3rd streets, can seat 3,500 people, and compares favourably with any in Philadelphia or New York. It is dedicated to classical opera. The *California Theatre*, in Bush-street, and *Baldwin's Academy of Music* are dedicated to the drama and star performances. These three are the higher entertainment houses. The *Adelphi*, in California-street; the *Bella Union*; the *Standard*, *Bush-street Theatre*, and several others have variety entertainments, minstrels, concerts, etc. There are also two Chinese theatres in Jackson-street, which are a special attraction on account of the unique character of the performances. *Woodward's Gardens*, in Mission-street, is very popular; has a menagerie, a collection of plants, an art gallery, etc.

Reading Rooms, Libraries, etc.: The leading hotels have reading-rooms, with all newspapers, etc. The *Mercantile Library*, on Bush-street, has a very fine reading and card-room. The *Free Library*, in Pacific Hall, on Bush-street, has a

collection of over 50,000 volumes. The *Mechanics' Institute Library*, in Post-street, has over 35,000 volumes, and a good reading-room. The *Law Library* in the *New City Hall* and the *Young Men's Christian Association* have also reading-rooms.

Museums, Art Collections, etc.: *Woodward's Gardens* is about the only public one. There are several private collectors, but their galleries are as yet too unimportant to merit attention.

Railway Station: The only railway station in San Francisco is that of the *Southern Pacific Railway*. Other railways have their stations or termini in one of the suburbs, and passengers and freight are carried across to Oakland by ferries, some of which are of large size.

Conveyances: Tramways, or rather "endless wire cable cars" run to every part of the town and suburbs (fare, 5 cents). There are *Omnibuses* at the landing stages and railway stations; also to Cliff-house, on Point Lobos-road. *Carriages* at various stands in the town. Fares: one horse carriage for one person for a distance of one mile 1 dol.; more than one person, 1½ dols.; each additional person and each additional mile 25 cents; two horse carriage for one person, one mile, 1½ dols.; more than one person, same distance, 2½ dols., and each additional mile for each passenger, 50 cents. By the hour, one horse carriage, 1½ dols., and each additional hour 1 dol.; two horse carriage 3 dols., and each additional hour 2 dols. The prices are, therefore, higher than in any other town of the United States, where, however, they are already prohibitory according to European notions.

Ferries: All the ferries run from the wharf close to Market-street end to Oakland, Saucelito, Berkeley, San Quentin, San Rafael, and Alameda (fare, 2 and 3 cents).

Races, Sports, etc.: Close to *Golden Gate Park* is the principal race course. Another is near Cliff-house.

Clubs: The *Union*, *Pacific* and *Olympic*, are the principal clubs in San Francisco. All three are wealthy institutions and occupy handsome buildings. The *California Dramatic Association* and the

Bohemian Club are the principal literary, artistic, and musical ones. The *Turner Verein* encourages gymnastic exercises and has its meeting place in Turk-street; the *San Francisco Verein*, with a library, is in Sutter-street. The two latter are chiefly German Clubs. Introduction by a member secures all the privileges of these Clubs.

Post and Telegraph Office: On the corner of Washington and Battery streets. Open daily from 8 a.m. to 8 p.m., and on Sundays from 9 till 10 a.m. only. There are several sub-stations and numerous lamp-post letter boxes in the town.

English Consul: E. Stanley, Consul.

Bankers: Bank of California.

Medical: Dr. Thompson, Dr. Beverley Cole.

Dentist: Dr. Bently.

Ticket and Excursion Agents: Thomas Cook & Son, 32, Montgomery-street.

San Francisco is one of the most interesting towns in the United States, both on account of its rapid growth, its history, and its heterogeneous population. It is situated on San Francisco Bay, and at "the Golden Gate," or entrance to the former. It is the chief town and commercial metropolis of the whole Pacific Coast. Its situation, at the end of a narrow peninsula, is unique. The harbour is one of the safest on the coast. The first house was built in 1835. The name of the town was then Yerba Buena, or "good herb," so called from a medicinal plant which grew in abundance in the neighbourhood. In 1847 this was changed for the name of San Francisco, and in 1848 gold was first discovered. The town had at that date scarcely 1,000 inhabitants. In 1850 it was incorporated as a town, and in 1856 the city and county were consolidated. In 1860 its population had increased to 56,802, and in 1870 to 149,473. At the present time it is estimated at over 300,000. Its commerce is very large, the principal articles of its trade being the precious metals, agricultural produce, lumber, coal and colonial produce. It has also extensive and numerous manufacturing.

The city stands on the inner slope of the peninsula. The ground it now stands on has been pushed forward into the sea (the hills at the back being steep) so that there are now paved streets, where, in 1840, large ships used to ride at anchor. The business quarters are compactly built, and the city, as a whole, covers an area of about nine square miles. It is built in the shape of an amphitheatre, upon three hills, and presents a striking appearance when seen from the sea or bay. It is regularly laid out with broad streets, mostly well paved. The principal thoroughfare is *Market-street*. Kearney and Montgomery streets are fashionable promenades, with handsome retail shops. Pine and California-streets are what Wall-street is to New York, or Broad-street and Lombard-street to London, England; that is to say the chief centres for Bankers, Brokers, and Insurance Companies. The aristocratic residential quarter is not so closely built over as in New York. California-street-hill is perhaps the most aristocratic portion of the town, though plutocratic would be a more appropriate name. Sacramento, Dupont, Jackson, Pacific and Commercial-streets, form the Chinese quarters. No tourist should fail to visit these, however limited his time.

The public buildings in San Francisco are not of a particularly striking character. The *United States Branch Mint*, corner of 5th and Mission-streets, is a massive mixed Doric and Ionic structure. Its machinery is unsurpassed in perfection. The *Merchants' Exchange*, on California-street, is a very handsome, and extensive building. The *St. Ignatius* (Roman Catholic) Church, on Van Ness-avenue, is perhaps the largest and finest on the Pacific Coast. *St. Patrick's Cathedral*, in Mission-street, has an ornate interior. The *Synagogue*, in Sutter-street, is a very elegant and large building, with two lofty towers. Another, on the corner of Post and Taylor streets, is imposing, and has a fine frescoed ceiling. The *California Market*, for all sorts of fish, game, meat, vegetables, fruit, etc., is an interesting sight. It is

situated on Kearney and Montgomery streets.

The *City Hall*, in Yerba Buena Park and Market-street, is a very imposing edifice, and surpassed by few in the States. The *Custom House* and *Post Office*, corner of Washington and Battery-streets, is a plain building. The *United States Appraiser's Store*, in Sanson-street, is a huge brick edifice. In Pine-street is the granite and white marble *Stock Exchange*. The *United States Sub-Treasury* is in Commercial-street. Several of the bank buildings in California, Montgomery and Pine-streets will impress the tourist. The *Palace* and *Baldwin's Hotels* are, however, the most imposing buildings of the town. *Odd Fellows' Hall*, in Montgomery-street, *Mechanics' Institute*, in Post-street, and the *Metropolitan Temple* are worthy of notice. The *Opera House* is plain, but richly ornamented inside. *Centre Market*, corner of Sutter and Dupont-streets, deserves a passing notice. Several churches of various denominations will strike the tourist in passing through the town, none of them, however, need be specially mentioned here.

The *University of California* is at Berkeley. There is a School of Design, two Medical Colleges, three Academies, and numerous high schools. The Charitable Institutions are very numerous, richly endowed and extensive. The *Golden Gate Park*, West of the town, covers an area of over 1,000 acres. Only about half of it is laid out in walks, or ornamental grounds. The *Conservatory* in it, after the model of Kew Gardens, England, is worth visiting. A Pavilion, a kiosk for music, and a monument to President Garfield stand near the main promenade. Endless wire cars run to, and traverse the park. The smaller parks and squares are Portsmouth-square or Plaza, Washington, Union and Columbia-squares. Among the cemeteries is the *Laurel Hill Cemetery*, with a fine view from Lone Mountain, embracing the surrounding country for a great distance. Others are Masonic, Odd Fellows and Calvary (Catholic) Cemeteries.

No stranger should leave San Francisco without visiting its

Ghetto, i.e., the Chinese quarter. A visit to the theatre, gambling houses, and opium dens, will prove interesting. The Chinese have three temples, and their number is about 50,000.

Among the favourite drives and excursions is that to the *Cliff House* with its famous cuisine. Seal Rock, Golden Gate, Farallone Island, Ocean House, with sea-bathing, Hunter's Point, Dolores Mission, Alameda, Benicia, Oakland, Sausalito, and numerous others.

Reached by Union Pacific Railway, from Chicago, *via* Omaha, in 3 days (67 hours).

San Jose (California).—Seat of Santa Clara County; population (1880), 12,567.

Hotels: St. James, Aujaerai.

Situated on the Guadalupe River, 50 miles south from San Francisco. Its site is on a gently rising plateau between the Guadalupe and Coyote Rivers, $1\frac{1}{2}$ mile in width. Its *Court House*, a massive Corinthian structure, is the most notable building. It is one of the most beautiful towns in California, and is embowered in trees. The Alameda—a square or park—was planted in 1769 by Spanish Missionaries. It has wide streets and tramways, gas, etc. Tramways connect it with Santa Clara. The jail or prison, the City Hall, two Markets, 10 Churches, College of Notre Dame, Methodist University, several High Schools, an Opera House, and Music Halls, make San José one of the most attractive towns in California. It is situated in the heart of a very fertile district occupied in wine growing. From this industry the town derives its chief wealth. The *Lick Observatory* on Mount Hamilton, affords a fine view of town and valley. Another pleasant excursion is to Santa Clara and the *Almaden Quicksilver Mines*. The Pacific Congress Springs are 10 miles south-west of Santa Clara.

Reached by the Central Pacific Railway, from San Francisco, in 2 hours.

Santa Barbara (California).—Seat of Santa Barbara County; population (1880), 3,460.

Hotels: Occidental, Arlington.

Situated on Barbara Channel, opposite Santa Cruz Island. It is completely sheltered from northerly winds, and its climate is consequently very mild in winter. It is the most frequented of Californian health resorts. The society is hospitable and refined. There are also some Hot Sulphur Springs at Montecito. The new portions of the town are handsome and are tastefully adorned with many varieties of tropical and sub-tropical trees, fruits, shrubs and flowers. A great many invalids reside here all the year round, or remain permanently.

Reached by Central Pacific Railway, from San Francisco to Newhall, thence by carriage, in 22 hours.

Santa Fé (New Mexico.)—Capital of territory, and Seat of Santa Fé District; population (1880), 6,635.

Hotels: Palace.

Bankers: First National Bank.

Medical: Dr. Longwell; Dr. Symington.

The oldest town in the United States, founded in the early part of the 16th century. For over 250 years the *Old Palace* has been the seat of the Spanish Government. It is a very curious town, with many historical memories attached to it. It is the seat of a Roman Catholic Archbishop. The *Court House* is a noteworthy building. The old *St. Guadalupe* church is curious. The dress and customs of the people are decidedly Mexican. Across the creek are the *Palace and Gardens* of the Archbishop, and the old and new *Cathedrals*. The trade of Santa Fé, especially with the mines, is increasing each year, and the town has a good future before it. It was once the capital of the Pueblo Kingdom, and is rich in historical and antiquarian lore. In the vicinity and near Lamy, there are still some tribes of the old race to be found. They believe in the return of Montezuma, who is to deliver them.

Reached by the Atchison, Topeka and Santa Fé Railway, from Kansas City, *via* La Junta, in 21 hours.

Saratoga Springs (New York.)—Saratoga County; population (1880), 10,822.

Hotels: The Grand Union, United States, each accommodating nearly 2,000 guests; the Congress Hall on Broadway and adjoining Congress Park; the *Clarendon* facing Congress Park, a small but very elegant Hotel, frequented by the more retiring class of visitors. The Arlington, Kensington, Windsor, American, Adelphi, Everett, Columbian, Continental and several others. The charges vary between 2½ and 5 dols.

Bankers: Citizen's National.

Medical: Dr. F. B. Reynolds, Dr. C. A. Grant, Dr. R. C. McEwan.

Saratoga Springs is one of the most frequented of inland watering places in the States. The tourist will do well to visit it, as it will give him, perhaps the best idea of American life and fashion at watering places. The height of the season is the month of August, and though the accommodation is very plentiful, it frequently happens at this time the Hotels are full to overflowing. The natural attractions are few, the mineral springs which are very numerous, and of various composition, and the beautiful elms which shade many of its streets, are, so to say, the only ones.

Broadway is the principal street. It runs through the centre of the town and is lined with shops and the larger hotels. Close to the Grand Union Hotel is Congress Park a pleasant promenade. It is well laid out and surrounds Congress and Columbia Springs, both saline and acid. Other streets are Lake-avenue, Franklin and Circular streets, and the Boulevard. The Indian Camp lies a little to the north of the park. It is occupied in summer by Indian and Canadian half-breeds, who sell wares of native manufacture.

It is said that the springs were known and used by the Indians before 1535, the date of the arrival of Europeans. Saratoga became settled, however, only in 1784, and not until 1815 were any hotels erected. At the present time it is perhaps the most frequented of American inland resorts.

There are in all 28 springs. Some are ferruginous, others iodurated, sulphurous and magnesian. The principal are those mentioned above. All are charged highly with carbonic acid gas. The properties, mineral constituents, and a full description of them are given in the local guide books.

There is a *Race Course* on the Boulevard, which is one of the finest in the country. Excellent races are held here in summer (July and August). The principal buildings in the village are the fine Hotel buildings and the *Central Fire Department* on Broadway. It is admirably equipped—indeed, it ought to be, seeing that wood is largely used in the construction of the buildings of the town. Several very fine private residences, amongst which is Judge Hilton's with its noble park, will strike the eye of the tourist. The *High School* building, Institute for Young Men, and Seminary for Young Ladies are also handsome structures.

Excursions and drives abound in the vicinity of Saratoga. Amongst the latter the most fashionable is Broadway, as far down as *Saratoga Lake*. Here Moon's Lake House, Lake Lovely, Snake Hill are much visited. Among the former Saratoga Battle Ground, Lake Luzerne, Waring Hill and Mount Mac Gregor are the most frequented. The latter has an hotel.

Reached by New York Central and Hudson River Railway, from New York, *via* Albany, in 6½ hours.

Savannah (Georgia).—Seat of Chatham County; population (1890), 30,681.

Hotels: Pulaski, Screven, Marshall, Harnett, and Pavilion are first-class, and charge from 2½ dols. to 3½ dols. per day. Others are the European and Planters.

Theatres and Amusements: The Theatre, with 1,200 seats; Andrew's Armoury, Centennial, Masonic, Metropolitan and Mozart's Halls, used for various purposes and entertainments.

Conveyances: Tramways (fare 5 cents); also carriages at 1½ dol. per hour.

Post and Telegraph Office: Corner of Bull and Bay streets, in the Custom House.

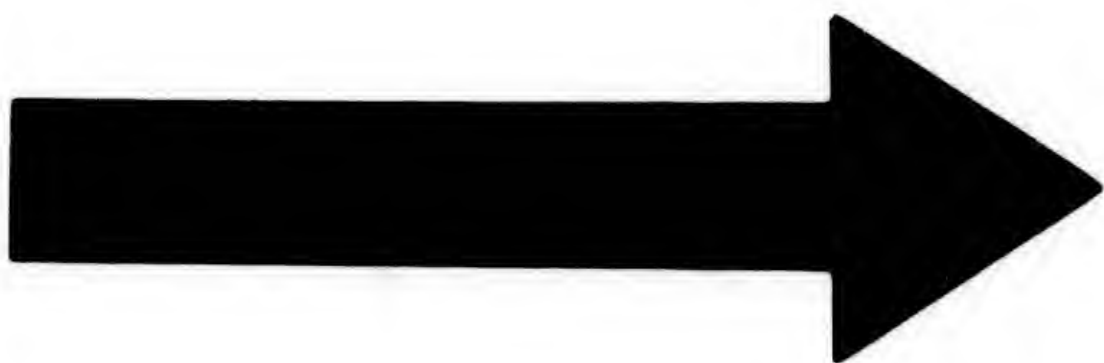
English Consul: G. F. N. B. Annesley, Consul.

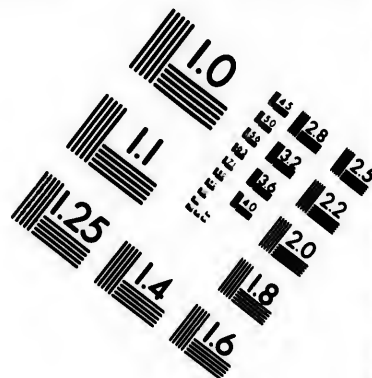
Bankers: Merchants National Bank.

Medical: Dr. Wm. Duncan, Dr. G. H. Stone.

Situated on the Savannah River, 18 miles above its mouth. Savannah is the chief city and commercial centre of Georgia. Its business lies chiefly in the cotton trade and shipping. The town has the form of an elongated crescent, and extends about three miles along the river. Its streets are wide, well shaded and intersected by small public squares or parks to the number of 24. Savannah is said to be one of the handsomest and best laid-out towns in the United States. The town was founded in 1733, by General Oglethorpe, and was captured in 1779 by the British forces, who held it till 1782. In 1789 it was incorporated. It suffered greatly during the Civil War, but since then it has steadily increased in prosperity.

The principal streets are Drayton Bull and Broad streets, and the favourite promenade is down Bull-street to Forsyth Park. The *Bay*, an esplanade overlooking and close to the river, is the chief commercial centre. Among the public buildings the following may be mentioned: The *Roman Catholic Cathedral*, St. John, Trinity and Christ Churches. The Independent Presbyterian Church with its tower is also very fine. John and Charles Wesley lived here and in Charleston in 1733. The granite *Custom House*, corner of Bull and Bay streets, with the Post Office are perhaps the most striking edifices. The *Court House*, the *Exchange*, the *Armoury*, the *Prison*, the various Barracks, Chatham Academy and St. Andrew's Hall, are conspicuous buildings. The *Market* is a chief object of interest as in all southern towns. It is very gay in the early morning. Savannah Medical College, Georgia Historical Society, and MacCarthy's Business College, are also worthy of notice.





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Forsyth Park is the principal public promenade and resort in summer. It occupies 30 acres, and is situated in the southern portion of the town. Several monuments adorn this park and also the smaller squares. Other places of attraction in the vicinity of Savannah are Thunderbolt, Beaulieu, White Bluff, Isle of Hope and Montgomery. *Bonaventure Cemetery*, on the Warsaw River, is very beautiful and much frequented as a drive. Jasper Spring is rendered historic by a feat of daring during the War of independence.

Reached by Pennsylvania Railway, from Baltimore, *via* Richmond, in 22½ hours.

Schenectady (New York).—Seat of Schenectady County; population (1880), 13,673.

Hotels: Carley and Given.

Situated on the Mohawk River and Erie Canal. It is essentially a manufacturing town, chiefly of woollen goods and iron. It is one of the oldest towns in the States, and is situated on a spot famous as having once been the council grounds of the Mohawk Indians. A Dutch trading post was established here in 1620. The *Union College*, established in 1789, is an important seminary. The *Bridge* across the Mohawk River and Erie Canal is noteworthy. It is also to a certain extent frequented as a summer resort.

Reached by New York, Central and Hudson River Railway, from New York, *via* Albany, in 5 hours.

Springfield (Illinois).—Capital of Illinois and Seat of Sangamon County; population (1880), 19,746.

Hotels: Leland, Revere, St. Nicholas.

Situated at a distance of five miles from the Sangamon River, on a large prairie. It is the capital of Illinois, and has fine broad streets and handsome public buildings. The streets are adorned with trees, while many of the houses are surrounded by flower gardens, whence it has been named by enthusiasts, the "Flower City." The *Capitol* is

one of the finest buildings of the kind in the United States. The *United States Building* (Court House, Custom House, and Post Office), the State Arsenal, the County Court House, High School, and Opera House, are also very noteworthy buildings. Several of the churches and a hall for lectures, concerts, and meetings deserve the attention of the tourist. The *Monument* of President Lincoln, in *Oak Ridge Cemetery*, is very fine, and cost over 200,000 dolrs. The trade of the town is important, and its mining interests (coal) very large. Its manufactures are also important, and are chiefly flour, steel and iron, woollen goods, and beer.

Reached by Illinois Central Railway, from Chicago, *via* Clinton, in 8 hours.

Springfield (Massachusetts).—Seat of Hampden County; population (1880), 37,577.

Hotels: Hayne's, Massasoit, Warwick, Cooley's, College.

Situated on the Connecticut River, Springfield is one of the prettiest towns in the United States. It is well laid out, and has many handsome buildings. The streets are shaded by trees. The *United States Arsenal* is the largest in the States. The *City Hall*, in the Byzantine style, is a very handsome building. Other edifices of importance are the City Library, Court House, various churches, etc. The Cemetery is small, but beautifully laid out. Hampden Park is the principal promenade, and has a fine race course. It is chiefly engaged in the manufacture of arms, etc.

Reached by Boston and Albany Railway, from Boston, in 3½ hours.

Stockton (California).—Seat of San Joaquin County; population (1880), 10,287.

Hotels: Yosemite, Central, Commercial, Grand, Mansion, Eagle.

Situate at the head of the tide water on San Joaquin river in San Joaquin valley, it is compactly built on a level plain, has wide and straight streets and many fine buildings. The *City Hall* and *Court*

House, in the centre of the town, are surrounded by gardens. Several of the churches are fine and the *State Lunatic Asylum* occupies a very extensive building. The Nevada State Lunatic Asylum is also located here. The Theatres of Stockton are very large and commodious. The "Theatre" seats 1,500; the National Hall, 2,000; the Mozart Hall, 1,000; and several others between 500 and 1,000. The town is a point of departure for the *Yosemite valley* by rail to Lathrop. The Calaveras Grove of Big Trees and the Stanislaus Grove are visited from Stockton.

Reached by Central Pacific Railway, from San Francisco, *via* Port Costa, in 4 hours.

Syracuse (New York).—Seat of Onondago County; population (1880), 51,791.

Hotels: Globe, Vanderbilt, Congress, Empire, Bernis.

Pleasantly situated at the south end of the Onondago Lake and one of the largest of the interior towns, it is regularly laid out, and has numerous saline springs in its vicinity. The Erie and Oswego Canals join here. It is the largest market for salt in the United States, and has, besides, large steel and iron works. The City Hall, County Court House, *New Government Buildings*, County Clerk's Office, *State Asylum for Idiots*, Penitentiary, Syracuse University, St. Vincent's Asylum, High School, Onondago Savings Bank Company, and Syracuse Savings Bank Buildings are all handsome structures and worthy of notice. The *Opera House* seats 1,100 persons, and the Grand Opera 800. It is a centre for excursions to the various lakes.

Reached by New York Central and Hudson River Railway, from New York, *via* Albany, in 9 hours.

Terre Haute (Indiana).—Seat of Vigo County; population (1880), 28,040.

Hotels: Terre Haute, National, St. Claire.

Situated on an elevated plain on the east bank of the Wabash River.

The streets are straight, broad, and well shaded. It has important manufactories, principally of iron. The *Rose Polytechnic School* and *Rose Orphanage* are splendid institutions, and were built and endowed by one of the citizens. The *Federal Buildings* and the *Court House* are also very fine. The City Hall, the Market House, the Opera House, Dowling's Hall, several churches, academies, high schools and libraries are noteworthy.

Terre Haute boasts of the largest distillery in the States, and has also some woollen mills. It is an important railway centre. An artesian well sunk in the town is said to contain saline matter. There are some coal mines in the neighbourhood.

Reached by Chicago and Eastern Illinois Railway, from Chicago, *via* Dolton, in 8 hours.

Toledo (Ohio).—Seat of Lucas County; population (1880), 50,143.

Hotels: Boody House, Oliver, Merchant's, Island, Madison, Burnett, American.

Theatres and Amusements: Wheeler Opera House, the Adelphi, White's Hall.

Conveyances: Tramways (fare, 5 cents) traverse the principal streets; carriages 1½ dols. per hour.

Post and Telegraph Office: In the Custom House.

Situated on the Maumee River, six miles from Lake Erie. It has grown as rapidly as almost any town in the States, for it contained only 3,000 inhabitants in 1850. The grain and shipping trade is very large, ranking third after Chicago and Milwaukee. Wood for furniture is also an important item. Cargoes are shipped from Toledo directly to Europe. Shipbuilding, fisheries, iron works, mills, and breweries, etc., contribute to its prosperity and ensure the future of the town. It is regularly laid out with wide and straight streets. Building is carried on at a very rapid rate, as many as 1,500 houses having been erected in a single year. Some of the parks are fine. The *Custom House* with *Post Office* and *The Exchange* are important and elegant structures. The *Union Railway*

Station is an immense building. Other edifices of note are the *Public Library*, a few of the churches, the Orphan Asylum, the City Hospital, the Home for Friendless Women, the House of Refuge and Correction, etc.

Reached by Cincinnati, Hamilton and Dayton Railway, from Cincinnati, in 8½ hours.

Topeka (Kansas).—Capital and seat of Shawnee County; population (1890), 15,452.

Hotels: Fifth Avenue, Tefft, Windsor, Gordon, Copeland.

Theatres and Amusements: The Grand Opera House, with 2,000 seats; the Crawford Opera House, with accommodation for 1,200 people.

Conveyances: Tramways (fare, 5 cents).

Post and Telegraph Office: In the United States Court House.

Bankers: Bank of Topeka.

Medical: Dr. Hogeboom, Dr. Stomont.

Situated on both banks of the Kansas River. Topeka is a town of very modern growth. It possesses some manufactures, and machine and car shops. The river is spanned by a fine iron bridge, and the *State House* is one of the handsomest in the far West. There is also a *State Asylum for the Insane*, a College belonging to the Sisters of Bethany, several fine churches and schools. In the neighbourhood of Topeka are some coal fields, and the river affords ample water power.

Reached by Atchison, Topeka and Santa Fé Railway, from Kansas City, in 3½ hours.

Trenton (New Jersey).—Capital and seat of Mercer County; population (1890), 34,386.

Hotels: National, Tremont, American, Trenton, United States, Clinton, Street House, Revere House.

Conveyances: Tramways (fare, 5 cents).

Post and Telegraph Office: In State-street.

Situated at the head of the navigation on the Delaware River, it is an attractive town, remarkably

well built and clean. Its chief interests are manufactures, iron foundries, and potteries. It possesses tramways. State and Main-streets are the chief thoroughfares. The *State House* is a venerable stone structure beautifully situated near the river. The public buildings are all very fine and well worth attention; among them may be mentioned the *Post Office*, in the Renaissance style; the State Arsenal, the State Penitentiary, the Lunatic Asylum, several churches and many schools. Several large halls are used for theatrical representations, lectures, concerts, etc. The battle fought here by Washington on December 26th, 1776, gives the place an historical interest.

Reached by Pennsylvania Railway, from New York, *via* Jersey City, in 2 hours.

Troy (New York).—Seat of Rensselaer County; population (1890), 56,747.

Hotels: American, Mansion, Revere, Tremont, Troy, Union, International, Northern, Congress Hall, Exchange, Eagle.

Amusements: The Opera House can seat 2,000 persons; the New Music Hall 2,500, and Rand's Hall 1,500.

Conveyances: Tramways (5 cents fare); carriages 1 dol. per hour.

Post and Telegraph Office: In River-street.

Situated on both sides of the Hudson River, six miles above Albany, at the mouth of Poestenkill Creek. It extends about three miles along the river front, and one mile from east to west. It is well built, with well paved-streets. It has an extensive commerce, and is essentially a manufacturing town. It turns out large quantities of steel and iron, cotton, woollen goods, hosiery and shoes. River-street is lined by fine business buildings. On 1st, 2nd and 3rd streets there are some handsome residences and churches. The *Athenæum* is an elegant structure, and the *City Hall* would not disgrace more important towns. The *Savings Bank Building* deserves notice. The *Rensselaer Polytechnic* is one of the leading

schools of civil engineering. The Theological Seminary, east of the town, is also important. The Opera House and Halls are likewise handsome buildings. The town has a reputation for the excellence of its educational establishments. In the western part of the town is the Arsenal, with extensive buildings, covering an area of about 100 acres.

Reached by New York Central and Hudson River Railway, from New York, *via* Albany, in 5½ hours.

Tucson (Arizona).—Seat of Pima County; population (1880), 7,008.

Hotels: Pacific, Tucson.

The former capital of the territory, as Prescott is its present one. Tucson is one of the oldest towns in the United States, having been founded by Spanish Jesuits. It is as quaint and original in its buildings and characteristics as Santa Fé. It is the centre of the surrounding mining district, and carries on a business in gold dust, hides and wool, the latter on a large scale. The two *Roman Catholic Churches* are curious and interesting. It has several schools, banks, etc. The *Court House* is noteworthy, as also is the *United States Depository*. Near Casa Grande, a little towards the Pacific Coast, are the ruins of an ancient Pueblo town, in very good preservation, and of considerable extent.

Reached by the Southern Pacific Railway, from San Francisco, in 19 hours.

Tuscaloosa (Alabama).—Seat of Tuscaloosa County; population (1880), 2,418.

Hotel: Millers.

Situated on the Black Warrior River, it is the centre of a rich district, and carries on a considerable commerce in cotton, coal, etc. It is well laid out, with wide shady streets. The *University of Alabama* buildings and grounds are one mile distant from the town. The town took its name from the Indian Chief "Black Warrior" Tuscaloosa, who was defeated by de Soto, in 1540. It has been the capital of the State of Alabama during the second quarter of the present century. In

1846 the capital was transferred to Montgomery. It is also frequented to a certain extent by winter visitors. The *Lunatic Asylum* is a vast building one mile beyond the University.

Reached by the Alabama Great Southern Railway, from Birmingham, in 2½ hours.

Urbana (Ohio).—Seat of Champlain County; population (1880), 6,257.

Hotels: Exchange, Weaver's.

A handsome town, and an important railway centre. It has some manufactures, and an important trade with the surrounding agricultural district. The *United States Rolling Stock Company*, is one of the principal industrial establishments. *Urbana University* was founded in 1851, and is much frequented. It is the only Swedenborgian University in the States. The town has several libraries, and a fine *High School*. Bennett's *Opera House* seats 1,200 persons. The *City Hall* is a fine building, and can seat 600.

Reached by Erie and New York, Pennsylvania and Ohio Railways, from Chicago, *via* Mansfield, in 8½ hours.

Utica (New York).—Seat of Oneida County; population (1880), 33,913.

Hotels: Baggs, Butterfield, American.

Situated on the Mohawk River, and Erie and Chenango Canals. It is the market town of the surrounding rich agricultural district—but owes its prosperity chiefly to its large woollen and cotton factories. It is built on the site of the old Fort Schuyler—constructed in 1756. It possesses many fine business buildings, churches, schools, and private residences. The *City Hall*, on Genesee-street—the principal of the town—is a very handsome building. The *Lunatic Asylum* is a well-constructed edifice, capable of accommodating 400 patients. It is situated near the town. The *Utica Opera House* is a large building, and can seat 1,900 persons. The *City Opera House* seats 900. The town is the starting-point for *Richfield Springs* and *Trenton Falls*.

Reached by New York, Central, and Hudson River Railway, from New York, *via* Albany, in 8 hours.

Vicksburg (Mississippi).—Seat of Warren County; population (1890), 11,814.

Hotels: Lamadrid, Pacific, Washington, Exchange.

Bankers: First National Bank.

Situated on the Walnut Hills, overlooking the Mississippi River, and surrounded by fine scenery. It has a large commerce, and has rapidly increased of late in importance. It was the scene of a long and memorable siege—and ultimate capture—by the Northern Army, on July 4, 1863. It is the largest town between Memphis and New Orleans, and presents a very striking and attractive aspect, as seen from the river. It was founded in 1836, by a planter. Near by the town is a large National cemetery, called the Valley of Death. More than 16,000 soldiers who fell in the siege and battles round the town during the Civil War, lie buried here. It has several fine buildings—a *Court House* and *City Hall*. The *Opera House* is a plain building, seating 600 persons.

Reached by Cincinnati, New Orleans, and Texas Pacific Railway, from Cincinnati, in 30 hours.

Vincennes (Indiana).—Seat of Knox County, population (1880), 7,683.

Hotels: Grant, Laplant, Junction.

Situated on the East Bank of the Wabash River, it is the oldest town in the State. French Canadians built a mission on its site, in 1702, which was enlarged later, and became a fort. It was incorporated in 1800, and was the capital of the State, until 1814. It has some manufactories and coal mines in its neighbourhood. It is well built, and contains several fine churches, schools, and four libraries. The *University* was founded in 1807. The surrounding country is very productive.

Reached by Ohio and Mississippi Railway, from Cincinnati, *via* Aurora, in 6 hours.

Virginia City (Nevada).—Seat of Storey County, population (1880), 13,705.

Hotels: American Exchange, International.

Amusements: Piper's Opera House, seating 1,200 persons, and the National Guard Hall, with 600 seats.

Situated at the base and on the side of a steep mountain, and surrounded by mountains. It has been the scene of a great silver rush, and since its foundation has witnessed many stirring scenes connected with the early days of mining. In 1875 the town was almost entirely destroyed by fire, the buildings being then principally of wood. Extensive waterworks at great cost have since been erected, and the town is now handsomer than before. Its population is of a very heterogeneous character. Almost every nation of the Globe is represented more or less numerous. The town stands directly over the celebrated *Cymatock Lode*. Close to it are the *Big Bonanza Mines*, reported to be the richest silver mines in the world. The tourist should visit one of them. The milling, smelting, etc., works are very extensive and efficient. *Gold Hill*, another mining town, is about two miles distant. Here the mines yield almost entirely gold. There are several churches, a *Court House*, while some of the *Bank Buildings* are fine structures.

Reached by Union, Pacific, and Virginia, and Truckee Railways, from San Francisco, *via* Truckee, and Reno, in 18 hours.

Waco (Texas).—Seat of Mac Lennan County; population (1880), 7,317.

Hotels: MacClelland, Central City, Taylor, European, Southern Pacific.

Situated at the Brazos River, almost in the centre of the State. The suspension bridge spanning the river is very handsome. The town is well laid out, and substantially built. The *Waco University* is a flourishing educational institution, and the *Court House* is a handsome stone building. The town has factories of agricultural implements, and also oil mills. The commerce of the district surrounding it is considerable.

Reached by Houston & Texas Central Railway, from Houston, in 22 hours.

Washington.—Capital of the United States, and of the Federal District of Columbia; population (1880), 147,307.

Hotels: Riggs, Willard's, Arlington, Ebbitt, and Wormley's are the best Hotels on the American plan; Wormley's is also on the European system, as are likewise the St. Marc, the St. James and the Imperial. The *Hamilton* is a family hotel, with a very select clientele. Other good hotels on the American system are: the Metropolitan, National, American, Washington, Tremont, and Continental. The best hotels charge $3\frac{1}{2}$ to $4\frac{1}{2}$ dols., inclusive, per day, the minor ones $2\frac{1}{2}$ to 4 dols. per day, American system. On the European system 1 dol. to 2 dols. per day, for room alone is charged.

Restaurants and Cafés: Wormley's is the most fashionable, corner of 15th and H streets; Welcher, in 15th street; *Hurvey's* (oysters), Pennsylvania-avenue; and *Maison Dorée*, near Willard's Hotel. Le Droit and Evans are good Luncheon Bars, with Grill Rooms, both in F-street. The hotels on the European plan are also frequented for their Restaurants. Under each wing of the Capitol there is also an excellent restaurant.

Theatres and Amusements: The *National Theatre* in E-street is the leading house. *Ford's Grand Opera House*, seating 1,500 people, in 9th-street, and *Opera Comique*, on corner of C and 11th-street. *Lincoln Hall*, corner of 9th and D streets, is the finest in the city and can be hired for concerts, lectures, etc. Other halls for concerts, balls, and lectures are the Masonic, Odd Fellows Hall, and Willard's Hall. The Schützen Park, beyond the Howard University, is the favourite resort of the German population.

Reading Rooms, Libraries, etc.: The hotel reading rooms are well supplied with newspapers. The *Congress Library*, in the Capitol is open every day. The *Patent Office Library* is extensive. The Young Men's Christian Association, with library and reading rooms, are open daily, and are free to all.

Art Collections, Museums, etc.: The *Corcoran Gallery*, corner of Pennsyl-

vania-avenue and 17th street, is one of the finest in America. A fine private collection is that of M. J. C. McGuire, 614, E-street.

Conveyances: Tramways to all parts of the city (fare, 5 cents). Carriages at numerous stands in the city and at the railway stations; rates: one or two passengers, one mile or under, 1 dol., and each additional passenger 50 cents more; per hour, $1\frac{1}{2}$ dol. Some one-horse carriages charge 75 cents per hour and per course, but in case of under one mile only half that rate is payable. Apply to policemen in case of dispute. There are ferry boats for Alexandria from 7th-street wharf every hour; fare 15 cents, return 25 cents. A steamboat leaves same wharf for Mount Vernon daily at 10 a.m.

Railway Stations: The *Baltimore and Ohio Railway* have their vast station on the corner of New Jersey-avenue and C-street. The *Baltimore and Potomac Railway* is a very elaborately adorned and large building on the corner of B and 6th streets.

Clubs: The Union, Army & Navy.

Races and Sport: Races at Ledroit Park and Pleasant Plains.

Post and Telegraph Office: In Louisiana-avenue. Open daily from 6 a.m. to 11 p.m.; on Sundays from 8 to 10 a.m. and 6 to 7 p.m.

English Minister: The Hon. L. S. Sackville West.

First Secretary: Count Sala.

Bankers: Bank of Washington.

Medical: Dr. Garruthers, Dr. Parks.

Dentist: Dr. Holland.

Ticket and Excursion Agents: Thomas Cook & Son, 1,351, Pennsylvania-avenue.

Washington is situated on the Potomac River, an inlet of which, the "Eastern Branch," bounds the city on the eastern side. It is the political Capital of the United States, and is essentially a residential city. The site was selected by Washington, and the act of Congress creating the district was passed in 1790. It is distant 105 miles from Chesapeake Bay, and 175 from the Atlantic seaboard. It occupies the centre point

of the District of Columbia, an extensive and undulating plain. In this plain the principal public buildings are erected. It has no exports or imports of any importance, its commerce being chiefly retail and local. The original plan of the town was unique, and on a scale which shews that a great metropolis was expected to grow up there sooner or later. The plan embraces $9\frac{1}{2}$ square miles, of which a very small portion only is built over. The principal thoroughfare is Pennsylvania avenue, leading from the Capitol to the White House, and is 160 feet wide. Seventh-street, Massachusetts, Vermont, and Maryland avenues, and 14th-street are other important arteries of traffic.

The best time to see Washington in its most characteristic aspect is during the sessions of Congress. In the odd numbered years the sessions last till March 4th, and in the even numbered till June or July, and they always commence in December. The sessions begin at noon and should end at sunset, but are nearly always prolonged till far into the night. A flag on the north wing of the Capitol intimates that the Senate is sitting, and one on the south wing that the House is sitting. During the night when the Houses continue in session the great lantern over the dome is lighted, and gives forth a brilliant light for many miles round.

Beyond the natural beauties of Washington, of which there are many, the chief attractions of the city to the tourist are its public buildings. In this respect it can compete with the most celebrated in any of the European capitals. Of these buildings the *Capitol* is the handsomest and largest in the town, and, probably, on the whole American Continent. It is situated on Capitol Hill, a mile from the Potomac River, and has a length over all of 750 feet, with a depth of 120 feet; the wings are 140 feet. It covers an area of $3\frac{1}{2}$ acres. The materials used are light yellow stone for the centre, and white marble for the extensions or wings. The buildings face eastwards. In front of them stretches a wide plaza, on which reviews, or similar cere-

monies, take place. Beyond the plaza is a well laid-out park. The west front overlooks the city, and on the slope of the hill are some fine gardens. General Washington laid the foundation stone of the original building in 1793. This was subsequently destroyed by fire. The centre building was commenced in 1821, and the wings were added to it in 1851. The corner stone of the structure was laid by Daniel Webster. It was finished, inclusive of the new dome, in 1865. The cost of this huge edifice, so far, has been 15,000,000 dols.

The main front is ornamented with three grand porticoes of Corinthian columns. The centre is approached by a flight of stairs, embellished by statues by Persico and Greenough. On the esplanade in front stands the colossal statue of Washington, by the last-named artist. The building is surmounted by a lofty iron dome, on which stands a statue of Liberty, $19\frac{1}{2}$ feet high. Colossal marble statues are to the right and left of the entrance. Above the doorway is a good bas relief. The portion to the rear of this centre is not so elaborately adorned; it projects forward 83 feet and has a recessed portico of 10 columns. From this front a good view of the principal parts of the city and public buildings is obtained. The view from the Dome is extensive. The buildings are roofed with copper.

The Capitol is entered from the centre through the *Bronze Doors*, into the Rotunda. These doors illustrate the life of Columbus and the discovery of America, were designed by Rogers, and are good specimens of alto relief. The Rotunda is 96 feet wide and 108 feet in height. Marble has reliefs over the doors and paintings on the wall illustrate American history. The *Dome* rises over the Rotunda. The frescoes inside the dome are noteworthy. Through the western door of the Rotunda, and at the end of that corridor is the *Congress Library* in three large halls, all thoroughly fireproof. They contain in all above 550,000 books, pamphlets, brochures, etc. Senators and Members of Congress are allowed to borrow books, and any visitor over 16 years

of age can be admitted, The Law Library is on the floor below the above. The north door of the Rotunda leads into the Senate wing. In the corridor is the door leading into the *Supreme Court*, the highest tribunal in America. It is adorned with statues and busts of the Chief Justices and Judges sitting here, who are the only officials allowed to wear robes. The bronze doors of the senate wing entrance are next reached. They were designed by Crawford, and are considered his masterpieces. They represent "Peace and War." On the portico of this wing there is another good bas relief by Crawford. At the foot of the stairs leading to the East Galleries of the Senate Chamber is a statue of Benjamin Franklin, by Power, and at the top a picture by Powell representing the battle of Lake Erie. The *Chamber of the Senate* is 114 feet by 82 feet, and 36 feet in height; it has an iron roof and stained glass skylights. Galleries surround the hall capable of seating 1,000 people. Retiring, reception, and presiding officers' rooms are all finished and decorated magnificently. Among these the *Marble room* is considered the finest in the whole building. The south door to the Rotunda leads to the *National Statuary Gallery*, the old Hall of Representatives, in which sessions were held for 32 years. The statues of representative men of various States are in this room; it is semi-circular in form, and its ceiling is supported by 24 columns; it has some good frescoes. A corridor runs at the south of this hall to the *House extension* at the foot of the east staircase. The *Hall of Representatives* is patriotically considered the finest legislative chamber in the world. It is 139 feet by 93 feet, and 36 feet in height. It has galleries running round it capable of seating 1,200 persons. The glass roof is painted with the arms of the individual States. The Speaker's room is at the back of the hall, and surrounding it are the committee rooms, etc., as in the other wing.

During the Civil Wars, the halls and corridors of the Capitol were used as barracks and hospitals. At the western entrance stands F. Simmond's *Monument to the Fallen*

in the Civil Wars; its total height is 40 feet. On the eastern side stands the beautiful statue of Peace.

The *Botanical Gardens*, ten acres in extent, are immediately on the west side, and contain large conservatories.

The *United States Treasury*, on the corner of 15th-street and Pennsylvania-avenue, is a magnificent Ionic building, three stories high. The east front has a colonnade, imitated from that of the Temple of Minerva, at Athens. Its sides have fine porticoes; the central entrance having one of eight large columns. It contains above 200 rooms, of which the *Cash and Gold Rooms* are the most interesting to tourists. The former extends through two storeys, and is lined with marble. The latter contains the coined gold.

The *Executive Mansion*, or the *White House*, stands west of the Treasury. It is in the Ionic style, having several porticoes. It is 170 feet long, and is occupied on the ground floor by the reception and representation rooms. On the upper floors are the offices and private apartments of the President. This is the official residence of the respective Presidents of the United States. Its foundation-stone was laid in 1792, and the first President who actually occupied it, was Adams, in 1800. In 1814 it was burned by the English, but was rebuilt in 1818. The grounds, which are laid out in gardens, occupy about 75 acres, of which 20 are railed in, as the President's private grounds. The East Room is the parlour of the President, and is very handsomely decorated. *Lafayette-square*, north of the White House, is the finest public park in the city. The equestrian statue in the centre is by Mills, and represents General Jackson.

The building on the west of the White House, is occupied by the *War, Navy, and State Departments*. It is in the Roman-Doric style of architecture, is built of granite, and is supposed to be absolutely fire-proof. It is 57 feet long, by 342 wide, and was commenced in 1871. The hall of the Secretary of State, the Ambassadors Hall and Library

are in the same building, and are well worth inspecting.

The *Smithsonian Institute* is a very striking building, situated in the Mall, between the Botanical Gardens and the Department of Agriculture. It is built of red sandstone, in the Norman-Gothic style, and adorned with seven towers. It was founded with money bequeathed to the United States by James Smithson. It contains collections of minerals, animals, etc., as also many curiosities. The *National Museum* is in an annex south-east of the institute. The grounds attached to the institution are beautifully laid out.

The *Botanical Gardens* are East of the Smithsonian Institution, and consist mainly of a series of conservatories with rare plants. The *Patent Office*, or Department of the Interior is a huge Doric building of mixed material, occupying two blocks between F and G streets, and 7th and 9th streets. It has several porticoes and contains some fine rooms. The *Model Room* occupies the entire upper floor of the building, and has some fine frescoes on its ceiling. It contains a numberable collection of models of every department of mechanical art. The south Hall has some historical relics and curiosities. The second and first floors are occupied by various offices. The *Post Office Department* on F-street, is opposite the Patent Office. It is built of white marble in Modern Corinthian style, and contains the Dead Letter Office, and the Postmaster-General's office. The *Pension Office*, on Judiciary-square, is a large building in the Renaissance style. Terra-cotta is largely employed in the exterior ornamentation. The *United States Naval Observatory* is situated near the banks of the Potomac, and occupies a commanding site. Visitors are admitted to it. The instruments are very perfect, and there is a good library of astronomical works. The *Department of Agriculture* occupies a large brick and stone building on the Mall, at the foot of 13th-street. The greenhouses are very extensive. They contain a library, museum, and a very exhaustive herbarium. The grounds and flower garden contain a great variety of plants, etc.

The *Navy Yard* is on the Eastern Branch of the Potomac River and contains, besides officers' quarters, shops, foundries, ship houses, armoury, etc., and covers nearly 28 acres, enclosed by a brick wall. The *Naval Museum*, the Experimental Battery, and the fleet are interesting to visit. The *Marine Barracks* and *Marine Hospital* are situated two blocks to the North of the Navy Yard.

The *Washington Monument*, on the Mall, near 14th-street, is one of the largest in the world. It has at length been finished after many delays from want of funds. The *Corcoran Art Gallery*, in the Renaissance style, on Pennsylvania-avenue and 17th-street, is a fine building. It was founded, endowed and maintained by W. W. Corcoran, the banker. It contains very fine collections of very valuable pictures, of casts, marble statuary, bronzes, *bric-à-brac*, etc. The *Louise Home*, on Massachusetts-avenue, a handsome building, was erected by the same philanthropist. It was endowed for impoverished gentlewomen.

The *Court House* on 4½-street, the *Odd Fellows*, and *Masonic and Lincoln Halls*, the extensive *Washington Market*, in Pennsylvania-avenue are all noteworthy edifices. The *Army Medical Museum* is on 10-street and contains about 17,000 pathological specimens. The *Old United States Pension Office* is in Pennsylvania-avenue, and the *Census Office* at the corner of 13th-street, same avenue. The *Signal Office*, or Weather Bureau, is on G-street, and the *Ordinance Museum*, on the corner of F and 17 streets. The latter has a collection of war trophies, flags, etc. The *United States Arsenal*, is situated in some pleasant grounds on Greenleaf's Point.

There are several monuments still unmentioned which are noteworthy; the best among them is the *Statue of Washington*, by Mills, in Washington-circle; the Equestrian *Statue of General Scott*, in the intersection of Massachusetts and Rhode Island avenues and 16-street. The statues of Lincoln, General Greene, General Rawlings, General Thomas, Admiral Farragut and General Macpherson, are all very

fine and worth the attention of the tourist.

The *Howard University*, on 7th-street, in the outskirts of the town, was founded in 1864 for the education of youth, without regard to sex or colour. It is almost exclusively frequented by negroes. From its tower a fine view may be obtained. The *Soldier's Home* or "Invalid's House," occupies an elevated plateau north of the city. The spacious buildings are of white marble, surrounded by a park of 500 acres. North of it is the National Cemetery, with the graves of over 5,000 soldiers who fell in the Civil Wars. The *Columbian-University*, is near Meridian-hill and Pleasant-plains. Its buildings, though offering nothing striking, are large, and the grounds ample and well-kept. The *United States Lunatic Asylum* (for naval and military men) is situated in a park of 420 acres on the south bank of the Anacostia. *Long Bridge* spans the Potomac at the foot of 14-street, to Alexander's Island in Virginia. Its structural features are interesting. *Congressional Cemetery*, east of the town contains the graves of Members of the Congress, who died during their term of service, and has some good monuments. *Glenwood* is another Cemetery, pleasantly laid out, with a rural aspect, north of the Capitol. There are five other cemeteries.

The favourite drives and promenades are to the Old Soldier's Home; to the heights of Georgetown; to Arlington; to Alexandria, along the Virginia shore of the Potomac; to the little and great falls of the Potomac.

Arlington House, the old residence of George Washington and of the members of his family, and other prominent men, is situated on an elevation on the opposite or Virginian side of the Potomac, almost facing Georgetown. Nothing of interest is kept here. There is a register which records the names of all who are buried in the National Cemeteries around the house, in all some 15,000 victims of the Civil Wars.

Georgetown, a pleasant suburb of Washington, and divided from it only by Rock Creek, is old and

picturesque. It is the seaport of the District of Columbia, and consequently has some little commerce. *Georgetown College* (Roman Catholic), the Aqueduct, and the Convent of Visitation are the principal objects of interest. *Oak Hill Cemetery*, north-east of the town is, though small, very beautiful. Some fine mausoleums, monuments, etc., are to be found here. *Alexandria*, opposite Washington, is also a suburb, with quaint old buildings. In *Christ Church* several pews are shewn as having once been occupied by Washington and other eminent men. The *Court House*, Museum, Theological Seminary, and Odd Fellows Hall are the prominent objects of interest in Alexandria. On the outskirts is another National cemetery. *Uniontown*, on the opposite shore of the Eastern Branch, is another suburb, but of less interest. *Mount Vernon*, 15 miles below Washington, and on the opposite side of the Potomac, is generally visited by steamer. It is interesting as having been in the hands of the Washington family for a great number of years, as the Hunting Creek estate. The house, as it now stands, was built by Lawrence, and finished by George Washington. It contains some relics. The tomb of Washington stands retired, but near the mansion. It is now the property of the United States Government.

Reached by Baltimore and Ohio Railway, from New York, *via* Philadelphia and Baltimore, in 8 hours.

Waterbury (Connecticut).—New Haven County; population (1880), 17,806.

Hotels: Lawlors, Myers, Earle Scoville.

An important manufacturing town at the junction of the Great Brook, Mad and Nangatuck Rivers. It is chiefly engaged in the small hardware industries. It has a handsome *City Hall*, a Public Library, and eight churches, of which *St. John's Episcopal* is remarkable for its fine tower. The town is regularly built, the centre being occupied by a neat park, from which the streets radiate.

Irving Hall can seat 1,000 people, and *City Hall* 1,600. It has five banks, several schools, and some very fine residences in the midst of gardens. It is the great brass manufacturing centre in the United States.

Reached by New York and New Haven Railway, from New York, in 4 hours.

Wheeling (*West Virginia*).—Capital of the State, and seat of Ohio County; population (1880), 31,266.

Hotels: MacLure, St. James, Stamm's.

Amusements: The Opera House, the Academy of Music.

Conveyances: Tramways (fare, 5 cents); carriages, 1 dol. per hour.

Post and Telegraph Office: In the Custom and Court House.

Advantageously situated on the east bank of the Ohio River, at the mouth of the Wheeling Creek. It is connected with the opposite Bellaire, in Ohio, by a noble bridge of 43 arches. It has a thriving commerce, and its factories are numerous and important, especially the iron foundries, paper, leather, and woollen mills. The Capitol is a fine building, as is also the *Custom House*, containing Court and Post Office. *The Odd Fellows' Hall*, *Opera House*, *Public Library*, several fine school buildings and churches, and the Fair Ground, just outside the town, with Trotting Course, are all noteworthy.

Reached by Baltimore and Ohio Railway, from Baltimore, *via* Washington, in 5 hours.

Wilkesbarre (*Pennsylvania*).—Seat of Luzerne County; population (1880), 23,339.

Hotels: Wyoming Valley, Luzerne Exchange, Bristol.

Situated on the north branch of the Susquehanna River, opposite Kingston, Pennsylvania. It is well built, has broad, well-shaded streets, and handsome buildings. It is chiefly engaged in the iron and steel industry, and in coal mining. The Court House, County Prison, Opera House, and several fine

churches will attract the eye of the tourist. *Prospect Rock*, two miles behind the town, is famous for its fine view over the Wyoming Valley. There is a bridge across the river.

Reached by Pennsylvania Railway, from Baltimore, *via* Sunbury, in 8½ hours.

Williamsport (*Pennsylvania*).—Seat of Lycoming County; population (1880), 18,934.

Hotels: Park, City, Hepburn, Porter.

Situated on the west branch of the Susquehanna River, and West Branch Canal. It is surrounded by hills and splendid scenery. Tramways run in its streets, which are broad, straight, well paved, and lighted by gas. The numerous gardens in front of the houses make the town attractive. It carries on a large trade in lumber, and has also some manufactures. Graceful Suspension Bridges connect the town with the opposite suburbs of Rocktown and Duboistown. *Trinity Church* is the finest building in Williamsport. The *Dickinson Seminary*, in Academy-street, is a noted educational institution; *Post Office*, and Court House, are also noteworthy. The *County Buildings* are remarkable. It has also a fine Academy of Music. The vast saw mills, planing mills, etc., and factories connected with the timber trade, make the town lively and somewhat noisy.

Reached by Pennsylvania Railway, from Baltimore, *via* Harrisburg, in 6½ hours.

Wilmington (*Delaware*).—New Castle County; population (1880), 42,499.

Hotels: Clayton, Delaware, European, United States.

Situated on the Delaware River and Christiana and Brandywine creeks. It derives its importance from its extensive steamship building-yards. It has also some important manufactures. The town is uniformly built of brick, and the streets are mostly paved, and have paved side walks. The *Custom House* and *Post Office*, the *City H*

the Wilmington Institute and Public Library, the Almshouse and *Opera House* are the principal public buildings. The *Swedish Church*, erected in 1698, is the oldest among the many fine churches of the town.

Reached by Pennsylvania Railway, from Baltimore, in one hour.

Wilmington (North Carolina).—Seat of New Hanover County; population (1890), 6,367.

Hotels: Commercial, Purcell.

The principal commercial town of North Carolina, is situated on the Cape Fear River, and is a port of entry. Forts Caswell and Fisher were the scenes of memorable events in the late Civil wars. It was especially visited by blockade runners from British ports, and vessel after vessel succeeded in landing cargoes. The town is quaint as many of the southern towns are, but has nothing particular to interest the visitor. There is an *Opera House*, *City Hall*, *County Court* and *Custom House* and *Post Office*, which are worth noticing.

Reached by Wilmington, Columbia and Augusta Railway, from Columbia, *via* Florence, in 11½ hours.

Winona (Minnesota).—Seat of Winona County; population (1890), 10,208.

Hotels: Haff, Jewell.

Beautifully situated on the Mississippi River on a plain commanding a view of the river for many miles. It is considered somewhat of a winter resort, owing to its being sheltered from North and North-easterly winds. The town is compactly built, the streets being wide and well paved. The *State Normal School* is a very fine building. Another *School Building* cost 55,000 dol. It has a considerable commerce in grain and wheat, some factories and an important lumber trade. The *Philharmonic* and *Ely Halls* can each seat 800 persons.

Reached by Green Bay, Winona and St. Paul Railway, from St. Paul, in 4½ hours.

Worcester (Massachusetts).—Seat of Worcester County; population (1890), 69,383.

Hotels: United States, Waldo, Bay State House, Lincoln, Waverley.

Theatres and Amusements: The Music Hall can seat 1,500 persons; Mechanics' Institute Hall 2,500, and several other Halls, nearly a 1,000.

Conveyances: Tramways (fare, 5 cents); carriages, 1½ dol. per hour.

Post Office: On Main street.

A thriving manufacturing town, and the second in wealth and population in the State. It is chiefly engaged in the boot and shoe, hardware, jewellery, stoneware, carpet, etc., industries. The staple produce is iron and steel wire. To the tourist it will not prove specially interesting. It is regularly laid out, has wide streets, of which Main street is the principal. The "Common," in the midst of the town has a beautiful *Soldiers' Monument*. The two *County Court Houses* on Lincoln square, the *City Hall*, High School, and *Mechanics' Hall* deserve attention. The *Union Railway Station* is one of the largest and finest in the New England States. The *American Antiquarian Society* has a fine fireproof residence near the Court Houses, with a library of 60,000 volumes and some collections. The *Free Public Library*, in Elm-street has 70,000 volumes and a reading-room open to all. The *Lyceum and Natural History Society*, on Foster-street, has some interesting collections. The *State Lunatic Asylum* is on a hill east of the town. The community is justly proud of its educational institutions. There are no less than 5 higher colleges and academies all well endowed and flourishing. It is the centre of an extensive system of summer resorts, and excursions may be made in many directions, the principal being Lake Quinsigamond and Wachusett Mountain.

Reached by Boston and Albany Railway, from Boston, *via* South Framingham, in 1½ hours.

Xenia (Ohio).—Seat of Green County; population (1880), 7,026.

Hotels: St. George, Commercial, Ohmer's.

A prosperous manufacturing town, with wide streets and open squares, well paved and well shaded. The *Court House* is considered the finest in Ohio. The *City Hall* is very handsome, and the Prison, or *Jail*, extensive, and not without architectural beauty. The town has an important trade, and its manufactures are considerable. Its educational institutions enjoy a well-deserved reputation. The principal is *Xenia College*, for both sexes, with fine buildings. The Presbyterian Seminary was founded in 1794, and has a small library. *Wilberforce University*, for coloured youths of both sexes, is a little outside the town. The *Orphans House*, with its numerous buildings is situated within grounds 200 acres in extent. The surrounding country is attractive and well cultivated.

Reached by Pittsburg, Cincinnati and St. Louis Railway, from Columbus, *via* London, in 2 hours.

Yellowstone National Park.—

In the Wyoming and Montana Territories, but chiefly in the former. It is Government property.

Hotels: The *Mammoth Hot Springs* is the largest and most comfortable. Several small hotels are found at the Lower Geyser Basin and new ones are in course of erection.

This remarkable region, covering no less than 3,755 miles, is principally situated in the north-western part of the Territory of Wyoming, and a small part in the south-west corner of the Montana. No portion of the Park is less than 6,000 feet above the sea level. It is best visited between 15th July and 15th October. Yellowstone is 7,788 feet above the sea level. The mountain ranges rise to a height of from 10,000 to 12,000 feet, and are covered with perpetual snow. This large tract was, by Act of Congress, in March, 1872, set apart as a pleasure ground for the benefit and enjoyment of the people. It is best visited on horseback, and every object of interest may then be visited

with safety. Hunting and fishing can be also enjoyed. Complete outfits for camping out, the pleasantest way of visiting all points of interest can be had either at Livingston or Bozeman. These are also good starting points; the latter being the largest town on the Northern Pacific Railway in the vicinity of the Park. The latter is the branch station for the line leading to *Mammoth Hot Springs*.

The whole region has been the scene of considerable volcanic activity, even recently. Among other objects of interest, there are over 1,500 hot springs, with about 50 geysers of the first magnitude. The district also abounds in waterfalls, canyons, lakes, etc., rendering it beyond question the most interesting region of the world. The geysers are of enormous volume, and throw columns of water as high as 200 feet. The springs may be classed under two divisions, viz., alkaline and silicate. Their temperature varies between 160 and 200 degrees Fahr. The principal incrustations are found in the upper and lower geyser basins of the Madison River, and also of the Gardiner River. The Yellowstone is also interesting as the watershed of this portion of America, no fewer than four great river systems having their origin here. The sources of the Yellowstone River and of several of the tributaries of the Missouri are found here. The Snake River has its beginning here, and pours its waters into the Columbia, and by it into the Pacific Ocean. The Green River is also a tributary of the Colorado and enters, with several others, the Gulf of California.

The *Yellowstone River* is very picturesque for the first 22 miles of its course before entering the Yellowstone Lake. This latter is a beautiful sheet of remarkably clear water, abounding in salmon-trout. Its shores are rugged, but extremely picturesque. A belt of hot springs surrounds the south-west arm of the lake. The *Upper Falls*, through a series of rapids, descend to a level 15 miles below the lake. They fall from a height of 140 feet. The *Lower Falls*, 360 feet high, are a quarter of a mile further down.

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and are very majestic. The *Grand Cañon* is about 20 miles long, and stretches down from the Lower Falls. It has perpendicular walls 1,200 to 1,500 feet high. The scenery here is of indissoluble grandeur and beauty.

Another remarkable natural phenomenon is the *White Mountain Hot Springs*, on the west bank of Gardiner's River. They extend from the margin of the river to an elevation of about 1,000 feet high. The calcareous deposits of the extinct springs cover an area of about two square miles. The deposits are snow white. The *Sulphur Mountain* is a hill of sulphurous deposits, with many fissures and holes whence sulphurous vapours issue. It lies 10 miles west of the Yellowstone River from the Falls. *Mud Volcano* is about two miles above Sulphur Mountain. The crater is 25 feet in diameter, about 30 feet deep. It has broken out from the side of a well-wooded hill. It sends forth columns of dense smoke, visible for many miles round. There are also some Mud Springs. About two miles south-east from Sulphur Mountain, on the bank of the river, is a group of remarkable Mud Springs. Near the Mud Volcano are three large hot springs, having alternate periods of eruption every six hours.

In the west portion of the Park are the celebrated *Geysers* on the Fire Hole River. They are in groups, and are known as the Lower and Upper Geyser Basins. The former comprises an area of about 30 square miles. Its countless geysers and springs are separated in seven groups. The *second group*, near the centre of the Basin, is the most interesting. The chief Geyser of this group is 20 feet in diameter, and over 50 feet high. Eight miles to the south is the *Upper Basin*, not nearly so large as the former, being only three square miles in extent. The geysers, on the other hand, are much more important. The *Old Faithful*, the most regular, throws a column six feet in diameter, 130 feet high. It stands at the southern extremity of the valley. The *Beehive* has one eruption only in the 24 hours, but it reaches a height of from 100 to 220 feet, with a diameter of three feet. The *Giantess* is another

remarkable geyser, 25 feet in diameter. It rises at times to 250 feet. At certain times the aperture can be approached so near, that the water can be seen at the bottom. The *Sawmill Geyser* is farther down the river on the same side. Close to this is the *Grand Geyser*, the most powerful in the Basin, its orifice is 2½ by 4 feet. When not in action its waters are quite clear. Eruptions occur at irregular intervals, and are preceded by a rumbling sound and shaking of the ground. The water then shoots to a height of 175 to 200 feet, and the steam to over 1,000 feet. The eruptions generally last 20 minutes, receding gradually. The *Turban* and *Giant Geyser* are close by; their discharges are irregular and uncertain. They play at times for over an hour, ejecting a column of water 8 feet in diameter and 150 feet high. A column has also been seen at a height of 200 feet, and continuing for 3½ hours at a time. There are also numerous other unnamed geysers, of every shape, height, colour, etc.

Besides these natural phenomena, the scenic attractions of the Yellowstone Park are highly picturesque. Every variety of mountain scenery is found. The hills are all well wooded, and replete with game. It is a spot to attract alike the tourist, the naturalist, and the sportsman.

Reached by the Northern Pacific Railway, from St. Paul, *via* Bozeman, to Mammoth Hot Springs, in 47 hours. Also from Ogden, *via* Garrison and Livingston, by the Union Pacific Railway, in 38½ hours.

Yonkers (New York).—Westchester County; population (1880), 18,892.

Hotels: Gitty, Peabody, Mansion.

A suburban town, principally inhabited by New York merchants. It is beautifully situated at the mouth of the Saw Mill River, on Hudson River. The *Manor House*, long in the possession of the Phillipse family, was the residence of Mary Phillipse, Washington's first love. A naval engagement took place here, on the river, in 1777, between some English men-of-

war and American gun boats. It is an old settlement. It has some factories of agricultural implements, but the hat and silk industries are its principal ones.

Reached by New York Central and Hudson River Railway, from New York, in half an hour.

York (Pennsylvania).—York County; population (1880), 13,940.

Hotels: National, Central, Metzel, Pennsylvania, Washington.

Situated on Codorus Creek, the town is old, having been first settled in 1741, and incorporated in 1787. It was occupied by the Confederate Army for some time during the Civil War. The streets are wide and straight, and the houses substantially built. *Centre Square* is the centre of the town—and here the principal streets intersect. The *Court House* is a handsome building, and has a hall which can seat 1,200 persons. Agricultural implements, railway cars, shoe, match, and paper manufactories are the chief sources of wealth in the district. The scenery in the Codorus Valley is very beautiful.

Reached by Pennsylvania Railway, from Philadelphia, in 3½ hours.

Yosemite Valley (California).—In Mariposa County; stretching across part of Tuolumne County.

Hotels: Leydigs has two hotels; another is Black's; the best are perhaps, Lamon's two hotels; Walsh and Coulter is another; all are fairly clean, and the food good—considering the distance provisions have to be brought. Charges—3½ dols. to 5 dols. per day.

Guides: Inclusive of horses, 5 dols. per day.

This superb valley is formed by the Merced River in Southern Mariposa County, and is distant about 220 miles from San Francisco. It runs from east to west—is almost level, and about 6 miles in length by from half to one mile in width. It is nearly a mile in perpendicular depth below the adjoining regions. The valley is one vast flower-garden—the atmosphere being laden with perfume, whilst the eye is dazzled

by the variety and brilliancy of the colouring. The Yosemite region was discovered in 1851, by Captain Boling. The valley and the Mariposa grove of big trees are the property of the State, and inalienable. They have to be kept “for ever” as recreation grounds.

The most striking feature in Yosemite is “*El Capitan*.” It is an isolated rock 3,300 feet in height, with perpendicular sides—smooth, and bare of all vegetation. The beautiful *Bridal Veil Fall*, 900 feet high, is another remarkable object, and is exactly opposite “*El Capitan*.” It is thus named—because owing to the great height from which the water falls, it is converted into mist long before it reaches the ground. Opposite is *Virgin's Tears Creek*, a beautiful fall of 1,000 feet. *Cathedral Rock* is on the side of the Bridal Veil Fall, and is so named from the fancied resemblance the mountain bears to a cathedral. The *Spires*, two graceful granite columns, *Three Brothers* with superb view of the whole valley, and *Sentinel Rock*, a rock resembling an obelisk, are next seen. Across the valley, at Sentinel Rock, are the *Falls of the Yosemite*, the most striking object in the valley; total height of fall is 2,600 feet, in three leaps; the first is 1,500 feet, the second 626, in several cascades; and the last plunge 400. The roar of these falling waters is at all times very great. Two miles above the Yosemite Falls, the valley terminates in *Washington Column* and *Royal Arches*. Here it divides into three distinct but much narrower cañons. The principal features in these three are: *Mirror Lake*, *Half Dome*, *North Dome*, *Cap of Liberty*, *Nevada Fall* and *Vernal Fall*.

The attractions of the valley are further enhanced by the almost permanent presence of several small encampments of Digger Indians, whose primitive modes of living will certainly interest the tourist. Excursions into the surrounding mountains are frequently made, and are without danger, the guides being reliable. The scenery compares favourably with the most romantic parts of Switzerland, or the Andes of South America. The best known spots are *Glacier Point*

on the Mariposa trail to Inspiration Point.

The stage route most preferred is the one which leads from Madera, *vid Clark's* and Inspiration Point. This route affords the opportunity of visiting the celebrated *Mariposa Grove of Big Trees*, only $3\frac{1}{2}$ miles from Clark's. Their average height is less than the Calaveras Grove Trees, but in circumference they are larger. The *Grizzly Giant*, though reduced by burning, is still 94 feet in circumference, and 31 feet in diameter. There are other groves in the vicinity, as the Fresno Grove, Fresno County, and the Tuolumne Grove in Tuolumne County. But having seen one, the tourist may be said to have seen all, as the trees are all of one species.

Reached by Central Pacific Railway, from San Francisco, *vid* Stockton, Lathrop and Madera, thence by diligence, in 9 hours; return, *vid* Coulterville, Snelling and Crane Flat to Merced.

Zanesville (Ohio).—Seat of Muskingum County; population (1880), 18,120.

Hotels: Clarendon, American, New Zane, Kirk.

Situated on the Muskingum River and on the Ohio Canal, by which it is connected with Cleveland and the lakes. The river is crossed by four bridges, of which one is an iron railway bridge. The town has its own waterworks, gas, tramways, and is regularly laid out. The principal building is the stone *Court House*. The *Athenæum* is fine, and has a reading room, with library of 6,000 volumes. The surrounding agricultural district is fertile, and Zanesville is its centre. The chief source of the prosperity of the town are the coal mines, iron ore, limestone and clay, together with ample water power. The *Opera House* can seat 1,100, and the *Music Hall* 850.

Reached by Baltimore and Ohio Railway, from Baltimore, *vid* Grafton, in 16 hours.

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DOMINION OF CANADA.

AREA AND EXTENT (GEOGRAPHY).

The Dominion of Canada or British North America, embraces the whole territory north of the United States—with the exception of Alaska—it includes all the islands off these coasts—except Newfoundland, which has not joined the Dominion yet, and the French islands of St. Pierre, Miquelon, and Langley. It extends from the 43rd to the 70th parallel north latitude, and from 53rd to the 141st west longitude. The superficial area is 3,805,394 square miles. Up to the present, of this the 11 provinces formed cover about one-third; the remainder being still held as territories. This vast territory is bordered by the Atlantic Ocean, Davies Strait, and Baffin's Bay on the east; the Arctic Ocean and Baffin's Bay on the north; the Pacific Ocean, Alaska, and Queen Charlotte's Island on the west; and the United States on the south. Its superficial area is one-fifteenth of the land surface of the globe, and a little more than that of the United States, and a little less than Europe. However, only about two-thirds are habitable. In this work it is intended to deal only with the narrow strip immediately bordering on the United States, and principally that near the Canadian Pacific Railway, and between the 43rd and 55th parallels of northern latitude.

The physical features of this territory are very varied. The principal mountains are the Cobequid Range in Nova Scotia; the range of a moderate elevation between Quebec and New Brunswick; the terraced country between the St. Lawrence and the Rocky Mountains; the Rocky Mountains in the western part, with peaks of 15,000 feet in height; the Selkirk and Cascade Mountains, between the Rocky Mountains and the Pacific coast, rising to about 7,000 feet.

Canada possesses the largest lake and river system in the world. The area drained comprises over 700,000 square miles. The principal rivers are the St. Lawrence, the Mackenzie, the Saskatchewan, Peace, Nelson, Athabasca, Assiniboine, Albany, Churchill, Winnipeg, the Columbia, Fraser, Thompson, and Ottawa rivers, together with a great number of less importance. The coast offers good harbours and the rivers easy access to the heart of the country. The fauna and flora are very varied. The climate is a cold one. The chief source of wealth is agriculture. Any mineral wealth of importance is only in the western portions. Mineral springs are numerous.

HISTORY.

The earliest visitors to the Canadian Atlantic coast are supposed to have been Norsemen. But this is very doubtful, and the first

discovery is generally ascribed to the Cabots, father and son, of Genoese origin, but settlers in England. The former navigator visited it in 1497 and the latter in the year following. Since 1504, the coast of Newfoundland and adjoining islands have been visited by Norman, Basque and Breton fishermen. The first French settlement under Baron de Lery and St. Just was effected in 1518. In 1523, France took possession of the region surrounding the mouth of the St. Lawrence. The visits and explorations of Jacques Cartier in 1534-5, however, may be considered to constitute the first period of Canadian history.

By the treaty of Utrecht in 1713, the region became a possession of the British Crown. In 1670, the charter of the Hudson Bay Company was granted. In 1721, the census showed 25,000 inhabitants of European origin. In 1763, all French possessions in North America became British, and in 1790, the country was divided into Upper and Lower Canada. In 1840, both colonies were united, and Kingston became the seat of the Government. In 1844, Montreal became the capital; in 1849, Toronto; and after this Quebec and Toronto, each for the term of 4 years. In 1854, the old feudal system was done away with, and since 1858, Ottawa has become the capital.

POPULATION.

The entire population, according to the census of 3rd April, 1881, was 4,324,756, of which 2,188,854 were males, and 2,135,956 females. 2,422,285 were Protestants and 1,791,982 Catholics, 2,393 Jews, 4,478 heathens, and 103,672 without any professed religion. These very mixed elements were as follows: Canadian French, 1,298,929; Irish, 957,403; English, 881,301;

Scotch, 699,863; German, 254,319; Indians, 131,137; Negroes, 21,394; Chinese, 4,383, whilst every nation of Europe has sent a more or less strong contingent. The number of emigrants was in 1881-2=59,939; in 1882-3=72,281. The most populous provinces are Ontario and Quebec; the least populous British Columbia, Assiniboine and Athabasca.

The principal towns are:

	Inhabitants.
Montreal	with 140,747
Toronto	90,000
Quebec	75,000
Halifax	35,100
Hamilton	35,965
Ottawa	27,417
St. John	26,127
London	26,000
Winnipeg	16,000
Kingston	14,093
Charlottetown	11,485
Victoria	8,000

The population of Saxon origin is the most law-abiding; the French and half-breeds being very restless, and frequently causing political disturbances.

GOVERNMENT.

Until 1838 the Government consisted of a legislature, whose members were appointed by the Crown, and a chamber of deputies elected by the inhabitants. In consequence of the revolution of Upper Canada, this constitution was suspended in 1838, and the Government entrusted to a Special Council. On the Union of Upper and Lower Canada, in 1840, the new legislature consisted of an upper chamber of 20 members, appointed by the Governor in the name of the Queen for life, and a lower house with 84 members elected by the inhabitants. Since the union of all the colonies (Newfoundland excepted) under the title of the Dominion of Canada, in

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1864, they form a confederation. The Government so constituted is that of a limited Monarchy, on the principle of the responsibilities of Ministers to Parliament. It is vested in a Governor-General, appointed by the Queen of Great Britain and Ireland, but paid by the Dominion, and a Cabinet of 13 members, who, with the Speaker of the Senate, form the Privy Council. The seat of Government is Ottawa. The Parliament consists of the Queen, an Upper House of 78 members—39 elected by the Governor for life and 39 elected by the people—46 of which sit for Canada, 12 for Nova Scotia, 12 for New Brunswick, three for Prince Edward's Island, three for Manitoba, and three for British Columbia; this chamber is called the Senate. The Lower House is styled the "House of Commons," and consists of 206 members, elected in the same number of electoral districts by the people. During the session the daily expenses of members are paid by the Government. Clergymen are not eligible. The mandate lasts for four years, but the Governor can dissolve Parliament and order a new election. A session of Parliament must take place every year. The President of the Senate is chosen by the Crown and appointed for life; the Speaker of the House of Commons is elected by the members. The Governor-General has a civil list of £10,000 per annum. The judges of Canadian courts are appointed by the Crown and not elected by the people as in the United States.

The present Governor of Canada is the Marquis of Lansdowne; the Minister President is Sir John A. Macdonald; Interior, Sir D. L. Macpherson; Finance, Sir S. L. Tilley; Public Works, Sir H. Langevin; Railways and Canals, Sir C. Tupper; Agriculture, Pope;

Justice, Sir Alex. Campbell; Militia, A. P. Caron; Post and Telegraph, Frank Smith; High Commissioner in England, Sir C. Tupper.

PROVINCES.

The Dominion of Canada is composed of the following Provinces: Ontario, Quebec, Prince Edward Island, Nova Scotia, New Brunswick, Manitoba, and British Columbia.

The territories of Assiniboia, Saskatchewan, Alberta and Athabasca.

The North-West territories, Labrador and Newfoundland are not yet admitted in the Union.

ARMY AND NAVY.

All able-bodied men (British subjects) are enrolled in the Militia for the defence of the Dominion—from the 18th to the 60th year. The Militia is divided into an active and reserve force; the former including the volunteer, regular, and marine militia. Volunteers have to serve for three years, and regular and marine militia for two years. The active force in 1880 was:—

Cavalry	2,637
Field Artillery ...	1,438
Garrison Artillery	3,479
Engineers,	282
Infantry and Rifles	37,316

In all 45,152

The reserve militia 655,000

Imperial troops as

Garrison of Halifax, 2,000

In all 702,152

Canada is divided into twelve military districts. There are four artillery schools and a military college at Kingston. Every male inhabitant serves three years in the active militia, in each of which he is drilled during sixteen days.

There are seventeen field batteries. The navy of the Dominion is composed of three screw steamers, two paddle steamers, and two river gunboats.

FINANCES.

The finances of Canada are not in the most desirable condition, the annual budgets closing mostly with a deficit. The expenses for the year 1883-4 were estimated at 45,504,146 dols. The budget of 1882-83 showed receipts 62,286,053 dols., and the expenses 68,040,463 dols. Amongst the receipts in this year figure 23,009,582 dols. customs dues and 6,260,116 dols. excise dues, loan 14,996,293 dols., and floating accounts 11,495,110 dols., thus showing almost half of the receipts as borrowed capital.

The total public debt on 1st July, 1883, was as follows:—

Liabilities.

Without interest	...	\$28,138,176
4% do.	...	119,440,450
5% do.	...	44,328,820
6% do.	...	10,251,658

Total liabilities \$202,159,104

of which payable in London,
\$130,187,403.

Assets.

Without interest	...	\$21,524,763
Varying do.	...	173,263
3% do.	...	15,000
4% do.	...	10,583,133
4½% do.	...	140,000
5% do.	...	10,487,533
6% do.	...	768,698

\$43,692,390

Total 1st July, 1883 \$158,466,714

Total 1st July, 1882 \$153,661,651

Increase in 1883 \$4,805,063

PRODUCE AND MANUFACTURES.

The produce of the soil has been heretofore the main source of income and wealth in the Dominion of Canada. Manufactures, confined as they are to only the two provinces of Nova Scotia and Ontario, occupy, as yet, a very secondary position, with the exception perhaps of the shipbuilding which is of very great importance. The steamers are chiefly constructed in Ontario, Quebec, and British Columbia; sailing vessels in Nova Scotia and New Brunswick. In 1879, 39 of the former, with 3,094 register tons capacity; and 264 of the latter, with 100,457 register tons capacity, were built. In the same year 400 vessels, with 99,882 tons, of which 71 were steamers with 5,639, were registered. The manufactures and industries should, however, for several reasons be both more numerous and more remunerative. We shall, therefore, limit ourselves to the produce of the soil. In the first place may be mentioned coal, of which there are extensive beds in Nova Scotia, near Pictou; in Manitoba, British Columbia, and the North-West territories annually about 500,000 tons are exported. Petroleum on the peninsula between Lakes Erie and Huron; copper on Lake Nipigon and Mackenzie River; silver, gold, iron and other minerals are also abundant. The timber and then the cereals, and other agricultural produce, come next in importance. The export of the former reached, in 1881-82, £4,386,000, and the latter £6,447,000. In hides and skins, which have fallen off considerably of late, £428,000 worth were exported. But the most important of all the branches of wealth to the inhabitants of Canada are the extensive fisheries,

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and their produce exported in 1881-82, was of the enormous value of over £5,000,000.

COMMERCE.

The statistics of 1882-3 show total imports £24,879,000. And the total exports amounted to £21,279,000, or a surplus of imports over exports of £3,600,000. The principal imports were: Colonial produce, £1,951,000; combustibles, £1,066,000; metals, £1,309,000; dry goods, £5,394,000; other manufactures, £2,718,000, and sundries, £8,437,000. The principal exports: cereals, £6,447,000; animals and animal produce, £5,378,000; timber, £4,386,000, and sundries, £3,897,000. The movement of vessels in the ports consisted of 5,057,129 tons under the English flag, and 2,879,433 tons under foreign flags; in all, 7,936,562 tons. The mercantile fleet consisted in 1881 of 4,630 vessels, with 1,060,473 tons, of which 721, with 200,023 tons, were steamers. The coasting and river trade was carried on by 16,268 vessels, boats and canal barges, with 2,889,510 tons carrying capacity, of which 9,722 with 1,715,248 tons were under the British flag. Through the Welland canal 998,247 tons passed in that year, 1,729,616 tons through the St. Lawrence canal, and 577,821 tons through the Ottawa and Rideau canals.

RAILWAYS.

At the end of 1882, 8,805 English miles of railways were in full operation and 3,190 miles in construction. The end of 1885 saw the completion of the Canadian Pacific Railway across the whole breadth of the Dominion. The whole private capital invested in railways was 306,956,396 dols. with 105,773,410 dols of State

aid. A great bulk of the European capital, principally English, is sunk in them and many lines are worked at a loss, as in the United States. In Ontario private capitalists and municipalities furnish the larger amount of capital and build roads with Government assistance. In Quebec the contrary obtains, the Government furnishing the money, while the capitalists and municipalities assist in building the railways. Some of the lines are worked on the American principle, i.e., passenger trains having only one class, while others prefer the European plan. The same applies to the passenger carriages. Drawing-room and sleeping cars are run on most express trains, the extra charge being small in comparison with the charges levied in Europe for the same accommodation. The same regulations as to tickets, &c., obtain in Canada as in the States. Passengers must be careful to look out for their station, as all arrangements to guide them are very uncertain.

POST AND TELEGRAPH.

The postal system is, perhaps, even more extensive than in the United States, and every village in the Dominion has its office. In 1883, 6,395 offices were in operation, handling 62,800,000 simple letters, 2,659,000 registered letters, postal cartes, 12,940,000; 2,600,000 letters free of postage (official), and 16,589,200 newspapers and samples, a total of 97,579,200 deliveries. 307 Post Office Savings Banks with total deposits of 6,435,989 dols., by 51,463 depositors, were in working.

The total length of telegraph wires is 45,000 English miles with 2,550 offices, mostly held by the three companies chartered by Act of Parliament: the Montreal, the Dominion and Western Union,

and Canadian Pacific. The Western Union is an American company with domicile in New York, which, however, works in conjunction with the Canadian Pacific. Over 2,000,000 messages were delivered in 1882. The charge is 15 cents for 10 words and under for a distance not exceeding 12 miles. Beyond, 25 cents for equal number of words with one cent for each additional word. Half prices obtain for messages transmitted in the night and delivered next morning.

MONEY.

The same as in the United States, but English coin and notes are also current.

CONVEYANCES.

The same paragraph in the United States portion of this book applies also to Canada.

HOTELS

Are kept as in the United States.

TOURIST, CIRCULAR AND EXCURSION TICKETS.

These are issued under the same conditions as obtain in the United States.

LUGGAGE CHECK SYSTEM.

Also as in the States.

CUSTOMS, PASSPORT, ETC.

The paragraph in the United States section applies also to the Dominion.

CLIMATE & DRESS.

The summers and winters in Canada are equally marked, and

are rather trying to people accustomed to a more equable and milder temperature. Both seasons are more intense and pronounced than in England. However, the air is remarkably dry, bracing and healthy. On the whole, the climate is very varied, but a trifle colder in winter and a little hotter in summer than in England. The southern interior of Canada is milder, being influenced by the lake waters, whilst the Province of Quebec, British Columbia, and the North-West territories are considerably colder, resembling more Norway and Sweden in temperature. The annual mean temperature in Ontario is 44 degs. Fahr., as compared with that of the British Isles of 48 degs. Fahr. In the other regions, especially the prairies west of Ontario and east of British Columbia, the mean summer temperature is 60 deg. Fahr. Sometimes the thermometer rises to 95 and 100 degs. Fahr. in the shade, and there are frequent and abundant showers of rain. In winter it not unfrequently falls to from 50 to 60 degs. Fahr. below freezing point. Throughout the coast regions on either side the change is not nearly so rapid and extensive. Intending tourists would do well to choose either spring or autumn for their visits to Canada, as they will thus avoid the extremes of both summer and winter. As a novelty, the winter in Canada has many attractions, which the uncertain climate of Great Britain does not allow. Winter may be chosen, therefore, by many, but this always necessitates a considerable outlay in furs.

THE GRAND TRUNK RAILWAY OF CANADA.

THE reproach that Canada is practically a *terra incognita* to the majority of English travellers is only too true. Notwithstanding the tide of emigration which is constantly setting towards its shores, and notwithstanding the fact that visitors and authors have done ample justice to the beauty and boundless resources of the Premier British Colony, Canada has up to the present not been sufficiently appreciated either by the tourist or the sportsman. From the moment he lands at Quebec, each new departure unfolds to the traveller new revelations of those magnificent natural gifts so lavishly dispensed over the dominion. The tract of country traversed by the Grand Trunk Railway is peculiarly interesting, and may be taken as a typical specimen of the best portions of Canada.

Wearied and ill, or nervous and fretful with incessant work and worry, dwellers in the great cities of Europe are often forced to ask: "Where can I go for health?" A thorough change of scene is at once the safest and pleasantest remedy. Most men go either to the German Baths, or the Mountains of Switzerland, or the various capitals of Europe, to the fjords of Norway, or to some out-of-the-way nooks. Each year, however, they return more dissatisfied and more depressed, it may be, than when they started. Familiarity has destroyed the charm and freshness of the old ground. All who desire to benefit by change to an appreciable extent must, therefore, look for it out of the beaten track, and in this present age of steam and electricity this is not difficult to manage. A trip across the Atlantic is a much less formidable undertaking nowadays than a trip to Paris used to be 50 years ago. And what more interesting trip could be suggested to the wandering Englishman, than a visit to Canada, with its associations, its beautiful scenery, and its rapidly increasing wealth and population.

Even to-day the average Englishman is little acquainted with the fair region traversed by the Grand Trunk Railway of Canada. This great corporation carries its lines of rail across the country from the Atlantic to the great Lakes, to Chicago and Detroit. For the lover of unequalled scenery, as well as for the sportsman, this line, therefore, offers unusual and indeed unique attractions. From quaint and venerable Quebec to the youngest settlement in the North-West, the Grand Trunk system and its connections traverse a country blessed with a splendid climate, and with an ample water supply. A country fertile and of great natural beauty, and covered with prosperous towns and homesteads. The inhabitants are a prosperous, energetic and intelligent race, whom England may well be proud to call her sons.

The sea voyage, with its necessary absence of business and other worries, the regular meals, the bracing sea air, the voyage up the River St. Lawrence, will have probably effected an important change in the health of most invalids, even before they have landed. By the time they reach Quebec they feel braced up, and, as it were, quite different beings. The St. Lawrence, from its mouth to Quebec, presents an unrivalled scene of ever-changing beauty. The first sight of Quebec is very striking. The *coup d'oeil*, as the traveller steams up to the landing stage at Quebec, is one which neither the pencil of the artist or the pen of the writer can depict. The view of the town of Quebec, with its citadel, its miles of wharves, and its quaint old buildings, is very impressive. The town itself looks and smells French; French is spoken all around you. A few days may be spent to advantage in seeing Quebec town, and excursions should—if time permits—be made to the Falls of Montmorency, Lorette, Lakes Beauport and St. Charles, the Chaudière Falls, the Saguenay River, etc.

From Quebec to Montreal, the tourist has the choice of a railway on either side of the St. Lawrence, both lines belonging to the Canadian Grand Trunk Railway. The line from Point Levy to Montreal is the one more

generally used. The country it traverses is monotonous; but just before the train enters Montreal the scene changes, as the traveller passes into the tunnel of the Victoria Bridge across the St. Lawrence River. This bridge is a magnificent structure, 9,084 feet long. It rests on 24 piers, connecting the Canadian Railway system with that of the United States.

Montreal presents a very imposing view. It is one of the handsomest, best-built, and most busy of the large towns of the American Continent. For a detailed description the reader is referred to the section on Montreal (page 207). It has also preserved many traces of its ancient French settlers, though it is considerably more English than Quebec. The best view of the city is from St. Helen's island. No tourist should leave Montreal without "shooting the Lachine Rapids" as the sensation is one not readily forgotten.

From Montreal a trip should also be made to Ottawa, the Capital of the Dominion. The town is by no means striking in any other respect. It is neither a commercial town nor a convenient seat of government. Jealousy between Quebec, Montreal, and Toronto was the real reason for its selection. The Parliament Buildings are extensive and imposing. Rideau and Chaudière Falls are about the most important and interesting of the sights to be seen.

From Montreal easy trips are also made to the Adirondacks, Lake Champlain, and Lake George, the great American summer playgrounds. The scenery is very fine, and, however short the tourist's available time, a few days employed in this excursion will amply recompense him. The White Mountains are also much visited. The Thousand Islands (really 1,700) in the St. Lawrence, begin near Kingston, the beginning of the outlet of Lake Ontario, and should certainly not be omitted among objects to be visited. They present every variety of formation, composition, shape, vegetation, etc. For sportsmen there is here a perfect paradise, spacious and well-conducted hotels are abundant among the islands. The steamers between Montreal and Kingston are the best means of locomotion. The islands are the scene of many of Fenimore Cooper's and other tales. The places now seen will recall many pleasant hours spent in reading that pleasant writer's romances.

At Brockville, which is the terminus of the Lake of the 1,000 islands, the train of the Grand Trunk line is once more taken. After a comparatively short run through a lovely country, the traveller arrives at—what is practically, and must eventually become, the real Capital of Canada—Toronto. This by enthusiasts is also called the "Queen City." It has just celebrated its semi-centennial, for in 1835 exactly 50 years had elapsed since its incorporation as a town. It was founded in 1794 by General Simcoe. It is a modern town, much noted for its fine public and private buildings. The detailed description will be found on page 215. The magnificent panorama of city and lake may be best enjoyed from the tower of the Provincial University in Queen's Park. No visitor should leave Toronto without seeing the game of Lacrosse played in the elegant grounds of Rosedale—this is the "Lord's" or the "Oval" of Toronto. Hanlan's Island, with Hanlan's Hotel—built by the Champion of many rowing matches—should also be inspected. Around the town there are a great many very interesting points for excursions.

Thence the majority of travellers would naturally direct their steps to a great city of mushroom growth—Chicago. The journey is long by rail, but the luxurious accommodation provided by the Grand Trunk Railway and its connections reduce delay or discomfort to a minimum. Drawing-room, sleeping and refreshment cars, provide for all the requirements of the traveller. The country traversed is in a high state of cultivation—and dotted over with prosperous towns. Forty years ago Chicago was a small Indian trading post, and the plain on which it now stands was a barren waste. To-day it contains over 500,000 inhabitants—while its palatial and substantial buildings can compare with those of any city in the civilized world. A detailed description of the town will be found on page 65. It is one of the largest grain markets in the world—and its manufactures and general commerce are very extensive. As characteristic of its enormous

and extraordinary enterprise, it is worth mentioning here that there is a movement on foot for the formation of an island in the lake off the city, to serve as a pleasure resort in summer—much as Coney Island does for New York. Chicago stands, perhaps, first in the world as for the magnificence of its hotels. With regard to amusements, few of the capitals of the old or new world can excel it.

Another interesting town on the line of the Grand Trunk Railway is *Detroit*—one of the most beautiful towns on the American Continent, whether as regards natural scenery or artificial improvements. A detailed description of the town will be found on page 83. The town was founded by the French—and they were succeeded by the Germans. It was then largely settled by English, Scandinavians, and other Europeans. Each of these nationalities carried out its own ideas as to buildings, etc., with the result that it may be said to be the best and most diversely-built town, from an architectural point of view, in the New World. The tower of the City Hall affords the visitor an extensive view of the town and environs; the *coup d'œil* will favourably compare with the most vaunted sights of Europe or America. The lakes Erie, Huron and Superior are best visited from here, as the steamboat accommodation is of the very best, and scarcely, if at all, surpassed by anything of the kind in the old world. To enumerate all the points of interest on these lakes, is impossible in the small space at our disposal.

If the traveller intends to go further west, the connections of the Grand Trunk Railway (through tickets can be had at Montreal) will bring him quickly and comfortably to the now rapidly growing provinces of the Canadian North-West, Manitoba, Assiniboia, Saskatchewan, etc., very dear to every sportsman. Winnipeg, the rising capital of these regions, would naturally be taken as the centre, or as a starting point for the Rocky Mountains, by the Canadian Pacific Railway, and for the Yellow Stone Region, by the Northern Pacific Railway, *via* St. Paul. The settlements, the farms, towns and villages cannot fail to impress the tourist with the rapid progress this region has made, and will make in the near future. Winnipeg, itself, which has been described more fully on page 216, was only a tiny hamlet in 1870. It is now a town, estimated to contain over 30,000 inhabitants, and is rapidly increasing.

The traveller intending to return from Chicago, will do well to select another connection of the Canadian Grand Trunk Railway, *i.e.*, the Baltimore and Ohio Wabash route, and stop at Battle Creek, as worthy of a passing call. It is one of the most bustling towns in Michigan. Its situation is beautiful, and the place is rapidly growing. It is remarkable for its very equable and mild climate. At Detroit, the traveller would once more take the Grand Trunk Railway, and stop at the Niagara Falls, described on page 142. Those tourists desirous of returning to Europe by way of New York, should start from here by the Erie Railway, another connection of the Grand Trunk.

From Niagara to Hamilton, in Ontario, is but a short journey. The town has been dubbed "The Ambitious," though it is unlikely that it ever will catch up its younger rival, Toronto. Yet it is a busy and rising town, very prettily situated. It has more manufacturing than any other town in the dominion. Many other points of attraction besides those referred to in this brief sketch will be found along the lines of the Grand Trunk Railway. The average traveller will probably not care to embrace more in his Canadian tour; and, moreover, want of space forbids a more detailed account. Most tourists will leave this beautiful country with regret and with a desire to visit it again and again. In the tour sketched above travellers of every variety of taste will find special sources of attraction. The political economist, the geologist, the artist, sportsman, and the student of life and character, will each and all find occasion to enlarge his circle of knowledge. The curious mixture of two languages will probably shock his pre-conceived notions of euphony. But above all else the invigoration of mind and body consequent on such a tour is at once its greatest charm and the strongest argument in its favour.

PROVINCIAL LIBRARY,

VICTORIA, B. C.

DESCRIPTION OF TOWNS.

Amherst.—Seat of Cumberland County, Nova Scotia; population (1881), 4,000.

Hotels: Dominion, Lamey's Terrace.

A pleasantly situated and well built thriving little town on an inlet, Chignecto Bay or Bay of Fundy. It lies exactly half way between St. John and Halifax. It possesses some manufactures, and agricultural and fishing interests. There are two Public Halls and a Club. The Ruins of Fort Cumberland and Fort Lawrence are reached from here.

Reached from Halifax, by Intercolonial Railway, in six hours.

Annapolis.—Seat of Annapolis County, Nova Scotia; population (1881), about 1,000.

Hotel: St. Louis, City.

This is the oldest town of the province, and its inhabitants still preserve much of their old French manners. It is pleasantly situated at the head of a basin of the same name. It is much visited in summer for its fine climate. There is good sea and trout fishing in the neighbourhood. The ruins of the old fortifications form the chief attraction for the tourist.

Reached from Halifax by Windsor and Annapolis Railway, *via* Kentville, in 10 hours.

Basin of Minas.—Bay of Fundy, Nova Scotia.

Hotels: Summer's at Parrsboro'.

This is a bay within the Bay of Fundy, and penetrates about 60 miles into Nova Scotia. The shore scenery is very fine, and the bay is interesting for its tremendous tides, which rise sometimes to 60 and even 70 feet. Parrsboro' may be made the centre of many charming excursions. From Parrsboro' across the Bay is the Grand Pré, the scene of Longfellow's "Evangeline." The picturesque Gas-pereaux Valley may be visited from here, as also from Wolfville, opposite.

Beauharnois. — Chateauguay County, Province of Quebec, on the Beauharnois Canal.

The favourite picnic resort from Montreal. It is pleasantly situated at the foot of the Cascades and Lake St. Louis.

Belleville.—Seat of Hastings County, Province of Ontario; population (1881), 10,500.

Hotels: Thomas House, National, Belleville, Hinckley.

An important and thriving town, and the seat of the Albert University (Episcopal Methodist). It is pleasantly situated on the Bay of Quinté, an inlet

of Lake Ontario. It carries on an extensive timber and manufacturing business, and has two large Halls.

Reached by Grand Trunk Railway, from Peterboro, *via* Keene, in four hours.

Brantford.—Seat of Brandt County; province of Ontario; population (1881), 9,600.

Hotels: Kirby House, American, Commercial.

A small, but thriving manufacturing and mercantile town, on the Grand River. It has two large Assembly Rooms, but otherwise has little to interest the tourist.

Reached from Buffalo, by Grand Trunk Railway, *via* Port Colborne, in 5 hours.

Brockville.—Leeds County; province of Ontario; population (1881), 8,500.

Hotels: Revere House.

An important and very busy town on the St. Lawrence River. At this point is the termination of the Thousand Islands Lake; and the river here forms a broad sheet of two miles in width. Morristown opposite is connected to it by a ferry. It possesses several large halls.

Reached by Grand Trunk Railway of Canada, from Montreal, *via* Cornwall, in 4½ hours.

Cacouna.—Rivière du Loup County; province of Quebec; population (1881), 650 inhabitants.

Hotels: St. Lawrence Hall, Mansion House.

A pleasant little watering-town on the St. Lawrence, opposite the mouth of the Saguenay

River, and a favourite summer resort for Canadians. Its climate is bracing and cool in summer, while its scenery is lovely. Lake Temiscouata, close by, is very charming, and a fit place for those who love solitude and trout fishing. The village of Cacouna is very attractive; in its neighbourhood will be found good hunting and fishing. The sea bathing is excellent, the waters of the river at this point containing almost as much saline matter as the sea. Excursions to Cape Rosier and Cape Tourment.

Reached by the Intercolonial Railway, from Quebec, in 10 hours.

Charlottetown.—Capital of Prince Edward's Island, and seat of Queen's County; population (1881), 11,485.

Hotels: St. Lawrence, Revere.

This pleasant and regularly-built town is situated on the north side of the East River. It is the chief commercial centre, and indeed the only town in the island, and has a good harbour. The streets are broad, well paved, and lighted with gas; while there are several spacious public buildings. The principal are—the Colonial Building, built of Nova Scotia freestone; the Provincial Buildings, Post Office, and Custom House, Market House and Public Hall, several handsome churches, Prince of Wales College, Government House, Lunatic Asylum at Falconwood, Victoria Park, Bishop's Palace, St. Dunstan's College, etc. The principal commercial interests of the town centre in the fishing and ship-building yards.

Reached by Prince Edward's Island Railway, from Tignish, *via* Summerside, in 8½ hours.

Chateau-Richer.—Montmorency County; Province of Quebec; 1,200 inhabitants.

Hotels: The Commercial.

A small but thriving village, on the north shore of the St. Lawrence River. It is much visited by sportsmen, both for the trout fishing, and the duck, partridge and snipe shooting in the vicinity. Close by is St. Anne de Beaupré, noted for its fine church.

Reached from Quebec, by boat, in half-an-hour.

Chatham.—Seat of Kent County; Province of Ontario; population (1881), 8,000.

Hotels: Garner, Rankin.

A very pleasantly-built and rapidly-increasing town on the Thames River. Has some manufactures, but is mostly interested in agriculture. It possesses several very large halls considering the size of the town. Some good sport may be had in the neighbourhood, but there is little to interest the tourist. There is an excellent opening for those wishing to settle as farmers.

Reached from Detroit, by the Grand Trunk Railway, in 3 hours.

Chicoutimi.—Seat of Chicoutimi county; Province of Quebec; population (1882), 700.

Hotels: The Chicoutimi House.

A thriving town on the Saguenay River, much frequented by sportsmen. It lies at the head of the navigation, 20 miles above Ha-Ha Bay. It boasts a cathedral, a convent, and a large stone built college. Near the town are some rapids (50 feet high) on the Chicoutimi River,

which abounds in fish. Nine miles above the town are the celebrated rapids of the Saguenay River, which are little inferior to the Niagara Rapids and considerably longer. There is good sport to be had in the vicinity of the town. Lake St. John lies 60 miles west of Chicoutimi.

Reached from Quebec, by Lake St. John Railway, *viâ* Chambord, thence by carriage, in three hours.

Cobourg.—Seat of Northumberland County; Province of Ontario; population (1881), 5,000.

Hotels: Horton, Pauwell, Arlington, Windsor, Albion, North American.

A prosperous little town situated in a pleasant spot on Lake Ontario. It is much engaged in manufactures and mercantile pursuits and offers some sport, chiefly boating. The town, besides several large halls has little to interest the tourist.

Reached by Grand Trunk Railway, from Montreal, in 10½ hours.

Cornwall.—Stormont County; Province of Ontario; population (1881), 9,964.

Hotels: St. Lawrence, Commercial, Central, Ottawa, American.

A pleasantly situated and regularly built town on the north shore of the St. Lawrence, chiefly occupied in manufacturing stoneware, cotton and woollen goods, &c. It lies exactly opposite the large Indian village of St. Regis. Somewhat lower down the river is the Lake St. Francis, 25 miles long and five miles wide, dotted with

islets. It is also resorted to as a summer station.

Reached by Grand Trunk Railway of Canada, from Montreal, in $2\frac{1}{2}$ hours.

Fredericton.—Seat of York County, and Capital of Province of New Brunswick; population (1881), 7,000.

Hotels: Barker, Bayley, Queen, Long, Waverley and Commercial.

A charming semi-rural town, situated on the St. John's River. It compares to St. John, the commercial capital, much as Ottawa does to Quebec. It is the seat of an English bishop, the Metropolitan of Canada. The new Parliament House, the beautiful cathedral, a fine library, the Town Hall, Post Office, Governor's Palace, University Museum, Normal School, and several other buildings of minor importance, will interest the visitor. The town contains several large theatrical halls. It is 20 miles distant from St. John, the seaport and commercial centre of New Brunswick.

Reached by New Brunswick Railway, from St. John, in $3\frac{1}{2}$ hours.

Galt.—Waterloo County, Province of Ontario; population (1881), 5,000.

Hotels: Central, Queen's.

A thriving and important railway centre, situated on the Speed River. The town has some manufactories, but is important principally as the trading centre for the surrounding agricultural and timber districts. It offers little in the shape of buildings to interest tourists.

Reached by Grand Trunk Railway, from Southampton, *viâ* Palmerston in five hours.

Guelph.—Seat of Wellington County, Province of Ontario; population (1881), 9,890.

Hotels: Dominion, Queen's, American, Royal, Wellington, Western.

This town is situated advantageously on the Speed River, and has extensive manufactories. It carries on also a very large business in agricultural products. It is traversed by three important railway lines. The town is well built and regularly laid out, and is rapidly increasing in importance. There are two large halls used for meetings.

Reached by Grand Trunk Railway, from Harrisburg, *viâ* Galt, in $1\frac{1}{2}$ hours.

Halifax.—Capital of Nova Scotia and Seat of Halifax County; population (1881), 36,100.

Hotels: Halifax, Waverley, Carlton, International, Royal.

Bankers: Nova Scotia Bank.

Medical: Dr. Almon, Dr. Parker.

Ticket and Excursion Agents: Thomas Cook & Son, 126, Hollis-street.

This beautiful town is situated about midway on the southeastern coast of the province, on the west side of a deep inlet of the Atlantic, Halifax Harbour, and on the slopes of a hill some 240 feet high. The bay affords one of the finest harbours on the Continent of America. The town, when seen from the harbour on the opposite shore, offers a very fine panorama. It is regularly laid out, most of the streets being broad, macadamized, and crossing each other at right angles. At the water's edge the town is lined with wharves, behind which are the ware-

houses, and then the dwelling-houses and public buildings. The whole is crowned by the granite bastions of the citadel.

The Provincial Buildings, a huge stone-built block, 140 feet by 70 feet, and adorned with a colonnade of the ionic order, is a very striking object. It contains chambers for the Council and Legislative Assembly and general Government offices. Its third storey is occupied by a museum. The Parliament Buildings are on the west, and contain the free library. The Court House, Cathedral of St. Mary, and Government House, the residence of the Lieutenant-Governor of Nova Scotia, are also interesting; close by is the residence of the Military Commandant. Admiralty House, Dalhousie College, Wellington Barracks, the Lunatic Asylum, the Workhouse, the Military Hospital, Prison, Penitentiary, and Academy of Music, are all prominent buildings, and merit inspection. The citadel, a mile in circumference, on the top of the hill, is, after that of Quebec, the strongest in British North America. The Queen's dockyards, covering 14 acres, in the northern part of the town, are very fine, and inferior to none out of England.

The excursions from Halifax are interesting, the nearest being the Bedford Basin, Point Pleasant, a favourite promenade, Dartmouth Lakes, the Basin of Minas, Grand Pré, Yarmouth, Tusket Lakes, Liverpool Lakes, Poonahood and Rossignol Lakes, to Cape Breton and Bras d'or Lakes.

Reached by Intercolonial Railway, from St. John, *via* Truro, in 12 hours.

Hamilton.—Seat of Wentworth County, Province of Ontario; population (1881), 35,965.

Hotels: Dominion, American, Royal, St. Nicholas, Lee's, Mansion, Walker.

Ticket and Excursion Agents: Thomas Cook & Son, 11, James-street.

This is one of the most beautiful and prosperous towns in Canada, and, next to Toronto, the largest in the province. It is very charmingly situated at the head of the western extremity of Lake Ontario. It has broad and well-paved streets, crossing each other at right angles, while some are planted with trees. Several important buildings will attract the attention of the tourist. The Opera House is fine, while there are several other large halls in the town. Hamilton is an important railway centre, and is largely engaged in manufacturing. Its chief business, however, is shipping the agricultural produce of the surrounding district. There are some pretty drives in the neighbourhood, as also extensive excursions. It is equi-distant from Niagara and from the capital, Toronto.

Reached by Great Western of Canada Railway, from Buffalo, *via* Cayuga and Seneca, in 1½ hours.

Kingston.—Seat of Frontenac County; Province of Ontario; population (1881), 14,500.

Hotels: Albion, City, Windsor, American, Anglo-American.

Kingston is situated at the eastern extremity of Lake Ontario. In summer, passengers take the steamers here for the Thousand Islands and Rapids of St. Lawrence, which commence

immediately upon leaving Kingston. It is a thriving town, with extensive trade and some manufactures. It is well built and regularly laid out, as all American modern towns are. The town itself has little to interest.

Reached by New York Central and Hudson River Railway, from New York, and *viâ* Rome, Watertown and Cape Vincent, by Rome, Watertown and Ogdensburg Railway, in 16 hours.

London.—Seat of Middlesex County; Province of Ontario; population (1881), 19,763.

Hotels: Grigg, Tecumseh, River, City.

Ticket and Excursion Agents: Thomas Cook & Son, 3, Masonic-temple.

The site of this town was a wilderness as recently as 1820. It is now the centre of a rich agricultural district, and carries on a large manufacturing industry. The houses are handsome and substantial, and the streets broad and well laid out. Holman's Opera House is a fine building, and Victoria and the Mechanics' Halls are both capable of seating above 1,200 persons. It is pleasantly situated on the River Thames, affording good fishing, and is the centre of five railway lines. There are some excursions in the environs.

Reached by Grand Trunk of Canada Railway, from Detroit, *viâ* Windsor, in 5 hours.

Montreal.—Seat of Montreal County, Province of Quebec; population (1881), 140,862.

Hotels: St. Lawrence Hall, Windsor, Richelieu, American, Albion.

Conveyances: Tramways on the principal thoroughfares and

leading to most points; fare, 5 cents. Carriages at the most central points and railway stations and steam boat wharves; fare, one-horse, two persons, 25 cents. within city limits, per hour, 75 cents.; four persons, 40 cents. a course, and 1 dol. per hour. Two-horse carriage, one or two persons, 40 cents. course and 75 cents. per hour; three or four persons, 50 cents. course, and 1 dol. per hour. Stage coaches to the surrounding villages.

Theatres and Amusements: Opera House, with 1,500 seats; Theatre Royal, 1,500 seats; Mechanics' Hall, with 1,000 seats; and Association, with 600 seats, and several others of minor importance.

Museums: McGill College, at the foot of Mount Royal, in Sherbrooke-street; the Museum of the Natural History Society, on University-street.

Clubs: The St. James, Metropolitan, and City, and several minor sporting clubs.

Post and Telegraph: In St. James-street, near the Place d'armes.

Bankers: Molson's Bank.

Medical: Dr. W. H. Hingston, Dr. R. P. Howard, Dr. G. E. Fenwick.

Ticket and Excursion Agents: Thomas Cook & Son, 1 and 3, St. James'-street.

Montreal is the most populous city, and the commercial metropolis of Canada, and is one of the finest and best-built towns of the American Continent. It stands on the Island of Montreal, at the head of the St. Lawrence Navigation proper, a little below its confluence with the Ottawa River, and 540 miles from the Gulf. It commands an exten-

sive and prosperous trade both with Europe and the interior. Mount Royal from which the town is named, rises to about 550 feet, and forms an imposing background to the picture. Its river frontage—including the suburbs—extends to about four miles and a-half. For some distance the town stretches inland for from one to two miles. The panorama of the town from the river is very beautiful, and as picturesque as any on the American Continent. The quays are built of solid limestone, and extend about two miles along the river, and Lachine Canal. The commercial thoroughfares are McGill, St. James, St. Paul, Notre Dame, and Commissioner streets. The fashionable streets are Great St. James, St. Catherine, and Notre Dame. Sherbrooke and Dorchester streets have the finest private residences. Montreal contains also many fine parks and squares.

The present site was first visited by Jacques Cartier in 1535, under its then name, "Hochelaga." In 1642 the first French settlers arrived, and the town was then named Ville Marie. It remained under French rule till 1760, and, though well fortified, was captured by the Americans in 1775. It was retaken the following year by the British forces. At that time its population was 7,000. Its trade now is very important, and its annual movement amounts to above 70 million dollars. Its manufactures are also extensive and varied, and include principally all sorts of iron and steel, agricultural and other implements; machinery, steam engines, india-rubber, paper, woollens, furniture, flour, ropes, &c.

The finest view of the town is obtained from the river at the foot of Victoria Bridge. This is one of the grandest works of modern times, and forms a very important feature in the Montreal landscape. It is tubular in form, resting on 24 piers, and is two miles in length. Its cost was 6,300,000 dollars.

The Cathedral of Notre Dame, on the Place d'Armes, is the next most important object of attraction. With the exception of the Cathedral of Mexico, it is the largest on the American Continent. It is 255 feet long by 135 feet wide, and is capable of seating from 10,000 to 12,000 persons. It is of Gothic architecture, has six towers, and is built of hewn stone. Two of the towers are 220 feet high, and the view from it is most extensive. In one is a chime of bells. But this church will be surpassed in dimensions by the Cathedral of St. Peter, now in course of construction on Dorchester and Cemetery Streets. This edifice is intended to be on the plan of St. Peter's, in Rome. It will be 300 by 225 feet, and be surmounted by five domes. Christ Church Cathedral is a very perfect specimen of Gothic architecture and has a tower 225 feet high. The Bishops, St. Patrick's and Jesuit Churches are also noteworthy. The City Hall is an extensive and splendid edifice. The Court House, McGill College, Exchange, Bank of Montreal, Pacific Railway Buildings, Molson's Bank, the Merchants' Bank, Post Office, Albert Buildings, Bonsecours Market, Custom House, Victoria Skating Rink, Mechanics' Institute, and several other important buildings will require two or three days to visit, and are well worth the time.

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The Seminary of St. Sulpice adjoins Notre Dame Church, and was founded in 1657, it is surrounded by fine gardens and a court-yard. The Hotel Dieu, outside the town (by Mauve-street) is a vast and imposing edifice, while many other charitable institutions testify to the benevolent character of the inhabitants. There are also several Catholic convents.

The water works, about a mile outside the city, are worth visiting, for their own sake, and also for the delightful view they afford. The old Government House and Nelson Monument in Jacques Cartier Square are also worth visiting. The Mount Royal Cemetery, two miles North of the city, is well laid out and is a pleasant promenade. The drive "Around the Mountain" offers the best view of Montreal and environs, nine miles in length, passing through the Mount Royal Park. The Lachine Road to Lachine Rapids is a favourite promenade and drive.

Montreal may be taken with advantage as the central point whence to visit the remainder of Eastern British North America. About a month may be spent with advantage in visiting the different places of interest near or at a distance from the town. All of these excursions are of very great interest.

Reached by New York Central and Hudson River Railway, from New York, *via* Albany and Rouse's Point in 12½ hours.

Ottawa.—Capital of the Dominion of Canada and seat of Carleton County; population (1881), 27,417.

Hotels: St. Lawrence, Windsor, Russell, Albion, Union.

Amusements: The Gowan Opera House.

Conveyances: Tramways through all principal streets and with towns across the river (fare, 6 cents).

Post and Telegraph Offices: In Government Buildings on Barrack Hill.

Clubs: The Union.

Bankers: The Ottawa Bank.

Medical: Dr. Smith.

This beautiful town is situated on the Ottawa River, at the confluence of the Rideau River. The Rideau Canal divides it into the Upper and Lower Town. Properly speaking, it lies between two waterfalls, the Rideau and Chaudière falls. Several bridges cross the canal and others connect the town with the opposite suburban towns of Hull and New Edinburgh. Wide and regular streets are a characteristic feature of Ottawa. The chief thoroughfares are Sparks, Wellington, and Rideau streets; the former being the popular promenade and having the best shops. Originally known as Bytown, it was founded in 1827. In 1854 it was first called by its present name, when it was incorporated as a city. It became the Dominion Capital in 1858. Since then it has advanced with rapid strides. It is a very active commercial centre, and its timber trade especially is very important. Its foundries and manufactories of agricultural and other machinery are also noteworthy.

The chief and indeed most attractive object of the town is the Parliament Buildings. They are situated on Barrack Hill, an eminence 150 feet above the river. They form three sides of a vast quadrangle, and though architecturally

somewhat defective, are yet some of the most extensive and imposing ranges of public buildings on the American Continent. Their total cost was nearly four million dollars. The total frontage of all the buildings is 1,200 feet. The south side—the Parliament house proper, or centre building—is 475 feet in length by 572 feet in depth, 80 feet high with a central tower 180 feet. The Eastern front block is 318 by 253 feet, and the western 211 by 277 feet. These are called Departmental Buildings, and contain the various Government Offices, Patent Offices, Model Room, Post Office, etc. The materials used are Ohio stone and Potsdam sandstone. The pillars and arches in the interior are of marble. The style is the Italian Gothic. The Senate House is on the right on entering under the central tower. The legislative chambers are capacious, and richly furnished, and have fine stained glass windows. At one end of the Senate Hall is the vice-regal throne, with its canopy. At the other a picture and marble statue of Queen Victoria, and portraits of George III. and Queen Caroline, by Joshua Reynolds. The Chamber of the Commons is on the left. The library is on the north front and has about 40,000 volumes. From it the view of the Chaudière falls and whole scenery is very striking. The Inner court or quadrangle is laid out and planted with trees.

Across the Rideau River, in New Edinburgh, is Rideau Hall, the official residence of the Governor-General, also a very striking building. The most important church is the Cathedral of Notre Dame, built of stone, with two towers about 200 feet high. The interior is

very elaborate, and contains a picture "The flight into Egypt," attributed to Murillo. There are several other interesting churches and extensive convents. The Medical, Normal and Ladies' Colleges are the principal schools and occupy handsome buildings. The University, in Wilbrodstreet, is an extensive building. Several large hospitals, asylums, etc., constitute the charitable institutions. Near the town are eight locks on the Rideau Canal, which are worth inspecting. The Chaudière Falls are best seen from the suspension bridge.

Reached by Grand Trunk and Canada Atlantic Railways, from Montreal, *via* Coteau and High Falls, in 3½ hours.

Peterborough.—Seat of Peterborough County; Province of Ontario; population (1881), 6,815.

Hotels: Hoffmann, Casey House.

This small manufacturing community is advantageously situated in the heart of the timber region and on the Otanabee River. Its principal interest centres in timber and agricultural produce, and it merits a visit on that account. The lakes in the vicinity are full of fish and afford excellent sport.

Reached by Midland of Canada, from Toronto, *via* Myrtle and Bullyduff, in 3 hours.

Quebec.—Capital of Province of Quebec and seat of Quebec County; population (1881), 62,447.

Hotels: Albion, Russell, St. Louis, Henchey, Mountain Hill, Blanchard's.

Amusements: Opera House, with 1,500 seats. During winter

there are operas every night; Victoria Hall, Quebec Music Hall, Masonic Hall.

Modes of Conveyance: Tramways (fare, 5 cents); Calèches, per hour, 75 cents. Ferries to the opposite shore. Ordinary carriages at the stands and hotels.

Post and Telegraph Office: Corner of Buade and Du Fort streets.

Clubs: The Literary and Historical Society; the Geographical; several sporting clubs, amongst which are the "Toboggan" and "Snowshoe Clubs."

Bankers: The Montreal Bank.

Medical: Dr. Parks, Dr. Gibson.

Ticket and Excursion Agents: Thomas Cook & Son, 32, St. Louis-street.

Quebec, the ancient Capital of Canada, is the oldest, and, after Montreal, the most important city in British North America. It is found by many to be also the most attractive in the Dominion. Though over 250 years old, it looks as bright and fresh as though just finished. It is situated on the north-west shore of the St. Lawrence River, 180 miles below Montreal and about 350 miles from the mouth of the river. The town gives the impression as though a fragment of the Old World were transferred to the New, and carefully hidden away in this remote corner for safe keeping. It stands on the extremity of an elevated, narrow strip of land, forming the left bank of the river. The citadel, 330 feet above the town, crowns Cape Diamond, and with its vast bastions and other fortifications covers over forty acres of ground. Owing to the strength of these

defences and the steepness of the hill, Quebec has been called the "Gibraltar of America." Whether seen from below, or when ascending the river, or from the railway station or steamer landing, the view of the town and citadel are equally novel and impressive. The upper and lower town appear altogether separate and distinct parts. The former crowns the lofty promontory of Cape Diamond, with its fashionable residences; the latter has its wharves and business quarters, etc., and extends along the narrow strip of land at the base of the cliffs. The view from Dufferin and Durham terraces, and indeed from any of the ramparts, is one to be studied with an artist's eye, and not forgotten. The new castellated gates in the wall surrounding the upper town are worthy of note. That portion of the town within is the most ancient, and is very quaint and mediæval.

The site of the town was first visited in 1535, by Jacques Cartier, and the foundation laid by Samuel de Champlain, in 1608. This was on the site of the Indian village of "Stadicona," at the confluence of the St. Lawrence and St. Charles rivers. Its form is now triangular. From 1629 till 1632, it was held by the English, and in September, 1759, it became an English colony. In the treaty of 1763, it was definitely made over to England. Until 1859 it was the capital. The maritime commerce of the city is very large, especially its timber trade. Ships are built in large numbers, and its manufactures embrace almost every article of daily necessity.

After the citadel, terraces, and ramparts, the Basilica, or

Roman Catholic Church of the Immaculate Conception attracts the most attention. It is situated on the eastern side of Market square, was built in 1666, and destroyed by Wolfe's batteries in 1759. It was, however, soon afterwards re-built. Its exterior shews nothing of extraordinary merit, being quaint and irregular, but the interior is very elaborate. It can seat 4,000 people. The high altar is very richly adorned, and a choir of boys from the seminary sings very beautifully. Several valuable paintings adorn the interior, by Van Dyke, Carracci, Maratti, Hallé, Vignon, etc. Champlain, the founder, and first Governor of the city, is buried here. Next to the cathedral are the large buildings of the seminary, in extensive grounds, founded by Bishop de Montmorency Laval, in 1663. It is frequented by upwards of 400 boys. Its chapel has also some original paintings. The Laval University adjoining it is an offshoot of the seminary, and was founded in 1852. The archæological, zoological, and other collections will prove very interesting. The Library contains over 80,000 volumes, and the Picture Gallery is the finest in Canada. The Jesuit College Buildings were on another side of Market Square, and Morrin College occupies the site of the old stone prison, on the corner of St. Anne and Stanislas streets.

The Anglican Cathedral is a large plain building, and contains the remains of the Duke of Richmond, Lennox, and D'Aubigny (died 1819), Governor-General of Canada. Dufferin Terrace, opened to the public by the Marquis of Lorne, in 1879, the Esplanade, Grand Battery,

Place d'Armes, and Citadel, are all favourite promenades of the citizens of Quebec.

The Black Nunnery, the Grey Nunnery, the Ursuline Convent, and the Hotel Dieu, are all richly endowed charitable institutions. The Ursuline Convent is very rich, and the chapel has also some original paintings. St. John's Roman Catholic church is being rebuilt in St. John-street.

The Parliament and Departmental Buildings, now in course of erection, on Grande Allée, were commenced in 1878. Parliament House, on Mountain-street, was destroyed by fire in 1883, and part of its valuable library was burned. In the Upper Town, in St. Louis-street, are also the Quebec Music Hall, the Masonic Hall, and City Hall, all worthy of visiting. A new court-house is also being built. Several other churches will also attract the tourist, but none of them are of sufficient importance to call for special mention.

The street, leading down from the upper into the lower town, called Côte de la Montagne, is very interesting. Part of it is almost like steps, and is called "Champlain Steps." It leads to the Notre Dame des Victoires Church, built in 1690, on the site of Champlain's residence. Champlain market, a large building near the river bank, is worth inspection. St. Paul-street contains large warehouses, breweries, distilleries, manufactories, etc. St. Peter's-street contains the principal banks, shipping houses, and wholesale stores. The Custom House, on the point formed by the confluence of the St. Charles with the St. Lawrence River, is a noble Doric building,

and the Marine Hospital is also an imposing stone edifice. The Marine and Emigrants' Hospital and the General Hospital are both huge buildings, and are close by. The Plains of Abraham are best reached by St. Louis-street, passing St. Louis-gate and the Martello Towers. Wolfe's monument marks the spot where he fell in the battle of 1759. Mount Hermon Cemetery, 32 acres in extent, is about three miles out of the town by the St. Louis-road.

The excursions from Quebec are very varied, and exceedingly picturesque and interesting. The Isle of Orleans is the nearest, and the drive round it is very charming. Drives to Chateau Bigot and Spencer Wood and Lorette, the ancient Huron Indian village, will well repay the time spent. The inhabitants of the latter are a quiet and sober people, with predominating Indian blood, though not pure. The men hunt and fish, and the women do bead work, mocassins, &c., and the boys earn pence by archery.

The Lorette water falls, near the village, are also very pretty, and a few miles farther inland are Beauport and St. Charles Lakes. The latter, four miles long, is famed for red trout and remarkable echoes. The Montmorency Falls, eight miles below Quebec, are 250 feet high by fifty feet wide, "a solid and compact mass of water, plunging without break, over a precipice." Near the falls is the "Haldimand House," occupied in 1791, by the Duke of Kent, Queen Victoria's father. The natural steps are about one mile above the falls. The Chaudière Falls, on the opposite shore, reached by Point Lévi, are about 350 feet in width and fall from a height

of 150 feet. They present at the base the appearance of boiling water, whence the name, "The Caldron"—French, Chaudière. A trip to Sanguenay River and Lake St. John will also be found interesting.

Reached by New York Central and Hudson River Railway, from New York, *via*, Montreal, in 18½ hours.

Rimouski.—Seat of Rimouski County; Province of Quebec; population (1881), 1,417.

Hotels: The Rimouski.

A small town at which the tourist should not fail to stop. The scenery of the valley of the Rimouski is extremely beautiful, and the trout fishing in the brook is unrivalled. The town is also interesting. The Government Wharf is very extensive, and there is a Cathedral and some good houses. Twenty miles below, at Metis, is the largest wharf.

Reached by Inter-Colonial Railway, from Quebec, *via* Rivière du Loup, in 3½ hours.

St. Catherine's.—Lincoln County; Province of Ontario; population (1881), 14,500.

Hotels: Murray, Spring Bank, Cairns, Stephenson, Welland.

Tourist and Excursion Agents: Thomas Cook & Son, 12 and 14, St. Paul's-street.

This pleasant town, situated on the Welland Canal is principally noted for its mineral springs, which are much frequented. The scenery around is attractive and the commercial pursuits of the community embrace ship building, manufacturing and agriculture. The Town Hall is large, and the Opera House can seat 800 visitors.

There is little of interest to the tourist.

Reached by New York Central and Hudson River Railroad, from New York, *via* Buffalo, in 26 hours.

St. John.—Seat of St. John County, New Brunswick; population (1881), 35,128.

Hotels: Park, Waverley, Dufferin, New Victoria, Royal, Revere, International, Globe.

Post and Telegraph Office: Prince William-street.

Bankers: Montreal Bank.

Medical: Dr. Bayard, Dr. Inches.

Ticket and Excursion Agents: Thomas Cook & Son, 97, Prince William-street.

Enthusiasts have styled the city the "Liverpool of British America," and in martime activity and position it well deserves the name. Its situation upon a rocky, almost insular eminence, in the mouth of the St. John River, and its harbour protected by the forelying Partridge Island, is extremely picturesque. For municipal and electoral purposes the adjoining townships of Carleton and Portland are embraced in St. John, and the whole population of all three exceeds 50,000. It is the principal city of New Brunswick, and its commercial, though not political, capital. The difference between high and low water at the mouth of the river is 26 feet, and at high water the level of the harbour is five feet above that of the river, while at low water the river is 12 feet above the level of the harbour. The river, called by the Indians Looshtook, or Long River, is

navigable for a distance of 800 miles for steamboats; and for another 1,000 miles for boats and canoes. Approached by sea, the city presents a very imposing picture. It has repeatedly suffered from great fires, the last occurring in 1877, the traces of which may still be seen. King-street, the Broadway of St. John, extends from the river on the west, to Courtenay Bay on the east. Market slip and square, and the wharves near by, form the commercial centre of the town. The smells here are eminently suggestive of cod fish and molasses, the principal staples of St. John's import and export trade. Before the fire of 1877, there were many fine buildings, some of which have since been rebuilt. Among them are the Post Office, Custom House, and Masonic Hall. The trees in King-square were planted in 1860, during a visit of the Prince of Wales. Other buildings of note are: Penitentiary, Wiggin's Orphan Asylum, Academy of Music. From the end of King-street, Courtenay Bay and Portland Heights may be seen to advantage. The walks and drives around St. John are those to the Rural Cemetery, 110 acres in extent; to the Falls, Indian town, Point Pleasant, Spruce Lake, Fairville. The Moose Path Park, and Lawlor's Lake are favourite promenades. Lily Lake, Rothesay, Loch Lomond, Suspension Bridge, Marsh-road, and Mahogany-road. All the lakes near the town are full of fish, and excellent sport can be had, especially in Tracey's and Mount Theobald.

Reached by Inter-Colonial and New Brunswick Railway, from Rivière du Loup, *via* Fredericton, in 7 hours.

St. Thomas.—Seat of Elgin County; province of Ontario; population (1881), 8,367.

Hotels: Commercial, Queen's Hutchison's, Lisgar, Penwarden, Willcox.

Amusements: Opera House.

This thriving community is situated in the heart of a very fertile agricultural district. It is a great railway centre, has a good future, and is now already largely engaged in manufactures. The Town and City Halls are prominent buildings, but otherwise there is little to interest tourists.

Reached by the Grand Trunk Railway, from Niagara Falls, *via* Welland and Pt. Dover, in 6 hours.

Tadousac.—Seat of Saguenay County; Province of Quebec; population (1881), 1,200.

Hotels: Tadousac.

A summer sea bathing place, much in vogue with Canadians. It is pleasantly situated on the mouth of the Saguenay River, 143 miles from Quebec, and is so far specially interesting as the spot on which stood the first stone building erected by Europeans on the American Continent. The scenery is very wild and romantic. Salmon and trout are found in abundance, and in excellent quality in the adjacent waters. The old buildings of the Hudson Bay Co. are still visible, as is also a small chapel erected by the Jesuit Fathers in 1746.

Reached by steamer from Quebec or Rivière du Loup, in 6 hours from the former.

Three Rivers.—Seat of Maurice County; Province of Quebec; population (1881), 9,000.

Hotels: St. James.

The third largest town in the eastern section of the province, advantageously situated at the mouth of the St. Maurice River on the St. Lawrence. The principal commerce is in lumber, timber, and manufactured wood. There are several fine buildings. The St. Leon Springs (the most famous in Canada) are at a day's distance by diligence, and the Falls of Shawanegan are worth visiting. They are said to be only second to Niagara, the waters falling 150 feet in one unbroken mass.

Reached by North Shore Railway, from Montreal or Quebec, in 3 hours.

Toronto.—Capital of Province of Ontario; seat of York County; population (1881), 86,415, with suburbs above 110,000.

Hotels: Queen's, American, Rossin, Walker, Mansion, Revere.

Amusements: Grand Opera House, Royal Opera House, Horticultural Pavilion, Shaftesbury Hall, St. Lawrence Hall.

Conveyances: Tramways (fare, 5 cents), through all the principal streets; carriages and omnibuses at railway station and landing-stages.

Clubs: The Union, Masonic.

Post and Telegraph Office: At the head of Toronto-street.

Bankers: Bank of Toronto.

Medical: Dr. J. Brown, Dr. MacKenzie.

Ticket and Excursion Agents: Thomas Cook & Son, 35, Yonge-street.

This, the chief city of Upper Canada, and, next to Montreal, the largest in the Dominion, is situated on the north-west shore of Lake Ontario in a beautiful

bay formed by the Don and Humber rivers. The harbour is safe, and protected by a sand-bar seven miles long. The site is low and the ground rises very gradually from the water's edge. It was founded in 1794 and called York, which name was changed in 1833 to the present one. It is the commercial centre and capital of Ontario. Having been at one time the capital of the Dominion, it has many attractions for the pleasure seeker and tourist. Its streets are broad, well paved and laid out regularly. The principal public and private dwellings are substantially built and pleasant villas abound in the environs. Its chief commerce is grain, but its manufactures are also very important.

Its leading thoroughfares are King, Queen and Yonge-streets. The most important building is the University, in a large park, approached by College Avenue, which is over half a mile long, lined by a double row of trees. The buildings form an admirable specimen of old Norman architecture. It contains also a Museum of Natural History and a Library of over 20,000 volumes. Toronto has 75 churches, capable of seating 50,000 people. The best view of the town and suburbs, as also the environs, is obtained from the tower of St. James Cathedral, in King-street. Knox College (Gothic) is also in College Avenue. Adjoining the University grounds is Queen's Park, covering over 50 acres, well laid out, and the favourite promenade of the inhabitants. Osgoode Hall, in Queen-street, contains the Law Courts and Library, and is a large building in the Ionic style of architecture. The Wesleyan Methodist church is said

to be the finest in Canada (of Methodist churches) in McGill-street. The Cathedral of St. Michael, in Gothic style, on Church-street, Trinity, St. George's, and St. Andrew's are all worth inspecting.

The Court House is in Church-street; the Custom House in Front-street, as also the City Hall; St. Lawrence Market also in Front-street, and the Post Office in Toronto-street. The St. Lawrence Hall, Masonic Hall, Young Men's Christian Association (with largest hall in the town), the Grand Opera House and Royal Opera House are all buildings of imposing character.

The chief educational establishments, besides the University, are: Trinity College, College of Technology, Model Schools, Normal School and Educational Museum, Upper Canadian College, all occupying fine buildings. The Naval school is a Palatial structure. The Crystal Palace exhibition building, the Provincial Lunatic Asylum, and the General Hospital are the principal charitable institutions. The Loretto Abbey, in Wellington-place, is the principal convent, another being that of the Most Precious Blood.

Hanlan's Island, with Hanlan's Hôtel—built by the champion of many rowing matches—should be visited. It is the great recreation resort of the inhabitants of Toronto in summer.

Reached by the Grand Trunk of Canada Railway, from Montreal, *via* Kingston, Cobourg and Port Hope, in 12 hours.

Winnipeg.—Capital of Manitoba and Seat of Selkirk County; population (1881), 7,986.

Hotels: The Pacific, the Queen's, Royal, American.

Conveyances: Tramways.

Postal and Telegraph Office: In Main street.

Clubs: Manitoba, Selkirk, the Rifle Association.

Bankers: The Union Bank.

This most rapidly increasing and prosperous town had only in 1870 about 300 inhabitants. In 1881, according to official census, 7,986, and to-day—1886—about 20,000. The territory was only transferred in 1870 by the Hudson Bay Company to the Dominion Government. It then had but one street, and in buildings only those of the Company. To-day it is a well-laid-out and handsome town, with wide streets. Its trade is very important and the recent completion of the Canadian Pacific Railway will give it still greater importance. It is situated near Fort Garry, at the confluence of the Red and the Assiniboine Rivers. It covers about three square miles. Sixteen acres have been set aside for public Parks. The streets are lined with shady trees. It is divided into four wards, there being in each a school.

The chief public buildings are: the Post Office, City Hall, the Governor's House, Court House, Custom House, the Ontario Bank Buildings, Merchants' Bank Buildings, Hudson's Bay Company's Office, Dominion Land Office, and other extensive buildings, mostly built of white brick. It is the head-quarters of the Government officials for the North-West Territories, and of the Hudson's Bay Company.

Opposite, on the East Bank, is St. Boniface, the Northern Terminus of the Pembina Branch of the Canadian Pacific Railway. There is also a fine Park, with good driving roads.

Reached by St. Paul, Minnesota and Manitoba Railway, from Chicago, *via* Milwaukee, St. Paul, Fargo and St. Vincent, in 42 hours.

Woodstock.—Seat of Oxford County; Province of Ontario; population (1881), 5,373.

Hotels: Royal, Bishop's, Commercial, Carster.

An agricultural centre of some importance, being the converging point of six railway lines. There is little to interest the tourist, except the farms in the environs, which are very fine.

Reached by Great Western of Canada, from Detroit, in 5 hours.

Yarmouth.—Seat of Yarmouth County; Province of Nova Scotia; population (1881), 6,280.

Hotels: American, United States.

A thriving seaport, on the South-West Coast of Nova Scotia. The coast is very picturesque around the town, which is also much resorted to in summer on account of sea-bathing.

The Tusket Lakes and Liverpool Lakes are favourite points of excursions.

Reached by steamer, from St. John, in 6 hours.

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MEXICAN REPUBLIC.

AREA AND EXTENT.

The territory of the Mexican Republic is situated between the 15th and 32nd degrees of North latitude, and the 87th and 117th meridians of West longitude. It is bounded on the north by the United States, on the south by the Republic of Guatemala, on the east by the Gulf of Mexico, and on the west by the Pacific Ocean. Its superficial area is, according to the Almanach de Gotha, 1,945,725 square kilometers, or 743,948 square English miles (including the Tres Marias Islands). Mexico is divided into 28 States and one federal district (capital). The principal rivers are: The Rio Grande del Norte, the Grijalva, the Usumasinta, the Yaqui, the Fuerte, the Balza, the Mezquital, the Coatzacoac, the Sonora, the Rio Grande de Santiago or Lerma, and Lojas. The distance of the watershed from the Pacific Ocean is remarkable. The country, though mainly consisting of high table land, is, in its lowest portions—i.e., along the coast—tropical and sub-tropical. The temperate zone extends to an elevation of about 7,200 feet above the sea level. The cold regions commence above that height. Approximately, one-half of the area of Mexico lies within the cold zone. The topographical features of the

country are mainly formed by the Cordillera of South America, called in Mexico the Sierra Madre. This mountain-chain runs from the Isthmus of Tehuantepec in a north-westerly direction, and divides at about the parallel of 21 degs. north into three ranges. To this point the elevation is moderate, although single mountains may be found rising to 17,000 feet above the sea level, the mean being about 9,000 feet. From latitude 21 degs. N., one range runs eastwards along the coast to Saltillo and Monterey; a central one through Durango and Chihuahua, and a western through Jalisco and Sinaloa. They decrease in height as they pass towards the north. The highest mountains are the Popocatepetl and Orizaba, about 17,500 feet. Lakes appear on the Mexican plateau, chiefly as extensive and shallow lagoons, and the largest are in the vicinity of the capital; and there is also one of considerable size near Terminos, on the Gulf of Campeche. The *Flora* and *Fauna* of Mexico is very varied; whilst the mineral resources of the country—known and worked in the times of the Aztecs—are peculiarly rich in the precious metals. The absence of good harbours or navigable rivers makes the coasts and country somewhat difficult of access.

HISTORY.

The early history of Mexico is still involved in much obscurity; and, indeed, is chiefly legendary. According to the best authorities, the country was peopled by the Toltecs in the seventh century of our era; the Chichimecs and the Nahuatlacs in the twelfth, and by the Aztecs in the thirteenth. The first Spanish adventurers discovered the country in 1517 (Cordova landing in Yucatan). Cortes landed in Vera Cruz in May, 1519, and in November of the same year entered the capital. The last Aztec emperor, Montezuma, died in 1520. and in 1535 the rule of the Spanish Viceroy began. In 1540 the country received the name of New Spain. In 1810 the first revolution against the Spanish Government took place, and in 1821 General Iturbide rebelled and entered the Capital at the head of his army, and was declared emperor in 1822. There had been in all, sixty-four Viceroyalties under the Spanish rule during the 286 years. The first and only one of American birth was Antonio de Mendoza (Don Juan de Acuña, born in Peru, between 1722 to 1734). Juan O'Donoju, of Irish extraction, was the last. In 1822 the Republic was declared at Vera Cruz, and in 1823 (March 26) Iturbide was compelled to abdicate. The country received its first constitution as a Republic on October 4th, 1824. In 1863, Archduke Maximilian accepted the crown conditionally, and in 1864 definitely, from the Mexican Delegation at Miramar, and was proclaimed Emperor. He entered the Capital, accompanied by the Empress, on the 12th June, 1864, and adopted Augustus Iturbide as his heir in September same year. In June, 1867, Maximilian was executed at Querétaro, and Juarez elected President for a third time. The

actual President—General Porfirio Diaz—is the 25th President since the formation of the Republic.

GOVERNMENT.

The Government of Mexico is modelled on that of the United States. The independence was proclaimed on the 16th September, 1810; its constitution enacted on the 5th February, 1857. The Supreme Power of the State is vested in three independent bodies: (1) the Legislative Council (Congress); (2) the Presidents or executive; and (3) Justice (Supreme Court, &c.) The Federal Capital is Mexico, forming in itself one of the Federal States. The President (at this date, General Porfirio Diaz, elected 16th July, 1884) is chosen every four years. His term of office commences at noon on the 1st of December. The Congress is composed of two chambers, *i.e.*, the Senate and Chamber of Deputies. The Senators, in number fifty-six, are elected for four years, and each Federal State, as also the Capital, sends two Senators. The deputies, amounting to 227, are elected by the people of the various States for two years, and are eligible for re-election. Both chambers meet at least once a year, and each elects by ballot its respective President each month. The members of the Supreme Court of Judicature are also elected by the people for a period of six years. The Church is completely separate from the State and consequently, there are no ecclesiastical authorities subordinate to the Government. There are three archiepiscopal seats: Mexico, Morelia, and Guadalajara.

POPULATION.

The latest census, that of 1882, gave the entire population as 9,787,629 (including the Islands

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Tres Marias), of which 4,826,442 were males, and 5,175,442 females. The races forming the population were numerically as follows:—Caucasians, or Europeans, and their descendants, 1,882,522; American Indian, 3,765,044; and 4,354,318 of different tribes. The most populous States are: the Federal District (capital) with 153,394 inhabitants to the square kilometre; Guanajuato with 38, 87, and Tlaxcala with 34, 25 per ditto. The least populous States are Lower California with 0·1 per square kilometre; Coahuila with 0·6; Sonora with 0·7, and Chihuahua with 0·8 per square kilometre. The largest and most populous are:—

Mexico	with 241,110
Guadalajara	„ 78,600
Puebla	„ 75,000
Guanajuato	„ 56,112
Zacatecas	„ 35,000
San Luis Potosi	„ 34,000
Monterey	„ 33,800
Merida	„ 32,000
Pachuca	„ 32,000
Aguas Calientes	„ 31,800
Morelia	„ 30,000

The foreign population consists chiefly of North Americans, Germans, French, Spanish, Italians, and English. This element is located chiefly in the towns of Mexico, Vera Cruz, Puebla, Chihuahua, Guanajuato, Monterey and Guaymas. Except along the lines of railways, houses are not met with for fifteen or twenty miles at a stretch; and then they are mostly of the type of isolated farm houses, known as "Haciendas."

FEDERAL STATES.

Gulf States: Yucatan, Campeche, Tabasco, Vera-Cruz-Llave, Tamaulipas.

Western Coast States.—Chiapas, Oajaca, Guerrero, Michoacan, Jalisco, Colima (including Revilla,

Gigedo Islands), Sinaloa, Sonora, and territory of Lower California.

Inland States.—Puebla, Tlaxcala, Mexico (capital), Hidalgo, Querétaro, Guanajuato, Aguascalientes, Zacatecas, San Luis Potosi, Morelos, Nuevo Leon, Coahuila (including territory Sierra Mojada), Durango, Chihuahua; 29 in all.

ARMY AND NAVY.

The army (yearly estimated cost of maintenance of which is eight million dollars), consists of:

Officers. Men.		
Infantry (19 bat.) ...	722	10,500
Cavalry (9 regts.) ...	518	4,176
Artillery (16 brigades of 5 batteries each) ...	180	1,017
Coast Guards ...	22	71
Rurales, i.e., mounted patrols (9 corps) ...	150	1,692
Invalids ...	19	280
Military Colonies ...	130	1,158

Total ... 1,741 18,894

Each State has also its militia.

The navy consists of only four gun-boats.

FINANCE.

Owing to the constant revolution and changes in the Government, the finances of the Republic are not in a very brilliant condition. It is only, indeed, within the last few years that the budget receipts have balanced the expenses (1884-85). The Government is endeavouring to make a settlement with its foreign creditors (English and Spanish debts), but up to the present no definite terms of arrangement have been arrived at. The estimate for 1884-5 shew receipts 36,160,000 dols., and expenses 33,325,433 dols. The principal items in the receipts are the custom house dues, amounting to 16,000,000 dols.; and stamp dues, to 6,000,000 dols. The principal

outlay is on the army and navy, which consume 8,252,774 dols. Public works, 6,151,870 dols. : finance, 4,903,430 dols., and Home Office, 3,339,214 dols.

The public debt amounted in the same year to the following:—

Exterior or Foreign.

English debt (14th Oct., 1850	...	\$89,252,360
Convention (English, Dec. 4, 1851)	...	5,900,025
Convention (Spanish, Dec. 6, 1853)	...	1,231,775
Convention (Spanish, Nov. 12, 1853)	...	5,553,287
Convention (United States, July 4, 1868)		1,875,123

Total foreign debt...\$103,812,570
 ,, Interior do ... 40,241,215

Grand total ...\$144,053,785

The Government does not recognize the English and Spanish Conventions. The United States receive annually on account of their loan of July 4th, 1868, 300,000 dols., which is regularly paid.

PRODUCE AND MANUFACTURES.

The chief riches of Mexico resides in its inexhaustible mines of the precious metals. According to a table compiled by Lerdo de Tejada, the product during the 331 years from its discovery to 1852. has been 3,562,204,396 dols. Of this about one twenty-second part was gold, the remainder silver. Of the whole amount 3,450 millions were exported to Europe. Up to 1884, it has been calculated that the total was 3,720,000,000 dols. The annual production at the present time varies between 25,000,000 dols. and 30,000,000 dols., of which about 1,000,000 dols. is in gold,

and the remainder in silver. The richest districts, according to Humboldt, are Guanajuato, Catorce, Zacatecas, Real del Monte, Bolaños, Guarisamey, Sombrerete, Tasco, Batopilas, Zimapan, Fresnillo, Ramos and Parral. Of these the *Veta Madre* of Guanajuato, and *Veta Grande*, of Zacatecas, are the richest; they have been worked for more than 300 years, and still yield most abundantly iron, lead, copper, tin, and mercury. Coal mines have also been found, but as yet are but little worked. The agricultural produce of Mexico is very varied, as it embraces in the hot region, cotton, vanilla, indigo, rice, hemp, sarsaparilla, caoutchouc, cocoa, cassia, and other tropical produce. The temperate region produces coffee, sugar, cotton, tobacco, &c. In the cold region all the northern fruits and cereals grow well. Of these but little is exported in comparison with what the country could produce. Cochineal was at one time a staple article of exportation, but has fallen off of late, owing to the increased use of mineral dyes. The extension of railways will, it is hoped, considerably increase the producing power of the country.

Manufactures in Mexico, are as yet, in a very backward condition. According to Señor Bustos' statistics, only about 100 manufactories existed in the country in 1884. These were almost entirely cotton-spinning and weaving mills, with about 260,000 spindles, and a little over 9,000 looms. Cotton and woollen goods; leather work of every kind: soap, straw and felt hats, candles, matches, silk goods, glass, furniture, pottery, matting, baskets, paper, flour, sugar, etc., are the chief articles of manufacture. They are not made in sufficient quantity to supply the home demands, nor are any exported.

COMMERCE.

In 1883-4 the exports amounted to in all 44,800,000 dols., the imports to 46,700,000 dols.; of the exports about half is of precious metals (gold and silver). The bulk of the wholesale trade of Mexico is in the hands of the Germans, as also a large part of the retail trade. On account of railway and steamship facilities more than half of all exports and imports go to the United States. One-half of the exports are shipped from Vera Cruz, which is the principal port, and is connected with the capital by a railway. Sugar and tobacco exported in 1883-4 amounted only to 650,000 dols. The total tonnage of vessels entered in all ports can be only roughly estimated, and it is computed at about a million tons. The shipping in the ports amounts to about 3,500 vessels, of which two-thirds are Mexican. The Mexican Merchant Marine consists of about 500 vessels engaged in foreign trade, and some 900 coasting vessels. Extensive smuggling is carried on on the northern frontier, and the annual loss to the Government by this may be placed at about 3,000,000 dols. The chief items of importation are silk, linen and woollen goods, raw cotton, porcelain, glass, and hardware, olive oil, and cocoa, wines, liquors, bar iron, wrought iron, and machinery. The staple exports are gold, silver, copper ore, coffee, cochineal, vanilla, indigo, hides, hemp, mahogany and dye woods. Two-thirds of the whole trade is centred in Vera Cruz. The amount of the interior trade transactions is valued at 400,000,000 dols.; but these figures are apparently exaggerated. The chief ports trading with the United States are Matamoros, Tampico, Tabasco, Minatitlan, Tehuantepec, La Paz, and Guaymas, Tuxpan, Papantla,

and Mizantla, should be mentioned on account of their coasting trade, but they have no foreign commerce.

RAILWAYS.

On the 1st of January, 1886, 5,456.75 kilometres were in full operation, while 335 were in construction. The first line belonging to the Mexican Railway Company was commenced in 1837, viz., the line from Vera Cruz to the capital, and was only completed in 1873; the branch from Puebla to Mexico having been opened on September 16th, 1869, and that from Orizaba to Vera Cruz on September 5th, 1872. In September, 1880, the Government granted charters to the Mexican Central Railway Company and the Mexican National Construction Company; in June, 1881, to the International and Inter-oceanic Railway Company. These are and will be the most important systems of Mexican Railways. A concession was also obtained by General Grant in May, 1881, for the Mexican Southern Railways. Several other charters were granted in 1867 to individual States and private companies for railways in the Interior, but many of these have been forfeited, owing to the works not having been completed within the specified time. As there is but little Government land, subsidies are accorded in varying amounts, the total up to 1885 being 126,000,000 dols., payable over a number of years (99 years in most cases), after which the railways become State property. The most important of the completed lines run from the frontier of the United States to the South (chiefly to the capital), but several lines run also across from the Gulf of Mexico to the Pacific coast. Only a few miles of these latter are in operation so far.

The Mexican National and the Morelos Railways are on the narrow gauge principle; the others on the standard gauge. The towns are generally at some distance from the line of rail.

The accommodation for passengers is of two classes. First-class carriages are on European system with separate compartments for six, eight or ten passengers respectively. Second and third class carriages are on the American plan. The conductors are the ticket collectors, and speak mostly English and Spanish, or French. They are generally Europeans, whereas the ticket agents, baggage masters and brakemen are Mexicans. The Mexican Central Railway runs sleeping and drawing-room cars between El Paso del Norte and Mexico, the capital. The tickets should be bought at the agents, as an additional charge is made for tickets bought in the train. The names of the stations are not called out, and passengers will do well to inquire as to their whereabouts.

ANTIQUITIES AND RUINS.

These are striking and numerous enough to merit a special paragraph. They are especially interesting as shewing the high state of civilization which Mexico enjoyed long before its discovery and conquest by the Spaniards. They consist chiefly of ruins of temples and fortifications and works of defence. The oldest are colossal and massive, and not devoid of architectural beauty. The early inhabitants seemed to have built huts for their own use, while they lavished their architectural skill in the habitations of their priests and princes, both offices being frequently combined in the same person. The buildings are mostly pyramidal in form, terraced and

flat on the top. The large temple of Mexico was surrounded with a lime wall 8 feet thick, castellated, and adorned with snake-like figures. They are built mostly of hewn stone, and exhibit remarkable workmanship. They all bear a strong resemblance to the Egyptian pyramids, whilst the temples combine the solidity of the works of Egypt with the elegance of those of Greece. The oldest of these ruins are considered to be those of Mayapan and Uxmal in Yucatan, next come those of Palenque and Mitla. But there are others at Cholula, Papantla, Hoxicalco, Mizantla Quemada, and indeed nearly every mountain range or valley possesses some of a more or less imposing character. Solis reports eight temples of the same size as the huge temple in Mexico—there is now no trace left of them. Torquemada estimates the total number to have been about 40,000 in the whole of old Mexico, and Clavigero gives a higher estimate. The Pyramids of San Juan Teotihuacan, on the plain of Otumba, belong probably to the oldest monuments of the country; there are two very large ones dedicated to the sun and the moon. The former is the larger—both are rectangular, and facing correctly North, East, South, and West. They are 180 feet high, and the length of each base is 682 feet. The pyramid covers almost as wide an area as the pyramid of Cheops in Egypt. The platform on top is about 75 feet square. The summit was crowned originally with a temple. Three terraces are now visible on the larger mound. Basalt and trachyte rock are the materials used in construction; half-a-mile to the north is the other pyramid dedicated to the moon, and a great number of smaller size are scattered around these principal ones. The most impor-

tant and perfect are those of Uxmal, Mayapan, and Palenque.

POST AND TELEGRAPH.

In the period before the Spanish Conquest, the Aztecs had developed a postal system, and letters were even carried from Vera Cruz to the capital by courriers, in 24 hours. There are now various lines of steamboats and railways conveying the mails along the coasts, while diligences and special courriers travel through the interior. The service is fairly regular and punctual. The number of Post Offices was in 1884-5, 892, of which 53 were principal offices, 266 *estafetas*, and 573 *agencias*. The income derived from stamps, etc., was above 800,000 dols. On the arrival of the mail the names of persons to whom letters are addressed are posted in lists at the Post Office, a distinction being made between Mexican and foreign letters. These lists refer only to *poste restante* letters, business houses generally have private boxes, at any rate in the principal towns. There is no house to house distribution, but all letters must be asked for at the office. In the capital, the Post Office is open from 9 a.m. to 1 p.m., and from 3 to 5 p.m.; in the country from 8 till 12 a.m., and from 3 to 9 p.m. As in Italy so in Mexico, public letter writers frequent the plazas. In times of revolution, the postal service is practically useless, as the rebels examine, and often confiscate, correspondence. The total number of letters, inland and foreign, passing through the Mexican Office, was in 1882-3, 19,788,657. In 1884 the total mileage of the telegraph lines was 31,361 kiloms.; of these 20,500 kil. belonged to the Government, 1,483 to the Federal States, 3,501, to private individuals, about 5,000 to the railways, and 875 kil. to the

Mexican Cable Company. In all about 12,000 English miles. At the same date 325 telegraphic offices were in existence, and the number of messages transmitted was about 900,000. The annual income was 450,000 dols. The telephone is scarcely known beyond the capital.

CONVEYANCES.

The chief mode of conveyance—the railroads—have been already partly described. It may be added here that the trains travel generally at a speed of 30 miles an hour, though less on some lines and on others more. The price charged to passengers (first-class) is from three to seven cents per kilometre; the second-class from two to five, and the third-class from one to three cents per kilometre. Fifteen kilogrammes or 33 pounds of luggage free of charge are allowed to each ticket—extra weight is charged for exorbitantly. Through tickets are as yet only issued on the Great American Trunk lines, and at a proportional reduction. There is bad steamboat accommodation along the coast, and hardly any on the rivers. Accommodation on some coasting steamers is fair, but dear. Travelling in the interior is carried on either by diligences, horses, or mules. In some parts of the country, chairs carried by mules, or men (*peones*), are used. The best mode of travelling in order to enjoy the country is on muleback, as the diligences are neither clean nor comfortable. Owing to their limited accommodation, and the bad condition of the roads, the jolting and shaking is intolerable. Experienced Mexican travellers manage to sleep, it is said, on these journeys, but foreigners can rarely enjoy this luxury. The stage is about 80 miles daily. The passenger rates

vary from 6 to 10 cents per mile; 25 pounds of luggage free—any excess is charged for at a high rate. Posting is rare in the country, but hackney carriages can be hired for moderate distances. Tramways exist in nearly every town in the Republic. Some lines are laid to villages 10 or 15 miles distant—while others connect stations on the railway with towns 30, 40, and even 60 miles away. Both passenger and freight cars running on these, and the former are divided into first and second-class. In the towns, some hackney carriages are seen, but the prices are even higher than in the United States. Pedestrianism is almost unknown in the Republic, except by foreigners, when they ascend mountains, &c. Wells, Fargo & Co. have agencies in the principal towns, and are the chief carriers.

MONEY.

The currency of Mexico is of gold and silver, though the former is seldom seen. The standard coin is the *peso* or dollar, divided into 8 *reales*, or 100 cents, and worth about four shillings English money. $\frac{1}{2}$ *peso*, or four *reales*, is one *torton* = 50 cents; $\frac{1}{4}$ *peso* or two *reales* is one *peso* = 25 cents or about a shilling, one *real* $12\frac{1}{2}$ cents and one *medio* $6\frac{1}{4}$ cents. The above are all silver coins. The copper coins are one *cuartillo* = 3 cents and one *tlaco* $1\frac{1}{2}$ cents. Nickel coins of five, two, and one cent are also in circulation. The standard gold coin is the *onza* = 16 *pesos*, and there are other coins of 10 dols. and 5 dols. The *onza* is worth about £3 4s. But these gold coins do not circulate, although the Mint coins them every year. The obverse of the Mexican dollar displays a royal eagle with extended wings, standing on a cactus growing from a rock. The eagle holds a serpent in its beak. A liberty cap and the

rising sun are on the reverse. Occasionally some gold and silver old Spanish coins may be found, but they are eagerly sought after by the jewellers and silversmiths. Paper money has also been issued lately by the Mexican National Bank and some of the private banks. The "*Monte de piedad*," or Government Pawn Office, also has bank notes from one dollar upwards, and these are taken at par throughout the Republic. The notes of private banks are only accepted at a discount, immediately outside the city of Mexico. Tourists should remember this. The diligence company also issue drafts on to their various offices. In case of robbery, the company will refund the value of their drafts. Several banks cash letters of credit on British and American bankers, and some of the country branches of the Mexican National Bank do likewise. The most convenient method for a traveller would be to deposit a certain sum with one of the banks of the capital and obtain from them a letter of credit on the town or district he proposes to visit. To carry English or American banknotes, or other money in any quantity is not advisable.

CUSTOMS, PASSPORTS, Etc.

The examination of luggage at the port of arrival, or at the frontier railway stations is conducted very strictly. The officers, though extremely polite, examine everything thoroughly, but they are enjoined by the Government to act with prudence and moderation. The examination is less severe at the stations on the United States frontier. As in the States, tourists should bring with them only such articles as are absolutely necessary for personal use. As a rule, the imposition of duties upon wearing apparel, jewellery,

etc., is left entirely to the discretion of the Government officials; but the character and social position, etc., of the traveller operates very much in his favour. It is always best to declare beforehand any dutiable article. Scarcely any redress can be obtained for articles unduly taxed, though complaints may be addressed to the Ministry of the Capital. A revolver with about 200 cartridges, a gun with an equal amount of charges, 100 cigars or 40 small packages of cigarettes, etc., are allowed to pass free of duty.

Passports are not required in any part of the Republic; notwithstanding, it is always good to be provided with one for identification at post offices, etc.

CLIMATE AND DRESS.

The climate of Mexico is unequalled by that of any country on the globe. The mean of the three zones is as follows: "In the tropical region (Tierra Caliente) 77° F.; in the temperate from 68 to 70° F.; in the cold region 62° F. Sudden atmospheric changes and disturbances are uncommon, except in the hot region, where frequently changes of 35° F. occur in a few hours. The rainy season varies slightly, but always occurs in the summer months, and usually from May till October. The best season, therefore, to visit the country is in the autumn and winter months. In February there are often showers. The annual rainfall in the Capital, as observed by Humboldt, was 59 inches. Snow falls in winter, but never lies long below an elevation of 8,500 feet. The perpetual snow line is at an elevation of 15,100 feet. As a rule the atmosphere is exceedingly dry. The nights are cold all over the country, temperature falling as low as 45° F. The coldest hour is just before daybreak. The sky is generally

clear; but strong winds are common on the table lands, and the dust is at times intolerable. It is advisable to take as little luggage as possible, for, as already shewn, little free luggage is allowed on either railways or diligences. The charges on extra luggage are exorbitantly high. Wraps, handbags, etc., are free, if taken into the passenger carriages. As to dress and wearing apparel, the traveller will do well to provide for the different climatic zones. For the lowlands thin cloth is the most suitable; but for the interior thick woollen clothing is necessary. Woollen underclothing should be worn everywhere. An overcoat will also be found useful, and a Mexican blanket or rug (*zarape*) will prove useful. A dustcoat might also be taken. The direct rays of the sun and the night air should be avoided by new arrivals. Washing facilities are deficient, and tourists will do well to provide themselves with a good stock of linen, so as not to be detained. There are no longer any actual brigands, but the traveller will do well to go armed. Soap and matches should be always carried.

LUGGAGE CHECK SYSTEM.

As already stated the amount of luggage allowed is limited. The railways allow only 33 lbs., and the diligences 25 lbs. Extra luggage is charged for at a high rate. The best plan for any traveller in the interior is to have two valises or trunks of equal weight and size, so that they may be packed on a mule. In remote districts peones can be hired to carry a valise. The price of a riding mule is 30 dols.; if hired both riding and carrying mule can be had at 1 dol. per day.

Peones or mozo, making themselves generally useful can also be had at 1 dol. a day (food included).

If intended to make a trip of ten days or longer, the best plan is to buy a horse or mule, as they can always be sold at a trifling loss. A mule is the better of the two, being more sure-footed in mountainous districts. In such cases, the traveller should never be without food and drink of some sort carried with him.

Passengers must purchase their tickets before the luggage can be checked either on railways or diligences. The system of checking luggage is the same as the European, the passenger receiving a receipt with a number corresponding to the number on his luggage. There are luggage express companies in Puebla and Mexico, worked on the plan adopted in the States. Wells, Fargo & Co. also have established agencies in a number of towns. Coaches do not meet trains as in the States; but the tramways pass nearly all hotels. Cabs are common, and can be hired from the station to the hotel for about 50c. (two shillings). Porters and diligence drivers do not expect fees.

HOTELS.

Hotels, as a matter of course, are neither so numerous, nor the accommodation so good as in the United States. This is due, partly to the insufficiency of railways, which makes travelling difficult, and partly to the scantiness of the population. Mexicans, as a rule, when visiting a strange town, stay at the house of a friend, hospitality being a characteristic of all Spanish-Americans. Many towns of over 15,000 inhabitants cannot boast of even one inn. In the interior, many of the diligence companies have control over numerous inns on their routes. Mexican hotels—*Pesada*—are of two different kinds; one for travel-

lers, the other fit only for horses and cattle and their drivers.—*Mesones*. Bath-rooms are seldom found in any hotels, with the possible exception of a shower-bath. Public baths, with the exception of those of Puebla, Orizaba, and San Luis Potosi, are not first-class, either as regards cleanliness or general management. Such as they are, they may be found in the principal towns, and often but two or three minutes' walk from the hotels. English is rarely spoken, but French and Spanish generally. Good hotels, conducted by Americans on the American system, are gradually springing up, and may now be found in many towns along the United States frontier. The Mexican hotels are mostly two-storeyed houses; the upper floor is the hotel proper, whilst the basement is used as shops, &c. Several convents have been converted into hotels, and are often named after ex-presidents or patriots.

In the large towns men perform the various services, but in rural districts chamber-maids are employed. Gas, electric bells, stoves, chimneys, water-pipes, public parlours, etc., are, as yet, practically unknown.

The charges at first-class hotels vary from 2 dols. to 2½ dols. a day, inclusive; in the capital they are a little higher. *Table d'hôte* dinners can be had in good quality at 1 dol.—at some houses at four reales, or two shillings; wines and spirits extra; waiters and servants are feed. *Fonda* is the name for a restaurant, and *fondita* for a café. Mexican, and, indeed, all Spanish-American cookery, is renowned for the quantity of grease and pepper employed, and is generally very distasteful to the visitor at first. Vegetables are rarely served, and dessert consists chiefly of *dulce*, or jam, preserved fruits, &c. The

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fresh fruit is mainly bananas and oranges, though the country has a great variety of both tropical and northern fruit. Chocolate is extensively drunk, as also coffee, but tea is rarely used, and cannot be obtained in many districts. Letter boxes, telegraph offices, ticket offices, barber shops, etc., etc., are not adjuncts to Mexican hotels.

TOURIST CIRCULAR AND EXCURSION TICKETS.

There are none as yet, but no doubt the enterprise of the American Railway Companies will, before long, introduce the above convenient arrangements. Thomas Cook & Son have opened an agency at the capital.

THE MEXICAN CENTRAL RAILWAY.

An event of vast importance to the Republic of Mexico was the construction of the **Mexican Central Railway**. A line a little more than twelve hundred miles long, running nearly directly south from **Paso del Norte** to the **City of Mexico**, complete in every respect, it has opened a great highway between the United States and her sister Republic, making possible a profitable exchange of products, and placing the beautiful valley of Mexico, and all that leads to it, within easy reach of the tourist.

The climate of Mexico varies with the altitude, from the *tierras calientes*, or hot lands, at an elevation of 1,000 feet, to the *tierras templadas*, or temperate lands, at an elevation of from 3,500 to 7,000 feet, and the products of every fruitful zone may be found within the limits of a single State.

Upon the great central elevated plateau, which is traversed from end to end by the Mexican Central Railway, are situated many of the principal cities of the Republic and its most prolific farming lands. Every tree, fruit or plant of America or Europe will grow there.

The silver deposits of this region are metals, not ores, and chemical manipulations are not necessary in their reduction. As a consequence, they can be more easily handled.

Boiling and mineral springs, rivers, cascades, deep cañons and grotesque formations of sandstone and porphyry abound. The foothills of the Sierra Madre abound in beautiful ravines and valleys and are plentifully supplied with timber—pine, oak, cedar, larch, and the hard woods peculiar to Mexico.

The climate of the valleys is that of Southern Italy; of the ridges, that of Northern Pennsylvania. The intermediate slopes have that of Southern France.

Rising above this are still the great grazing regions, millions of acres being covered with nutritious grasses. These embrace nearly all Chihuahua and the Bolson de Mapimi, north-east to the Rio Grande.

In all this country of infinite variety of soil, product and climate, it is a noticeable fact that the inhabitants seek the slopes, uplands and high elevations. Three-fourths of the people of Mexico live in the pure air and sunshine of almost as high as they can get, while only some ten per cent. of the entire population live in the *tierras calientes*, undoubtedly rich and productive as they are.

As stated above, nearly all the large towns of the country are situated on the great plateau, and, singularly enough, are almost all upon or near the line of the Mexican Central Railway. Most of them have been there for a hundred and fifty years or more, have grown to their present size without any outside assistance, and until the railway came had no adequate communication with each other. Their fortuitous situation, on the natural line of a great railway, has produced the result that more of the people, business and resources of the country are now reached than would otherwise have been possible.

El Paso, Texas, one of the most enterprising and prosperous cities of the South-West, and containing first-class hotels, is the connecting point of the Mexican Central with the railways of the United States. *See detailed description, page 236.*

Paso del Norte, just across the Rio Grande, is the first Mexican town reached by the traveller—a place containing 6,000 inhabitants. It is an ancient adobe town, embowered in trees and vines, and a place where it is always afternoon. Lying in a beautiful valley, it offers the finest inducements to the grower of grapes, peaches, apricots, strawberries, plums, cherries, currants, and all varieties of vegetables. *Further details on page 266.*

Here, going south, the Central train stops for supper at the company's station, a fine structure built of adobe around an open court, with ample verandas, upon which open the offices, waiting rooms and restaurant.

The Mexican Customs officer here examines the baggage. Passengers are expected to have their keys ready, and those who have only the ordinary effects of a traveller need fear no annoyance, as the rules are fair and liberal, and the officers gentlemen who desire only to do their duty with courtesy, celerity, and propriety. A day could be pleasantly spent here in seeing the old church with its parchment records, antedating the settlement of the United States, and the fertile farms and vineyards along the river.

The train passes through the country south of Paso del Norte in the night, along valleys walled by low mountain ranges, through the rich pastures of San José, Gallego, Encinillas and Sauz.

It is a pastoral country on an enormous scale. Many thousands of cattle are passed grazing near the track, and trails run in all directions.

Chihuahua, capital of the State of the same name, distant from Paso del Norte, 225 miles, is reached in season for breakfast. It is a well built and handsome city of 20,000 inhabitants, with American influence in the ascendant. A branch of the Mexican Mint has long been established here and considerable capital has been acquired in mines and mining. The building occupied by the Mint was formerly a church, and from its tower, where he had been confined, the patriot Hidalgo was taken to execution, July 30th, 1811, on the spot now marked by a simple monument of white stone. **Chihuahua**, for various reasons, deserves a brief visit. Its cathedral, so famous for architectural beauty, was built with the proceeds of a special tax on the product of the Santa Eulalia silver mine, situated about fifteen miles south of the city. *Further details on page 244.*

Leaving Chihuahua, the train winds around the beautiful "El Coronel" mountain and runs through the valleys of the Concha and San Pedro, reaching, a little before noon, **Santa Rosalia**, famous for its sanitary hot springs, and pronounced by foreigners who have visited it to be, as to the quality of its waters, probably the finest health resort in America.

Jimenez, the dinner station, is forty-five miles south of Santa Rosalia. The great mining district of Parrel lies about fifty miles west.

Lerdo, the supper station, is reached after a delightful ride through the "Laguna country." This city, containing 10,000 inhabit-

ants, is situated in a cotton and grain district, and from it are shipped annually some 30,000 bales of the former. The soil and climate are so favourable that the plants need renewal only every fourth or fifth year, and with improved machinery and presses, greater areas could be brought under cultivation and the production be largely increased.

Durango, the capital of the State of that name, a handsome city of 35,000 inhabitants, located in a great silver and iron district, lies 150 miles west of Lerdo, and may be reached by stage from that point. *Further details on page 248.*

Fresnillo, once a great mining town, containing now 20,000 people. Its overflowed mines are awaiting the magic touch of capital to bring to light their hoard of untouched silver and reawaken the old busy life. *Further details on page 248.*

Zacatecas, a city of 75,000 souls, capital of the State of Zacatecas, is reached by a sharp rise through the mountains and is of great commercial importance. All around it lie piles of rich slag, openings into hills, square enclosures, tall chimneys, indicating its ancient and present industry, which is silver mining. The coinage of the mint here located is exceeded only by that of the City of Mexico. Zacatecas is a point of great interest to the tourist. It is situated about half way between Paso del Norte and the City of Mexico, and is wedged so closely into its narrow valley that it has foamed over the edges and crept up the hillsides in terraced clusters of adobe. Its cathedral is a marvel of stone carving and its people are of the true and ancient Mexican type. The road now descends rapidly through the hills to the broad, cultivated valleys of the State of Aguas Calientes. Here great quantities of corn, wheat, barley, and wool are raised. *Further details on page 279.*

Aguas Calientes, a city containing 40,000 inhabitants, and justly reputed one of the most attractive places of the Republic, takes its name from the hot springs in which the region abounds. Its luxuriant baths, clean streets and beautiful buildings combine to make it interesting for the tourist who spends a few days here. *Further details on page 241.*

Among its thriving industries is the manufacture of fine woollens.

Lagos, a manufacturing city of 40,000 inhabitants, is the nearest station to **Guadalajara**, on the west, and **San Luis Potosi** on the east, both of which may be reached by stage and in the near future will be made more accessible by branches, now under construction, of the Mexican Central. *On all three further details on pages 252, 248 and 268.*

Leon, the manufacturing city of the Republic, contains 100,000 people, and produces large quantities of cotton and woollen goods, saddlery, hats, cloth, boots, shoes and cutlery, and is surrounded by fertile valleys. *Further details on page 252.*

Silao is situated in the midst of a beautiful and highly cultivated valley, and contains large flouring mills. This is the supper station, going south, and the junction point of the branch line to **Guana-juato**.

The 100,000 inhabitants of Guanajuato are largely engaged in silver mining. *Further details on pages 272 and 250.*

Irapuato and **Salamanca**, described on page 271, are both located in a fertile farming country, where strawberries may be eaten every day in the year.

Celaya, a city of 30,000 inhabitants, is noted for its large cotton and woollen mills. *Detailed description on page 244.*

Queretaro, the next point of interest, has a population of 40,000, and is the capital of the State of Queretaro.

On a hill north of the city are three crosses, marking the spot where Maximilian, Miramon and Mejia were shot, June 19, 1867. It is a fine city, located in a fertile valley, and contains much of interest to the traveller. *Further details on page 270.*

San Juan Del Rio has a population of 18,000 people, active and enterprising. As the train climbs the low mountains to the south, we have a lovely view of the valley, the distant mountains and the great haciendas scattered along the plains. *More details on page 271.*

Upward, through the broken and picturesque country, across the broad plain of Cazadero, and over the summit at Marquez, the train goes down into the Tula Valley, amid timber and foliage and evidences of approach to the tropics.

The towns through which we now pass are full of interest to the student of antiquity and contain many relics of Toltec civilization.

Through the celebrated **Tajo de Nochistongo**, the great Spanish drainage cut, dating back to the seventeenth century, we enter the Valley of Mexico, than which nothing in the world can be more lovely, and on through fertile fields to the capital and largest city of the Republic.

The City of Mexico is justly entitled, by reason of its population, intelligence, culture, beautiful location, healthful and even climate, historical, political and commercial pre-eminence, to its reputation as one of the celebrated cities of the world. It is well lighted, supplied with pure water, has a police force uniformly polite, attentive and efficient; abundance of public carriages at reasonable rates, under careful city regulations, fine hotels, conducted on the European plan; restaurants, cafés, gardens, baths, theatres, public library, museums, art galleries, fine houses and public buildings. Its colleges and schools are large and thoroughly organized.

The National Palace, the City Hall, the great Cathedral and many of the churches are grand in proportions and architectural and artistic effects. *Described in detail on page 254.*

The suburbs are attractive and easily reached. In about twelve hours one can reach the eternal snows of the summit of Popocatepetl, or the tropical heat and fruits of the "tierra caliente."

The climate of Mexico is unsurpassed. The average temperature, 70°, never above 85°, never lower than 60°.

Quoted by permission from Letters written to Mexican Central Railway Officials.

“So far as Mexico is concerned, it is, in my opinion, more interesting to tourists than any part of Europe, nearly the whole of which I have visited.”

S. H. H. CLARK, Omaha, Neb.

“To the excursionist, the picturesque scenery, the peculiar habits of the people preserved in their originality, the beauties of the cities and the novelties of the trip are of sufficient interest to warrant unqualified recommendation.”

STEWART SHILLITO, Cincinnati, O.

“My experiences as a sight-seer in Mexico lead me to believe that nothing can be more satisfactory and pleasing to the vacation-taker than a trip to our sister Republic.”

PHILIP D. ARMOUR, Chicago, Ill.

“I can think of scarcely a country that is more favoured than Mexico with climate and picturesque scenery.”

ALBERT C. BARNEY, Cincinnati, O.

“I think Mexico far more interesting than Spain. It will be the great resort for tourists hereafter.”

JOHN L. THOMAS, ex-member Congress, Baltimore, Md.

“I am anxious to again visit Mexico in company with friends who contemplate spending next winter in that genial and balmy climate, which, when known and properly recognized for its peaceful quiet, will surely become the tourists' paradise.”

SCHOOL COMMISSIONER CONDON, Brooklyn, N.Y.

“My visit to Mexico was full of pleasant experiences, and I know of no place more worthy of the attention of tourists. I found many things to interest me in each of the quaint old cities.”

JOHN PLANKINTON, Milwaukee, Wis.

“We saw Egypt and Palestine and old Spain illustrated on our own Continent without crossing the ocean. I cannot imagine any tour of travel so interesting as the trip to Mexico, *via* the Mexican Central Railway.”

A. W. LONGFELLOW, Portland, Me.

BAGGAGE REGULATIONS.

One hundred and fifty pounds of baggage will be checked free on each whole through ticket issued from or to points in the United States, and seventy-five pounds on each half through ticket. On local tickets between points in Mexico, thirty-three pounds of baggage will be carried free for each passenger. Baggage will be re-checked at El Paso, Tex.

INFORMATION.

Pullman Drawing-room, Restaurant, Sleeping, and Smoking Room Palace cars are run on all express trains, the ordinary carriages are the *non plus ultra* of comfort and convenience.

On through tickets, children under five years of age will be carried free of charge; from five to twelve years of age, inclusive, at half rates; and over twelve years, full rates.

On local tickets, children under three years of age are taken free; from three to seven years, at half fare. Children over seven years of age will pay full rates. Only passengers holding first-class tickets have the right to travel in Pullman cars.

The Mexican Customs officials inspect baggage of passengers to Mexico at Paso del Norte and United States Customs officers, inspect baggage of travellers from Mexico at El Paso, Texas. These inspections are quickly and courteously made, and passengers should have their keys ready to open their baggage when requested to by the Customs officers. Dutiable articles included in baggage should be duly declared as such upon a blank furnished by the officers of the Custom House.

Stop-over privileges are allowed on first-class through tickets at any point on this line, not to exceed thirty days. The conductor granting the first stop-over will note the date on the back of the ticket.

CONDENSED TIME TABLE TO AND FROM EL PASO.

12.30 n'n. Lv.	.....Chicago, <i>viâ</i> C. & A. R. R.....	Ar.	2.30 p.m.
12.30 n'n. „	...Chicago, <i>viâ</i> C. B. & Q. R. R....	„	2.15 p.m.
12.10 n'n. „	...Chicago, <i>viâ</i> C., R. I. & P. Ry....	„	2.30 p.m.
12.30 n'n. „	.....Chicago, <i>viâ</i> Wabash R. R.....	„	2.50 p.m.
8.45 p.m. „	...St. Louis, <i>viâ</i> C. & A. R. R....	„	7.0 a.m.
8.20 p.m. „	St. Louis, <i>viâ</i> Missouri Pacific Ry.	„	7.0 a.m.
9.10 a.m. „	St. Louis, <i>viâ</i> St. L., I. M. & S. Ry.	„	5.50 p.m.
8.25 p.m. „	St. Louis, <i>viâ</i> St. L. & S. F. Ry.	„	7.15 a.m.
8.25 p.m. „	...St. Louis, <i>viâ</i> Wabash R. R....	„	6.50 a.m.
10.40 a.m. „	Atchison, <i>viâ</i> A. T. & S. F. R. R.	„	5.45 p.m.
10.20 a.m. „	Kansas City, <i>viâ</i> A. T. & S. F. R. R.	„	5.25 p.m.
7.30 p.m. „	New Orleans, <i>viâ</i> G. H. & S. A. Ry.	„	7.30 a.m.
3.30 p.m. „	San Francisco, <i>viâ</i> So. Pacific Ry.	„	10.40 a.m.
1.0 p.m. „	New Orleans, <i>viâ</i> Missouri Pacific Ry	„	6.50 p.m.
3.15 p.m. Ar.	El Paso, <i>viâ</i> Missouri Pacific Ry	Lv.	2.20 a.m.
3.30 p.m. „	El Paso, <i>viâ</i> A. T. & S. F. R. R.	„	10.30 a.m.
3.45 a.m. „	...El Paso, <i>viâ</i> G. H. & S. A. Ry....	„	2.15 a.m.
11.50 p.m. „	.....El Paso, <i>viâ</i> So. Pacific Ry.....	„	1.55 a.m.

BETWEEN

EL PASO AND THE CITY OF MEXICO

	Express No. 52.	Kilo- met'rs	CITY OF MEXICO TIME.	Miles.	Express No. 51.	
.....	7.30 p.m.	.0	Lv.*Paso del NorteAr.	.0	7.15 a.m.	.....
.....	8.05 p.m.	17.6	„ Mesa .....Lv.	10.9	6.42 a.m.	.....
.....	8.35 p.m.	32.0	„ Tierra Blanca „	19.9	6.14 a.m.	.....
.....	9.05 p.m.	48.1	„ Samalayuca „	29.9	5.43 a.m.	.....
.....	9.40 p.m.	66.3	„ Los Médanos „	41.2	5.09 a.m.	.....
.....	10.00 p.m.	77.1	„ Candelaria „	47.9	4.47 a.m.	.....
.....	10.35 p.m.	95.0	„ Ranchería „	59.0	4.13 a.m.	.....
.....	11.22 p.m.	119.1	„ San José „	74.0	3.26 a.m.	.....
.....	12.08 a.m.	141.9	„ Carmen „	88.2	2.43 a.m.	.....
.....	12.31 a.m.	153.2	„ Ojo Caliente „	95.2	2.22 a.m.	.....
.....	1.01 a.m.	166.7	„ Las Minas „	103.6	1.55 a.m.	.....
.....	1.30 a.m.	179.7	„ Montezuma „	111.8	1.30 a.m.	.....
.....	1.55 a.m.	195.2	„ Chivatito „	121.3	1.05 a.m.	.....
.....	2.46 a.m.	224.1	„ Gallego.....	139.3	12.15 a.m.	.....
.....	3.23 a.m.	244.4	„ Puerto „	151.9	11.35 p.m.	.....
.....	4.00 a.m.	264.8	„ Laguna „	164.5	10.55 p.m.	.....
.....	4.25 a.m.	278.2	„ Agua Nueva „	172.9	10.29 p.m.	.....
.....	4.50 a.m.	292.1	„ Encinillas „	181.5	10.04 p.m.	.....
.....	5.25 a.m.	311.9	„ Saúz „	193.8	9.25 p.m.	.....
.....	5.47 a.m.	323.6	„ Torreon „	201.1	9.04 p.m.	.....
.....	6.15 a.m.	338.7	Lv. Sacramento „	210.5	8.34 p.m.	.....
.....	6.55 a.m.	361.6	A. } *Chihua- { Lv.	224.9	7.50 p.m.	.....
.....	7.20 a.m.		Lv. } hua ... { Ar.		7.20 p.m.	.....

M

	Express No. 52.	Kilo- met'rs	CITY OF MEXICO TIME.	Miles.	Express No. 51.	
.....	7.52 a.m.	384.7	Lv.....Mápula.....Lv.	230.0	6.48 p.m.	.....
.....	8.23 a.m.	407.1	.....Horcasitas... ..	253.0	6.18 p.m.	.....
.....	8.53 a.m.	424.5	.....Bachimba... ..	263.8	5.48 p.m.	.....
.....	9.30 a.m.	448.8	.....Ortiz... ..	278.9	5.10 p.m.	.....
.....	9.40 a.m.	456.1	.....Las Delicias... ..	283.4	5.00 p.m.	.....
.....	10.02 a.m.	472.2	.....Saucillo... ..	293.4	4.38 p.m.	.....
.....	10.24 a.m.	487.8	Lv.....Concho.....	303.1	4.17 p.m.	.....
.....	10.52 a.m.	508.2	Ar.....La Cruz.....Lv	315.8	3.48 p.m.	.....
.....	11.20 a.m.	524.2	Lv. Santa Rosalia Ar.	325.7	3.20 p.m.	.....
.....	11.44 a.m.	539.9	.....Bustamante... ..	335.5	2.59 p.m.	.....
.....	12.12 p.m.	559.1	.....Diaz... ..	347.4	2.31 p.m.	.....
.....	12.41 p.m.	577.9	Lv. La Reforma...Ar.	359.1	2.04 p.m.	.....
.....	1.10 p.m.	597.0	Ar. } *Jimenez {Lv.	371.0	1.35 p.m.	.....
.....	1.35 p.m.	611.7	Lv. } Dolores... ..	380.1	1.10 p.m.	.....
.....	1.57 p.m.	631.2	.....Corralitos... ..	392.2	12.48 p.m.	.....
.....	2.25 p.m.	652.5	.....Rallano... ..	405.5	12.20 p.m.	.....
.....	2.57 p.m.	670.5	.....Escalon... ..	416.7	11.48 a.m.	.....
.....	3.24 p.m.	685.1	.....Zavalza... ..	425.7	11.22 a.m.	.....
.....	3.45 p.m.	703.6	.....Saez... ..	437.2	11.00 a.m.	.....
.....	4.10 p.m.	722.5	.....Yermo... ..	449.9	10.35 a.m.	.....
.....	4.34 p.m.	745.9	.....Conejos... ..	463.5	10.11 a.m.	.....
.....	5.05 p.m.	767.4	.....Peronal... ..	476.9	9.40 a.m.	.....
.....	5.33 p.m.	791.4	.....Mapimi... ..	491.8	9.12 a.m.	.....
.....	6.05 p.m.	811.4	Lv.....Noé.....Ar.	504.2	8.40 a.m.	.....
.....	6.31 p.m.	829.1	Ar. } *Lerdo... {Lv.	515.2	8.15 a.m.	.....
.....	6.55 p.m.	850.7	Lv. } Matamoros... ..	528.6	7.50 a.m.	.....
.....	7.15 p.m.	875.9	.....Picardias... ..	544.3	7.30 a.m.	.....
.....	7.45 p.m.	890.2	.....Jalisco... ..	553.2	7.00 a.m.	.....
.....	8.20 p.m.	904.6	.....Jimulco... ..	562.1	6.22 a.m.	.....
.....	8.50 p.m.	920.0	.....Peralta... ..	571.7	6.01 a.m.	.....
.....	9.25 p.m.	943.9	Lv.....Calvo.....Ar.	586.6	5.40 a.m.	.....
.....	9.53 p.m.	965.0	Ar.....La Mancha...Lv.	599.6	5.10 a.m.	.....
.....	10.40 p.m.	989.0	Lv.....Symon.....Ar.	614.6	4.27 a.m.	.....
.....	11.18 p.m.	1012.2	.....San Isidoro... ..	629.0	3.47 a.m.	.....
.....	12.05 a.m.	1034.1	.....Camacho... ..	642.6	3.02 a.m.	.....
.....	12.50 a.m.	1055.5	.....Gonzales... ..	655.9	2.20 a.m.	.....
.....	1.37 a.m.	1075.2	.....Guzman... ..	668.1	2.00 a.m.	.....
.....	2.17 a.m.	1094.2	.....Pacheco... ..	680.0	1.37 a.m.	.....
.....	2.55 a.m.	1120.0	.....La Colorada... ..	695.9	12.58 a.m.	.....
.....	3.30 a.m.	1140.7	.....Cedro... ..	708.8	12.20 a.m.	.....
.....	4.16 a.m.	1154.2	.....Cañitas... ..	717.2	11.40 p.m.	.....
.....	4.55 a.m.	1176.3	.....Gutierrez... ..	730.9	10.53 p.m.	.....
.....	5.20 a.m.	1191.3	Lv.....Meudoza...Ar.	740.3	10.15 p.m.	.....
.....	6.01 a.m.	1206.5	Ar.....Fresnillo...Lv.	749.7	9.50 p.m.	.....
.....	6.30 a.m.	1234.5	Ar. } *Calera {Lv.	767.1	9.10 p.m.	.....
.....	6.57 a.m.	1264.1	Lv. } Zacatecas... ..	785.5	8.43 p.m.	.....
.....	7.50 a.m.	1274.0	.....Guadalupe... ..	791.6	8.15 p.m.	.....
.....	8.30 p.m.	1289.3	.....Summit... ..	801.1	7.25 p.m.	.....
.....	8.54 p.m.	1325.8	.....Soledad... ..	823.8	7.05 p.m.	.....
.....	9.30 p.m.	1346.3	Lv. { Rincon de } Ar.	836.5	5.55 p.m.	.....
.....	10.57 p.m.	1384.9	Ar. { Romos } Lv.	860.5	5.27 p.m.	.....
.....	11.46 p.m.	1406.4	Lv. { *Aguas } Ar.	873.9	5.20 a.m.	.....
.....	1.15 a.m.	1.15 p.m.	Ar. { Calientes } Ar.	880.5	4.50 p.m.	.....
.....	1.40 p.m.	1.15 a.m.	Lv. { Penuelas... ..	880.5	4.42 a.m.	.....
.....	1.55 a.m.	1.10 p.m.	.....	873.9	3.15 a.m.	.....
.....	2.10 p.m.	12.35 a.m.	.....	873.9	3.00 p.m.	.....

MEXICO

	Express No. 52.	Kilo- met'rs	CITY OF MEXICO TIME.	Miles.	Express No. 51.	
2.55 a.m.	3.02 p.m.	1432.8	Lv. Encarnacion ..	890.3	12.18 p.m.	11.37 p.m.
3.28 a.m.	3.35 p.m.	1449.5	.. Santa María ..	900.7	11.44 a.m.	11.03 p.m.
4.18 a.m.	4.23 p.m.	1474.2	.. Los Salas ..	916.0	10.55 a.m.	10.15 p.m.
5.00 a.m.	5.05 p.m.	1495.1	.. Lagos ..	929.0	10.13 a.m.	9.33 p.m.
5.20 a.m.	5.24 p.m.	1508.7	.. Loma ..	937.4	9.55 a.m.	9.13 p.m.
5.42 a.m.	5.43 p.m.	1522.4	.. Pedrito ..	946.0	9.36 a.m.	8.52 p.m.
6.07 a.m.	6.05 p.m.	1537.8	.. Francisco ..	955.6	9.14 a.m.	8.28 p.m.
6.31 a.m.	6.27 p.m.	1554.2	.. Leon ..	965.7	8.51 a.m.	8.03 p.m.
6.53 a.m.	6.46 p.m.	1568.0	Lv. ... Trinidad ... Ar.	974.3	8.32 a.m.	7.42 p.m.
7.25 a.m.	7.12 p.m.		Ar. } * Silao { Lv.		8.05 a.m.	7.12 p.m.
7.45 a.m.	7.32 p.m.	1587.4	Lv. } ..	986.4	7.45 a.m.	6.50 p.m.
8.05 a.m.	7.55 p.m.	1600.6	.. Villalobos ..	994.4	7.25 a.m.	6.30 p.m.
8.32 a.m.	8.22 p.m.	1617.2	.. Irapuato ..	1004.9	7.02 a.m.	6.07 p.m.
8.48 a.m.	8.38 p.m.	1626.4	.. Chico ..	1010.6	6.50 a.m.	5.53 p.m.
9.06 a.m.	8.58 p.m.	1637.5	.. Salamanca ..	017.5	6.33 a.m.	5.37 p.m.
9.45 a.m.	9.35 p.m.	1659.9	.. Guaje ..	1031.4	6.02 a.m.	5.05 p.m.
10.15 a.m.	10.07 p.m.	1678.3	.. Celaya ..	1042.8	5.35 a.m.	4.37 p.m.
10.38 a.m.	10.30 p.m.	1691.5	.. Apaseo ..	1051.0	5.17 a.m.	4.17 p.m.
11.02 a.m.	10.55 p.m.	1706.0	.. Mariscala ..	1070.1	4.57 a.m.	3.57 p.m.
11.33 a.m.	11.25 p.m.	1724.5	.. Querétaro ..	1071.5	4.30 a.m.	3.30 p.m.
11.43 a.m.	11.35 p.m.	1729.0	.. Hércules ..	1074.3	4.20 a.m.	3.20 p.m.
12.35 p.m.	12.26 a.m.	1753.9	Lv. ... Ahorcado ... Ar.	1089.8	3.30 a.m.	2.35 p.m.
1.20 p.m.	1.25 a.m.	1770.4	Ar. } * San Juan } Lv.		2.50 a.m.	2.00 p.m.
1.40 p.m.			Lv. { del Rio } Ar.	1105.7		1.40 p.m.
2.33 p.m.	2.35 a.m.	1808.9	.. Cazadero ..	1124.0	1.45 a.m.	12.40 p.m.
2.50 p.m.	3.00 a.m.	1818.1	.. Polotitlan ..	1129.7	1.25 a.m.	12.18 p.m.
3.21 p.m.	3.32 a.m.	1832.1	.. Dahu ..	1138.4	12.55 a.m.	11.46 a.m.
3.38 p.m.	3.50 a.m.	1840.1	.. Nopala ..	1143.4	12.37 a.m.	11.28 a.m.
3.58 p.m.	4.11 a.m.	1848.4	.. Marquez ..	1148.5	12.20 a.m.	11.10 a.m.
4.05 p.m.	4.18 a.m.	1851.3	.. Leña ..	1150.4	12.13 a.m.	11.03 a.m.
4.17 p.m.	4.32 a.m.	1857.3	.. Angeles ..	1154.1	12.01 a.m.	10.50 a.m.
5.00 p.m.	5.18 a.m.	1876.3	.. San Antonio ..	1165.9	11.16 p.m.	10.07 a.m.
5.30 p.m.	5.50 a.m.	1890.0	.. Tula ..	1174.4	10.45 p.m.	9.36 a.m.
6.10 p.m.	6.33 a.m.	1907.6	.. El Salto ..	1185.3	10.05 p.m.	8.57 a.m.
6.30 p.m.	7.00 a.m.	1917.5	.. Nochistongo ..	1191.5	9.40 p.m.	8.35 a.m.
6.50 p.m.	7.20 a.m.	1923.5	.. Huehuetoca ..	1195.2	9.20 p.m.	8.15 a.m.
7.05 p.m.	7.35 a.m.	1934.0	.. Teoloyucan ..	1201.7	9.02 p.m.	7.58 a.m.
7.20 p.m.	7.45 a.m.	1942.3	.. Cuautitlan ..	1206.9	8.48 p.m.	7.45 a.m.
7.30 p.m.	7.55 a.m.	1949.1	.. Lechería ..	1211.1	8.37 p.m.	7.34 a.m.
7.35 p.m.	8.00 a.m.	1952.0	.. Barrientos ..	1212.9	8.32 p.m.	7.29 a.m.
7.42 p.m.	8.09 a.m.	1958.3	Lv. Tlalnepantla Ar.	1216.8	8.22 p.m.	7.18 a.m.
7.55 p.m.	8.25 a.m.	1970.0	Ar. ... México ... Lv.	1224.1	8.05 p.m.	7.00 a.m.

GUANAJUATO BRANCH.

Train No. 14.	Train No. 12.	Kilo- met'rs.		Miles.	Train No. 11.	Train No. 13.
6.30 p.m.	7.25 a.m.	0.0	Ar. * Silao ... Lv.	0.0	8.10 a.m.	7.20 p.m.
5.45 p.m.	6.40 a.m.	19.0	Ar. Marfil ... Lv.	11.8	8.55 a.m.	8.00 p.m.
Street	Cars.	24.0	Lv. Guanajuato Ar.	14.9	Street	Cars.

* Trains stop for Meals. All trains run daily.

Standard of time is City of Mexico, which is 24 minutes fast of "Mountain" time and 36 minutes slow of "Central" time, the standard time used by connecting roads at El Paso.

STAGE CONNECTIONS.

From	To	Distance.	Time.	Days of Departure.	Days of arrival.	Fare.	Baggage allowed.	Excess rate per arroba or 25 lbs.
Tula	Mixquahuala	21 mls.	4 hrs.	Mon., Wed., Fri.	Tues., Thur., Sat.	\$1.50	25 lbs.	\$.50
Tula	Ixmiquilpan	40 mls.	8 hrs.	Mon., Wed., Fri.	Tues., Thur., Sat.	3.00	25 lbs.	1.00
San Juan del Rio	Cadereyta	36 mls.	1 day	Mon., Wed., Fri.	Tues., Thur., Sat.	1.00	25 lbs.	.18 $\frac{1}{2}$
Querétaro	San José Iturbide	42 mls.	7 hrs.	Mon., Wed., Fri.	Tues., Thur., Sat.	1.25	24 lbs.	.50
Celaya	Santa Cruz	22 mls.	4 hrs.	Daily	Daily	.75	25 lbs.	...
Cortazar	...	16 mls.	3 hrs.	Daily	Daily	.50	25 lbs.	...
El Valle de Santiago	...	21 mls.	2 $\frac{1}{2}$ hrs.	Daily, except Sun.	Daily, except Sun.	.50	25 lbs.	.06
Salamanca	Guadalupe	210 mls.	2 days	Mon., Wed., Fri.	Tues., Thur., Sat.	10.00	25 lbs.	1.50
Irapuato	Pénjamo	42 mls.	6 hrs.	Mon., Wed., Fri.	Tues., Thur., Sat.	2.00	25 lbs.	.50
Irapuato	Piedad	66 mls.	10 hrs.	Mon., Wed., Fri.	Tues., Thur., Sat.	4.00	25 lbs.	.75
Irapuato	La Barca	126 mls.	16 hrs.	Mon., Wed., Fri.	Tues., Thur., Sat.	7.00	25 lbs.	1.00
Silao	San Pedro (Piedra Gorda)	54 mls.	1 day	Tues., Thur., Sat.	Mon., Wed., Fri.	1.00	25 lbs.	.12
Francisco	San Pedro	6 mls.	1 day	Mon., Wed., Fri.	Tues., Thur., Sat.	1.00	12 lbs.	.25
Francisco	San Francisco	6 mls.	1 hr.	Daily	Daily	.15	60 lbs.	...
Leon	Piedra Gorda	54 mls.	7 hrs.	Daily, except Sun.	Daily, except Sun.	2.00	38 lbs.	...
Lagos	Guadalupe	210 mls.	2 days	Daily, except Sun.	Daily	14.00	25 lbs.	2.00
Lagos	La Venta	90 mls.	1 day	Daily, except Sun.	Daily	7.00	25 lbs.	2.00
Lagos	San Luis Potosí	150 mls.	2 days	Daily, except Sun.	Daily	10.00	25 lbs.	2.00
Lagos	Ojuelos	75 mls.	1 day	Daily, except Sun.	Daily	5.00	25 lbs.	.37
Encarnacion	Tecolcaliche	36 mls.	1 day	Daily	Daily	2.00	25 lbs.	.18
Zacatecas	Jerez	50 mls.	9 hrs.	Daily	Daily	1.25	25 lbs.	.18
Zacatecas	Villa Nueva	65 mls.	1 day	Daily	Daily	1.25	25 lbs.	...
Jimulco	San Diego	...	...	Wed., Fri., Sun.	Tues., Thur., Sat.	1.50	25 lbs.	...
Jimulco	Cuencame	...	...	Wed., Fri., Sun.	Tues., Thur., Sat.	2.50	25 lbs.	...
Jimulco	Corralitos	...	...	Wed., Fri., Sun.	Tues., Thur., Sat.	3.75	25 lbs.	...
Jimulco	Tápias	...	...	Wed., Fri., Sun.	Tues., Thur., Sat.	5.00	25 lbs.	...
Jimulco	Horrio	...	...	Wed., Fri., Sun.	Tues., Thur., Sat.	6.88	25 lbs.	...
Jimulco	Chorro	...	...	Wed., Fri., Sun.	Tues., Thur., Sat.	8.75	25 lbs.	...
Fresnillo	Durango	...	...	Tues., Thur., Sat.	Wed., Fri., Sun.	15.00	25 lbs.	3.00
Jimenez	Paral	60 mls.	...	Daily	Daily	5.00	25 lbs.	1.00

Train
No. 13.7.20 p.m.
8.00 p.m.
Cars."Moun-
time used

PULLMAN PALACE SLEEPING CAR RATES.

EL PASO, TEXAS TO						DOUBLE BERTH.	SECTION.
						\$	\$
Chihuahua	...	...	...	...	...	2.00	4.00
Santa Rosalia	...	...	...	...	...	2.50	5.00
Lerdo	...	...	...	...	...	4.00	8.00
Zacatecas	...	...	...	...	...	6.00	12.00
Aguas Calientes	...	...	...	...	...	6.50	13.00
Leon	...	...	...	...	...	7.00	14.00
Queretaro	...	...	...	...	...	8.00	16.00
City of Mexico	...	...	...	...	...	9.00	18.00

ELEVATIONS ABOVE THE SEA-LEVEL.

METERS.	STATIONS.	FEET.
1133.06	.....Paso del Norte.....	3717.40
1660.67	.....Gallego.....	5448.40
1412.26	.....Chihuahua.....	4633.40
1226.03	.....Santa Rosalia.....	4022.40
1381.17	.....Jimenez.....	4531.40
1135.50	.....Lerdo.....	3725.40
1267.18	.....Jimulco.....	4157.40
2149.80	.....Calera.....	7051.30
2452.60	.....Zacatecas.....	8044.50
1884.00	.....Aguas Calientes.....	6179.50
1870.30	.....Lagos.....	6134.50
1787.69	.....Leon.....	5863.60
1800.15	.....Querétaro.....	5904.50
1904.00	.....San Juan del Rio.....	6245.10
2232.85	.....Cazadero.....	7323.70
2479.49	.....Marquéz.....	8132.70
2030.00	.....Tula.....	6658.40
2258.50	.....Huehuetoca.....	7407.90
2240.00	.....México.....	7349.80

DESCRIPTION OF TOWNS.

Acambaro.—State of Michoacan de Ocampo; 8,000 inhabitants; 6,100 feet above the sea; a station of the Mexican National Railway.

Hotels: Nacional, near the Plaza.

A small but thriving town, with a future as soon as the railways are completed. The surrounding country is poorly cultivated, though the ground is fertile. Lake Cuitzeo, affording good fishing, is a few miles southwest of the town, and contains some small islands. The town lies in a broad plain, is regularly built, but has nothing to interest the traveller. The journey hither affords, however, a good opportunity of studying the agricultural and mineral resources of this region.

Acapulco.—State of Guerrero, port of entry on the Pacific. 12,320 inhabitants. A station of the Morelos Railway, building.

Hotels: Several good inns.

This harbour is the finest in Mexico, and the position of the town on the large bay is incomparable. The town lies on a narrow strip of land, not half a mile in width, and having but little soil. Great expectations are formed from the connection by railway with the capital. Thirty years ago it was only an agglomeration of huts, but it is

now a fine town. The climate is very hot and unhealthy. The fort San Carlos is interesting. The river Zacatula, close to which it stands, can be forded in the dry season; but rafts are used in summer and during the heavy rains. Fruit and hides are the chief articles of export; coals the chief import. The artificial cutting in the mountains (Abra de San Nicolas) made to admit the sea-breeze to the town, is the only object of interest. The mercury mine of Huitzuco is near Acapulco. The scenery around is very picturesque.

Aguas Calientes.—Capital of State of same name; 35,000 inhabitants; 6,361 feet above the sea; a station of the Mexican Central Railway.

Hotels: Diligencias, de la Plaza, Nacional, and several small inns.

Conveyances: Tramways (fare medio 6½ cents).

Bath: On the Alameda or Park.

Banker: G. R. Brand.

Medical: Dr. Calera, Dr. Muñoz, Dr. Marin.

Aguas Calientes is a regularly-built town in a barren district, with numerous hot mineral springs, ranging from 90 to 105 degrees Fahr. These have given

the town its name. It has eleven squares. The chief industry of the inhabitants is the manufacture of woollen goods. A large fair is held here at Christmas. The chief objects worthy of notice are the Plaza de Armas, the cathedral, the Alameda, and the Paseo, the latter one of the finest parks in the country. Interesting ruins of Indian architecture are found at La Quemada. An area of about six acres is inclosed by a wall, forming a kind of fort. The buildings inside this wall—like most of the Mexican ruins—are pyramidal in shape, and are fairly well preserved. They are attributed to the Aztecs. Some chambers inside the building are still intact.

Amecameca.—State of Mexico; about 10,000 inhabitants; 8,200 feet above the sea; a station of the Morclos Railway Company.

Hotels: Ferrocarril at the station, and Diligencias on the Plaza.

This town disputes with Toluca the honour of being the highest inhabited place in the Republic. The town is regularly built, but contains little of interest. The traveller will probably visit it solely for the purpose of ascending the volcano Popocatepetl, the highest mountain in North America. The journey up and down requires two days, though it may be accomplished in one day and a half from the capital, *via* Amecameca; but if possible, this should not be attempted. There is a ranch at Tlamacas, the property of General Ochoa. Guides, horses, rugs, provisions, may be obtained at Amecameca; but if the traveller is pressed for time it is better to procure them at

the capital before setting out. One guide to each person should be the rule, and a mozo to mind the horses while climbing the upper portion. The fee for each guide is 5 dols., and for a mozo 3 dols. for the trip. Six hours are required from the ranch at Tlamacas to reach the crater, which is about 500 yards in diameter and 150 yards in depth. The upper part of the mountain is covered with ice and snow, and is really a glacier. The view from the top is very fine, and extends an immense distance. It should be reached before 10 a.m. as after that hour the peak is generally covered with clouds, and the view obscured.

The Sacromonte on the western side of the town of Amecameca is also an object of attraction. The chapel on the summit is one of the most celebrated shrines in the Republic. The hill rises about 300 feet above the plain. On the paved way leading to the summit are the "fourteen stations" of the Cross.

Amozoc.—State of Puebla; 5,643 inhabitants.

Hotels: A very inferior inn.

This place is mentioned only as the chief seat of the steel and iron industry. The articles manufactured here are sought after throughout the whole Republic.

Apam.—State of Hidalgo, on the lake of same name; 7,628 inhabitants.

It contains only a small inn.

The place is a mere village, and is known chiefly for its extensive maguey plantations. From these the best pulque is exported to the Capital and elsewhere. Otherwise there is nothing of interest to the traveller.

Ario.—State of Michoacan; 3,000 inhabitants; 6,350 feet above the sea level.

Hotels: Fonda de la Bella Union, Meson de Ocampo, and three smaller inns.

This town is best reached on horseback from Patzenaro. It is irregularly built, and not particularly clean. The inhabitants are noted for their politeness and hospitality to strangers. The country round is very fertile, and contains many superior farms of great extent. Fine horses and good cattle are bred here. A few hours journey brings the tourist into the tropical country. A good wagon road would make the country very prosperous. The climate is healthy.

The town has little to interest, but the traveller should not miss visiting the Alameda just before sunset. The view from it is very extensive and extremely beautiful.

Travellers intending to visit the surrounding country or the volcano of Jorullo should procure letters of introduction to residents in the different villages, as there is no hotel accommodation. On being asked, the prefect of police will send an escort of soldiers to Jorullo, or any other place. The charge is nothing, but a gratuity may be given to the sergeant. Excursions may also be made to Uruapan and Tacambaro.

Arispe.—State of Sonora; 3,000 inhabitants; a station of the Sonora Railway.

Hotels: Diligencias.

Situated in a picturesque valley, in which are several important villages of the Opata Indians. Two crops of wheat are produced here annually by means of irri-

gation. There is a Cathedral, and the Alameda or park is very fine. It was formerly the Capital of State of Sonora.

Campeche, or San Francisco de Campeche.—Capital of the State of Campeche; the old Kimpach; 15,190 inhabitants.

Hotels: Hidalgo.

Campeche is the most important seaport in this part of Mexico. Vessels anchor about five miles from the shore. Passengers, mails, and cargo are transferred to a tender. The port, however, is not safe. The town and citadel are charmingly beautiful when seen from the sea. There is little of interest for the traveller in the town. It is built over subterranean vaults, said to have been constructed by the ancient Indians. Drinking-water is brought to the town by means of an aqueduct. There is a naval school, and vessels are built here. The commercial interests of Campeche were formerly of some importance.

Catorce, or Mineral de Catorce.—State of San Luis Potosi; 17,800 inhabitants; 8,300 feet above the sea-level; railway station of the Mexican National line.

Hotels: A small inn.

This town stands on very irregular ground, and was named after a band of 14 robbers, who were the terror of the neighbourhood for many years. The deep mountain gorges are everywhere bridged over. Close by are the celebrated mines, and behind it are barren mountains. Catorce is one of the richest silver-producing districts in Mexico. It was discovered in 1773, and since then the yield has annually been about 4 million dollars; it has

now dwindled down to about one millien. The town is abundantly provided with all necessities of life; most of the mines round are owned by Spaniards and Englishmen. There was a mint here during the French invasion. Latterly these mines have been paying somewhat better.

Cedral.—State of San Luis Potosi; 4,000 inhabitants; a station on the Mexican National railway.

Hotels: Diligencias and another.

An irregularly-built place, in a district barren for want of irrigation. Several smelting works are in th's place, and the ores coming from Catorce have to be roasted then crushed and amalgamated, as they contain sulphur. The mountain El Fraile, near the town, may be ascended. Near El Salado—27 miles distant—is one of largest haciendas in the Republic, extending into four states; 8,000 horses and 3,000 cattle roam over the pasture lands, while wells and tanks provide water for irrigation.

Celaya.—State of Guanajuato; 28,336 inhabitants; 5,500 feet above the sea; station of the Mexican National Railway.

Hotels: Ferrocarril, Cortazar, Diligencias.

This place consists of the town proper, with several suburbs, inhabited by Otomite Indians. On the Plaza Mayor stands the great pile of buildings forming the Franciscan Monastery, the tower of which is considered the highest in the Republic. There are several important cotton and woollen manufactories here. Four of the other convents are

worth visiting. The churches of San Francisco and El Carmen are also deserving of notice.

Chiapa de los Indios.—The largest town in the State of Chiapas; 12,459 inhabitants.

An inn with very indifferent accommodation.

The town is situated on the Tabasquillo, and exports dye-woods, timber and cochineal, but otherwise is of no importance. The inhabitants are mostly Indians, and speak Tzendal, which is similar to the Maya language.

Chihuahua.—Capital of the State of the same name; 17,500 inhabitants; 4,690 feet above the sea level; a station of the Mexican Central Railway.

Hotels: American and National.

Telegraph and Post Office: On the Plaza Mayor.

Baths: On the upper alameda.

Bankers: Mae Manus & Son.

Medical: Dr. Echeverria, Dr. J. Muñoz.

This thriving town has a prosperous future in store. It is situated in a broad plain. Many foreigners (chiefly citizens of the United States) are settled here. It was founded in the 17th century by some adventurers, to work the silver mines in the vicinity. After the War of Independence it fell somewhat into decay; but since the working of the Mexican Central Railway it has received a new impetus, and is increasing rapidly in importance.

The town is regularly laid out, with broad clean streets and many important and handsome buildings. The dwelling-houses are well constructed and roomy.

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The whole town is a garden—
with roses and orange-groves
growing, as it were, in the wil-
derness. Fifteen miles to the
south are two isolated mountains,
with the celebrated Santa Eulalia
silver mines. The superb cath-
edral has a dome, and two towers
240 feet high. The smaller
churches are also handsome
buildings, especially those of
Guadalupe and San Felipe, and
also the College of the Jesuits—
where Hidalgo and Allende were
beheaded. The mint is impor-
tant. A fine aqueduct 4 miles
in length provides the drinking
water. There is also a bull-ring.
The palace, tribunal of justice,
the Alhondija, and the two
alamedas are worth visiting.

Fruit, vegetables, cereals, &c.,
grow in the districts around.
The grazing land in the State is
fine. The climate of the town is
healthy, the thermometer rang-
ing between 16 and 94 degs. Fah.
May, June, and July are the
warmest months. The rainy
season sets in at the end of June,
and lasts till the middle of Octo-
ber.

Chilpancingo.—Capital of the
State of Guerrero; 3,800 inhabi-
tants; a station on the Morelos
Railway.

Hotels: A small inn.

The town is of little interest,
and remarkable only as having
been the place in which the first
Mexican Congress of September
13th, 1813, was held, after the
cry for Independence had been
raised by Hidalgo.

Cholula.—State of Puebla;
8,973 inhabitants; 6,900 feet
above the sea.

Hotels: Those of Puebla.

Conveyances: Tramways—
Medio real (6½ cts); fare to

Puebla, 25 cts. or one shilling;
Carriages—50 cts. on weekdays,
and 75 cts. on Sundays.

Now an insignificant place,
only noted for the *pulque* pro-
duced from its extensive magney
plantations. In the times of
the Aztec empire, Cholula was a
very important town. At the
date of Cortez arrival there were
over 400 temples here, 20,000
houses, and above 150,000 in-
habitants. A church built by
Cortez contains some curious
historical paintings. The town
also boasts a park. Cholula is
reached by tramway from Puebla
in 25 minutes (fare, 1st class, 25
cts.), distance 7 miles. Some of
the hotels contain pictures of
battles between Spaniards and
the natives during the conquest.
Eastward of the town is a huge
teocalli or pyramid, now almost
covered by vegetation. It has
four terraces, and on the summit
a church. It is by far the largest,
oldest and most important teo-
calli in Mexico. Each side
measures at the base 1,425 feet,
and is 177 feet high; it covers a
space of over 45 acres. The sides
face the cardinal points of the
compass. The platform on the
summit measures 200 feet square;
the ascent to it is by a staircase of
120 steps. The Catholic church
on the top is in the form of a
cross, surrounded by cypresses,
and has two towers and a cupola.
It was built by the Spanish
conquerors. The view from the
top of the pyramid is very fine.
The interior of the church has
some frescoes and other decora-
tions. It is supposed that its
ancient builders were fire and
serpent worshippers, the former
because it is built near the smok-
ing mountain *Popocatepetl*, and
the latter from some hieroglyphics
which have been discovered.
The great temple of Cholula has

been partially destroyed by a cutting which has been made through it for the line of Railway.

Cinaloa, or Sinaloa.—State of Sinaloa; 15,330 inhabitants.

Hotels : Diligencias.

This town, romantically situated on hills on the Rio Cinaloa, was formerly the busiest town of the State; now its business is chiefly in agriculture and cattle raising, to which the fertile plain surrounding it is well suited. The town has little of interest.

Ciudad de las Casas, or San Cristobal and Ciudadreal.—Capital of State of Chiapas; 8,500 inhabitants.

It possesses a small inn.

A town on the Chiapas River of hardly any interest. It is taken by tourists as a starting point for the ruins of Palenque. (See Palenque.)

Colima.—Capital of the State of same name; 32,000 inhabitants; 1,400 feet above the sea; a station of the Mexican National Railway to Manzanillo.

Hotels : Diligencias, and several other small inns.

The town is irregularly built, and has little to interest the traveller. The surrounding country is very fertile. The coffee produced in this region is among the best, and equals in quality that of Moccha. Cotton, rice, sugar cane, and Indigo are also cultivated. The town is situated on the river of the same name. The plaza is handsomely ornamented with a row of colonnades. Some English, German, and French settlers are to be

found here. The volcano—active in January, 1886—is 11,000 feet high, and lies in dangerous proximity to the town. In winter it is snowclad. There is otherwise little to interest the tourist.

Cordoba.—In the State of Vera Cruz Llave; on the Mexican Railway line; 66 miles from Vera Cruz; 11,302 inhabitants, and about 2,800 feet above the sea.

Hotels : A small inn.

Conveyances : Tramways.

This town, formerly one of the wealthiest of Mexico, is now in complete decay. It is about a mile distant from the railway. The surrounding country is very fertile; every variety of fruit grows abundantly, and in superior quality, though the staple produce is coffee. The traveller should take the opportunity of visiting one of the plantations. The pineapple grows to perfection here. The town has four churches, but good drinking water is very scarce. There are some very fine specimens of the Palma real near the principal square, standing over 150 feet high. Near the town on the river Metlac, is a bridge whence some very fine views are obtained. Some Americans are settled here in agricultural pursuits. The railway line beyond the station of Cordoba passes through some fine scenery, and affords an example of very skilful engineering.

Cuautla.—State of Morelos; 14,000 inhabitants; 7,000 feet above the sea; a station of the Morelos Railway.

Hotels : Diligencias.

An irregularly-built town, situated on some, thickly-wooded

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hills. The name is derived from *Quauhtli*, i.e., "delightful hills," given it by its founders—the Tlahuicos. The Spaniards conquered it in 1521. The cathedral, city hall, alameda, and several minor churches, are interesting. Near the town the railway bridge of Ozumba is noteworthy—618 feet long by 41 feet high. The surrounding country is very fertile, and the climate healthy.

Cuernavaca.—Capital of the State of Morelos; 5,380 feet above the sea level; 16,320 inhabitants. Station of the Morelos Railway.

Hotels: Del Fenix and San Pedro.

Baths: Near the San Pedro Hotel.

Called by the Tlahuicos—*Quauhuahuac*, i.e., near the beautiful hills. It was taken by the Spaniards in 1521. It is a favourite winter resort. The Emperor Maximilian's villa is now a school-house, Cortez' Palace is now the Court-house, having been rebuilt since the Declaration of Independence. Other objects of interest are: the Borda Gardens—now in ruins, but once very beautiful—the church of Guadalupe, and the parochial church. The Popocatepetl and Iztacihuatl, covered in perpetual snow—highest mountains in Mexico—lie about 25 miles to the east of the town. The town is situated in a magnificent and fertile valley, which produces equally the fruits of the tropical and temperate zone. Eighteen miles from Cuernavaca—on a rocky mountain—lies the *Xochicalco*, a temple or fortress, now in ruins. The ruins are about five miles in circumference; there are five terraces faced with stone; the building on the top

is 75 by 65 feet of hewn granite and was used until recently as a sugar refinery. Near the village of *Cacahuamilpa*, about 40 miles to the south of Cuernavaca, is the Grotto. This famous cave, with its 15 "saloons," is the finest stalactite cavern in the world. There is no hotel accommodation, and visitors do well to bring with them blankets, provisions, etc., for three days. The cavern has never been fully explored. *Tasco*, a town 54 miles distant, should also be visited on account of its silver mines—said to have been worked before the Spanish Conquest.

The village of *Acopancingo*—formerly the seat of the head *cazique*—about 1½ miles from the town of Cuernavaca, is still inhabited by Indians of pure Mexican race. They preserve their old Aztec language, manners, and customs—except in religion. They are wealthy, and devoted to agriculture. There was once a good wagon-road, which is now only practicable for pedestrians and horsemen.

Cuernavaca is reached by diligence, from the Capital, in 9½ hours, running three times a week.

Culiacan.—Capital of State of Sinaloa; 7,878 inhabitants; 160 feet above the sea level; station of the Sinaloa and Durango Railway.

Hotels: Ferrocarril and Diligencias.

This is a regular and well-built town on the river of the same name, founded in 1532. The principal square is faced on one side by a half-ruined cathedral, and on the three remaining sides by five *Portales* or arcades. There is a large semi-

nary, and a first-rate mint here. The Government Palace, Municipal Palace, and several other buildings are noteworthy. There is a good Alameda or Park.

Durango.—Capital of the State of same name; 27,100 inhabitants; 6,800 feet above the sea; a station of the Mexican Central, International and Alta and Durango Railways.

Hotels: Diligencias, Nacional.

A rising town, which acquired its importance principally from the discovery of the rich silver mines of Guarisamey, situated north-west of the town. It is situated in a dry, sterile plain. It has a cathedral, several churches, etc., four convents, a mint, an important tobacco manufactory, and several other industrial establishments. The Cerro del Mercado, near the town, is the famous Iron Mountain mentioned by Humboldt. An American company has been formed to work these mines. Travellers should beware of the scorpions common in this town.

Esperanza.—State of Puebla; 5,000 inhabitants; 7,900 feet above the sea level. A station of the Mexican Railway.

Hotels: The Ferrocarril (within the enclosure of the station), owned by the Railway Company, and managed well by a Frenchman.

This town is chiefly interesting as being the place to change the military escort accompanying each train between the Capital and Vera Cruz. It has little to interest the tourist, unless some of the farms in the surrounding district. The nights and early mornings are very cool, and occasionally the temperature

falls below freezing point. The surrounding plain produces wheat, barley, maize, etc., and is very fertile. The hacienda of Señor Audres Gutierrez is worth visiting. The Mountain Orizaba may be ascended from here, but horses are difficult to procure. The mountain is 17,300 feet high. It has been ascended by very few persons up to the present. Guides, rugs and provisions for two days should be taken. Excursions to Oaxaca, Mitla, Tehuacan, etc., may also be made. There is a tramway to Tehuacan. (See this.)

Fresnillo.—State of Zacatecas; 28,600 inhabitants; 7,700 feet above the sea.

Hotels: A small inn.

Irregularly built on an extensive mountain plain at the foot of the Cerro de Proaño, in which are the mines. It is only interesting on account of its large amalgam works. The produce of the mines has considerably diminished of late years.

Guadalajara.—Capital of State of Jalisco; 78,600 inhabitants; 5,052 feet above the sea; a station of the Mexican Central Railway.

Hotels: Hidalgo, Nacional, Diligencias, and Nuevo Mundo.

This town is situated in the very fertile table valley of Atemajac, and covers a large area, as the houses are mostly one-storied. It is well built; has 14 squares, 12 fountains, one cathedral, seven churches, 11 convents, a Government Palace, a university, a mint, hospitals, an academy of fine arts, etc., etc. The Bishop's and Municipal palaces, the Alameda, etc., are worth visiting. It lies on the

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west bank of the Rio de Santiago (the largest in Mexico). The streets are wide, and laid out at right angles, and by many persons the town is considered finer than the capital of the Republic. It has preserved many of its Mexican features, lying remote from the high road, and having been but little affected by foreign influence.

The cathedral, Government Palace, and Bishop's Palace are on the Plaza de Armas. The interior of the cathedral is very beautiful. The other sides of the plaza, not occupied by the above buildings, have fine colonnades. The Hospital Belem is an immense building. There are nine *portales*, or covered archways, which are used as bazaars, and belong to the convents, which sub-let them. All sorts of European and Asiatic produce may be found in these bazaars. The aqueduct is over three miles in length. The gardens and land around the town are artificially irrigated. A beautiful bridge of 26 arches spans the river ; near here are several waterfalls. There are steam printing offices in the town. The ornamental glazed pottery made here is sold in the capital. Most of the inhabitants are artizans, and work more especially in gold and silver, in filigree, in leather, in wool (the *rebozos* and *zarapes*), and in cotton. The cakes, confectionery and sweetmeats of Guadalajara are celebrated. Much glazed pottery is also made here and is sold in the Capital.

The cathedral was completed in 1618, but in 1818 an earthquake overthrew the cupolas of both towers.

An excursion can be made to the Lake of Chapala—40 miles

distant. It is the largest in Mexico, and covers an area of 415 square miles. Several islands exist in it, and on one ruins have been found. Its depth has never been ascertained. Several other excursions into the environs will be found interesting. The railway from Guadalajara to San Blas on the Pacific will be open for traffic shortly, and will tap the villages of Amatitlan, Tequila, Ixtlan, Tetitan, Zapotlan and Tepic.

Guadalupe, or Villa de Guadalupe Hidalgo (originally Tequatlanopeuh).—Federal district of Mexico, and 5 miles from the capital ; 4,517 inhabitants.

Hotels : Those of the Capital, whence it is reached by tramway in half-hour.

Guadalupe is connected with the Capital by two roads running parallel upon dykes built in the ancient lagoon. It is interesting for its cathedral, chapel, college and nunnery, and is the chief place of pilgrimage in the country. The cathedral is the richest in Mexico, and said to surpass even the cathedral of the Capital in treasure. It is a massive brick building, with a dome and four towers, and cost 800,000 dols. for materials alone. The interior is richly adorned, and round the choir and altar is a solid silver railing. The famous picture—the object of the pilgrimage—of the Virgin hangs on the high altar. On each side of the high altar is a smaller altar, and the choir is rich in wooden carvings. A great many *exvotos* hang near the main entrance, chiefly of wax, while others are oil paintings. The legend of how the church was built is sold at the door in book form. On the 12th of December

of each year a religious festival takes place in celebration of the anniversary of the appearance of the Virgin to the Indian, and is attended by persons from all parts of the Republic. The flag carried by Hidalgo in the War of Independence is deposited here, and several illustrious men lie buried in the vaults. A very fine view of Mexico and the valley is obtained from a hill facing the front of the chapel. The treaty with the United States of 2nd February, 1848, was signed here.

Guanajuato, or Santa Fé de Guanajuato; capital of state of same name; 56,112 inhabitants; 6,830 feet above the sea; Railway station of the Mexican Central Railway, branching at *Marfil* Station.

Hotels: Rayas, del Suizo, Diligencias.

Restaurants: Frances, de Bordeaux.

Bankers: National Bank of Mexico.

Medical: Dr. Herrera, Dr. Moreno.

The town of Guanajuato is irregularly built on hills, and was founded in 1554. It stands on both sides of the gorge of Cañada de Marfil. The narrow streets are winding and paved with rough stones. It is surrounded by steep porphyry mountains and offers to the traveller a curious yet very picturesque aspect. It has fine buildings: a cathedral, Jesuit church, eight convents, a theatre, a mint, barracks, colleges and many fine private dwellings. There are also several manufactories of woollen goods. It is the centre of more than 100

mines; between the years 1827 to 1851, 90 million pesos were coined in the mint of this town. The principal silver lode—the Veta Madre de Guanajuato—is one of the most remarkable in the world. The mine buildings, west of the town, are called “Guanajuato Pequeño,” or Little Guanajuato. Those of the mines of Mellado and Rayas have the appearance of a small village. These mines were opened in 1558. Of late years they have not paid so well, and are possibly becoming exhausted. But in two instances, by sinking the shafts deeper, such has been shewn not to be the case. There are some very wealthy families in the town, amongst whom the Count de Valenciana is the richest. The miners are industrious and well-to-do and poverty is a thing unknown. The traveller will have no better opportunity of visiting a mine than in Guanajuato. The Rayas and Nopal Mines are the best worth seeing. All the works are carried on in a very primitive fashion.

The prison or carcel lies on an eminence in the centre of the town, and was formerly a castle. It is a two-storey building. A fine view of the town and gorge is obtained from the Cerro de San Miguel. Some French, Germans, English, and Americans are established in the town. Electric light and telephones are in use, and the inhabitants are both an industrious and intelligent body of men.

The traveller will be amply repaid by spending a week in this town. Excursion to Dolores Hidalgo—birth place of Hidalgo, the Mexican Liberator—may be made, and will be found interesting.

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Guaymas, or San José de Guaymas.—State of Sonora; 2,500 inhabitants; end station of the Sonora Railway.

Hotels: Cosmopolitan, Central and Ferrocarril.

Bankers: F. A. Aguilar.

An extensive and well-sheltered port, on the gulf of California, and, Acapulco excepted, the best on the west coast of Mexico. The outlying islands make the entrance to the harbour narrow. There are, in fact, two harbours both safe, the inner, with a depth from two to four fathoms, and the outer from four to seven fathoms deep. It is surrounded by barren mountains, and until recently was only a small fishing village. It is mostly inhabited by Indians engaged in fishing. There is no drinking water. The climate is excessively hot. The exports consist chiefly of precious metals, flour, wheat, etc. The north wind is intolerable in summer. There is little here to interest the traveller.

The town is built on the shore, and the houses are of brick, adobe and stone. The climate is very hot in summer, but pleasant and dry in winter. An extensive bed of anthracite coal has been discovered lately about 100 miles up the Yaqui River.

Hermosillo, or Petic.—State of Sonora; 15,000 inhabitants; station of the Sonora Railway.

Hotels: The Cosmopolitan.

This is an irregularly-built town, destitute of any buildings of note, but situated in a fertile plain. It has a mint, a fine park, and numerous well-watered gardens. The climate is hot, dry, and healthy. It is the cen-

tre of the trade of a fertile region, which commences here, and which is the best cultivated in the country. Large quantities of wheat are exported, and a superior kind of wine is produced. The town is situated on the Sonora River. Some forty-five miles up the Matape River, there are rich beds of coal. It is the principal depot for Guaymas.

Jalápa.—State of Vera-Cruz-Llave, and at one time its capital; 14,217 inhabitants; 4,300 feet above the sea level.

Hotels: Nacional, Vera-Cruz.

This town is beautifully situated at the foot of the Macuiltepete mountains, on the border of the high table land of Mexico. It is connected by a railway with Vera-Cruz, the merchants and upper classes of which town have their country residences here. There is a tramway and good road between Jalápa and Vera-Cruz. The surrounding country is exceedingly fertile and healthy, with a good rain fall. Jalápa is well built, with sloping streets, kept very clean; it has four churches, an old Franciscan Monastery, two hospitals, and several schools. The climate is cool and pleasant. Jalápa has suffered somewhat by the divergence of traffic through the Orizaba road to the capital. The town derives its name from the Jalápa root, cultivated extensively in the mountains of the interior. The ruins of Papantla, about 50 miles north, are generally visited from here; diligences run as far as Tusintlan; thence the journey is made on horseback. There are other ruins at Tusapan, Misantla and Mapilca.

Jarral (El).—State of Guanajuato; with Valle de Santiago, 22,896 inhabitants.

Hotels: A small inn.

This is a village noted principally for the huge castle of the Marquis de Jarral, the largest landowner of Mexico. His landed estates are so extensive, that at one time they supported 3 million head of cattle.

Jzamal.—State of Yucatan; 5,000 inhabitants; about 16 miles east of Merida.

Hotels: None; even shelter for the night can only be found with the hospitable Indians.

This place is situated on the remains of an old Indian town, of whose colossal *teocallis* the ruins are still visible. They consist of two superposed, pyramidal stone buildings. The lower of the two is over 800 feet square, and the upper about 650 feet. The top is flat, and may have been used for religious rites. A fair is now held annually here. Jzamal is of comparative easy access from Merida.

Lagos.—State of Guanajuato; 10,000 inhabitants; 6,153 feet above sea; a station of the Mexican Central Railway.

Hotels: Diligencias.

This small but thriving town has probably a brilliant future. Its streets are regularly laid out, well built and paved. It will become a centre of traffic as soon as the lines to San Blas, *viâ* Guadalajara, and to Tampico, *viâ* Potosi, are finished. The inhabitants are industrious, and the surrounding country is rich in both agricultural and mineral wealth. The town proper has little to interest the tourist.

Laredo.—State of Tamaulipas on the Rio Grande and the United States frontier; 6,000 inhabitants; 438 feet above the sea-level; a station of the Mexican National Railway.

Hotels: Wilson House, Laredo.

This town was formerly situated on both banks of the Rio Grande River, but since Texas was separated from Mexico, the portion on the northern bank, or New Laredo belongs to the United States. It promises to become an important town as soon as the two Mexican trunk lines are in thorough working order. A wooden railway bridge connects the two shores (formerly connected by ferries), but a substantial iron bridge will shortly be completed. There is nothing really of interest in either town for the traveller. The Customs examination takes place here.

Leon, or Leon de las Aldamas.—State of Guanajuato; 80,074 inhabitants; 5,862 feet above the sea level; station of the Mexican Central Railway.

Hotels: De la Luz, Comercio and Colon.

Conveyances: Tramway (fare 10 cents).

Bankers: Fisch & Bischoff.

The town, second in population only to the capital, is pretty and well built. It is noted for its manufactories of saddles and other leather goods. There are stone quarries near the town. The towers of the Cathedral and several domes of other churches are visible from the train. Its commerce in wheat is considerable. The population is reported to have been 166,000 in 1865. Its com-

mercial importance as also its objects of interest are greatly inferior to Guadalajara or Puebla. The inhabitants are poor, but the surrounding country is very fertile.

Manzanillo.—State of Colima, a seaport on the Pacific coast and a station of the Mexican National Railway; 4,100 inhabitants.

Hotels: Diligencias.

The port is good, but the climate very unhealthy. Perhaps the railway line will here, as in so many other Mexican towns, give a new impulse to business. Travellers are advised not to stay longer in the town than they can help, which, however, they will hardly be tempted to do, as it possesses nothing of interest.

Maravatio.—State of Michoacan; about 9,000 inhabitants; 6,612 feet above the sea; a station of the Mexican National Railway.

Hotels: Diligencias.

A regularly-built town, situated in a broad, grassy and fertile plain, surrounded by mountain ranges. The town itself presents nothing especially noteworthy. The inhabitants are chiefly engaged in agriculture, to which the railway has given a fresh impetus. Maravatio is a suitable place for winter residents from the north.

Matamoros.—Former capital of the State of Tamaulipas; 13,740 inhabitants; close to the Rio Grande del Norte; a station of the New York, Texas and Mexican Railway.

Hotels: Some inferior inns. A large hotel is building.

Matamoros, twenty years ago only a small village, is now rapidly increasing in size. The port proper is Bagdad and is not good. The town is about thirty miles up the river. Smuggling is carried on extensively here. The country is healthy and under high cultivation. The climate is hot in summer, and there is frost occasionally in winter. The chief places of interest are the Government buildings, cathedral, theatre, the city walls, Plaza Mayor, the public garden and the zocalo at Santa Cruz point. Ferry-boats (challanes) are used for crossing the river. Opposite lies Brownsville, a thriving town in Texas.

Mazatlan, or Villa de los Castillos.—State of Sinaloa and a seaport; 17,395 inhabitants; a station of the Mexican & Pacific Railway.

Hotels: National, Diligencias.

The most important seaport on the Mexican Pacific Coast. *From whatever side seen,* the town presents a very picturesque appearance. The harbour is safe and has a lighthouse. The streets are lined with solid, large houses, built in the old Castilian style, with colonnades. The shops are numerous and well stocked. There are numerous industrial establishments. The site is less unhealthy than San Blas, and its trade is important, especially with England, the United States, and France. The principal exports are: Silver ores, hides, dyewoods, cedar, copper, lead, etc. (1879) Imports 2,732,500 dols., exports 3,369,768 dols. The shipping is about 400 vessels annually entered and cleared.

Merida, Capital of the State of Yucatán; 32,000 inhabitants; 25 feet above the sea.

Hotels: Hotel Bazaar.

This town is the ancient Maya Capital of Tihoo. It was named Merida in 1542 by Don Francisco de Montijo. It is about 22 miles from the sea, its port being Sisal, now Progreso, with which it is connected by railway. Few travellers visit Merida, though some of the most interesting Mexican ruins are situated close by. The town has broad and regular streets and a large "Plaza Mayor" in the middle. The cathedral is worth visiting, and 13 churches, a University, and ruins of a Monastery of the Franciscans, covering about six acres, and surrounded by walls 40 feet high and 8 feet thick. The ladies are said to be some of the handsomest in Mexico. Excursions may be made from here to the Ruins of Jzamal, Chichen-Itza, near Valladolid, Uxmal, near Halacho, and more than twenty other ruined giant towns and cities. They are covered by the luxuriant vegetation. Guides and all other necessities should be taken from here. Several lines of railway from Merida to the interior are in course of construction.

Mexico, Capital of the Republic.

—On the Western shore (formerly an island) of the Lake Texcoco; 241,110 inhabitants; 7,461 feet above the sea level; (2,274 meters) 19° 25' 45" north latitude, and 99° 5' 15" west longitude.

Hotels: San Carlos, Comonfort, del Bazar, Humboldt, Jturbide, Nacional, Europa and several others, with prices ranging from

3 dols. to 4 dols. a day (inclusive). De la Estrella, de San Francisco, de San Antonio, and others are more moderate in their charges.

Restaurants and Cafés: Café Anglais, Jturbide, Maison Doreé de la Concordia, etc. (Fee to waiters, medio real—3 half pence—for each person.)

Conveyances: Tramways run through all the principal streets and to the suburbs not beyond 10 miles distant. They have first and second class compartments and start from the *Plaza Mayor* at intervals of 10, 15, 30, and 60 minutes for all parts of the town (see itinerary in hotels).

The Carriages are first, second and third class; first class carry *blue flags*, 1 dol. per hour on weekdays, and 1½ dols. per hour on Sundays and feastdays; second class, *red flag*, 75 cents and 1 dol. respectively; third class, *white flags*, from 6 a.m. to 10 p.m. 50 cts., and from 10 p.m. to 6 a.m. 1 dol. per hour, irrespective of day. The tariff is affixed in all public carriages in a conspicuous place, and the driver is obliged to hand the passenger a tariff with his name, number, and to what place he belongs. Quarter of an hour is the minimum payable, and this is actually the price of a course.

Saddle Horses: 2 dols. the afternoon, and 5 dols. per day; for travelling in the country, horse or mule, 1 dol. a day and fodder.

Baths: Close the Theatre Nacional.

Diligence Office: In the rear of Hotel Jturbide.

Express Office: In the Hotel Jturbide.

Railway Stations: The Mexican Central and the Mexican

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Railway Companies station at *Buena Vista*; the Morelos Railway Company at *San Lázaro*, and the Mexican National Railway Company's at *Colonia*.

Theatres, Amusements, Bull-fights, etc.: The *Nacional*, in the *Calle de Vergara*; *Principal*, in the *Calle del Coliseo*; *Arbeu*, in the *Calle de San Felipe Neri*; the latter really a music hall. Bull fights take place every Sunday afternoon at *Huisachal* and *Cuautitlan*.

Races and Sports: Hunting and fishing clubs in the calle Sta. Isabel, No. 9.

Reading-rooms: At most of the hotels and at the clubs.

Clubs and Societies: Mexican Geographical and Statistical Society, in Calle de San Andres 11; Mexican Academy, in Calle de Medina 6; the American Club, in the suburb of *La Piedad*; German Club corner of Independencia and del Collegio de los Niños; French Philharmonic and Dramatic Society 2da de Plateros; French cercle in Antigua Lonja.

Post Office: Calle de la Moneda.

Telegraph Office: In the Railway Stations; Government Office in the *Callejon del Espiritu Santo* 5; Vera Cruz Commercial line Calle del Refugio 4. Office hours in the week days from 8 a.m. till 8 p.m., and on Sundays and festivals from 9 a.m. till 12 m.

Newspapers: Only one in English, the *Two Republics*; single copies, a medio real (3d.); the *Financiero*, in Spanish and English; *Diario Oficial*, *Monitor Republicano*, and others in Spanish and French.

Diplomatic: Germany, Italy, and Belgium have resident

ministers, and the United States, France, Spain, Guatemala, Salvador, Honduras and Chili have Envoys Extraordinary, and Ministers Plenipotentiary. England is not represented, on account of Mexico not having paid her debts. Negotiations to renew diplomatic relations are now pending.

Consul: Only an English consular agent.

Banks: London, Mexico and South American Bank, Calle de Capuchinas No. 3, and several others.

Medical: Dr. Alfaro, Dr. Altamirano, Dr. Cresc Colin.

Ticket and Excursion Agents: Thomas Cook & Son, 1a, Calle de San Francisco, 12.

On arriving near the Capital by train, an express agent will offer his services for the conveyance of luggage to the hotels or any part of the city, as in the United States. He will also take charge of keys, as luggage must be opened and examined for articles subject to town dues before entering the city. Charge, 25 cents per package.

The name of Mexico is said to be derived from Mexitli, who was the Aztec war god. In the ancient empire of Anahuac, its name was Tenochtitlan. The present town occupies only a part of the old one destroyed by Cortez. Notwithstanding, the space covered is enormous, and the town one of the finest in the New World. Above the town rise a number of cupolas and towers. It has broad and regular streets, badly paved, as in Berlin, and is surrounded by a plain, and a belt of mountains like Rome. Tramways communicate with the suburbs; the town is rectangular in shape, and the blocks of houses are of

the same dimensions throughout. The massive houses built of hewn stone have, as a rule, three floors, with a court in the interior (patio), after the Spanish and Moorish fashion; to this, huge doorways lead from the streets. The roofs of the houses are flat, and surrounded by iron and stone balustrades. The mean temperature is 60° F.; spring 65° F.; summer 70 F.; autumn 58° F.; and winter 53° F. About 7,000 feet above the town is the line of perpetual snow.

The old capital of the Aztecs, called Tenochtitlan, i.e. "Cactus upon a rock," standing upon the same site as the present town, was founded in A.D. 1325. An oracle recommended this spot as a favourable one on which to build the capital. It told them they would see an eagle with outstretched wings towards the east, perched on a cactus, growing from a rock, and grasping a serpent in one of its claws; and this device has now been adopted by the Republic, and is used on the National flag and coinage. At the time of its conquest by Cortez, the town, with its population, its palaces, and its temples is said to have been vast beyond conception. To use Cortez's own expression "It was the finest thing in the world." Seven-eighths of this town was destroyed and levelled to the ground by Cortez and his Indian allies within a few weeks, and he built upon its ruins the new capital. The lakes close by used repeatedly to overflow and inundate the town, until the mountain of Nochistongo was pierced, and the river Cuautitlan was diverted from the valley and the lakes. The site of Mexico City was formerly an island in the lake Texcoco. The Mexican Central Railway now passes

through this cut in the mountain Nochistongo. This stupendous undertaking—by the Mexicans called "*desague de Huehuetoca*"—was commenced in 1607, and employed over 15,000 Indians. After 11 months of continuous labour (many hundreds of Indians dying) the tunnel was completed. Its length was over four miles, its width 11½ feet, and its height 18 feet. This scheme, however, proved unsuccessful, as the rushing waters soon undermined the walls. After various schemes had been proposed, and alarmed by the continuous floods during the years 1601—1637, it was resolved to remove the roof of the tunnel. The work is not even now quite finished. This immense cutting is about 13 miles in length, and from 130 to 195 feet in height, by about 320 feet wide. A glimpse of it is obtained from the carriages as the train passes through; but it is well worth the traveller's while to make an excursion to the spot itself. The entire work has taken 160 years, and was completed in its present state in 1789.

In the centre of the town is the Plaza Mayor (covering 10 acres), formerly a drill ground, and now changed into a park of Eucalyptus trees. The northern boundary is occupied by the Cathedral (200 feet high), covering a space of 532 by 400 feet. It was built between the years 1573 and 1667, and cost close upon 2,000,000 dols. It is the largest of its kind in North America, and occupies the site of an Aztec temple. It has two towers, richly adorned with statues. Inside are some paintings, said to be by Murillo. The interior is very fine, and the church is believed to contain

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immense treasures. A huge block of marble 12 feet in diameter, and weighing 25 tons, leans against one of the walls. It is covered with hieroglyphics, representing the ancient Mexican calendar. There is also a block of porphyry in one of the courts of the National Palace, covered with hieroglyphics, and said to have been used by the Mexican priests as a stone of sacrifice when offering up human beings to their gods. The *Sagrario* has a beautifully carved frontage. The Emperor Iturbide is buried in one of the chapels. There is also a monument to the memory of Enrico Martinez, the celebrated engineer, of the *desague* of *Nochistongo*. On the pedestal there is a gauge of the level of Lake Texcoco.

The Eastern front is occupied by the National Palace, formerly that of the Vice-Roys. It is 675 feet long, with four courts inside, and is the largest building in Mexico. It is the residence of the President, and the seat of Government. It contains the Congress Hall (*Sala de Embajadores*), 310 by 30 feet, with a throne at the southern end, containing several good pictures of historical interest, by *Segredo*; *Maximilian's coach* is preserved in a room on the ground floor; the Mint, two prisons, etc., etc., are also here.

In the south-eastern corner of the Plaza Mayor is the town hall, which serves also as the exchange. Close to the Plaza are the University, the school of art and science and a large covered market; 14 churches and 46 convents and monasteries, some very large and highly decorated, are in the town. The huge Franciscan convent—a whole block of buildings—contains within

itself three churches and seven chapels. It is very wealthy. The *Mining School*, begun in 1793, is one of the finest buildings in the town. It is built of light green porphyry. Its elegant frontage has three entrances flanked by doric columns. It contains 7 courts, 11 fountains, 13 staircases, and 238 rooms. It covers a space of 300 by 2,000 feet, and has collections of rocks, minerals, fossils, etc. This building alone cost over one and a half million Pesos. The *Acordada* is a prison capable of holding 1,200 criminals. There is an opera all the year round, either in French, Italian or Spanish.

The town of Mexico has several *portales* or covered archways with shops; these arcades become fashionable lounges in the evenings. The drainage is defective and the town cannot be considered healthy. Fires in houses for warming purposes are unknown. Visitors should take precautions against catching a chill; most of the houses being old and draughty. There is no distinction of streets or quarters, the dwellings of the upper and lower classes are often under the same roof. Half of the population are creoles; another quarter Indians, and the remainder are Mestizoes, Mulattos, Sambos, negroes, and foreigners of all nations. There are some very rich families, but the people as a rule are poor; the lowest class, the *Leperos*, are extremely lazy, dirty and dissolute.

The most important manufactures of the capital are: tobacco, gold and silver laces and fringes, filigree and jewellery work, soaps and carriages. The amount of commerce is insignificant. The markets are well provided with all sorts of fruits and vegetables, grown chiefly in the

gardens on the floating islands of the lake (*Chinampas*). This is a very characteristic feature of Mexico.

Two important aqueducts provide the town with clear and muddy water respectively. The Santa Fé aqueduct, about $7\frac{1}{2}$ English miles long, is supported in one half of its course by high arches. The other, the aqueduct of Chapultepec (turbid water) is about a half-hour's walk in length, and is supported on 902 stone arches. Numerous tanks and fountains are supplied by these two aqueducts. The water is carried from house to house by a licensed corps of water carriers—*Aguadores*. Gas of an inferior quality is used in the public thoroughfares; but the Plaza Mayor and adjacent streets are lighted by electricity. In private dwellings petroleum or kerosene and wax candles are chiefly used. Some streets, however, are still lighted with oil.

The Museum contains a large collection, chiefly of Mexican antiquities, pottery, etc. It is open to the public only on Sundays, Tuesdays and Thursdays, during afternoon hours. The "*Academy of San Carlos*" contains a large number of paintings and some plaster casts of statues. The pictures are by Zurbarran, Murillo, Rubens, Correggio, Velasquez and by the Mexican painters Cabrera, Parra Balthazar de Chave, José and Luis Juárez and others; there is no catalogue. An art school is connected with the academy. The Mint, the oldest in Mexico, is open daily from 8 a.m. to 5 p.m. The church of La Santissima has a finely-sculptured frontage, while the church of San Domingo possesses some beautiful gilded and carved wood work. The Medical

School and Custom House are also on the Plaza de San Domingo. The former was used by the Inquisition and now has a library and an anatomical museum. In the San Fernando Church are the graves of Generals Mejia and Miramon.

The *Alameda*, or promenade and park, are in the west end of the town, cover about 20 acres. The *Paseo de la Reforma* or *de Bucarzi*, or simply *El Paseo*, leads from the Alameda to Chapultepec, and is planted throughout its whole length with a double row of trees. Both are fashionable drives and walks between 5 and 6 p.m. There are here statues of Charles IV. of Spain, Christopher Columbus, and President Juárez. *Chapultepec* is about 5 miles from the Capital, and is interesting as the residence of the Emperor Maximilian. The Castle and its grounds can only be visited by cards of admission, to be had at the National Palace in the Capital. The view from the place is surpassingly beautiful. The grounds or park contain magnificent groves, chiefly of cedars, the last remnants of forests which once surrounded the Capital. There is also a military school and a number of stately villas at *Tacubaya*.

The *Canal* along the *Paseo de la Viga* should be visited in the early morning, as it then presents a very lively scene. Boats can be hired to row to Lake Texcoco at 1 dol. there and back. The scene is like that of ancient Venice. The *Chinampas*, or floating gardens, are well worth a visit. *Alvarados Leap* is marked by a small bridge in the Calle de los Hombres Ilustres, west of the Alameda. The *Noche Triste* tree is in the village of Popotla. Cortez is said to have wept under

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this tree on the night of the evacuation of the town and the retreat of the Spaniards. It is a cedar, and about 10 feet in circumference at the base. The *Tivoli Gardens*, the *School of Agriculture*, and the *Plaxpana Aqueduct* are all on the *Atzacapotzalco* tramway line. At *San Cosme* the aqueduct terminates, and the water is conducted underground to the centre of the town. The causeway leading to Popotla passes through a portion of the former great lagoon, now dried up; many of the companions-in-arms of Cortez were drowned here in the "Noche Triste" (sad night).

It is no easy matter for the stranger to find his way in the Capital, as almost each block forms a different street. Where several streets intersect blocks of buildings the distinction is made thus: 1a de San Francisco, for the first; 2a, de San Francisco, for the 2nd; 3a de San Francisco, for the 3rd; and so forth for each block. The *Calle de Plateros* is the principal street and the one which contains the best shops. In some, English and French is spoken. Strangers will remark the variety and originality of colouring in the national costumes. Many persons will also be met with suffering from excessive indulgence in *Pulque*—the national beverage. It is said to be consumed in the Capital alone to the amount of 30,000 gallons a day.

Various short excursions (24 hours and more) may be made from the Capital. Amongst such, the most interesting are, to Guadalupe, La Piedad (al Fresco the American Club), San Anjel, to Celaya, Maravatio and Toluca, San Juan Teotihuacan, Pachuca, Cuernavaca, Cuautla. (For description of these see under the various names.)

Monterey.—Capital of State Nuevo Leon; 40,000 inhabitants; 1,700 feet above the sea; a station of the Mexican National Railway.

Hotels: American, Monterey, Jturbide.

Conveyances: Tramways (fare, a medio—6½ cents); carriages 4 reales, or 2 shillings, per hour.

Telegraph Office: At the railway station.

Post Office: On the Plaza Mayor.

Baths: Del Refugio, in the Calle del Dr. Mier.

Bankers: Milmo & Co.

Medical: Dr. Rocha, Dr. Mac-Masters.

Monterey is the most flourishing town in northern Mexico, on the Santa Catarina River. It carries on an important trade, has clean and well-built streets, and is surrounded by beautiful gardens. For some years after the war with the United States it was in a languishing condition, but since the opening up of the country by railways its progress has been remarkable. The position and aspect of the town reminds a European traveller of some of the Tyrolean towns, especially Salzburg. It covers a large area, the houses being mostly of one storey, except on the squares.

Objects of interest are: the Bishop's palace, about four miles out, on a hill 150 feet higher than the town. During the American war it was used as a fortress and now it is a barracks, with a company of artillery and six guns; the cathedral; the puente nuevo; the tank or ojo de Agua; the market and the chapel of Guadalupe. The bridge is famous for the battle fought on it during the war with the United States,

whose forces were defeated by the Mexicans.

This town is more Americanized than perhaps any other Mexican city. The hotels are kept on the same system, and merchants, lawyers, doctors, dentists, etc., from the States have established themselves here. It has also become a resort for invalids from the north, though the changes of temperature are rather marked. Mean temperature during the year is 71 degrees Fahr., mean winter temperature 55 degrees Fahr.

The hill of *Caido*, beyond the chapel of Guadalupe, affords a fine view of the country surrounding Monterey. A visit to the potrero, a miniature Yosemite, will also interest the traveller. There are several beautiful drives in the environs. The jail, the old convent of San Francisco, is a good place to purchase various articles of Mexican workmanship.

Morelia, or Valladolid.—Capital of the State of Michoacan de Ocampo; 20,400 inhabitants; 6,200 feet above the sea; a station of the Morelian Railway.

Hotels: Diligencias and Soledad.

Conveyances: Carriages, 6 reales per hour.

Baths: In the Soledad Hotel and del Recreo.

Morelia lies in a swampy basin, in the valley of Olid, which is watered by two rivers. The climate is delightful, and the town surrounded by beautiful gardens. There is not much wealth now as it is concentrated in a few hands, but a large number of the inhabitants are well-to-do. The town is well built, with properly paved and clean streets. Several of the new buildings are very

handsome. The College of San José has a fine frontage. Most of the buildings are of one storey, but in the business parts they have two and even three; all have a patio, or inner court.

The chief objects of interest to the traveller are: the beautiful and wealthy cathedral, several large churches, six convents, an enormous aqueduct, and the Paseo and Alameda in the southern part of the town. The palace is also noteworthy.

An entire block is occupied by the cathedral, built in the Spanish renaissance style. It is situated on the Plaza Mayor. In the interior the wood carving of the choir is especially remarkable. During the revolutions, the Liberals confiscated the silver railing (as at the church of Guadalupe, near the capital) which encircled the choir and high altar. Several of the chapels have still shrines with massive silver doors. The fonts were brought from Puebla and are of onyx. This church was very richly endowed by the mine-owners of the district, it is said to an amount exceeding 4,000,000 dols., from 1758 to 1858. The inhabitants are exceedingly pious and bigotted. A traveller will do well to lift his hat as he passes before any of the shrines, and to kneel when he sees a priest carrying the sacrament to some sick person. This will avoid any unpleasantness, as serious riots have taken place between the natives and strangers who would not comply with this usage. The whole estate of Michoacan is still a stronghold of the priests, while in other parts of the Republic, more tolerant views prevail.

The palace is the seat of the State Government; it has a printing office, a library with

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many rare and old volumes, customs offices, &c. There are also reception rooms (note the furniture), the Hall of the State Congress, with a statue of Hidalgo on the first floor, and a portrait of the Liberator, Ocampo, from whom the State has taken its name. The trees in the Paseo and Alameda are very fine specimens of ash, cedar and cypress. The flowers in the gardens, which are well laid out, are also very beautiful. The municipal palace, the cemetery, the convents, the cotton factory, the colleges and schools, will occupy with advantage the few days a traveller may spend here. The drinking water is not good, and should be filtered. The town was founded in 1541, and then named the Valladolid; in 1828 the name was changed to Morelia, after a hero of the War of Independence, whose birthplace it was.

The mining districts Chapatnato, Ozumatlan and Sinda all lie about 60 miles from the town. Excursions to the mines will be found interesting, as the mountain scenery is very fine. Gold and silver is found here, and the whole State contains an immense amount of mineral wealth. Copper and iron are also abundant, and there can be little doubt that the railway will render them more easily worked and more profitable. The ancient town of Zintzuntzan, the seat of the ancient kings of Michoacan, is about 20 miles distant. The population was then 49,000. The buildings are now in complete ruin, and only a few casual dwellers people the empty streets. The eminences and hills in the environs are said to cover the ruins of ancient palaces and buildings, and it is not improbable that excavations might

lead to valuable discoveries. Pottery is now made here. An English and an American company are working the Morelian mines. Excursions may be made to the towns of Zamorra, to La Barca and La Piedad. In the neighbourhood is Xiquilpan, with its coalfield. For Europeans with capital the state of Michoacan offers some excellent opportunities for investments.

Nombre de Dios.—State of Durango; 5,722 inhabitants; 5,500 feet above the sea.

Hotels: Diligencias.

A small but thriving town near the Rio Tunal, in whose valley are a great many large agricultural estates. The town has nothing of interest to the tourist.

Oaxaca.—Capital of the State of the same name; 23,228 inhabitants; 4,984 feet above the sea-level.

Hotels: Nacional, de la Paz.

This town, formerly written *Guazaca*, from the *Tzapotec-Huaxyacac*, and now also called "Oaxaca de Juarez," lies about 250 miles from the capital. It is situated in a very fertile valley between the Rivers Jalatlaco and Atoyac. The country is remarkable for its fertility, its beauty, and its excellent climate, west of the *Cempoaltepec*. It is one of the best constructed towns in Mexico, possesses fine squares, public buildings, and an aqueduct which conveys good drinking water. It has 12 churches, 9 monasteries, and 5 large nunneries. The cathedral and many of the monasteries and the archiepiscopal palace (it is the seat of an archbishop) are worth inspecting. Magnificent gar-

dens and plantations produce every description of fruit and vegetable. The temperature is very equable, ranging from 70 degrees to 75 degrees Fahr., and seldom rising, and that only in the two hottest months, to 95 degrees Fahr. Near Tula is a giant tree (*Cupressus disticha*), possibly several thousands of years old. It stands 150 feet high, with a crown of 500 feet in circumference, and a girth of stem at 4 feet above the ground of 100 feet. The inhabitants are chiefly Indians, and are industrious manufacturers of silk and cotton goods, sugar, chocolate, &c., &c. Each grown-up male inhabitant of the State has to contribute three working days in each year for the public works. Near the village Quio-tepec, on a hill above the confluence of the Rio Grande and Salado Rivers, are some ruins of a temple and a palace. The former are 65 by 55 feet, and are surrounded by stone steps covered thickly with sculpture. On the north of the hill are the remains of 62, on the south side of 53 smaller buildings. They apparently date from the time of the Mayas, and were already venerable from age when Cortez came into Mexico. Some descendants of Cortez are still living in and near the town.

Near the village of Tlacolula are the celebrated and easily-accessible ruins of Mitla. These are gradually becoming more and more decayed. They consist of the remains of palaces, standing on terraces and rich in carefully wrought mosaics. These mosaics differ considerably from ordinary mosaic work, demanding both more intelligence in design and skill in execution, being in relieve.

The stone-work is more elaborate here than in any of the other of the Mexican ruins; their beauty is comparable to that of the monuments of Greece and Rome in their best days. There is evidence, however, that at some period they were occupied by people less advanced in architectural knowledge than their builders. The distribution of the apartments in these buildings is analogous to that found in the monuments of Upper Egypt. These ruins are perhaps the most artistic to be found in Mexico.

Orizaba.—Capital of the State of Vera Cruz-Llave; station of Mexican Railway Company; 82 miles from Vera Cruz; 15,161 inhabitants and 4,700 feet above the sea level.

Hotels : A la Borda, Diligencias and Quatro Naciones.

Baths : Baños de Santa Rita, on the main street.

Conveyances : Tramways from the station to the hotels (fare one medio real—6½ cents); (carriages, six reales—75 cents—an hour).

This busy town is situated in a very fertile valley, south of the volcano, whence it takes its name. It is irregularly built, has twelve churches, a college, a large cotton factory, and an extensive trade in tobacco and sugar. The tobacco grown in the district is of excellent quality, and is mostly exported to Cuba. The churches are interesting, especially the Paroquia; El Paseo, about one half mile from the hotel, is one of the most beautiful parks in Mexico. A fine view is obtained of the town and valley from the Cerro

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del Borrego. Here is the field of battle where, on June 13, 1862, the French defeated the Mexicans. At Jalapilla, about a mile and a-half south of the town, are extensive sugar-cane haciendas; at the sugar mill of Señor Bringos, the traveller will have a good opportunity of witnessing the process of manufacture. The Emperor Maximilian resided here for a short time and held his famous council to decide whether he should abdicate or not. A waterfall—a rare object in Mexico, owing to the scarcity of rivers—may be seen at Rincon Grande, about a mile east of Jalapilla. There are many here over forty feet in height. There is another, Barrio Nuevo, of smaller dimensions, on the north side of Orizaba. If possible the travellers should ascend the mountain Orizaba before sunrise. The view is indescribably beautiful, and the sight one of the grandest to be seen in Mexico. There is a bull-ring at Orizaba Plaza de torros, in an old convent—generally used on Sundays. A former church is now used as the barracks. There is a masonic lodge here. The houses are mostly of one storey only, with overhanging red-tiled roofs. The dwellings of the poorer classes are little more than huts, built of all kinds of materials, such as old boards, sugar-cane stalks, barrel staves, old matting, etc., etc. The climate is temperate, but humid. On visiting the Registrar's office, some old deeds on parchment—very curious and interesting—can be inspected. On approaching Barranca del Infiernillo, the most magnificent scenery on the entire journey is to be seen from the railway carriages.

Pachuca.—Capital of the State of Hidalgo; at the foot of the mountains, "Real del Monte"; 8,150 feet above the sea level; 13,000 inhabitants.

Hotels: San Carlos.

Pachuca is essentially a mining town, and of its population about 5,000 are miners. It contains some of the oldest mines in the country, many of which were worked long before the Spanish conquest. The cold amalgamation process was invented here, and practiced in 1557. There are still here, as also in Regla, very important amalgamation works. The patio process is now even in use at some of the mines, which here number about 150. Half of these are in Real del Monte. There is a Government school of practical mining here. Several English Companies and one American Company are also working mines. Modern and improved machinery will shortly be introduced, and will, no doubt, increase the yield. This is one of the very few mining districts in Mexico to which European and American miners have been brought. Many Cornishmen are also employed. The ore is mainly composed of black silver sulphides. A valuable coal mine is also said to have been discovered in the vicinity. Compressed cakes of English coal are now being used, and are worth on the ground over 20 dols., or £4 per ton. Excursions to the mining towns of Real del Monte, El Chico, and Regla may be made.

Pachuca is reached by rail to Irolo station; thence by tramway in about 1 hour to the Capital.

Palenque, or Na-chan. — State of Chiapas; 9,873 inhabitants.

It contains an hotel with very inferior accommodation.

The village, formerly a large town, is reached either from Frontera, or from Ciudad de las Casas. The journey is a difficult one, but well worth making. From Ciudad de las Casas and Villa Hermosa it may be made on horse-back, or from Frontera in a small boat, which must be hired to ascend the Usumacinta River. Guides, provisions, tents, rugs, etc., should be taken, and the tourist will do well to secure some letters of introduction to the local authorities, as the hotel accommodation is very inferior. Mexicans, however, are very hospitable, and a letter of introduction will work wonders. Beware of various kinds of insects.

Palenque, the ancient Huehuetlapallan (and perhaps also the mythic Xibalba) the town of the Olmecs, together with its important and curious ruins, is situated on the Chacamas river, which flows into the Usumasinta. It was discovered accidentally in 1750, but the ruins did not become known in Europe until 1822. Capitan del Rio was the first to describe them in 1787. He examined 14 large edifices admirably built of hewn stone, and reported the ruins to be some seven or eight leagues in extent along the river, and to stretch about half-a-league inland. They have never yet been thoroughly examined. They consist chiefly of large artificial terraces, or flat terrace pyramids of hewn stone, surmounted by buildings of curious and solid architecture, covered over with relieves or drawings and hieroglyphics in

stucco. They were evidently covered at one time with brilliant colours. The majority of these edifices appear to have had but one floor, although some had two and four floored towers. The largest building is called "the Palace," and stands on a pyramid, covered with flat hewn stones. The pyramid is 40 feet high, and 310 by 260 feet at its base. The palace is 228 feet in length, 180 in breadth, and 25 in height, with a projecting stone cornice. The front faces towards the east. There are 14 doorways, each of 10 feet width on the longer sides and 11 on the shorter sides, with pillars of from 7 to 8 feet broad. The stone is covered with a cement composed of lime and sand, and the facade with painted stucco. Most of this stucco, however, has crumbled away. A corridor, nine feet wide and roofed by pointed arches, ran at one time round the outside of the building, and a similar one inside. The pillars were embellished by bas-reliefs in stucco, surrounded by hieroglyphics. The proportions of the human body are here better outlined than in any ruins on American soil. The building had four inner courts into which opened a number of rooms, the largest 80 by 70 feet. The floor of the rooms is still covered by a cement not inferior to the best found in ruins of Roman baths. Into the principal court leads a staircase of steps 5 by 33 feet broad. On each side of this court are flat stones, covered with figures in bas-reliefs. These are from 9 to 11 feet high, and exhibit fantastic head-dresses and necklets. The second court is equally long, but narrower and surrounded by a corridor, the pillars being adorned with stucco figures. These had six or more

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layers of plaster, proving that the building is very old, the coating having needed renewal so many times. The workmanship here and in the whole building shews great excellence. On the north side of the third court is a tower, square, and with three floors about 30 feet high, but appearing to have been at the time higher still. Inside is a second tower, which is ascended by a narrow stone staircase, leading mysteriously to a stone roof without an outlet. In the eastern corridor are a number of stucco tablets with figures and paintings. In communication with the building are many subterranean vaults. Others are sunk into the pyramid, and in them were found vases with human remains, trinkets and art objects. In several of the rooms there are remains of altars standing against the walls. These were formerly covered with the same tablets, figures and hieroglyphics as in other parts of the building. Besides this huge edifice there are others of less dimensions, but of not less interest. One crowns a pyramid of hewn stone which is so steep as to be ascended with difficulty. The diagonal ascent is above 100 feet high. The building on the top is 20 by 30 feet, and has solid walls on all sides except the north, where there are five doorways and six pillars. The whole frontage is ornamented with stucco. On each of the corner pillars are 96 squares covered with hieroglyphics; the other four pillars are embellished with female figures, well executed and surrounded with hieroglyphics. Within is a corridor, seven feet wide, paved with broad flat stones, and arched in Gothic style.

Behind this are three interior rooms, between whose entrances are similar tablets of stone, 13 by 8 feet, covered with hieroglyphics. On each there are about 240 compound figures. The three rooms are dark. In the middle one there is a tablet with hieroglyphics. Another stone terrace has a broad top of about 120 feet, on which appears a temple 150 feet high in the form of a pyramid. It sustains a building of 50 by 35 feet, with three doorways opening to the south and similar to the others. Only the middle one of the three rooms has an interior cell of 13 by 8 feet, and on the stone tablet inside there again is represented the scene of a sacrifice to the gods. The upper part of this building forms two storeys of interlaced stucco work, resembling a trellised lattice. The human figures are not inferior to the old Greek models in grace and symmetry. In the ruins of other buildings are more hieroglyphics and pictorial representations, always connected with religious subjects. Only the first-mentioned palace seems to have been used as a dwelling. Remains of an aqueduct, about four feet high, can be traced; among the ruins are monolithic statues of about 14 feet long, having headaddresses in the form of crosses.

A dense tangled vegetation almost entirely covers these ruins, and visitors will do well to take a guide with them. The inscriptions have not, as yet, been deciphered; owing to their great number in Palenque, they are very important from an archaeological point of view. No similar perfection of art remains have been found either in Na Chan (i.e. 7 snakes in the Tzendal dialect) nor in Lorillard City

(1881); nor in other remains elsewhere in America. Na Chan is supposed to have been the Capital of a religious State, whose regent had been prophet, priest, and king.

Papantla, State of Vera Cruz Llave; 14,267 inhabitants.

Hotels: A small inn.

This town lies in the heart of a very fertile region, producing the best Vanilla. Misantla, Coliba, and Teutila produce; about $\frac{3}{4}$ of the whole quantity exported. The town of Papantla is mainly interesting for the teocalli, situated about six miles from the town in a dense forest. There are several in the northern part of the State of Vera Cruz Llave, namely at Misantla, Tusapan, Mapilca and Casones. They are attributed to the Toltec period. The Papantla teocalli is interesting so far that it is built of huge blocks of porphyry, well hewn and put together with great skill. It was accidentally discovered in 1780 by some hunters. The joints still shew traces of mortar. Many of the stones are covered with hieroglyphics, having reference to the Mexican calendar and solar system. There are also skilfully-executed carvings of crocodiles and serpents. The pyramid has seven terraces, on which are 366 recesses or niches, and in addition 12 on the stairs leading to the summit. The stones are all polished. The base is an exact rectangle 82 feet on each side and 60 feet in height. The staircase is colossal and contains 57 steps.

Parras de la Fuente.—State of Coahuila, in the Laguna country; 12,600 inhabitants; 4,980 feet

above the sea. A station of the Mexican International Railway.

Hotels: A small inn.

Parras is a regularly-built town, devoted chiefly to agricultural pursuits. The staple produce is wine, its grapes being excellent. Fruit, cereals and cotton are also grown in considerable quantities. The cotton crop amounts to about one million pounds annually. The Yucca tree is common in the neighbourhood, and grows to a height of 30 feet. The town has little to interest. At *Buena Vista* is the famous battlefield of 22nd February, 1847.

Paso del Norte, or El Paso.—State of Chihuahua, on the United States frontier; 5,000 inhabitants; 3,600 feet above the sea; a small station of the Mexican Central Railway.

Hotels: Windsor, Central, Pierson, in El Paso, or on United States territory. Gallardo on the Mexican side of the town.

Conveyances: Tramways.

Bankers: First National Bank.

Medical: Dr. J. Muñoz, Dr. F. K. Ross.

The most northerly town of Mexico, is situated on both banks of the Rio Grande del Norte, the northern portion belonging to the State of Texas. The two portions are connected by two bridges, one for the railway and the other for vehicles and passengers. The northern part, or the United States side, has a brilliant future as a great railway centre. It is actually now the terminus of the Southern Pacific, the Missouri Pacific, the Atchison, Topeka and Santa Fé, the Mexican Central and Sonora Railways.

The town was founded in 1680. It is an important military station, in a fertile, well irrigated and cultivated valley, where much maize, wheat and excellent wine and brandy are produced. There is an important Custom House here. Trade is still carried on with the surrounding districts in old-fashioned caravans, which are accompanied by armed guards. There is little in the shape of buildings in either part of the town to interest the traveller. The width of the river at El Paso is estimated at from 400 to 600 feet.

Patzcuaro.—State of Michoacan de Ocampo; about 8,000 inhabitants; 7,100 feet above the sea; a station of the Mexican National Railway.

Hotels: Diligencias.

This quaint old town lies in a valley, surrounded by densely-wooded glens. Its streets are narrow and tortuous, but the squares are large. The climate is delightful and the ancient Kings of Michoacan were wont to resort here for health. The lake of same name lies a few miles from the town and the scenery around it is very beautiful. The word Pátzcuaro is Indian in origin, and signifies the "place of pleasure." The population, especially round the lake, is chiefly Indian and speaks the Tarasc dialect. The lake is about 30 miles in circumference and has five small islands scattered over it. The view from the hills near the town is very striking, reminding the traveller of the Upper Italian lakes. The district is thoroughly Mexican, and is very fertile and well cultivated. Excursions may be made to Uruapan, distant by

horse or mule 47 miles. Much coffee and sugar is produced here and there is a cotton factory. Pottery is also largely manufactured. The cascade is worth visiting. Forty miles beyond Uruapan is Tancitaro, interesting on account of the rich agricultural region through which the road to it passes. The journey can be done only on horseback or mules, either of which can be purchased at from \$25 to \$40. Patzcuaro is also the best starting place for trips to Jorullo, *via* Ario, 55 miles distant by high road.

La Paz.—Capital of the State of California, and a seaport on the Gulf of California; 2,396 inhabitants.

Hotels: A small inn.

This town, formerly called Bahía de Santa Cruz (Cortez landed here in 1535) has a very good harbour, sheltered by a number of small islands. The situation is extremely picturesque. There are extensive pearl fisheries, and the exports and imports are increasing. In *El Valle*, near Triunfo, are seven mines, belonging to an American Company, and producing monthly about 50,000 dols. Close by are gold mines. The divers occupied in the pearl fisheries are Yaqui-Indians. Near Multje, on the Espiritu Santo Island, are rich copper mines.

Perote.—State of Mexico; 700 inhabitants.

A small village, near an old fortress, situated on an impregnable table rock. The fortress is now a prison (1876), the Arsenal and garrison were removed to the Presidio San Carlos.

Potosi, or San Luis Potosi.—Capital of the State of the same name; 34,300 inhabitants; 6,100 feet above the sea; a station of the Mexican Central Railway.

Hotels: San Carlos, San Fernando, del Progreso, San Luis, Americano.

Conveyances: Tramways (fare 6½ cents), carriages 4 reales=2 shillings, on week-days; 6 reales=3 shillings, on Sundays and festivals.

Post Office: Calle de Rayon.

Baths: Very fine in the Calle de Rayon (San José), price 3 and 4 reales, or 1½ to 2 shillings.

Bankers: Pitman & Co., opposite the Cathedral, on the Plaza Mayor.

Potosi is a regularly-built and fine town, founded in 1586. The streets are broad, crossing each other at right angles and are well paved. The town is surrounded by beautiful gardens, and the climate is delightful, the thermometer rarely failing to freezing point. The commerce of the town is very important. It is 339 miles distant from the Capital Mexico, and situated on the eastern slope of the high plain of Anahuac. Electric light and telephones are in use. Eventually the town will be one of the most important railway centres in the Republic. There are many fine private buildings, a cathedral, five churches, three convents, an aqueduct, a Plaza Mayor, etc., of interest.

The beautiful clock on one of the cathedral towers was a present from one of the kings of Spain. The view from the towers is very fine. The monument on the Plaza Mayor was erected to the memory of the patriot Hidalgo. The hospi-

talities of the inhabitants is proverbial. Three times a week a military band plays in the Plaza; and during winter, balls are given, invitations to which can be easily obtained. Stage-coaches run from here in every direction, and the town is expected to become a serious rival to the capital as soon as the railway lines shall have been completed. The inhabitants pay a 3 per cent. tax on their annual income to defray the expenses of the railway to Tampico. The surrounding country is very fertile, and all varieties of fruits and grain are grown. The town has an extensive trade in shoes, saddlery, groceries, leather, cassimeres and hats, both of home and foreign manufacture. The mines are little worked, owing to want of capital, though they are rich. The celebrated San Pedro mine is close to the town. The roof of this mine has now fallen in, but experts believe that a large body of ore is still existing in this, one of the richest Mexican mines. From the enormous wealth the mines yielded, the district and town obtained their name of Potosi.

Progreso.—State of Yucatan; seaport on the Mexican Gulf; 1,900 inhabitants; railway to Merida.

Hotels: A small inn; the American Consul will help to find lodgings.

A small town, chiefly inhabited by Indians. It is well laid out, the streets are broad, and cross each other at right angles. The houses are mostly of one storey, built of mortar with thatched roofs. The tourist will be interested by the market scene in the mornings on the Plaza.

Baths are taken in the surf. Cactus and cocoa-palms grow in great numbers around the town. Much hemp, rice and maize is grown, and the former is exported in large quantities to the States. Twenty-two miles distant (railway) is Merida, the capital of the State, with celebrated ruins.

Puebla (La), now Puebla de Saragoza.—Capital of the State of Puebla; 64,588 inhabitants; 7,200 feet above the sea. In railway connection with Vera Cruz and the Capital.

Hotels: Diligencias, Español, del Cristo, del Recreo.

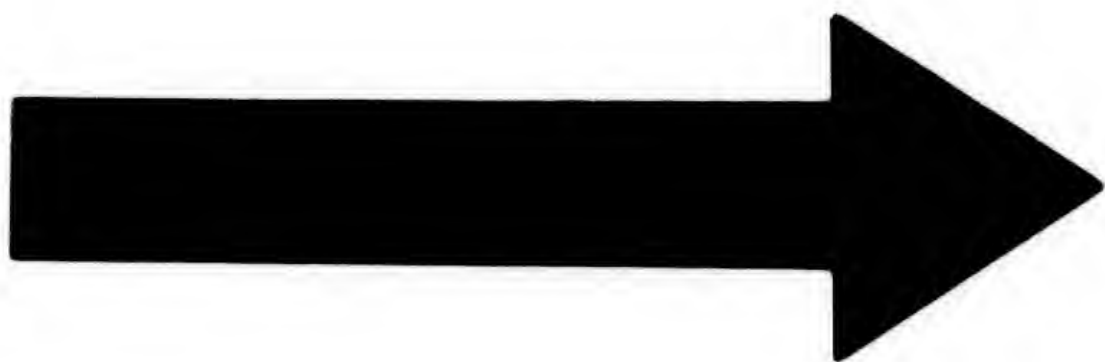
Cafés and Restaurants on the Plaza Mayor.

Baths: Adjoining Paseo viejo (1 real).

Conveyances: Tramways (fare one medio real (6½ cents); carriages, 50 cents an hour on week days; Sundays and holydays, 75 cents.

Puebla ranks third among the towns of Mexico in size and population. It is situated in a healthy and fertile plain, west of Orizaba and Nahuacampetl, and east of Popocatepetl and Iztaccihuatl, the highest mountains of the country. It was founded in 1531, on the plain of Acajete or Cuitlaxcopan. The streets are regularly laid out, broad, clean, and well paved, and with good, broad sidewalks. The houses are large and flat-roofed, and generally three storeys high; their fronts ornamented with coloured glazed bricks. An aqueduct provides Puebla with very good drinking water, and supplies 44 fountains scattered over the town. Puebla is a very paradise of priests; a priestly town which defies Rome

as in the 16th century. There are here no less than 62 churches (43 of them large), nine monasteries, 13 convents, 23 seminaries, and 78 elementary, private and free schools. The most important building is the large and magnificent cathedral, finished in 1649. It has two steeples; the interior is richly but meretriciously adorned, but in spite of this is one of the grandest buildings of Spanish America. The superb high altar (1819) is a most important work. The massive silver altar tables, silver railings, gold and silver candlesticks (weighing about one hundred-weight); the candelabras, in massive silver, 48 feet high, the wood carvings of the choir, and the onyx work combine to make this church one of the richest and noblest in the new world. Among other noteworthy churches are those of San Felipe Neri, San Francisco, San Cristobal and La Compañia. There are colonnades round the Plaza Mayor; 26 public squares, and two parks. The other important buildings are: The Government palace, on the Plaza Mayor, the episcopal palace, three hospitals, one covered market (el Parian), the museum, theatre, etc. The institutions for public instruction are the best in the country. There are six colleges here. As regards commercial industries the town of Puebla holds the first place among the towns of Mexico. Glass, earthenware and porcelain, soap, swords, and woollen goods are manufactured here. The upper classes of the population are considered highly intelligent, and independent of clerical influence, very hospitable, and very benevolent. The lower classes, however, have the reputation of being the most



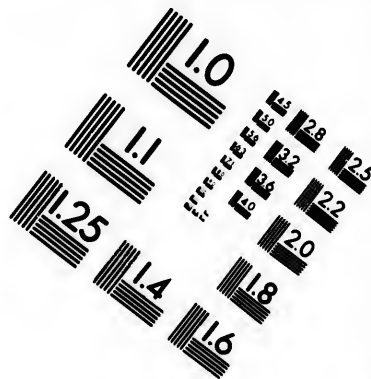
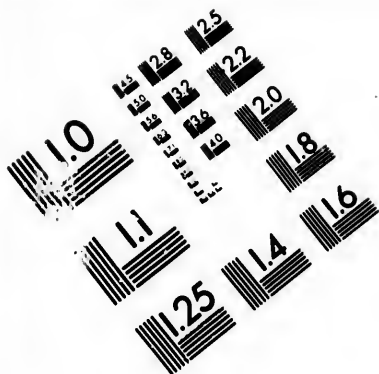
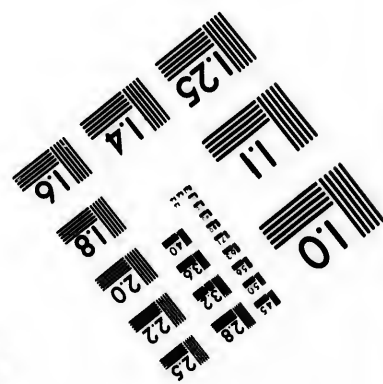
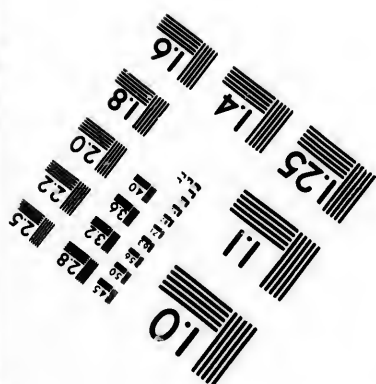
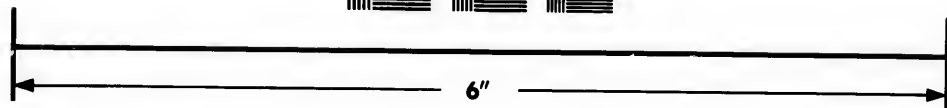
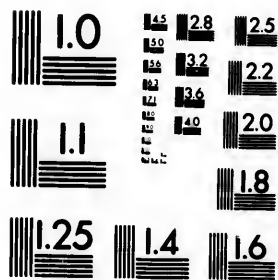


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degraded in the whole country. Extensive gardens surround the town. Close to Puebla is Fort Guadalupe, and some hot sulphurous springs with extensive swimming baths, and an excellent bathing establishment. The traveller should ascend one of the towers of the cathedral, whence the view obtained is very grand. The adjoining town of Cholula — westward — with its ruins, merits close examination. The ascent of the mountains is sometimes made from Puebla, but more generally from Amecameca, a small village.

Puerto del Carmen.—State of Campeche, on the island of Carmen, on the Laguna de Terminos; 7,387 inhabitants.

Hotels: Only a small inn.

The town is situated at the mouth of the Sumacinta, in a poorly cultivated district, but one rich in forests. The population consists mainly of Indians, who work in these forests, felling trees, etc. The export trade in Campeche wood was formerly important. The dye-wood forests having, however, been ruined through mismanagement, the commerce of Campeche has almost disappeared. Small quantities of sugar are still exported.

Queretaro.—Capital of the State of Querétaro, the smallest in the Republic; 37,650 inhabitants; 5,904 feet above the sea; Mexican Central Railway Station.

Hotels: Del Ferrocarril, Central, del Aguila Roja, Diligencias, Ruiz, and Hidalgo.

Post Office: Calle de Locutorios.

Baths: In the same street.

Bankers: Andres Meiran.

Medical: Dr. Lawson, Dr. Esquivel.

Querétaro is the most busy town, commercially, in the country. It is charmingly situated at the foot of a hill, is regularly built, and possesses many fine edifices. It has handsome promenades, and 11 convents. The water for the town is conveyed by an aqueduct about nine miles long, and in some places resting upon arches over 90 feet high. It also has three large squares, beautiful churches, the largest cotton mill in the country, employing 1,400 hands, and woollen and soap manufactories. The town was founded by the Aztecs about the middle of the 15th century, and conquered by the Spaniards, under Fernan de Tapia, in 1531. The climate is temperate, and the surrounding country grows almost everything. Amongst the places of interest may be mentioned the cathedral, churches of Santa Clara (with its exquisitely gilt wood carvings), San Domingo, El Carmen, de la Cruz, Santa Rosa, San Antonio, and San Agostin. *El cerro de las Campanas*, or mountain of the bells, should be ascended for a view of the valley; the Hercules Cotton Mills, and the Alameda are also worth visiting. On the Cerro de las Campanas the Emperor Maximilian was shot, June 19th, 1867. The Hercules Cotton Mills will be found interesting, and its owner, Don Cayetano Rubio, is very obliging in admitting strangers.

Rial de los Alamos.—State of Sonora; 5,500 inhabitants.

Hotels: A small inn.

Rial, a small town, chief of the mining district. The site is

in a very barren plain. The Presidios, or forts, erected on the frontier, to keep the Indians in check are now entirely useless.

Rosario (El).—State of Sinaloa; 4,946 inhabitants.

Hotels: Diligencias.

A mining and commercial town in a deep gorge, with narrow, but clean streets. A great many of the merchants doing business in the sickly port of Mazatlan have their residences here. Besides the vegetation and scenery there is little to interest the tourist.

San Blas.—State of Jalisco, and a seaport on the Pacific coast; 3,500 inhabitants; a station of the Mexican Central Railway.

Hotels: A small inn.

The harbour is a mere shallow estuary. Some salt is produced. The climate is very unhealthy, especially during the rainy season. The town itself is irregularly built, and no buildings in any way noteworthy exist. It is one of the oldest towns of North America. In the hot or rainy season most of the inhabitants leave the town and go further up country. Close to the town is the Cerro de San Juan, 7,750 feet high. Dense forests of tropical trees and plants surround the town. Nine miles from the town are the ruins of the old San Blas, which had once as many as 20,000 inhabitants.

San Juan del Rio.—State of Querétaro; 12,000 inhabitants; 6,300 feet above the sea; a station of the Mexican Central Railway.

Hotels: Diligencias.

Restaurant: At station.

This town is situated in a broad valley, producing much grain. The streets are well paved and wide. Woollen goods were once largely manufactured in the town, but this industry is now on the decline. There is little to interest the tourist here.

Salamanca.—State of Guanajuato; 23,996 inhabitants; 5,400 feet above the sea.

Hotels: Cortazar, Diligencias.

A pleasant town on the Bajío or plain, with charming suburbs and important cotton mills. Leather goods and gloves are staple products; the latter are offered for sale in the trains. Kaolin and white clay exist here and are used in the potteries. From Salamanca, Lake Chapala, the largest in Mexico, may conveniently be visited. The town of Salamanca itself has little of interest.

Saltillo.—Capital of the State of Coahuila; 11,340 inhabitants; 5,200 feet above the sea; a station of the Mexican National Railway.

Hotels: San Esteban, Filopolita, and some smaller inns.

Bankers: Wm. Purcell.

Medical: Dr. Bibb, Dr. Gregg.

Saltillo is a clean, well-built town, and very healthy. The water is brought from the mountains by a long aqueduct. The cathedral is worth a visit. There are several squares and an alameda, as also a bull-ring, and a small garrison. The principal trade is in goat and sheep skins; there are several cotton factories in the neighbourhood. The town has a future. A fort, built by the French, lies behind the

town. The climate is temperate and dry, and an American Hotel is in course of erection. Owing to its equable temperature, Saltillo is a suitable winter abode for invalids. A wagon road conducts to Monclova or Coahuila, about 120 miles distant.

Santa Eulalia.—State of Chihuahua; 1,500 inhabitants.

Hotels : Ferrocarril, Diligencias.

A desolate spot, whose inhabitants, mostly miners, dwell in caves. They now work, principally, abandoned mines which have ceased to pay. Formerly more than 200 mines were worked in this district, which yielded, from 1703 to 1833, more than 350,000,000 dols. of silver. Not very far from Villa de la Concepcion, which is only inhabited by Tarahumara Indians, are the celebrated silver mines of Jesus Maria, in the Sierra Madre; these are very rich in auriferous silver ore, but have been flooded since the War of Independence, and are now plundered by Gambusinos.

Santa Magdalena.—State of Sonora; 3,000 inhabitants; a station of the Sonora Railway.

Hotels : Diligencias.

A small village, chiefly noteworthy on account of the large fair held here in October each year.

Silao.—State of Guanajuato; about 9,000 inhabitants; 5,916 feet above the sea; station of the Mexican Central Railway.

Hotels : Hidalgo, Diligencias.

Restaurants : Del Ferrocarril.

The town is regularly built, has wide streets, which cross each other at right angles. The houses are mostly of one storey, except on the plaza. There is little or nothing of interest in the town itself. The surrounding country is exceedingly fertile, and two crops of wheat are grown annually. Irrigation, however, is necessary, and this is carried out in a somewhat primitive manner. The method of sowing, cultivating, and reaping the wheat resembles that used in Lower Egypt.

Socomisco or Tapachula, State of Chiapas; 4,712 inhabitants.

No inn.

A maritime town, with a bad port, only known as shipping the best cocoa the district produces—some say the best in the world.

Sombrerete.—State of Zacatecas; 18,062 inhabitants; 7,750 feet above the sea level.

Hotels : Diligencias.

A mining town, with very well-known silver mines, which, however, are now mostly flooded. Their yield has considerably diminished of late years.

Tampico, or Santa Ana de Tamàulipas.—State of Tamàulipas, on the Pànuco and Tamesi rivers; 11,682 inhabitants; station of the Mexican Central railway, and a seaport.

Hotels : A small inn.

This port of entry is situated about nine miles from the mouth of the river, in a very picturesque position. It has broad and regularly built streets, fine houses, two churches, two hospitals, a custom house, and a

prison. Now that the country behind it is opened up by the railways, the port has a promising future. The harbour is not safe, and at the mouth of the river is a dangerous bar. Plans to improve it are now being worked out. The river and the lagoons are full of crocodiles and sharks abound. The town has a very hot climate, and insects of various sorts, especially mosquitoes, are common. The mango groves are tenanted by various sorts of tropical birds, insects and reptiles. In the environs the Agave Mexicana grows wild, giving the Istle in large quantities. The principal exports are skins, tallow, bones, sarsaparilla, Vanilla, jalap, wool and goat skins. Near Huasteca coals are found, but the mines are not scientifically worked. In 1877 the total exports from Tampico amounted to 1,036,885 dols.

Tasco de Alarcon, or Tlajco.—State of Guerrero; 12,400 inhabitants; 5,500 feet above the sea.

Hotels: Two small inns.

This irregularly-built town is the oldest of the Mexican mining towns. It is now altogether abandoned, but about 100 years ago the yield from here was enormous. The cathedral is very fine, and is said to have cost 500,000 dols.

Tehuacan.—State of Oaxaca; about 10,000 inhabitants; connected by tramway with Esperanza, on the railway line from Vera Cruz to the Capital.

Hotels: Ferrocarril, Diligencias.

Conveyance: Tramway.

This town has little of interest except its situation in a very fertile plain, and as being the chief resting place on the journey to Tecomabapa (an iun) and Oaxaca. Those desiring to make this trip should carry provisions with them. The journey is made on horseback, and, as it leads through one of the most mountainous and wildest parts of the country, the traveller must not be surprised at having to pass the night in the huts of the natives. The country is covered with ruins of ancient Tzapotec civilization.

Tehuantepec.—State of Oaxaca, on the Isthmus of Tehuantepec; 12,000 inhabitants; 125 feet above the sea.

Hotels: Ferrocarril, Isthmo.

The town is mostly inhabited by the Tzapotecos, who speak a language of their own. It is situated on the River Tehuantepec. Its cathedral was built in 1530 by the last prince of the Tzapotecos, together with 16 churches. Its harbour is bad. About five miles above the town on the mountains are salt springs, and also extensive ruins of an old town and fortress. In the opposite direction, near San Domingo, are large subterranean grottoes. On the Cierro Prieto hot mineral springs occur. Cochineal is produced in quantities in the surrounding country.

Teotihuacan, or San Juan de Teotihuacan; about 30 miles from the capital.

Hotels: Only a small fonda; provisions should be brought from the capital.

Teotihuacan—i.e., "Mountain of the gods," was under the

Toltec rule; a large town, and the rival of Tula. It is said to have exceeded 25 miles in circumference. It is now only a small village, and remarkable solely for the ruins of the *teocallis*—i.e., pyramids and temples. They rank in age next to the Cholula temples. The two largest are dedicated to Sun and Moon respectively. The former is 180 feet high and 682 feet in length at the base on each side. The platform is about 75 feet square. Three terraces are still visible. The material is basalt and trachyte rock, and is in good preservation. The top is said to have been occupied by a temple of the Sun. It contained a colossal statue of this deity sculptured from one block of stone, and bearing a breast-plate of gold and silver. Half-a-mile to the north was the temple dedicated to the Moon, and having only two terraces. The platform is about 20 by 40 feet, and made of the same material as the Sun Temple. The *teocallis* are supposed by some to have been temples, while others consider them as burial places of dead chieftains. In the case of the Moon Temple a gallery has been dug half-way into the ruins, in order to discover whether, like the Egyptian pyramids, they were hollow, but no interior space was found. A great number of smaller *teocallis*, not exceeding 25 feet in height, lie around the principal ones, and are said to have been dedicated to the stars, and to have served as burial places for illustrious dead. They are all square, the sides facing the cardinal points of the compass. Arrow-heads and blades of obsidian are still abundant in the environs. The plain in which they are is called Llano de los

Cués; in Mexican, *Micoatl*, or "road of the dead."

The village is a station of the Mexican Railway Company, but distant about 1½ miles from the line.

Tepic.—State of Jalisco; 24,788 inhabitants; 3,100 feet above the sea; a station of the Mexican Central Railway.

Hotels : A tolerably good inn.

Tepic is a manufacturing town, well built in the midst of a richly-cultivated country, separated from the sea by the Cerro de San Juan. It is surrounded by beautiful gardens and walks. Sugar, cotton, and especially cigar factories are numerous. The cigars made here are of superior quality. The buildings are not striking, and the town itself offers little of interest.

Texcoco.—State of Mexico, opposite the Capital on the Lake of Texcoco; 15,626 inhabitants; former Capital of the Kings of Acolhuacan.

Hotels : Only inns for natives.

The houses are mostly built of the ruins of the ancient Mexican temple, of which scarcely a trace remains. Between the Capital and Texcoco there is steamboat communication. The lake is becoming every year shallower. Here is the sole glass manufactory which Mexico possesses. It employs only about 30 hands, and even they do not work full time. About 30 miles to the north-east are the ruins of Teotihuacan, near the village of San Juan de Teotihuacan (see this).

Tlalpam, or San Agostino de las Cuévas.—Until 1830 Capital of the State of Mexico; 6,200 inhabitants.

A small town with large gardens to every house. Only interesting as a beautiful and healthy residence for Mexicans during the summer months. Many have their villas here.

Tlalpujahua de Rayon.—

State of Michoacan de Ocampo; 9,823 inhabitants; 7,500 feet above the sea level. Station (El Oro) of the Mexican National Railway.

Hotels: A small inn.

This was one of the oldest and most important mining towns of Mexico. The place itself—beyond the mines—offers little of interest to the tourist. The mines—gold and silver—are said to have been worked before the Spanish conquest. The place is also celebrated as the first one which rose against Spanish rule—under the priest Morelos. Hidalgo had the first cannons which were employed against the Spaniards cast here.

Tlaxcala.—Capital of the State of same name; 9,710 inhabitants.

Hotels: Diligencias.

This old Aztec town had, before the Spanish conquest, above 100,000 inhabitants, but has since then much diminished in size. It has fine, regular streets, and a handsome cathedral. Under the Aztec rule, each of the four hills on which it stands had its own cacique, or war chief. The environs are covered with the ruins of old buildings. On one of the teocalli stands a large Franciscan Monastery, one of the oldest in the country.

Todos Santos.—State of Lower California; 2,000 inhabitants.

Hotels: A small inn.

A rising place, with the mission close by. There is a church (135 feet high), a convent, and several other buildings, covering in all about 30 acres, and surrounded by a wall 110 feet high and 16 feet thick. The peninsula was for a long time governed from this convent. It is situated in a valley, rich in tropical and subtropical plants, and the environs are extremely beautiful. Cotton, rice, sugar cane, coffee, bananas, pineapples, cocoa and sago palms, date, orange, lemon, olive, fig and tamarind trees compose the vegetation.

Toluca.—Capital of the State of Mexico; about 8,500 feet above the sea level; 12,300 inhabitants; station of the Mexican National Railway.

Hotels: Espagnol, Hidalgo, Gran Sociedad, and Bella Union.

Cafés and Restaurants: Several on the plaza.

Baths: Calle de Victoria.

Theatre: At the back of the Hotel Gran Sociedad.

Conveyances: Carriages, four reales per hour.

A regularly well-built, thriving and charming town, at the foot of the porphyry mountains—Tutucuitlápillo, in a plain, productive of maize and maguey. The streets are well drained and clean. Pulque is made here in large quantities, and sent to the Capital. Most of the streets have colonnades. There are large soap and candle manufactories here, while its hams and sausages are famous. Toluca is, with the exception of Amecameca, the highest place in the Republic. The Nevado de Toluca—an extinct volcano—is the chief object of interest. In the town the

Palacio Municipal or town-hall, the Carmen church and monastery, the Vera Cruz church, Plaza de Martiros—with marble monument of Miguel Hidalgo; and the paseo or park are all worth a visit. The view from the hill on the south-west of the town—about 15 minutes' walk—will give the tourist a very good idea of the city and its topography.

The excursion up the Nevado de Toluca requires two complete days. Rugs, provisions, guides, and horses must be taken from Toluca. The view from the top is very extensive. A hut, in which to pass the night, has been built a little below the timber line. Humbolt says that the highest point of the Pico del Fraile is very difficult of ascent. Its summit is scarcely 10 feet square. The country around Toluca is very fertile, especially in the direction of Maravatio. The haciendas are extensive and numerous. Cattle and hogs are raised here in large numbers. The latter would probably pay an enterprising emigrant well.

Tula.—State of Hidalgo, on the Tula; 5,834 inhabitants; 6,500 feet above the sea; station of the Mexican Central Railway.

Hotels: Diligencias.

The town is situated at the northern outlet of the valley of Mexico, and is said to be the oldest town in Mexico. It was the capital of the Toltecs in Anahuac. There is scarcely any trace left of the ancient buildings, and little of interest remains for the traveller, except a few ruins on the Hill of Treasure. A considerable quantity of wheat and maize is grown in the neighbourhood.

Tuxpan.—A seaport in the State of Vera Cruz-Llave; about 8,000 inhabitants; a station of the New York, Texas, and Mexican Railway.

Hotels: No hotel accommodation.

A small port of entry, with irregular streets and insignificant buildings. The port is bad, there being only 6 feet of water on the bar at high tide. It is situated at the mouth of the Taxpan River, nine miles from the sea. The River is navigable about 30 miles from its mouth. The landing of passengers, mails, and cargo is effected in small sailing vessels. The ruins of Papantla may be visited from here in two days journey on horseback. Petroleum is found near the town, and two American Companies have started refineries. In the Laguna de Tamiahua are submerged stone ruins.

Ures.—Capital of the State of Sonora; 9,700 inhabitants; a station of the Sonora Railway.

Hotels: Nacional.

The town is situated on the left bank of the Sonora River, in a very fertile valley, surrounded by high mountains. The most luxuriant vegetation surrounds the town. For the tourist there is little of interest.

Valladolid.—State of Yucatan; 18,472 inhabitants.

Hotels: An inn.

This town is the healthiest in Yucatan, and is situated in the best-cultivated portion of the State. It supports an important cotton industry. There are seven churches, all fine buildings, and a large Jesuit college. Though

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the town was founded in 1543, upon a magnificent scale, it is now tottering to ruin, as indeed everything is in Yucatan. About 35 miles to the east of the town are the ruins of *Chichen-Itza*, dating from very early times. (*Chi*, i.e., mouth, and *chen*—well, in the Tzendal dialect.) Among the ruins are several *sonatos*, or tanks, some from 65 to 200 feet in diameter, with steep, rocky sides, and from 50 to 110 feet in depth. In these even now, water is still stored. The ruins measure nearly two miles in circumference. Near the hamlet *Maxcanu*, and east of the village of Halacho, are situated the ruins of Uxmal, on land belonging to the Haciendas of *Uxmal* and *Micoba*. These are the grandest and best-known ruins in Yucatan. They are called *el Huasacmal*, i.e., "the capital," and were discovered, in 1828, by a Yucatan planter, Don Yegros. In 1872 a road was built, and the ruins cleaned of the tropical vegetation, when a town of about four miles in diameter was discovered. The uses these magnificent structures once fulfilled is still a question. The finest of them all, called by the Spaniards "La Casa del Gobernador," or Governor's House, is ornamented with relieve work of hewn stone. It stands on a pyramidal structure consisting of three vast terraces. The building is 320 feet in length, 38 feet long, and 31 feet high. The lowest terrace is 575 feet long, 15 feet wide, and 3 feet high. Some structures existed formerly on the second terrace, of which the remains are visible. The wall surfaces are smooth as far as the cornice; beyond this there is on each side Arabesque work, rich in elaborate ornamentation. It

has 11 doorways in front, and one at each of the sides. There are two large rooms inside. Others close by are named respectively the house of the old woman, "the nuns," "the tortoise," "the pigeons," etc. Compared with these gigantic structures all the monuments and ruins of Peru, as far as the Rio Gila, are mere pigmies. Of these giant cities now in ruins, and covered by tropical vegetation, there are above 20 others, south of Merida in Yucatan, such as Mayapan, Xlabpak, Labpak, Sacbé, Sanakte, etc. To what age or people they belonged is unknown; but certain it is they are among the most important ruins in the world. At Uxmal, the "Casa de las Monjas" or House of the Nuns, is one of the grandest structures, and remarkable for the richness and beauty of its ornamentation. Above the entrance are 4 rows of 20 small partitions filled with hieroglyphics. All the structural decorations bear the impress of early American arts. The upper portion is overgrown by vegetation. Several doorways and wide staircases lead into inner apartments. The walls in the interior were originally covered with painted drawings, some of the vivid colours of which are still preserved. This house contains 87 large and 50 smaller rooms. On the walls are well-drawn human figures, bearing shields and spears, and having headdresses of feathers.

Ventura (La).—State of Coahuila; 13,000 inhabitants; 5,840 feet above the sea.

Hotels: A small inn, with very poor accommodation.

This place is situated in a broad plain, surrounded by high mountains. Behind the farm house of General Treviño is a lake, suitable for bathing.

Vera Cruz.—State of Vera Cruz-Llave; it is also called Villa Heroica de la Vera Cruz; 20,000 inhabitants, about 325 English miles from the Capital.

Hotels: Vera Cruzano, Mexico, Diligencias.

Cafés: In the Calle de Independencia.

Post Office: Calle Cinco de Mayo.

Telegraph Office: Calle de Independencia.

Bankers and Exchange Office: R. C. Ritter & Co.

Vera Cruz, the principal port (though insecure, especially during northerly winds) of the country, occupies a very unhealthy site. The present town was founded by Count Montezuma, and completed in 1615. It is situated on an arid plain. The original Vera Cruz, founded by Cortez, lies several miles to the north. The surrounding country is swampy, and visitors, unless arriving in the cold season, will do well to shorten their stay in town as much as possible. Yellow fever is nearly always endemic. Approaching Vera Cruz from the sea, the snow-capped peaks of Orizaba and Cofre de Perote can be seen at a distance of 50 miles on a clear day. The coast all along is dangerous to navigation, owing to coral reefs. The island or Isla de los Sacrificios lies south of the town. It derives its name from a reported Aztec custom, to sacrifice a youth here on a certain day in every year. The other island of San Juan de Uloa

has a fort, built by the Spaniards in 1569. Cortez landed here April 21, 1519. The fort is now used as a prison.

As soon as the health officer has made his visit and found a clean bill of health, large numbers of boats surround the vessel, and offer their services to take passengers on shore. There is no fixed tariff. A single passenger, luggage, etc., should not pay more than one dollar for conveyance on shore, carrying luggage to Custom House. Several persons going together may make a bargain at a reduced rate.

Vera Cruz is a well-built town, and possesses many large houses, in the old Spanish style. It is laid out with side walks, gas, and, seen from the sea, with its domes and its towers, presents a very attractive appearance. The streets are straight, the houses, flat-roofed, have windows with wooden balconies and linen awnings. Its superb cathedral is richly decorated in the Moorish style. The Plaza de la Constitución and del Mercado are surrounded by colonnades. The interior of the houses much resemble those of Turkey. The upper classes and the merchants have their residences in Jalápa, owing to the unhealthiness of the town. About half-a-mile from the shore, on an island, is the Castillo San Juan d'Ulloa, dominating the town, and having a supply of good drinking water. The railway to the capital is in working order. The port—with its breakwater 220 feet long—is little more than an open roadstead, and is especially insecure in northern winds; passengers may be compelled to remain several days on board ship, without the possibility of disembarking until the weather moderates. A

French Company has obtained a contract from the Mexican Government for building an extensive breakwater at a cost of 10 million dollars. The Alameda or park, is worth a visit, and the view from the tower of the cathedral is also interesting. Otherwise, there is little to interest the traveller, save the strange scenes and varied life of the port. An excursion should be made to Jalapá, 60 miles by tramway.

The streets are paved with cobble stones, with an open drain in the middle. Turkey-buzzards are the street cleaners, and a fine of 5 dols. is imposed for killing one of them.

Only one passenger train leaves Vera Cruz daily for the Capital.

During a northerly gale, vessels generally put to sea as there is really no harbour. Fifteen miles southwards of Vera Cruz lies Anton Lizardo, the only good port on the whole Mexican coast, and now the terminus of a branch railway line of the Mexican Southern Railway. This place will certainly distance Vera Cruz in commercial importance in the near future.

The ruins of Palenque (see this) may also be visited from here, via Minatitlan, San Cristobal, San Juan Bautista, and Macuspan. The journey is difficult, but well repays the trouble.

Victoria.—Capital of the State of Tamaulipas; 7,800 inhabitants; 1,100 feet above the sea; a proposed station of the Mexican Southern Railway.

Hotels: The Hidalgo, and a small inn.

Victoria is a regularly-built town, of but little interest to the

tourist. It is situated on the verge of the tierra templada and caliente. Sugar cane, fruit, wheat and maize are the chief agricultural products of the surrounding country.

Villa Hermosa, or San Juan Bautista.—Capital of the State of Tabasco; 6,800 inhabitants, mostly Indians.

The town is situated on the Tabasco River, has little or no commerce, and is of no interest to travellers. It exports some pimento (Tabasco pepper) and cocoa. The surrounding country is, during a great part of the year, inundated.

Zacatecas.—Capital of State of same name; 46,000 inhabitants, including Guadalupe; 7,810 feet above the sea; a station of the Mexican Central Railway.

Hotels: del Comercio, Zacatecano, Nacional, del Progreso, and smaller inns for natives.

Conveyances: Tramways — (medio (6¼ cents.) fare).

Post Office: Calle de la Moneda.

Baths: Plaza de Armas.

Bankers: M. Viadero & Co.

Medical: Dr. Prevost, Dr. Ponce, Dr. Torres.

Zacatecas, after Guanajuato, is the oldest and most celebrated mining town in Mexico. It is situated on the slopes of the mountain La Bufa. The climate is severe, and the surrounding country arid and mountainous. The streets are well paved, and not so tortuous or steep as those of Guanajuato. The electric light and telephones are in use. The ascent of the Bufa, with a chapel on the summit will repay the trouble required, for the

view is charming. On one side of the market place is a beautiful cathedral. There are 14 other churches, and a Protestant chapel, several convents and monasteries and numerous fine buildings, though, perhaps, inferior to those of Guanaajuato. East of the town is the extensive monastery of the Franciscans, with the college of Nuestra Señora de Guadalupe and a library of over 10,000 volumes. Some of the churches have fine gilt carvings and old paintings. The mines are also worth visiting. In mineral wealth Zacatecas is the richest State in Mexico. The district, however, is surpassed by some others. The lode known as Veta Madre is of an average width of 25 feet, and is in some places even 75 feet, but is not all metalliferous. The mines in this district were first worked in 1548. Up to 1732 the yield was reported as being

832,332,000 dols. The present annual produce is about 2,000,000 dols., and they are not now paying well. The oldest mine is the *Fernan Cortez*, and the largest the *San Rafael*, both of which can be easily visited. It is best to choose the morning. Several of the mines are owned by English and American Companies, and are worked by Europeans.

In the plain near Zacatecas are nine small lakes of common salt and carbonate of soda. The salt is transported to the adjoining town of Guadalupe for use in the silver mines. Humboldt compares the geological formation of the district to that of Switzerland.

About 35 miles south-west of the town are the ruins of La Quemada. An area of about six acres being covered with remains of an ancient fortress. They are in tolerably good preservation.

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TABLE

Of ROUTES, TIMES, and FARES by RAIL, STEAMBOAT, DILIGENCE, &c., CALCULATED from

CHICAGO.

The fares are calculated at the moment in going to press, and are liable to change continually, owing to the competition of the various Companies. They are calculated for *unlimited tickets*, viz., such allowing to stop *en route* at any place and for any length of time, and good until used. For price of *limited tickets* (good for one continuous journey only without stopping), and also *excursion tickets*, we refer to monthly time-tables.

Chicago to	Mls.	Mode of Conveyance.	Time.	Fare.
			D. H.	Dl. cts.
Aguas—Calientes (Mexico)	2507	By Chicago, Burlington and Quincy Railway, <i>via</i> Kansas City and El Paso, thence by Mexican Central Railway	5 1½	82 55
Albany (New York)		By Lake Shore and New York Central and Hudson River Railway ...	1 23½	20 15
Albuquerque (New Mexico)	1407	By Chicago, Burlington and Quincy Railway, <i>via</i> Kansas City ...	2 15½	46 15
Ashland (Wisconsin)	429	By Chicago, Milwaukee and St. Paul, and Wisconsin Central	1 1½	16 10
Astoria (Oregon)	2622	By Chicago, Burlington and Quincy Railway and Union Pacific Railway	3 22½	100 —
Atchison (Kansas)	490	By Chicago, Burlington and Quincy Railway, <i>via</i> Kansas City	— 20½	12 50
Atlanta (Georgia)	745	By Louisville, New Albany and Chicago, Nashville, Chattanooga and St. Louis, and Western and Atlantic Railway	1 6	22 40
Barstow (California)	2151	By Chicago, Burlington and Quincy Railway, Atchison, Topeka and Santa Fé to Albuquerque, thence by Atlantic and Pacific Railway ...	4 3	90 80
Bay City (Michigan)	324	By Michigan Central Railway... ..	— 12½	8 50
Boston (Massachusetts)	1036	By Lake Shore and Michigan Southern, New York Central and Boston and Albany Railways ...	1 12½	24 65
Buffalo (New York)	536	By Michigan Central Railway... ..	— 15½	14 —
Chattanooga (Tennessee)	629	By Louisville, New Albany, and Chi- cago; Cincinnati, Hamilton and Dayton, and Louisville and Nash- ville Railways	— 23	18 20

Chicago to	Mls.	Mode of Conveyance.	Time.	Fare.
			D. H.	Di. cts.
Cheyenne (Wyoming)	1011	By Chicago, Burlington and Quincy, and Union Pacific Railways ...	1 16½	27 —
Chihuahua (Mexico)	1887	By Chicago, Burlington and Quincy, Atchison, Topeka and Santa Fé, and Mexican Central Railways, from El Paso ...	3 19	55 75
Chippewa Falls (Wisconsin)	351	By Chicago, Milwaukee and St. Paul, and Wisconsin Central Railways ...	— 15½	9 50
Cincinnati (Ohio)	306	By Louisville, New Albany and Chicago and Cincinnati, Hamilton and Dayton Railways ...	— 12	8 85
Cleveland (Ohio)	—	By Lake Shore and Michigan Southern Railway ...	— 16½	10 —
Cocoma (Colorado)	1657	By Chicago, Burlington and Quincy, and Union Pacific Railways ...	3 3	46 —
Colorado Springs (Colorado)	1169	By Chicago, Burlington and Quincy, and Atchison, Topeka and Santa Fé Railways ...	1 21	34 75
Colton (California)	2235	By Chicago, Burlington and Quincy, and Atchison, Topeka and Santa Fé Railways, from Kansas City, and Atlantic and Pacific Railway, from Albuquerque ...	4 8½	94 40
Corinne (Utah)	1940	By Chicago, Burlington and Quincy and Union Pacific Railway ...	3 11½	67 —
Council-Bluffs (Iowa)	496	By Chicago, Burlington and Quincy Railway ...	— 20½	12 50
Dalles (Oregon)	2233	By Chicago, Burlington and Quincy, Union Pacific and Oregon Railway and Navigation Company ...	4 6	100 85
Decatur (Illinois)	173	By Illinois Central Railway ...	— 6	4 45
Denver (Colorado)	1024	By Chicago, Burlington and Quincy, Atchison, Topeka and Santa Fé, and Denver and Rio Grande Rail- ways ...	1 18	24 65
Detroit (Michigan)	285	By Michigan Central Railway ...	— 7½	8 —
Dillon (Montana)	2516	By Chicago, Burlington and Quincy and Union Pacific Railways ...	4 5	83 —
Dodge City (Kansas)	857	By Chicago, Burlington and Quincy and Atchison, Topeka and Santa Fé Railways ...	1 13½	22 95
Eau Claire (Wisconsin)	361	By Chicago, Milwaukee and St. Paul, and Wisconsin Central Railways ...	— 8½	11 95
Ellis (Kansas)	867	By Chicago, Burlington and Quincy, and Union Pacific Railways ...	1 9	23 —
El Paso (Texas)	1663	By Chicago, Burlington, and Quincy, and Atchison, Topeka and Santa Fé Railways. ...	3 3½	46 15
Evanston (Wyoming)	1541	By Chicago, Burlington and Quincy, and Union Pacific Railways ...	3 23½	61 —

me.	Fare.	Chicago to	Mls.	Mode of Conveyance.	Time.	Fare.
н.	Дl. cts.				д. н.	Дl. cts.
16½	27 —	Flagstaff (Arizona)	1751	By Chicago, Burlington and Quincy, and Atchison, Topeka and Santa Fé, and Atlantic and Pacific Rail- ways	3 5½	66 80
19	55 75	Fond du Lac (Wisconsin)	151	By Chicago, Milwaukee and St. Paul and Wisconsin Central Railways...	— 4½	5 30
15½	9 50	Forreston (Illinois)	119	By Chicago, Burlington and Quincy Railway	— 4½	3 20
12	8 85	Fort Benton (Montana)	2496	By Chicago, Burlington and Quincy, and Northern Pacific Railways ...	4 22	104 —
16½	10 —	Gorham (New Hampshire)	1012	By Lake Shore and Michigan South- ern, New York, Central, and Hud- son River, and Boston and Albany Railways	1 16	29 20
3	46 —	Grand Rapids (Wisconsin)	255	By Chicago, Milwaukee and St. Paul and Wisconsin Central Railways...	— 6½	9 10
21	34 75	Green River (Wyoming)	—	By Chicago, Burlington and Quincy, and Union Pacific Railways ...	— —	53 75
8½	94 40	Guaymas (Mexico)	2164	By Chicago, Burlington and Quincy, Atchison, Topeka and Santa Fé, and Sonora Railways, from Denning	5 5½	82 15
11½	67 —	Hamilton (Ontario)	483	By Michigan Central Railway... ..	— 20½	13 70
20½	12 50	Hannibal (Missouri)	282	By Chicago, Burlington and Quincy Railway	— —	7 25
6	100 85	Hayes (Kansas)	—	By Chicago, Burlington and Quincy, and Union Pacific Railways ...	— —	22 20
6	4 45	Hermosillo (Mexico)	2076	By Chicago, Burlington and Quincy, Atchison, Topeka and Santa Fé, to Denning, and thence by Sonora Railway	4 22½	77 75
18	24 65	Hinchley (Illinois)	57	By Chicago, Burlington and Quincy Railway	— 2½	1 60
7½	8 —	Indianapolis (Indiana)	183	By Louisville, New Albany and Chicago Railway	— 7½	5 50
5	83 —	Jackson (Michigan)	210	By Michigan Central Railway... ..	— 5½	5 90
13½	22 95	Jacksonville (Illinois)	215	By Chicago and Alton Railway ...	— 6	5 35
8½	11 95	Kansas City (Kansas)	480	By Chicago, Burlington and Quincy Railway	— 20½	12 50
9	23 —	Kearney (Nebraska)	—	By Chicago, Burlington and Quincy Railway	1 7½	19 50
3½	46 15	Lafayette (Indiana)	119	By Louisville, New Albany and Chi- cago Railway	— 5	3 60

Chicago to	Mls.	Mode of Conveyance.	Time.	Fare.
			D. H.	Dl. cts.
Laramie (Wyoming)	—	By Chicago, Burlington, and Quincy, and Union Pacific Railways ...	— —	34 —
Las Vegas Hot Springs (New Mexico)	1281	By Chicago, Burlington and Atchison, Topeka and Santa Fé Railways ...	2 8	43 45
Leavenworth (Kansas)	522	By Chicago, Burlington and Quincy Railway... ..	— 21½	12 50
Leon (Mexico)	2613	By Chicago, Burlington, and Quincy; Atchison, Topeka and Santa Fé Railways, and from El Paso by Mexican Central Railway ...	5 6	87 5
Los Angeles (California)	2293	By Chicago, Burlington and Quincy; Atchison, Topeka and Santa Fé Railways, to Albuquerque, and thence Atlantic and Pacific Railway	4 8½	94 40
Louisville (Kentucky)	323	By Louisville, New Albany and Chicago Railway	— 12	9 —
Madera (California)	2419	By Chicago, Burlington, and Quincy; Atchison, Topeka and Santa Fé, and Southern Pacific Railways ...	4 14½	100 40
McPherson (Kansas)	711	By Chicago, Burlington and Quincy, and Union Pacific, <i>via</i> Kansas City	1 1	20 —
Menasha (Wisconsin)	183	By Chicago, Milwaukee, and St. Paul Railway and Wisconsin Central ...	— 4½	6 35
Mexico City (Mexico)	2871	By Chicago, Burlington, and Quincy, Atchison, Topeka and Santa Fé, and Mexican Central Railways ...	5 20	97 95
Mobile (Alabama)	963	By Louisville, New Albany, and Chi- cago, and Louisville and Nashville Railways	1 12½	25 95
Montgomery (Alabama)	783	By Louisville, New Albany, and Chi- cago, and Louisville and Nashville Railways	1 6	22 80
Montreal (Canada)	837	By Michigan Central to Toronto, thence Grand Trunk Railway ...	1 5	22 —
Mount Clemens (Michigan)	335	By Michigan Central Railway... ..	— 12	8 65
Mount Morris (Illinois)	107	By Chicago, Burlington and Quincy Railway	— 4½	2 90
Nashville (Tennessee)	478	By Louisville, New Albany and Chicago Railway	— 19½	13 65
New Orleans (Louisiana)	1104	By Louisville and Nashville Railway	1 17	27 60
New Richmond (Wisconsin)	417	By Chicago, Milwaukee and St. Paul Railway (Wisconsin line) ...	— 18½	13 85
Newton (Kansas)	690	By Chicago, Burlington and Quincy Railway	1 5½	18 5
New York (New York)	976	By Lake Shore and Michigan Southern and New York Central and Hudson River Railways ...	1 6	23 25
Niagara Falls (New York)	536	By Chicago and Grand Trunk Railway	— 16	14 —

Time.	Fare.	Chicago to	Mls.	Mode of Conveyance.	Time.	Fare.
h. m.	Dl. cts.				D. H.	Dl. cts.
—	34 —	North Platte (Nebraska)	274	By Chicago, Burlington, and Quincy Railway	— 10	7 50
8	43 45	Nunah (Wisconsin)	182	By Chicago, Milwaukee and St. Paul Railway (Wisconsin line)	— 8	5 30
21½	12 50	Omaha (Nebraska)	506	By Chicago, Burlington and Quincy Railway	— 20½	13 85
6	87 5	Oregon (Illinois)	100	By Chicago, Burlington and Quincy Railway, and Chicago and Indiana Railway	— 4	2 70
8½	94 40	Oshkosh (Wisconsin)	169	By Chicago, Milwaukee and St. Paul Railway (Wisconsin Central Line)	— —	5 90
— 12	9 —	Pacific Junction (Iowa)	481	By Chicago, Burlington and Quincy Railway	— 19½	13 65
14½	100 40	Philadelphia (Pennsylvania)	952	By Chicago, Fort Wayne and Pitts- burg and Lehigh Valley Railways	1 7	24 —
1	20 —	Portland (Oregon)	2572	By Chicago, Burlington and Quincy and Union Pacific Railway	3 20½	107 —
4½	6 35	Pueblo (Colorado)	1124	By Chicago, Burlington and Quincy, and Atchison, Topeka and Santa Fé Railways	1 19	32 75
20	97 95	Queretaro (Mexico)	2432	By Chicago, Burlington and Quincy Railway, to Atchison, Leavenworth or Kansas City, <i>via</i> Atchison and Santa Fé Railway to El Paso, thence <i>via</i> Mexican Central Railway	4 21	79 40
12½	25 95	Quincy (Illinois)	263	By Chicago, Burlington and Quincy Railway	— 7½	6 75
6	22 80	Riverside (California)	2240	By Chicago, Burlington and Quincy Railway, <i>via</i> Kansas City, Albu- querque, and <i>via</i> California Southern, from Barstow	4 8½	94 40
5	22 —	Rochelle (Illinois)	85	By Chicago, Burlington and Quincy, and Chicago and Iowa Railway ...	— 3½	2 25
12	8 65	Rochester (New York)	642	By Lake Shore, and Michigan Southern Railway	— 17	15 40
4½	2 90	Rockford (Illinois)	112	By Chicago and Iowa Railway ...	— 3½	2 65
19½	13 65	Russell (Kansas)	793	By Chicago, Burlington and Quincy Railway to Kansas City, thence by Union Pacific Railway ...	1 2½	21 —
17	27 60	San Bernardino (California)	2232	By Chicago, Burlington and Quincy Railway, <i>via</i> Kansas City, Albu- querque, and <i>via</i> California Southern from Barstow	4 6½	94 40
18½	13 85					
5½	18 5					
6	23 25					
16	14 —					

Chicago to	Mls.	Mode of Conveyance.	Time.	Fare.
San Diego (California)	2358	By Chicago, Burlington and Quincy Railway, <i>vid</i> Kansas City, and Atchison, Topeka and Santa Fé, <i>vid</i> Albuquerque and Southern California, from Barstow ...	D. H.	El. cis.
San Francisco (California)	2604	By Chicago, Burlington and Quincy Railway to Atchison, Leavenworth or Kansas City, and <i>vid</i> Albuquerque, by Southern Pacific Railway from Mojave ...	4 17	94 40
Santa Fé (New Mexico)	1358	By Chicago, Burlington and Quincy Railway to Atchison, Leavenworth, or Kansas City, and <i>vid</i> Atchison, Topeka and Santa Fé Railway ...	4 22	100 40
Sacramento (California)	2486	By Chicago, Burlington and Quincy Railway, <i>vid</i> Kansas City, and <i>vid</i> Albuquerque by Atchison, Topeka and Santa Fé Railway ...	2 13	47 20
Saginaw (Michigan)	310	By Michigan Central Railway ...	4 16 — 11½	94 50 8 10
St. Clair (Michigan)	335	By Chicago and Grand Trunk Railway, <i>vid</i> Port Huron ...	— 12	8 65
St. Joseph (Missouri)	470	By Chicago, Burlington and Quincy Railway ...	— 19½	12 50
St. Louis (Missouri)	283	By Wabash, St. Louis and Pacific Railway ...	— 7½	8 50
St. Mary's (Kansas)	724	By Chicago, Burlington and Quincy Railway to Kansas City, thence Union Pacific Railway ...	1 3	20 75
St. Paul (Minnesota)	482	By Chicago, Milwaukee and St. Paul Railway ...	— 21	13 5
Salt Lake City (Utah)	1740	By Chicago, Burlington and Quincy to Atchison, Leavenworth or Kansas City and <i>vid</i> Atchison, Topeka and Santa Fé Railway, or <i>vid</i> Denver and Rio Grande Railway, from Pueblo ...	3 6	64 10
Seattle (Washington)	2480	<i>Via</i> St. Paul and Northern Pacific and Oregon Railway to Portland, thence by Pacific Division of Northern Pacific Railway to Tacoma and by Oregon Railway and Navigation Company's steamers across Puget Sound ...	5 —	106 85
Shabbona (Illinois)	57	By Chicago, Burlington and Quincy and Chicago and Iowa Railway ...	— 2½	1 60
Springfield (Illinois)	185	1 Wabash, St. Louis and Pacific Railway ...	— 7½	4 75
Stevens Point (Wisconsin)	243	By Chicago, Milwaukee and St. Paul Railway (Wisconsin Central Line)	— 7½	8 65
Toledo (Ohio)	271	By Lake Shore and Michigan Southern Railway ...	— 8	7 —

Time.	Fare.
D. H.	Dl. cts.
17	94 40
22	100 40
13	47 20
16 11½	94 50 8 10
12	8 65
19½	12 50
7½	8 50
3	20 75
21	13 5
6	64 10
—	106 85
2½	1 60
7½	4 75
7½	8 65
8	7 —

Chicago to	Mls.	Mode of Conveyance.	Time.	Fare.
			D. H.	Dl. cts.
Topeka (Kansas)	555	By Chicago, Burlington and Quincy Railway to Atchison, thence by Atchison, Topeka and Santa Fé Railway ...	1 —	14 5
Toronto (Ontario)	518	By Chicago and Grand Trunk Railway ...	— 17½	14 —
Victoria (British Columbia)	2600	By St. Paul and Northern Pacific and Oregon Railway, to Portland, thence by Pacific Division of Northern Pacific Railway, to Tacoma, and by Oregon Railway, and Navigation Company's Steamer across Puget Sound ...	5 12	109 85
Walla Walla (Washington)	2138	By Chicago, Milwaukee and St. Paul Railway to Omaha, thence by Union Pacific and Oregon Railways ...	4 2	99 10
Wausau (Wisconsin)	282	By Chicago, Milwaukee and St. Paul Railway (Wisconsin Central Line)	— —	10 —
Zacatecas (Mexico)	2432	By Chicago, Burlington and Quincy Railway to Atchison, thence <i>via</i> Atchison, Topeka and Santa Fé Railway to El Paso, and by Mexican Central Railway to Zacatecas	4 21	79 40

TABLE

Of ROUTES, TIMES, and FARES by RAIL, STEAMBOAT DILIGENCE, &c., CALCULATED from NEW ORLEANS.

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The fares are calculated at the moment in going to press, and are liable to change continually. They are calculated for *unlimited tickets*, viz., such allowing to stop *en route* at any place, and for any length of time, and are good until used. For price of *limited tickets* (good for one continuous journey only, without stopping), and also *excursion tickets*, we refer to monthly time-tables.

New Orleans to	Mls.	Mode of Conveyance.	Time.	Fare.
			D. H.	Di. cts.
Albuquerque (New Mexico)	1799	By Louisville, New Orleans and Texas, <i>via</i> Memphis and Kansas City, thence by Atchison, Topeka and Santa Fé Railways ...	3 13	65 5
Alexandria (Virginia)	1135	By Louisville and Nashville to Atlanta, thence by Richmond and Danville Railways ...	1 14	29 55
Arkansas City (Arkansas)	338	By Louisville, New Orleans and Texas Railway, and River Transfer at Huntington ...	— 14	10 65
Ashville (North Carolina)	958	By Louisville and Nashville to Atlanta, thence by the Richmond and Danville Railways ...	1 13	22 45
Atlanta (Georgia)	496	By Louisville and Nashville, and Western of Alabama Railways ...	— 15	14 90
Baltimore (Maryland)	1183	By Louisville and Nashville and Western of Alabama Railway to Atlanta, thence by the Richmond and Danville Railway ...	1 14	29 55
Baton Rouge (Louisiana)	89	By Louisville, New Orleans and Texas Railway ...	— 3½	2 65
Cairo (Illinois)	650	By Illinois Central Railway ...	1 10	— —
Charleston (Georgia)	781	By Louisville and Nashville Railway to Pensacola, thence Pensacola and Atlantic Railway to Chattanooga, and by Savannah, Florida and Western Railway ...	1 4	— —
Charlotte (North Carolina)	763	By Louisville and Nashville and Western of Alabama, <i>via</i> Atlanta...	1 1	23 90
Charlottesville (Virginia)	1030	By Louisville and Nashville and Western of Alabama Railways, <i>via</i> Atlanta ...	1 11	28 35
Chicago (Illinois)	1104	By Louisville and Nashville Railway...	1 17	27 60

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Time.	Fare.
D. H.	Dl. cts.
13	65 5
14	29 55
14	10 65
13	22 45
15	14 90
14	29 55
3½	2 65
10	— —
4	— —
1	23 90
11	28 35
17	27 60

New Orleans to	Mls.	Mode of Conveyance.	Time.	Fare.
			D. H.	Dl. cts.
Cincinnati (Ohio)	921	By Louisville and Nashville Railway (Cincinnati, Louisville and New Orleans Line)	1 15	— —
Colorado Springs (Colorado)	1561	By Louisville, New Orleans and Texas to Kansas City, thence by Atchison, Topeka and Santa Fé Railway.	2 4½	49 10
Columbia (South Carolina)	804	By Louisville and Nashville, Pensa- cola and Atlantic, Savannah, Florida and Western and South Carolina Railways	1 8	— —
Corpus Christi (Texas)	888	By Southern Pacific to San Antonio, thence International and Great Northern and Mexican National Railways	1 21	— —
Danville (Virginia)	905	By Louisville and Nashville and Western of Alabama Railway, <i>via</i> Atlanta	1 6	28 5
Denver (Texas)	1636	By Louisville, New Orleans and Texas Railway, or Illinois Central Rail- way, <i>via</i> Atchison, Topeka and Santa Fé Railway	2 9½	52 10
Dodge City (Kansas)	1249	By Louisville, New Orleans and Texas Railway, or Illinois Central Rail- way, <i>via</i> Atchison, Topeka and Santa Fé Railway	1 22	37 30
Galveston (Texas)	573	By Texas and New Orleans Railway	— 13	— —
Goldsboro' (North Carolina)	987	By Louisville and Nashville Railway, and Western of Alabama, <i>via</i> Atlanta	1 2	28 55
Greensboro' (North Carolina)	858	By Louisville and Nashville Railway, and Western of Alabama, <i>via</i> Atlanta	1 4	28 10
Greenville (Missouri)	328	By Louisville, New Orleans and Texas Railway, <i>via</i> Leland	— 13½	10 —
Harriston (Missouri)	186	By Louisville, New Orleans and Texas Railway direct	— 6½	5 60
Kansas City (Missouri)	881	By Louisville, New Orleans and Texas Railway, <i>via</i> Leland, or Illinois Central Railway, <i>via</i> Memphis ...	1 6½	26 85
Laredo (Texas)	731	By Morgan, Louisiana and Texas Railway to Lafayette, thence by Galveston, Harrisburg and San Antonio Railway to San Antonio, and by Intercolonial and Great Northern Railway to Laredo ...	1 2½	22 60

New Orleans to	Mls.	Mode of Conveyance.	Time.	Fare.
			D. H.	Di. cts.
Las Vegas Hot Springs (New Mexico)	1673	By Louisville, New Orleans and Texas Railway, and <i>via</i> Atchison, Topeka and Santa Fé Railway ...	2 11½	58 10
Lynchburg (Virginia)	965	By Louisville and Nashville and Western of Alabama to Atlanta, thence by Richmond and Danville Railway ...	1 9	28 5
Memphis (Tennessee)	455	By Louisville, New Orleans and Texas Railway, direct ...	— 17½	11 85
Mexico City (Mexico)	960	By New Orleans, Harrisburg and San Antonio to San Antonio, thence International and Great Northern to El Paso, and thence by Mexican Central Railway ...	2 —	— —
Mobile (Alabama)	292	By Louisville and Nashville Railway, or Pensacola and Atlantic Railway	— 5½	— —
Monterey (Mexico)	—	By Texas and New Orleans, Galveston, Harrisburg and San Antonio, International and Great Northern and Mexican National Railways ...	— —	— —
Montgomery (Alabama)	321	By Louisville and Nashville Railway	— 13	— —
Nashville (Tennessee)	626	By Louisville and Nashville Railway	1 0½	— —
Newton (Kansas)	1082	By Louisville, New Orleans and Texas Railway, direct, and <i>via</i> Atchison, Topeka and Santa Fé Railway ...	1 12½	32 40
New York	1516	By Louisville and Nashville and Western of Alabama Railway to Atlanta, thence Richmond and Danville and Baltimore and Ohio Railways ...	1 21	34 —
Pensacola (Florida)	246	By Louisville and Nashville Railway, or by steamer ...	— 9½	— —
Philadelphia (Pennsylvania)	1279	By Louisville and Nashville and Western of Alabama Railways, to Atlanta, thence by Richmond and Danville and Baltimore and Ohio Railways ...	1 19	32 35
Pueblo (Colorado)	1516	By Louisville, New Orleans and Texas Railway, and <i>via</i> Atchison, Topeka, and Santa Fé Railway ...	2 3½	47 10
Raleigh (North Carolina)	937	By Louisville and Nashville and Western of Alabama Railways, to Atlanta thence by Richmond and Danville Railway ...	1 9	28 55

Time.	Fare.
D. H.	Dl. cts.
2 11½	53 10
1 9	28 5
— 17½	11 85
2 —	— —
— 5½	— —
— —	— —
— 13	— —
1 0½	— —
1 12½	32 40
1 21	34 —
— 9½	— —
1 19	32 35
2 3½	47 10
1 9	28 55

New Orleans to	Mls.	Mode of Conveyance.	Time.	Fare.
			D. H.	Dl. cts.
Richmond (Virginia)	1045	By Louisville and Nashville and West- ern of Alabama Railways, to Atlanta, thence by Richmond and Danville Railway	1 12	28 55
Salt-Lake City (Utah)	2132	By Louisville, New Orleans and Texas Railway, <i>via</i> Atchison, Topeka and Santa Fé, thence <i>via</i> Denver, by Rio Grande Railway	4 2	78 15
San Francisco (California)	2495	By New Orleans and Texas Pacific and Southern and Central Pacific Railways	4 20	98 15
Santa Fé (New Mexico)	1750	By Louisville, New Orleans and Texas and Atchison, Topeka and Santa Fé Railway	3 6	62 40
Savannah (Georgia)	666	By Louisville and Nashville Railway	1 1	— —
St. Louis (Illinois)	625	By Illinois Central Railway	1 16	— —
Topeka (Kansas)	947	By Louisville, New Orleans and Texas Railway, and Atchison, Topeka and Santa Fé Railway	1 9½	28 85
Vicksburg (Missouri)	235	By Louisville, New Orleans and Texas Railway, direct	— 8½	7 5
Washington (D.C.)	1143	By Louisville and Nashville and West- ern of Alabama Railways, to At- lanta, thence by Richmond and Danville Railway.	1 14	20 55

TABLE

OF ROUTES, TIMES, AND FARES BY RAIL, STEAM- BOAT, DILIGENCE, &c., CALCULATED FROM NEW YORK.

* The fares are calculated at the moment in going to press, and are liable to change continually. They are calculated for *unlimited tickets*, viz., such allowing to stop, *en route* at any place, and for any length of time, and are good until used. For price of *limited tickets* (good for one continuous journey only, without stopping), and also *excursion tickets*, we refer to monthly time tables.

New York to	Mls.	Mode of Conveyance.	Time.	Fare.
Aguas Calientes (Mexico)	3460	By New York, Lake Erie and Western, and Chicago and Atlantic Railway, <i>or</i> <i>via</i> St. Louis, Kansas City to El Paso, Texas, thence by Mexican Central Railway	D. H.	Dl. cts.
Albany (New York)	141	By West Shore Railway	6 — — 4½	97 65 3 10
Albuquerque (New Mexico)	2316	By New York Central and Hudson River, <i>or</i> New York, Lake Erie and Western, <i>or</i> New York, West Shore and Buffalo Railway, and <i>via</i> Atchison, Topeka and Santa Fé Railway from Kansas City... ..	4 —	71 70
Alexandria Bay (1,000 Islands)	375	By New York Central and Hudson River Railway, to Rome, thence by Rome, Watertown and Ogdensburg Railway to Cape Vincent, and thence by Steamer	— 14	8 75
Ashland (Wisconsin)	1443	By New York Central and Hudson River Railway, to Buffalo, thence by Lake Superior Transit Company's steamer	6 —	34 25
Atchison (Kansas)	1389	By New York Central and Hudson River, <i>or</i> New York, Lake Erie and Western, <i>or</i> New York, West Shore and Buffalo Railway, and from Chicago by Chicago, Burlington and Quincy Railway... ..	2 23	39 —
Atlanta (Georgia)	875	By Baltimore and Ohio Railway, to Washington, thence Virginia, Midland, and Richmond and Danville Railways	1 7	24 —
Auburn (Maine)	360	By Fall River Line Steamers, connecting with Old Colony Railway to Boston, thence by Maine Central Railway	— 20	9 80

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Time.	Fare.
D. H.	Dl. cts.
6 — — 4½	97 65 3 10
4 —	71 70
— 14	8 75
6 —	34 25
2 23	39 —
1 7	24 —
— 20	9 80

New York to	Mls.	Mode of Conveyance.	Time.	Fare.
			D. H.	Dl. cts.
Augusta (Maine)	407	By Fall River Line Steamers, connect- ing with Old Colony Railway to Boston, thence by Maine Central Railway	— 21	9 —
Ausable (New York)	295	By Delaware and Hudson River Rail- way	— 10	9 —
Baltimore (Maryland)	184	By Baltimore and Ohio Railway ...	— 5	1 40
Bangor (Maine)	480	By Fall River Steamers, connecting with Old Colony Railway, to Bos- ton, thence by Maine Central Rail- way	1 —	12 80
Bar Harbor (Maine)	525	By Fall River Steamers, connecting with Old Colony Railway, to Bos- ton, thence by Maine Central Rail- way	1 2	14 05
Barstow (California)	4386	By New York Central and Hudson River Railway, or New York Lake Erie and Western, or New York, West Shore and Buffalo Railway, and <i>via</i> Atchison, Topeka and Santa Fé Railway, from Kansas City, and Atlantic and Pacific Railway, from Albuquerque ...	9 5	116 35
Bath (Maine)	383	By Fall River Steamers, connecting with Old Colony Railway, to Bos- ton, thence by Maine Central Rail- way	— 21	8 25
Bayfield (Wisconsin)	1463	By New York Central and Hudson River, or New York, West Shore and Buffalo, or New York Lake Erie and Western Railway, to Buffalo, thence by Lake Superior Transit Company's steamers ...	6 6	34 25
Belfast (Maine)	470	By Fall River Steamers, connecting with Old Colony Railway, to Bos- ton, thence by Maine Central Rail- way	1 —	12 55
Birmingham (Alabama)	1042	By Baltimore and Ohio Railway, to Washington, thence Virginia, Mid- land and Richmond, and Danville Railways	1 15	23 80
Boston (Massachusetts)	230	By Fall River Steamers, connecting with Old Colony Railway	— 14	4 —
Brunswick (Maine)	374	By Fall River Steamers, connecting with Old Colony Railway, to Bos- ton, thence by Maine Central Rail- way	— 20	9 80
Buffalo (New York)	426	By New York, West Shore and Buffalo Railway	— 18	9 25

New York to	Mls.	Mode of Conveyance.	Time.	Fare.
			D. H.	Di. cts.
Cape Vincent (New York)	347	By New York Central and Hudson River Railway, to Rome, thence by Rome, Watertown and Ogdensburg Railway	— 11	8 20
Charlotte (North Carolina)	608	By Baltimore and Ohio Railway, to Washington, thence by Virginia Midland, and Richmond and Danville Railway	— 23	19 25
Charlottesville (Virginia)	342	By Baltimore and Ohio Railway, to Washington, thence by Virginia Midland, and Richmond and Danville Railway	— 13	10 25
Chicago (Illinois)	940	By New York, Chicago and St. Louis Railway	1 15	23 25
Chihuahua (Mexico)	2799	By New York Central and Hudson River Railway, and by Atchison, Topeka and Santa Fé Railway from Kansas City, and Mexican Central Railway from El Paso ...	4 18	81 30
Cincinnati (Ohio)	854	By New York, Chicago and St. Louis Railway, to Cleveland, thence by Cleveland, Columbus, Cincinnati and Indianapolis Railway	1 10½	17 25
City of Mexico (Mexico)	3825	By New York, Lake Erie and Western, and Chicago and Atlantic Railway, <i>via</i> Chicago or St. Louis, Kansas City, to El Paso, Texas; thence by Mexican Central Railway	7 —	113 0
Cleveland (Ohio)	610	By New York, West Shore and Buffalo Railway, to Buffalo, thence by Lake Superior Transit Company's steamer... ..	— 20	5 —
Colorado Springs (Colorado)	2022	By New York Central and Hudson River, Chicago, Burlington and Quincy, and <i>via</i> Atchison, Topeka and Santa Fé Railways, <i>via</i> Kansas City	4 11	61 25
Cooperstown (New York)	235	By Delaware and Hudson River Railway, <i>via</i> Albany, to Cooperstown Junction, thence by Cooperstown and Susquehanna Valley Railway	— 8	6 15
Colton (California)	4619	By New York Central and Hudson River Railway, <i>or</i> New York Lake Erie and Western, <i>or</i> New York, West Shore and Buffalo Railway, and <i>via</i> Atchison, Topeka and Santa Fé Railway, from Kansas City and Atlantic and Pacific Railway from Albuquerque... ..	9 22	120 50
Danville (Virginia)	466	By Pennsylvania Railway, to Washington, thence by Virginia Midland and Richmond and Danville Railways	— 18	14 —

Time.	Fare.	New York to	Mls.	Mode of Conveyance.	Time.	Fare.
D. H.	Di. cts.				D. H.	Di. cts.
— 11	8 20	Denver (Colorado)	2097	By New York Central and Hudson River Rai'way, and <i>via</i> Atchison, Topeka and Santa Fé Railway, from Kansas City ...	4 12	64 25
— 23	10 25	Detroit (Michigan)	713	By New York Central and Hudson River Railway, or New York, West Shore and Buffalo Railway to Buffalo, thence Lake Superior Transit Company's Steamer ...	2 8	16 75
— 13	10 25	Dodge City (Kansas)	1710	By New York Central and Hudson River, or Lake Erie and Western, or West Shore and Buffalo Railway, and <i>via</i> Atchison, Topeka and Santa Fé Railway from Atchison, Kansas City or Leavenworth ...	3 16	40 45
1 15	23 25	Duluth (Minnesota)	1120	By New York, West Shore and Buffalo Railway, to Buffalo, thence Lake Superior Transit Company's Steamer ...	6 —	27 —
4 18	81 30	El Paso (Texas)	2574	By New York Central and Hudson River, Chicago, Burlington, and Quincy, and Atchison, Topeka and Santa Fé Railways, from Kansas City ...	4 4	71 70
1 10½	17 25	Eric (Pennsylvania)	506	By New York, West Shore and Buffalo and New York, Chicago and St. Louis Railways ...	— 22½	11 25
7 —	113 0	Fall River (Massachusetts)	181	By Steamer of Fall River Line, connecting with Old Colony Railway ...	— 12½	3 —
— 20	5 —	Fitchburg (Massachusetts)	266	By Steamer of Fall River Line, connecting with Old Colony Railway ...	— 15	3 80
4 11	61 25	Flagstaff (Arizona)	3716	By New York Central and Hudson River, Chicago, Burlington and Quincy, and Atchison, Topeka and Santa Fé Railway, from Kansas City, and Atlantic and Pacific Railway, from Albuquerque ...	6 20	92 35
— 8	6 15	Gainesville (Florida)	—	By Western and Atlantic and Florida Railway ...	1 16	40 05
— 22	120 50	Goldsboro (North Carolina)	646	By Pennsylvania Railway, to Washington, thence Richmond and Danville Railway ...	1 3	14 80
— 18	14 —	Greensboro (North Carolina)	515	By Pennsylvania Railway, to Washington, thence Richmond and Danville Railway ...	— 20	16 10
		Guanajuato (Mexico)	2714	By New York, Chicago, St. Louis Railway, to Chicago, thence by Chicago, Burlington and Quincy, <i>via</i> Kansas City, by Atchison, Topeka and Santa Fé Railway, to El Paso and Mexican Central Railway ...	4 10½	78 60

New York to	Mls.	Mode of Conveyance.	Time.	Fare.
			D. H.	Dl. cts.
Guaymas (Mexico)	3124	By New York Central & Hudson River, or New York, Lake Erie and Western, or New York, West Shore and Buffalo Railway, and Chicago, Burlington and Quincy, <i>via</i> Atchison, Topeka and Santa Fé Railway, from Kansas City and from Benson by Sonora Railway ...	5 12	107 7
Halifax (N. S.)	963	By Fall River Line Steamers to Boston, thence by Maine and Intercolonial Railway ...	1 20	20 55
Hancock (Michigan)	1300	By New York, West Shore and Buffalo Railway, to Buffalo, thence by Lake Superior Transit Company's Steamers to destination ...	5 6	19 —
Hermosillo (Mexico)	2913	By New York Central and Hudson River, or New York, Lake Erie and Western, or New York, West Shore and Buffalo Railway, and Chicago, Burlington and Quincy, <i>via</i> Atchison, Topeka and Santa Fé Railway from Kansas City and from Benson by Sonora Railway...	5 2½	103 30
Houghton (Michigan)	1303	By New York, West Shore and Buffalo Railway, to Buffalo, thence by Lake Superior Transit Company's Steamers to destination ...	5 6	19 —
Jacksonville (Florida)	1108	By Pennsylvania, Western and Atlantic and Florida Railway... ..	1 12	25 —
Kansas City	1342	By New York Central and Hudson River, and Chicago, Burlington and Quincy Railways	3 2	39 —
Kingston (Ontario)	358	By New York Central and Hudson River Railway, to Rome, thence by Rome, Watertown and Ogdensburg to Cape Vincent, and by Steamer	— 13½	9 20
Lagos (Mexico)	3529	By New York, Lake Erie and Western Railway, <i>via</i> Chicago, or St. Louis, or Kansas City by Atchison, Topeka and Santa Fé Railway, to El Paso, thence by Mexican Central Railway	6 12	100 60
Leavenworth (Kansas)	1368	By New York Central and Hudson River, and Chicago, Burlington and Quincy Railways	2 23	39 —
Leon (Mexico)	3565	By New York, Lake Erie and Western Railway, <i>via</i> Chicago, or St. Louis, or Kansas City by Atchison, Topeka and Santa Fé Railway, to El Paso, thence by Mexican Central Railway	6 12	102 15

Time.	Fare.	New York to	Mls.	Mode of Conveyance.	Time.	Fare.
D. H.	Dl. cts.				D. M.	Dl. cts.
		Lerdo (Mexico)	3115	By New York, Lake Erie and Western Railway, <i>via</i> Chicago, or St. Louis, or Kansas City by Atchison, Topeka and Santa Fé Railway, to El Paso, thence by Mexican Central Railway		
5 12	107 7	Lewiston (Maine)	390	By Fall River Line's Steamer to Boston, thence by Maine Central Railway	5 12	83 5
		Los Angeles (California)	4625	By New York Central and Hudson River Railway, or New York, Lake Erie and Western, or New York West Shore and Buffalo Railways, and <i>via</i> Atchison, Topeka and Santa Fé Railways from Kansas City, and Atlantic and Pacific Railway, from Albuquerque	— 20	8 25
1 20	20 55					
5 6	19 —				0 —	120 50
		Madera (California)	3520	By Pennsylvania, or New York Central and Hudson River, or New York, Lake Erie and Western, or New York, West Shore and Buffalo Railway, and <i>via</i> Atchison, Topeka, and Santa Fé Railway from Kansas City and Albuquerque and <i>via</i> Southern Pacific Railway from Mojave	6 —	126 50
5 2½	103 30					
5 6	19 —	Malone (New York)	434	By New York Central and Hudson River and Rome, Watertown and Ogdensburg Railway, <i>via</i> Norwood	— 18	9 35
1 12	25 —	Marquette (Michigan)	1223	By New York, West Shore and Buffalo Railway, to Buffalo, thence Lake Superior Transit Co.'s Steamer ...	4 6	26 25
		Mobile (Alabama)	1230	By Baltimore and Ohio Railway, to Washington, thence Virginia Midland and Richmond and Danville Railway	1 17	26 —
3 2	39 —					
		Montgomery (Alabama)	1012	By Pennsylvania Railway, to Washington, thence Virginia, Midland and Louisville and Nashville Railway	1 11	25 25
— 13½	9 20					
		Montreal (Quebec)	505	By New York Central and Hudson River Railway to Rome, thence by Rome, Watertown and Ogdensburg Railway, to Ogdensburg and Grand Trunk Railway of Canada	— 23	13 30
3 12	100 60					
		New Bedford (Massachusetts)	207	By Fall River Line Steamer to Newport thence by Old Colony Railway ...	— 12½	3 55
2 23	39 —	New Orleans (Louisiana)	1371	By Baltimore and Ohio Railway, to Washington, thence Virginia Midland Railway	1 21	32 —
		Newport (R. I.)	163	By Fall River Line Steamer	— 11½	3 —
3 12	102 15					

New York to	Mls.	Mode of Conveyance.	Time.	Fare.
			D. M.	Di. cts.
Newton (Kansas)	1543	By New York Central and Hudson River, <i>or</i> New York, Lake Erie, and Western <i>or</i> New York, West Shore and Buffalo, and <i>via</i> Atchison, Topeka and Santa Fé Railway, from Kansas City ...	2 6	44 55
Niagara Falls (New York)	442	By West Shore Railway ...	— 20	9 25
Norwood (New York)	398	By New York, Central and Hudson River Railway, to Rome, thence Rome, Watertown, and Ogdensburg Railway ...	— 15	9 35
Ogdensburg (New York)	393	By New York Central and Hudson River Railway, to Rome, thence by Rome, Watertown and Ogdensburg Railway ...	— 14½	9 —
Omaha (Nebraska)	1583	By New York, Chicago, and St. Louis and Chicago, Milwaukee and St. Paul Railway ...	2 1	33 50
Oswego (New York.)	321	By New York Central and Hudson River Railway, to Rome, thence by Rome, Watertown and Ogdensburg Railway ...	— 10½	7 5
Ottawa (Ontario)	447	By New York Central and Hudson River Railway to Rome, thence by Rome, Watertown and Ogdensburg Railway, and Canadian Pacific Railway ...	— 19	11 20
Paso del Norte (Mexico)	2575	By New York Central and Hudson River, Chicago, Burlington, and Quincy, and Atchison, Topeka and Santa Fé Railways, from Kansas City ...	(with stops) 5 —	71 70
Philadelphia (Pennsylvania)	90	By Pennsylvania Railway ...	— 2	2 —
Plattsburgh (New York)	310	By Delaware and Hudson River Railway, from Albany ...	— 12½	6 85
Port Huron (Michigan)	783	By New York, West Shore and Buffalo Railway to Buffalo, thence Lake Superior Transit Company's Steamer ...	2 18	17 75
Pueblo (Colorado)	1977	By New York Central and Hudson River Railway, and <i>via</i> Atchison, Topeka and Santa Fé Railway, from Kansas City ...	2 19½	59 25
Queretaro (Mexico)	2659	By New York Central and Hudson River, Chicago, Burlington, and Quincy, and Atchison, Topeka and Santa Fé Railways, from Kansas City, thence by Mexican Central Railway ...	4 12	75 90

Time.	Fare.	New York to	Mls.	Mode of Conveyance.	Time.	Fare.
D. M.	Dl. cts.				D. M.	Dl. cts.
		Raleigh (North Carolina)	596	By Baltimore and Ohio Railway, to Washington, thence Richmond and Danville Railway	1 —	15 20
2 6 — 20	44 55 9 25	Riverside (California)	3130	By New York Central and Hudson River Railway, and <i>via</i> Atchison, Topeka and Santa Fé Railway, to Albuquerque and California Rail- way from Barstow	6 — — 15	120 50 7 68
— 15	9 35	Rochester (New York)	367	By West Shore Railway	— 8	6 15
		Rutland (Vermont)	240	By Delaware and Hudson Canal Railway		
— 14½	9 —	Salt Lake City (Utah)	2840	By New York Central and Hudson River, and Chicago, Burlington and Quincy Railways, thence by Atchison, Topeka and Santa Fé Railway, and from Pueblo by Denver and Rio Grande Railway...	5 —	90 60
2 1	33 50	San Bernardino (California)	3126	By New York Central and Hudson River Railway, and <i>via</i> Atchison, Topeka and Santa Fé Railway, from Kansas City, to Albuquerque, and California Railway from Barstow	6 —	120 50
— 10½	7 5	San Diego (California)	3130	By New York Central and Hudson River Railway, and <i>via</i> Atchison, Topeka and Santa Fé Railway, from Kansas City, to Albuquerque, and California Railway from Barstow	6 —	120 50
— 19	11 20	San Francisco (California)	3566	By New York Central and Hudson River Railway, and <i>via</i> Atchison, Topeka and Santa Fé Railway, from Kansas City, to Albuquerque, and California Railway from Barstow, and <i>via</i> Southern Pacific Railway from Mojave	6 12	126 50
(with stops) 5 — — 2	71 70 2 —	Santa Fé (New Mexico)	2360	By New York Central and Hudson River, and Chicago, Burlington and Quincy Railways, thence by Atchison, Topeka and Santa Fé Railway	3 18 — 7	71 20 4 20
— 12½	6 85	Saratoga (New York)	178	By West Shore Railway		
2 18	17 75	Sault Ste-Marie (Michigan)	1063	By New York, West Shore and Buffalo, <i>or</i> New York Central and Hudson River, <i>or</i> New York, Lake Erie and Western, <i>or</i> Delaware, Lacka- wanna and Western Railway, to Buffalo, thence by Lake Superior Transit Company's Steamer ...	3 18	24 75
2 19½	59 25					
4 12	75 90					

New York to	Mls.	Mode of Conveyance.	Time.	Fare.
			D. M.	Di. cts.
Savannah (Georgia)	1221	By Baltimore and Ohio Railway to Washington, thence Virginia, Midland and North-Eastern Railway, to Charleston, and by Savannah and Charleston Railway (by steamer in 2 days 7 hours, price \$20)	1 7	31 15
Sharon Springs (New York)	201	By Delaware and Hudson River Railway, <i>vid</i> Albany	— 6	4 85
St. John (New Brunswick)	686	By Fall River Line's Steamer, to Boston, thence Maine Central Railway	1 8	14 50
St. Louis (Missouri)	879	By New York, Lake Erie and Western Railway to Cleveland, thence Indianapolis and St. Louis Railway	1 10	30 50
St. Paul (Minnesota)	1349	By New York, Chicago and St. Louis to Chicago, thence Chicago, Milwaukee and St. Paul Railway	2 3	33 —
Syracuse (New York)	278	By West Shore Railway	— 12½	6 06
Taunton (Massachusetts)	194	By Fall River Line's Steamer to Newport, thence by Old Colony Railway	— 12	3 35
The Adirondack Mountains	300	By Delaware and Hudson Railway, <i>vid</i> Albany, to Westport, Port Kent or Ausable Station; stage lines from all above points to every station in the mountains	9to12hs.	7½to11½
Thomasville (Georgia)	1405	By Baltimore and Ohio Railway, to Washington, thence Virginia, Midland, North-Eastern, and <i>vid</i> Savannah, Florida and Western Railway	1 14	37 15
Topeka (Kansas)	1408	By New York Central and Hudson River Railway, and <i>vid</i> Atchison, Topeka and Santa Fé Railway from Kansas City	3 2	40 50
Utica (New York)	232	By West Shore Railway	— 8	5 —
Washington (District of Columbia)	224	By Baltimore and Ohio Railway	— 7	6 00
Watertown (New York)	324	By New York, Central and Hudson River Railway, to Rome, and Rome, Watertown, and Ogdensburg Railway	— 10	7 50

Time.	Fare.
D. M.	Dl. cts.
1 7	31 15
- 6	4 85
1 8	14 50
10	30 50
2 3	33 —
- 12½	6 06
- 12	3 35
012hs. 7½ to 11½	
1 14	37 15
3 2	40 50
- 8	5 —
- 7	6 00
- 10	7 50

New York to	Mls.	Mode of Conveyance.	Time.	Fare.
			D. M.	Dl. cts.
Waterville (Maine)	425	By Fall River Line's Steamer, to Boston, thence Maine Central Railway	— 22	9 75
Zacatecas (Mexico)	3385	By New York, Lake Erie, and Western Railway, <i>via</i> Chicago, or St. Louis, Kansas City, to El Paso (Texas); thence by Mexican Central Railway	6 —	94 50

TABLE

OF ROUTES, TIMES, AND FARES BY RAIL, STEAM- BOAT, DILIGENCE, &c., CALCULATED FROM SAN FRANCISCO.

The fares are calculated at the moment in going to press, and are liable to change. They are calculated for *unlimited tickets*, viz., such allowing to break the journey *en route* at any place, and for any length of time, and good until used. For price of *limited* (good for one continuous journey only, without stopping) and *excursion tickets*, we refer to monthly time tables.

San Francisco to	Mls.	Mode of Conveyance.	Time.	Fare.
			D. H.	Dl. cts,
Albuquerque (New Mexico)	1197	By Southern Pacific Railway, to Mojave, thence Atlantic and Pacific Railway, to Albuquerque, and <i>vid</i> Atchison, Topeka, and Santa Fé Railway	1 19	64 90
Astoria (Oregon)	600	By Steamer... ..	2 —	20 —
Atchison (Kansas)	2099	By Southern Pacific Railway, to Mojave, thence Atlantic and Pacific Railway, to Albuquerque, and <i>vid</i> Atchison, Topeka, and Santa Fé Railway	3 6	90 —
Austin (Texas)	2300	By Southern Pacific Railway to El Paso, thence by Galveston, Harrisburg and San Antonio Railway, and Houston and Texas Central Railway	4 16	— —
Chicago (Illinois)	2604	By Southern Pacific Railway, to Mojave, thence <i>vid</i> Albuquerque and Kansas City	4 —	102 50
Denver (Colorado)	1718	By Southern Pacific Railway, to Mojave, Atlantic and Pacific Railway, to Albuquerque, thence by Atchison, Topeka, and Santa Fé Railway	3 2	78 —
El Paso (Texas)	1286	By Southern Pacific Railway	1 19	— —

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monthly time

Time.	Fare.
D. H.	Dl. cts.
1 19	64 90
2 —	20 —
3 6	90 —
4 16	— —
4 —	102. 50
3 2	78 —
1 19	— —

San Francisco to	Mls.	Mode of Conveyance.	Time.	Fare.
Kansas City (Kansas)	2115	By Southern Pacific Railway, to Mojave, thence Atlantic and Pacific Railway, to Albuquerque, and <i>via</i> Atchison, Topeka, and Santa Fé Railway	D. H.	Dl. cts.
Lafayette (Louisiana)	2351	By Southern Pacific and Galveston, Harrisburg and San Antonio Railway	3 11	90 —
Las Vegas Hot Springs (New Mexico)	1335	By Southern Pacific Railway, to Mojave, thence Atlantic and Pacific Railway, to Albuquerque, and <i>via</i> Atchison, Topeka, and Santa Fé Railway	4 —	— —
Leavenworth (Kansas)	2105	By Southern Pacific Railway, to Mojave, thence Atlantic and Pacific Railway, to Albuquerque, and <i>via</i> Atchison, Topeka, and Santa Fé Railway	— —	72 55
New Orleans (Louisiana)	2495	By Southern Pacific and Galveston, Harrisburg and San Antonio Railway, thence by Morgan's Louisiana and Texas Railway	3 9	90 —
Ogden (Utah)	895	By Central Pacific Railway	4 20	— —
Omaha (Iowa)	1842	By Central Pacific to Ogden, thence by Omaha and Denver Short Line of Union Pacific Railway	1 17	— —
Portland (Oregon)	661	By Central Pacific to Ogden, thence by Omaha and Denver Short Line of Union Pacific Railway	2 20½	— —
Pueblo (Colorado)	1638	By Steamer sailing from Spear-street Wharf, every fifth day in winter—every fourth day in summer	2 6	— 20 —
Sacramento (California)	37	By Central Pacific, Union Pacific, and Denver and Rio Grande Railway...	2 13	78 —
San Antonio (Texas)	1918	By Southern Pacific Railway	— 2½	— —
San Diego (California)	663	By Pacific Express of Southern Pacific Railway	4 3	— —
Santa Fé (New Mexico)	1282	By Southern Pacific Railway, to Colton, thence by California Southern Railway	1 16	32 —
		By Southern Pacific Railway, to Mojave, thence Atlantic and Pacific Railway, to Albuquerque, and <i>via</i> Atchison, Topeka, and Santa Fé Railway	2 —	39 7

San Francisco to	Mls.	Mode of Conveyance.	Time.	Fare.
St. Louis (Missouri)	2392	By Southern Pacific Railway, to Mojave, thence <i>via</i> Albuquerque and Kansas City	D. H.	Dl. cts.
			4 —	95 —
Topeka (Kansas)	2040	By Southern Pacific Railway, to Mojave, Atlantic and Pacific Railway, to Albuquerque, and <i>via</i> Atchison, Topeka, and Santa Fé Railway	3 5	90 —

* Including meals and berths.

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3 5	90 —

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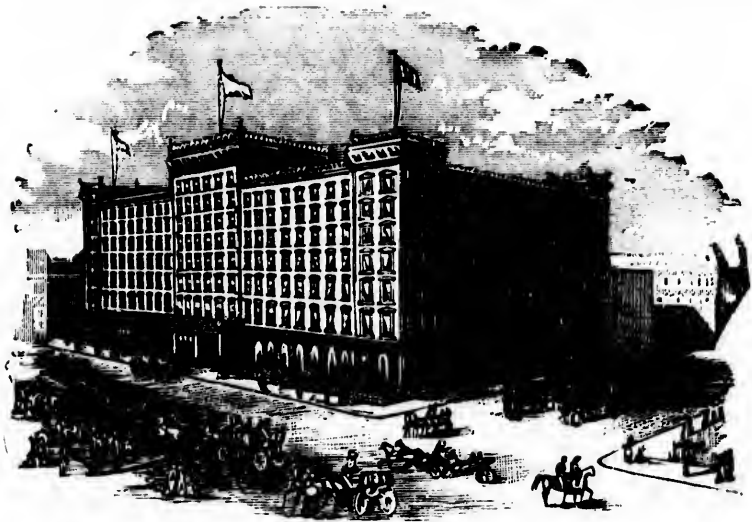
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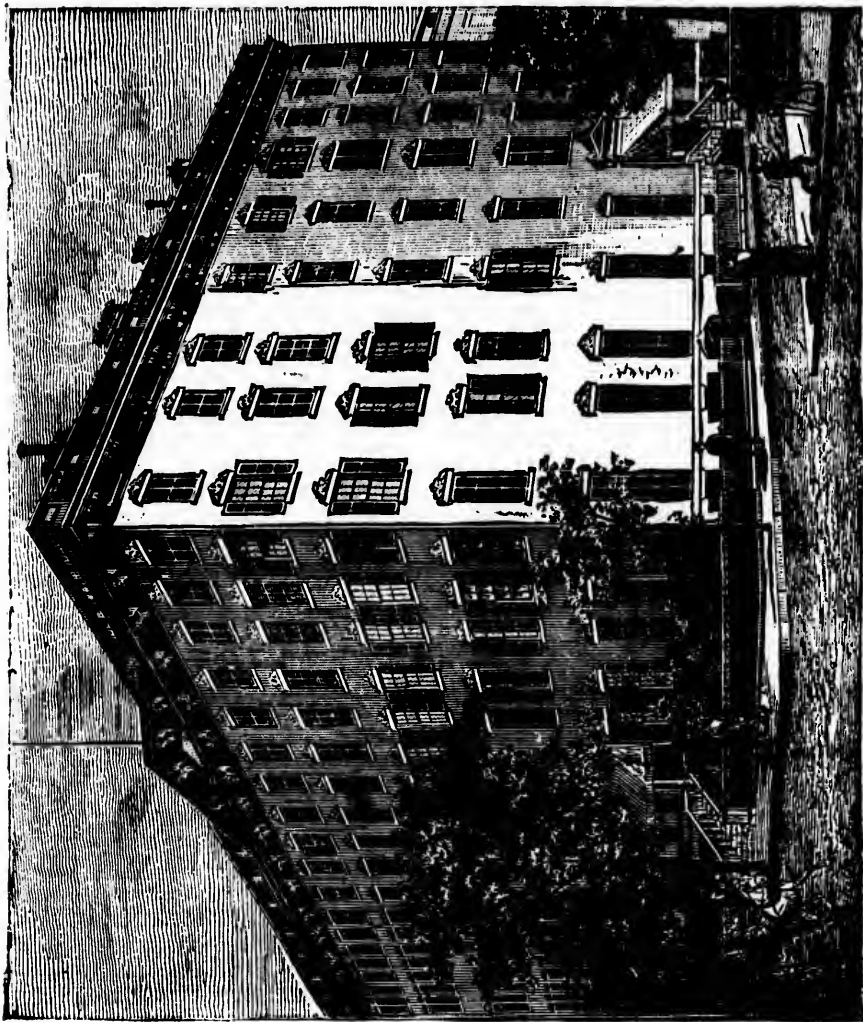
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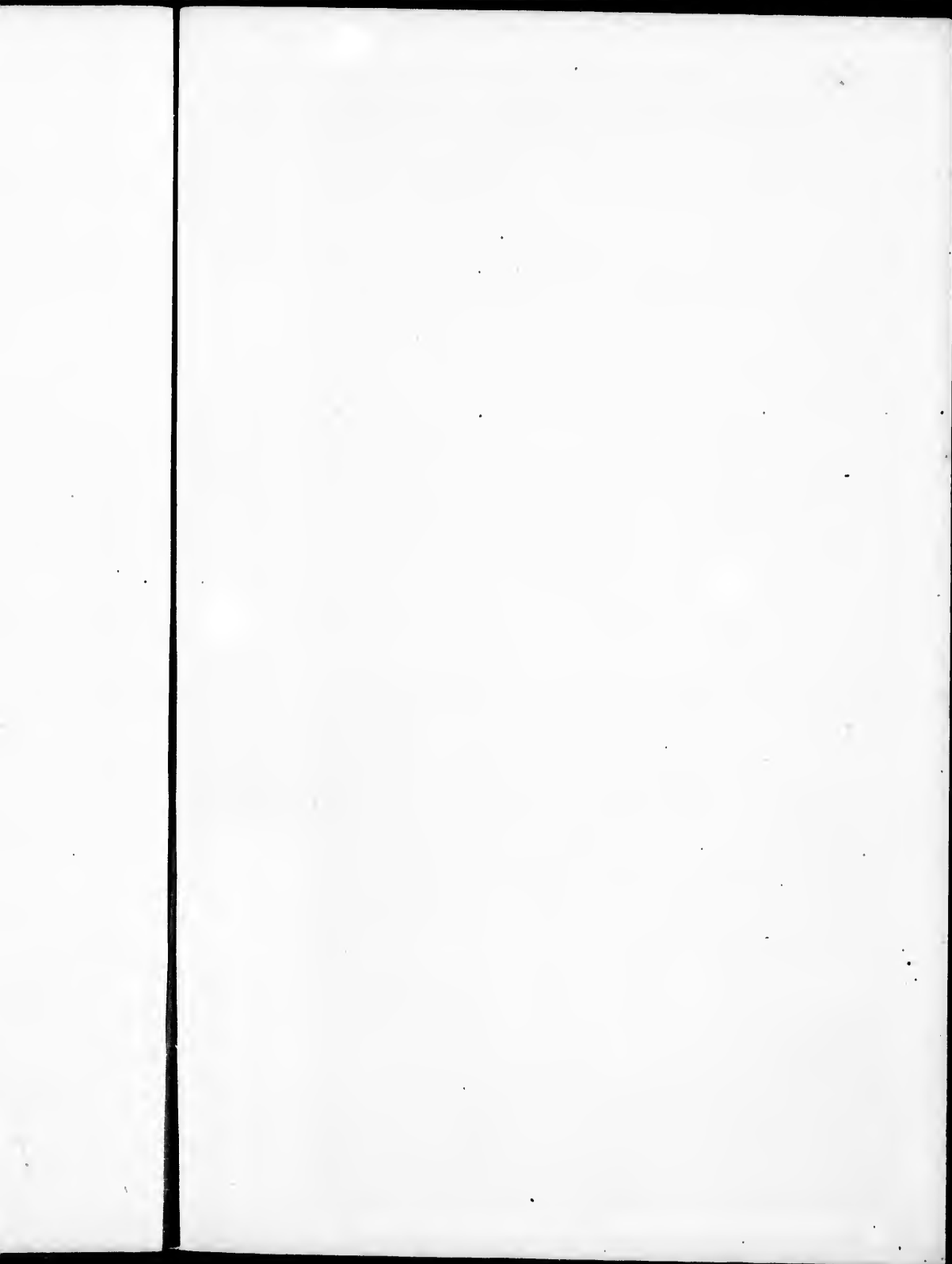
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