

F 9

.T131

Copy 1



Class _____

Book _____

COPYRIGHT DEPOSIT

TAINTOR'S Guide Books

Connecticut River Route

FROM

New York to White Mountains,
GREEN MOUNTAINS.



TAINTOR BROTHERS & CO,
18 & 20 Astor Place, New York.

THE
MASSACHUSETTS MUTUAL
LIFE INSURANCE COMPANY
 OF
SPRINGFIELD, MASS.

INCORPORATED 1851.

| | | | | | | |
|---------------------------------------------------------------------|---|---|---|---|---|----------------|
| Total Assets, January 1st, 1887, | . | . | . | . | . | \$8,554,065.32 |
| Total Liabilities, " " " | . | . | . | . | . | 7,897,300.96 |
| <hr style="width: 20%; margin: auto;"/> | | | | | | |
| Surplus by Massachusetts Standard, | . | . | . | . | . | \$656,764.36 |
| Surplus by New York Standard (about) | . | . | . | . | . | 1,192,000.00 |
| Number of Policies issued in 1886, 2,628 , insuring | . | . | . | . | . | 8,064,390.00 |
| Number of Policies in force Dec. 31, 1886, 16,537 , insuring | . | . | . | . | . | 41,246,538 00 |

THE MASSACHUSETTS MUTUAL LIFE INSURANCE COMPANY, of Springfield, is one of the oldest in the United States.

It was incorporated in the year 1851 by the State of Massachusetts, which was the first in the Union to inaugurate an "Insurance Department," thus instituting State supervision over its companies.

It was also the first State to legislate concerning the forfeiture of policies of life insurance; its famous non-forfeiture law was passed in 1861 and amended in 1880. By the recent act of 1887, life insurance legislation has reached a degree of perfection heretofore unknown.

THIS Law requires that all policies issued by THE MASSACHUSETTS MUTUAL LIFE INSURANCE COMPANY shall be non-forfeitable after the payment of two annual premiums, without any further stipulation or act. This makes the amount of paid-up insurance to which the policyholder may be entitled, under any circumstances, **absolutely guaranteed**. He may forget his policy, but his policy will never forget him. Also, that after the payment of two annual premiums, the insured may, on any subsequent anniversary of the date of issue of said policy, surrender the same, and claim and recover from the Company its "**Surrender Value in Cash.**" Said Cash Value is fixed by the law itself and **cannot be changed**.

M. V. B. EDGERLY, President. JOHN A. HALL, Secretary.
 HENRY S. LEE, Vice-President. OSCAR B. IRELAND, Actuary.

White Mountains route
city of Washington

THE
CONNECTICUT RIVER ROUTE:

A GUIDE BOOK

OF THE MOST DIRECT ROUTE FROM

NEW YORK TO THE WHITE MOUNTAINS;

WITH FULL DESCRIPTIONS OF

NEW HAVEN, HARTFORD, SPRINGFIELD,

AND THE

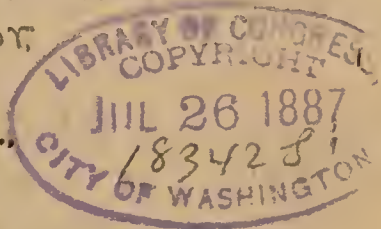
WHITE MOUNTAINS,

and a brief description of towns and villages on the entire route, via
New York, New Haven, Hartford and Springfield, Connecticut
River, Central Vermont, Connecticut and Passumpsic
Rivers, and Boston, Concord, Montreal and
White Mountains Railroads.

WITH MAPS AND ILLUSTRATIONS.

Charles Newhall Taintor

Copyright, 1887, by
TAINTOR BROTHERS & Co.,

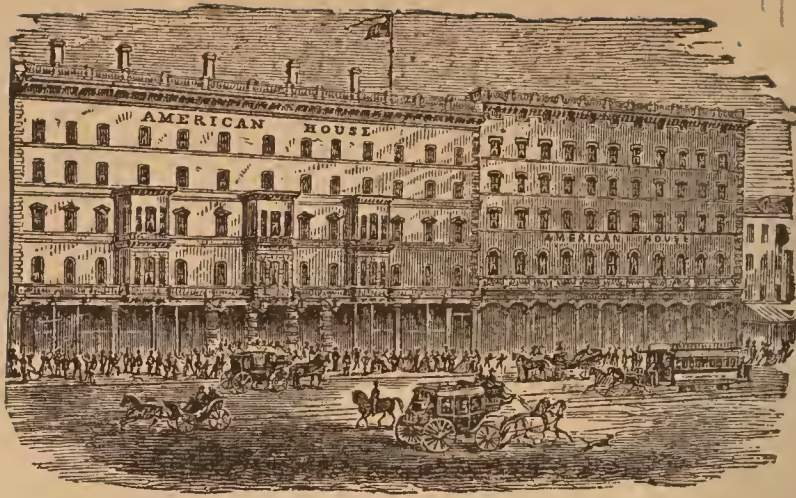


NEW YORK:

TAINTOR BROTHERS & CO.,

18 & 20 ASTOR PLACE.

K



THE AMERICAN, BOSTON.

CENTRAL LOCATION.

PERFECT VENTILATION.

UNEXCEPTIONABLE TABLE.

PARTICULARLY DESIRABLE

FOR FAMILIES AND SUMMER TOURISTS.

SIX STAIRWAYS FROM TOP TO BOTTOM.

With every security against fire.

| | | | | |
|----------------------|---|---------------------------------------|---|------------------------------------------|
| Rooms with Meals, | { | \$3.00 PER DAY and upwards. | } | According to Size and Location. |
| Rooms only. | { | \$1.00 PER DAY and upwards. | } | |

THE NEAREST FIRST CLASS HOTEL
TO NORTHERN AND EASTERN DEPOTS,

“It is one of the most attractive and best managed of New England
Hotels.”—*N. Y. Mail.*

HENRY B. RICE & CO.

*Hanover,
near Washington St.*

INDEX.

| | PAGE | | PAGE |
|-------------------------------------------------------------|------|-----------------------------------------------------------|------|
| Bald Mountain | 106 | Fairlee | 90 |
| Basin and Pool | 107 | Five Mile River | 21 |
| Bath | 95 | Flume | 107 |
| Bellows Falls | 81 | Franconia Mountains .. | 102 |
| Berlin Junction | 39 | Glen House | 116 |
| Bernardstown | 76 | Gorham | 116 |
| Boston, C., M. & White Mountains R. R. | 94 | Grand Central Depot ... | 11 |
| Bradford .. | 90 | Greenfield | 75 |
| Brattleboro' | 78 | Green's Farms | 23 |
| Bridgeport | 24 | Greenwich | 19 |
| Brightwood | 61 | Hanover | 88 |
| Cannon Mountain | 106 | Harlem | 14 |
| Center Harbor | 117 | Harrison | 18 |
| Charlestown | 84 | Hartford | 41 |
| Chicopee | 62 | Hartland | 86 |
| Claremont | 85 | Haverhill | 91 |
| Conn. & Pass. R. R. R. .. | 88 | Hayden's Station | 50 |
| Conn. River R. R. | 61 | Holyoke | 62 |
| Cos Cob | 19 | H. & S. Div. N. Y. & N. H. R. R. | 35 |
| Crawford House | 110 | Lake Winnipiseogee ... | 53 |
| Dalton | 100 | Lancaster | 100 |
| Darien | 21 | Larchmont Manor | 17 |
| Deerfield | 72 | Lisbon | 95 |
| Dummerston | 79 | Littleton | 96 |
| Echo Lake | 105 | Long Meadow | 53 |
| Ely | 90 | Lyme | 89 |
| Enfield | 52 | Mamaroneck | 17 |
| Fabyan House | 110 | Meriden | 37 |
| Fairfield | 23 | Middletown | 30 |

The Full Principal Sum will be paid in case of loss of both feet, both hands, a hand and a foot, or the entire sight of both eyes, by accident.

ACCIDENTS are always happening to those who "DON'T TRAVEL MUCH" as well as to those who do. The quietest

PROFESSIONAL + AND + BUSINESS + MEN are as liable as any others to the thousand hazards of life, at home or abroad.

"MORAL: INSURE IN THE TRAVELERS."



Original
**ACCIDENT
COMPANY**

OF AMERICA,

LARGEST IN THE WORLD;

Also, Best of Life Companies.

ISSUES

ACCIDENT POLICIES, covering injuries received in Travel, Work, or Sport.
BEST LIFE POLICY in the Market. Indefeasible, Non-Forfeitable, World-Wide.

PAID POLICY-HOLDERS \$13,500,000.

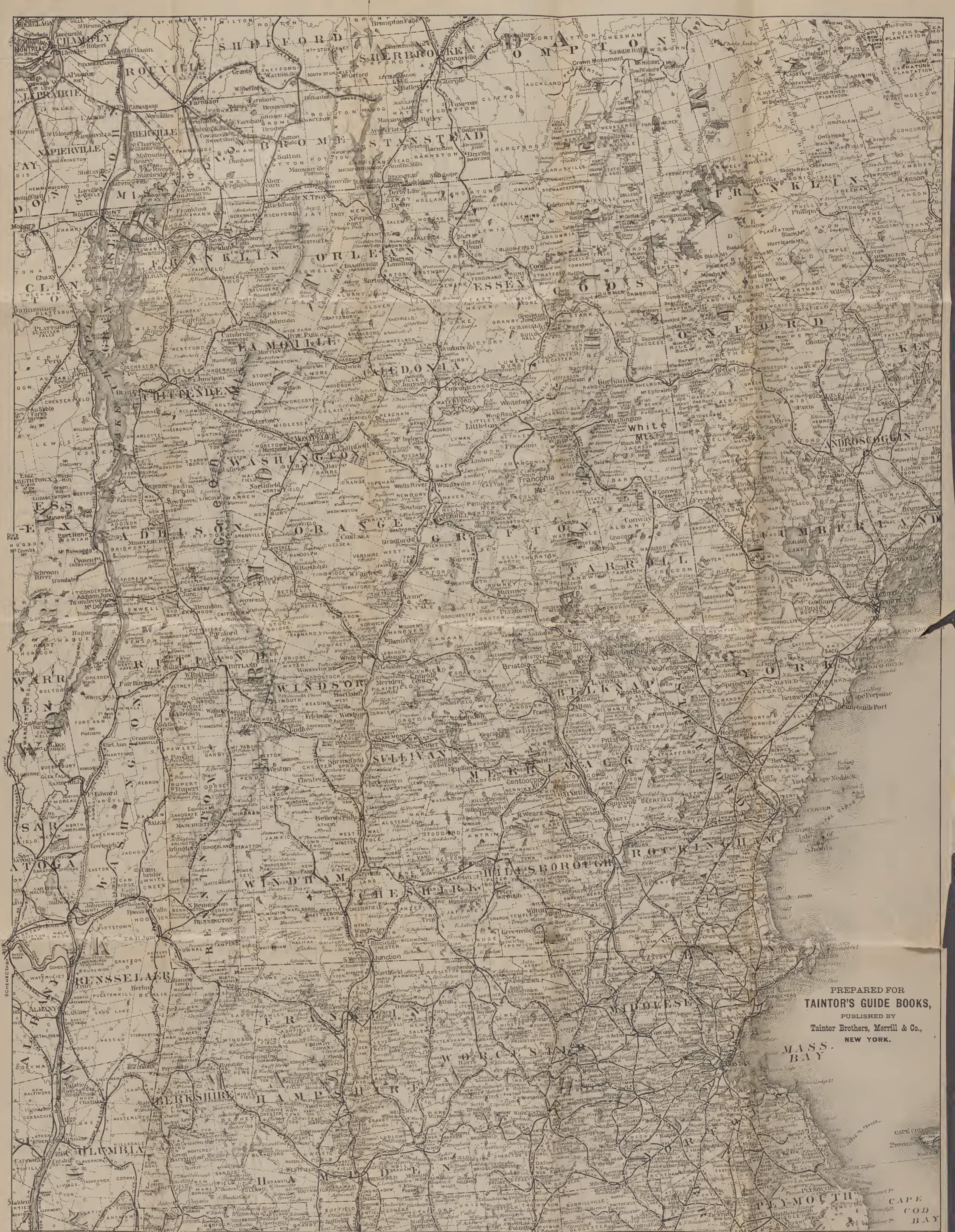
All Claims paid without Discount, and immediately on receipt of Satisfactory Proofs.

Assets, \$9,111,000. Surplus, \$2,129,000.

J. G. BATTERSON, Pres.

RODNEY DENNIS, Sec.

One-third the Principal Sum will be paid for loss of a single hand or foot.



PREPARED FOR
TAINTOR'S GUIDE BOOKS,
PUBLISHED BY
Taintor Brothers, Merrill & Co.,
NEW YORK.

MASS.
BAY

THE WHITE MOUNTAINS

IN a general way, the name White Mountains includes all that tract of lake and mountain country occupied by Coos, Grafton, Carrol, and Belknap Counties in the northern part of New Hampshire. It is naturally divided into three districts; the lake country about Lake Winnipiseogee, Carrol and Belknap Counties, the Franconia Mountains at the west, in Grafton County, and the smaller and more lofty group of peaks at the north end centered about Mount Washington, in Coos County. This last district also extends in a south-westerly direction into Grafton County, and makes the true White Mountains, or White Hills, as they are more justly called.

Compared with the Alps, these mountains are indeed hills. Mount Washington scarce climbs a third way to the snow-elad height of Mount Blanc, and the Notch may be trifling beside the mighty rifts beneath the Jungfrau, and the cascades of Glen Ellis and the Flume may seem insignificant beside the dizzy leap of the Staubach; but these are over the sea. Our Switzerland is at our very doors. It has all the grandeur of true mountains, combined with a hill and lake country as beautiful as anything in Europe. To this it adds a virgin freshness, a wild picturesqueness that Switzerland can never show. There are no squalid villages populous with

CONNECTICUT RIVER ROUTE.

beggars, extortion is not cultivated as an art by an entire nation as there, and there are no ruins to hint decayed oppression. These Alps are the home of an industrious and sober-minded people, happily careless of ruins, and not inclined to view the tourist as a natural prey.

As the Rhine leads the way to the Alps, so we have our more lovely Connecticut, the natural pathway from the sea to the hills. Quite as striking and romantic in its more narrow passes, and as beautiful in others, it pours its waters almost at our port, and brings the mountains within a day's ride of New York.

Though hardly half a century has passed since our traveling public began to visit the White Hills, yet it is both easy to get there, and easy to move about on entering the charming region. The best of roads, excellent stages and careful drivers, and the home of the most costly and elegant hotels in the country, make it both pleasant and comparatively inexpensive to visit the lakes or mountains. The busy city man with only a day to spare, the sauntering tourist, the student, afoot with a view to economy, or the family seeking quiet and the fresh air of the woods and hills, may each and all visit this Switzerland, see everything of interest, and return to New York gainers in health and spirits, and confident of having made a good investment.

THE ROUTES.

THERE are several routes to the White Mountains from New York. The most direct, the swiftest, and the best is by rail up the Connecticut Valley, and past New Haven, Hartford, Springfield, and Wells River to Littleton, just northwest of the Franconia Mountains, and west of the White Mountains, and the natural entrance to the whole White

NEW YORK TO WHITE MOUNTAINS.

Hills region. In the summer a palace car leaves the Grand Central Depot in New York at 9.00 A.M. and runs through without change to Fabyan House, White Mts., arriving there at 8:00 P.M. of same day, in time for supper. Another route, departing slightly from this, is by the way of Long Island Sound in steamboats to New Haven, and thence by rail.

Another route may be traced by the New London boats (or the Shore Line R. R.) to New London, and thence by Railroad to Worcester, Mass.; thence, *via* Groton Junction, to Nashua, N. H., Lake Winnipiseogee to White Mts., or on to Wells River, and Littleton to Fabyan House.

Another route is to take any one of the five routes to Boston, and then by the Lowell Railroad to Lowell, Nashua, N. H., and so on by the Boston, Concord and Montreal Road. From Boston, boat or rail may be taken for Portland, Me. and by the Grand Trunk Railroad; the eastern side of the mountains may be reached at Gorham, or by the Portland and Ogdensburg Road to North Conway. This point may also be reached by rail from Portsmouth, N. H., which is connected with Boston by the Boston and Maine Railroad.

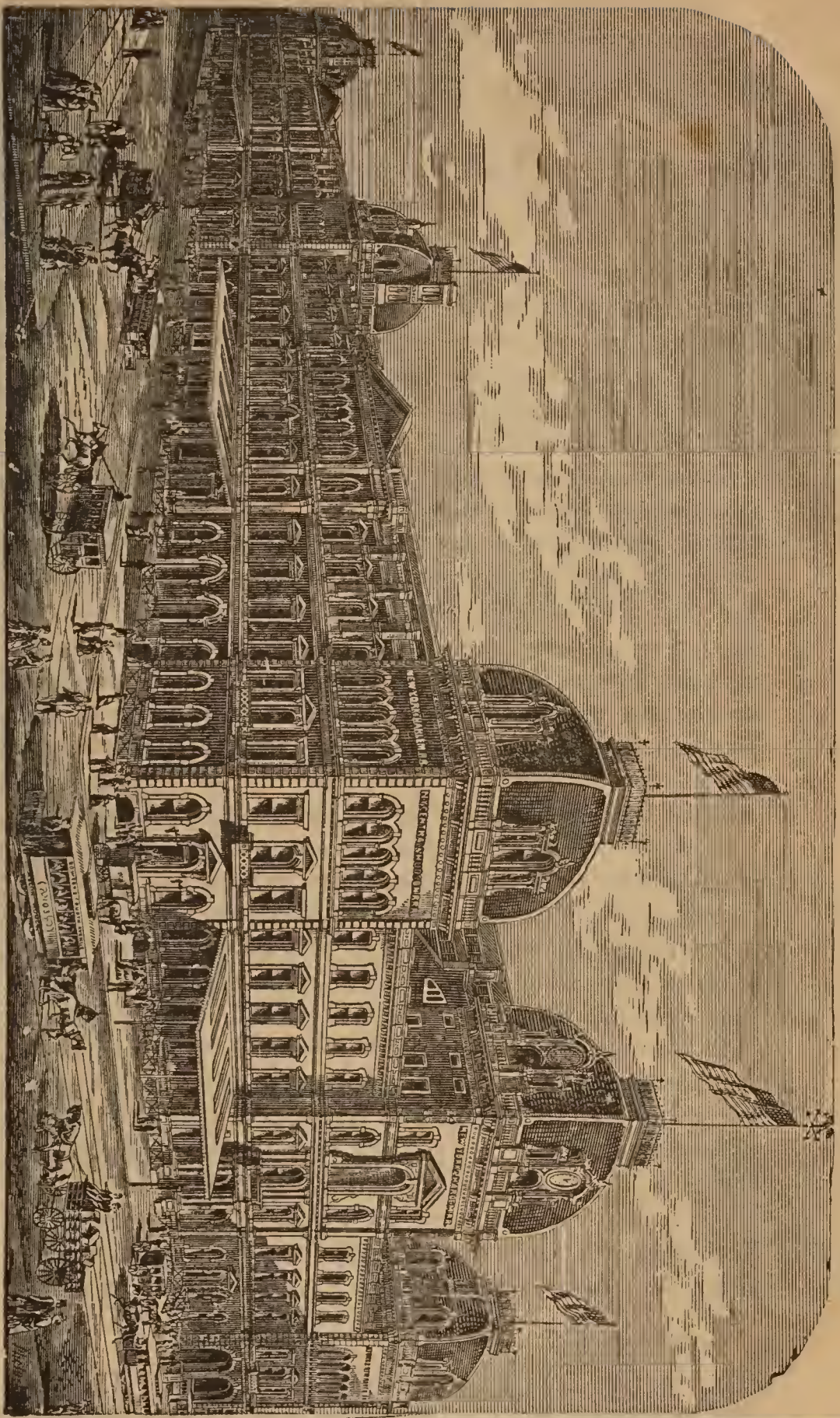
From Boston other rail routes may be taken *via* Lawrence, Mass., or the Boston and Maine, and thence, *via* Manchester, to Concord, N. H., and so on to Wells River. The Fitchburg and Cheshire Roads also connect at Bellows Falls with the Central Vermont Road that leads up the Connecticut Valley. Of these routes the first is the best, the most direct, the most speedy and comfortable, and the most charming in point of natural scenery.

Mere getting on is very well in its way, but the sensible traveler prefers the cheap and ready pleasure of something to look at from the car-window. Furthermore, this route is the best because it ends with a climax. First comes the changing shores of the Sound; then the level reaches of the lower Connecticut, then the graceful hills about Northamp

CONNECTICUT RIVER ROUTE.

ton, the picturesque passes at Bellows Falls, Windsor, and Wells River, and the Franconia hills growing higher and higher, and last of all the mountains, fit ending of the road. This is the true way to view a river. Start at the sea, and end with the splendid climax of the mountains. By this route the entire Connecticut Valley is traversed, and some of the most striking and charming scenery in this country may be seen. This valley, extending from the Dominion of Canada to Long Island Sound, dividing the States of Vermont and New Hampshire, and crossing Massachusetts and Connecticut, is the longest in New England, and one of the most beautiful and romantic in the Union. At Hartford, 50 miles from the sea, the river becomes navigable for vessels drawing 8 feet of water, and at Middletown for those needing 10 feet, and below these points an extensive coastwise commerce is carried on. The water-power furnished by the river is the best in New England, and a large and growing manufacturing interest has sprung up along its banks. Agriculture in all its branches flourishes upon its fertile intervals, and in marble, granite, and freestone vast stores of wealth are annually quarried, while to the student of nature its rocky hills make some of the most remarkable and interesting pages of the great stone picture book of geology. From sea to mountains this populous and beautiful valley is crowded with places well worth studying for their social, natural, and historical attractions, and as the journey advances each will be considered in detail. Whatever the particular objects of the traveler, he will be sure to find much to entertain him, and every step will open a new surprise and pleasure in art or nature till he reaches the White Hills, the crowning point of this delightful journey.

GRAND CENTRAL DEPOT. Fourth Avenue and 42d Street, New York.

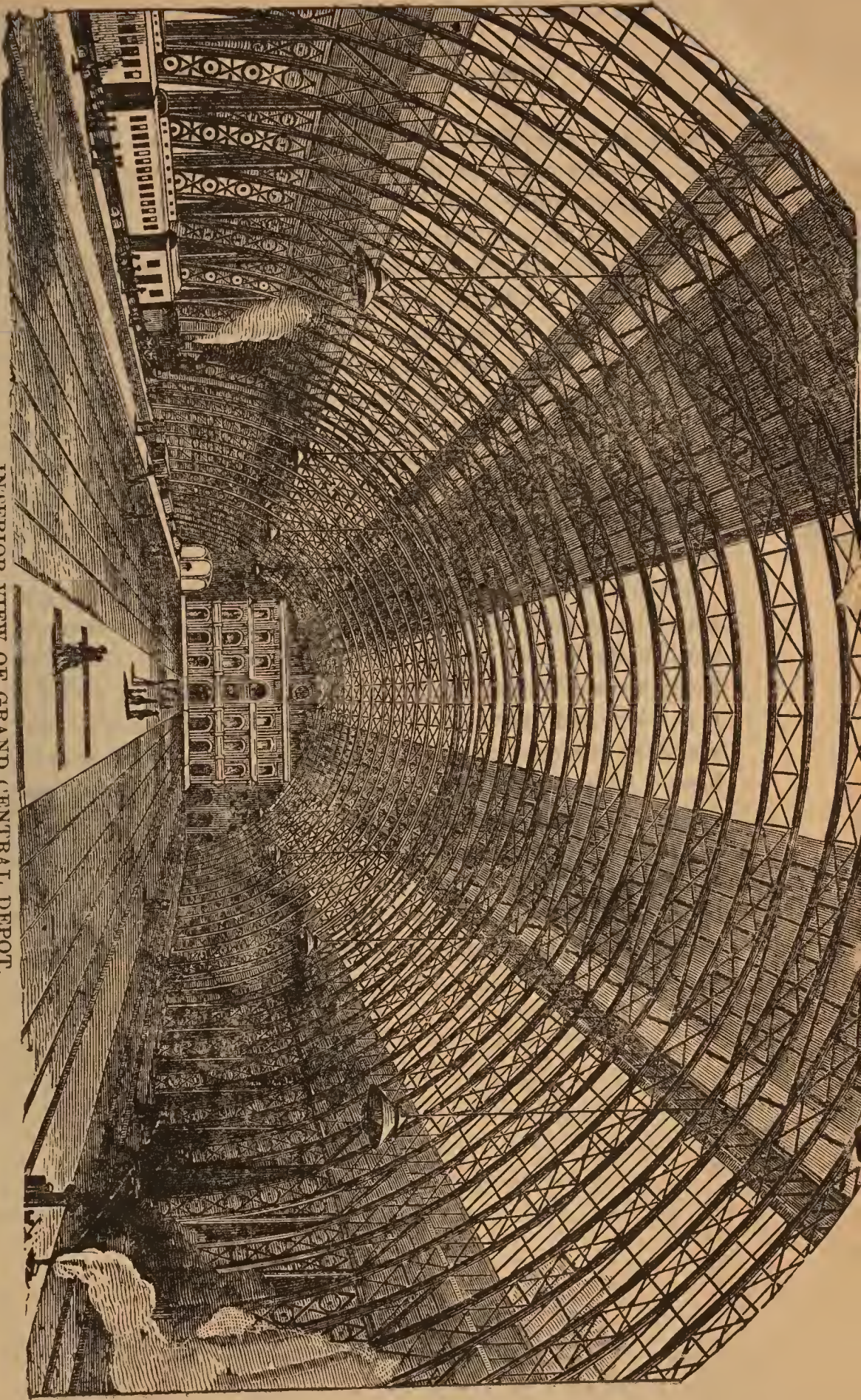


NEW YORK—THE GRAND CENTRAL DEPOT.

THE immediate point of departure from New York is the Grand Central Depot at Forty-second Street, on Fourth Avenue, and about three miles from the City Hall. It is most easily reached from the lower part of the city by the Third Avenue line of the Manhattan Elevated Railway, from South Ferry and other stations, and the Fourth Avenue horse cars, which start from City Hall Park, opposite the Astor House, and at the entrance of the new Post-Office. The Third Avenue horse cars also bring their passengers to within one block of the doors of the depot. On the west side of Broadway, the Elevated Railway and the Sixth Avenue horse cars, running from Vesey Street, next to Astor House, leave the passenger on Sixth Avenue at the corner of Forty-second Street, and from there the Forty-second Street line of horse cars will take passengers two blocks east to the depot. Omnibusses run up Fifth Avenue from Fourteenth Street, and leave the passenger at Forty-second Street. Here a walk to the east of only one block leads to the depot. The Second Avenue horse cars from Peck Slip, or the Second Avenue Elevated Railway may be taken to Forty-second Street, whence the Forty-second Street line of horse cars will take one two blocks west to the R. R. station.

The Grand Central Depot is occupied by three railroads: the New York Central and Hudson River, the New York and Harlem, and the New York and New Haven Railroads. They use the train-house in common, each having four tracks. Our trip is by the New York and New Haven Road, and to reach the proper cars, we enter by the southern doors on Forty-second Street. The baggage entrance is by the door at the right. The passengers' rooms are entered from the

INTERIOR VIEW OF GRAND CENTRAL DEPOT.



CONNECTICUT RIVER ROUTE.

Street, and the ticket-office is in the centre of the room. The booking office for drawing-room and sleeping-cars, and the package office is at the right, and the doors leading to the cars are on both sides of the general ticket office. The ladies' room is at the left, and the gentlemen's to the right. The clock by the ticket-office indicates the departure of the next train, and the clocks on the walls give the correct railroad time. When the trains are ready the doors to the platforms are unlocked, and the gate-man announces the train. Signs also indicate such directions as the traveler may need. There is a news-stand, telegraph office, and other conveniences, but no restaurant. Lunch-rooms and dining-saloons may be easily found in the neighborhood, and at the Grand Union Hotel immediately opposite.

From the waiting-rooms the traveler enters the vast and magnificent train-house—one of the largest and most beautiful halls in the world. With the brick head house on Forty-second Street, the building is 696 feet long and 250 feet wide, and over this is thrown the light iron arches that carry the immense roof of iron and glass ninety-five feet overhead. The great sweep of these arches, their fine finish and admirable color, and the fine proportions of the whole, make it worth the while to pause a moment on the stone platform to admire the building. Twelve tracks with suitable platforms give accommodation for over 140 cars, and enable a thousand people to arrive and depart at the same moment, and without the slightest confusion and inconvenience.

THE NEW YORK AND NEW HAVEN RAILROAD

MAKES the first link of the chain of roads extending from New York to the White Mountains. It is one of the finest and most successful lines in the country. By its connections at New Haven and Bridgeport it taps all the leading lines of New England, and becomes the great trunk route to New York, and by its connections at Springfield it leads to Boston and the east. It is provided with a double track throughout, and it joins the Harlem Railroad at William's Bridge, about 16 miles north of the Grand Central Depot. From this point the line pays the Harlem Road a toll on every passenger, and runs its cars over that road without change into the city, to the Grand Central Depot at 42d Street. The New Rochelle Branch leads from New Rochelle Depot to the Harlem River, and, besides accommodating the residents of New Rochelle, East-Chester, Westchester, and West Farms, with a short route to N. Y. City, it forms a part of the through route from Boston to Washington, the through cars being ferried around New York from Harlem River to Jersey City. Boston express trains run through from New York to Boston without any change. The rolling stock is of the best, and the management is in every respect first-class, so that the traveler is sure of safety, speed and comfort. The construction of the road was finished, and it was opened for travel as far as New Haven, in January, 1849, and the double track was laid in 1854.

From New Rochelle the New Haven Division skirts the shore of Long Island Sound, affording a continuous succession of charming seaside views, and at every few miles it passes towns and villages famous for their manufactures or rural beauty. A large population along the line of the road de-

CONNECTICUT RIVER ROUTE.

pend upon New York for business, and the homes thus scattered along the shore give many glimpses of elegant and retired home-life. Spacious and comfortable summer hotels are open at every point of interest, and the tourist might well spend a month loitering along the line of this picturesque and charming road.

The passenger by day should endeavor to secure a seat on the right hand side of the car. This will give many fine views of the Sound between New Rochelle and New Haven, and on the river between Hartford and Windsor Locks. It is true this is the sunny side of the car, but in the summer time it is generally the breezy side, the windward side as a sailor would say, and decidedly the best, whether the shady side or not.

On leaving the depot the train enters the track yards and passes under the iron bridges that connect the streets on either side of Fourth Avenue. Almost immediately the outlook and daylight are cut off by the darkness of the great tunnel extending under the street to Harlem. Central Park on the west, the fine buildings of the Woman's Hospital, and Columbia College are passed, but in the darkness all these, and the vast city extending for more than fifty blocks northward, is lost to sight. The lamps, before unnoticed, give sufficient light for comfort, and in a very few moments the train breaks into the daylight again at

HARLEM,

New York City and County, 4 miles from Grand Central Depot.

The numerous underground stations in the tunnel, that with their lamps flashed past so quickly, give place to an extensive view over this rapidly growing portion of the city, its factories, mills, blocks of dwellings, and the steamers and pleasure craft in Harlem River. Off to the right is seen the

NEW YORK TO WHITE MOUNTAINS.

buildings on Randall's Island, and the whole scene is at once animated and interesting. A fine iron bridge, with a draw in the center, leads over the river, and we enter the district recently annexed to New York City from Westchester County.

To the left on the river at Third Avenue is a new bridge joining the island to the mainland, and between Seventh and Eighth Avenues is the Central Bridge. Still further west is King's Bridge, at the end of the Broadway extension, and High Bridge, a fine stone bridge carrying the Croton Aqueduct 114 feet above the river. This bridge is an object of great interest, and being located among charming rural scenes is a noted place of resort. To reach it full directions may be obtained from *Taintor's New York City Guide*.

The Harlem River was formerly known by the name of Spuyten Duyvil Creek, named from Washington Irving's legend of the old Dutch trumpeter in the *Knickerbocker*. The western or upper part of the river where it unites with the Hudson is so called at this time.

On crossing the river we enter a semi-rural district, and pass a succession of new and thriving villages that are rapidly spreading and joining, so that they will soon unite and form a continuous city northward from Harlem River. Mott Haven, Melrose and Morrisania stations are passed, and the short branch line extending a couple of miles to the southeast and Port Morris may be seen at the last station. In the next township, West Farms, we begin to escape the city houses, and after passing one or two minor stations pass

WILLIAM'S BRIDGE,

*West Farms, Westchester Co., N. Y., 10½ miles from N. Y.
Town Population, 9,372.*

This is the present northern limit of the City of New York, the dividing line between Westchester County and the city being just south of the station.

CONNECTICUT RIVER ROUTE.

The village is situated on both sides of the little Bronx River that may be seen near the station. The Bronx Valley extends northward from here, and makes a convenient path for the Harlem Railroad. It is here, among the groves on the western side of the stream, that Woodlawn Cemetery is located. It is tastefully laid out, has a picturesque site, and is one of the most attractive of the New York cemeteries. Nothing of the cemetery can be seen from the road except its local station, and to reach it full directions may be obtained from *Taintor's New York City Guide*.

Presently the junction of the Harlem and New Haven Railroads is reached, and we leave the former, and without stopping enter the latter. The road turns sharply off to the south-east, and in a few moments we reach

MOUNT VERNON,

*Elstchester, Westchester Co., N. Y., 13½ miles from N. Y.
Village Population, 2,700.*

This is the first of a long series of towns on the N. Y. & N. H. R. R., after it leaves the Harlem Junction, that are rapidly filling up with residents from New York, people who do business in the city, and have homes out on the line of the road. The road next crosses a valley and stream, running south into the Sound, known as Hutchinson's Creek, and passes

PELHAMVILLE,

*Pelham, Westchester Co., N. Y., 15½ miles from N. Y. Town
Population, 1,790.*

The village is at the northern end of the township, and on the east bank of the stream. The town itself was formerly a part of "Pelham Manor," which was purchased for the French Huguenots, who settled in this vicinity. After leaving the station, the road enters a strip of woods and comes to

NEW YORK TO WHITE MOUNTAINS.

NEW ROCHELLE,

*New Rochelle, Westchester Co., N. Y., 17 miles from N. Y.
Population of the village, 3,278; of the town, 3,915.*

Nothing of the village can be seen from the station, as the place fronts on the Sound, a short distance to the right. It is a pleasant place, and was incorporated in 1857, and originally made a part of the Huguenot settlement that was made hereabouts in 1690. There are many private villas belonging to New York business people, and it is noted as the former residence of Thomas Paine. He died here in 1809, and was buried on his farm. His monument is still shown; but the remains were removed to England by William Cobbett some years since. The Neptune House, on the Sound, about a mile from the R. R. Station, is one of the finest summer resorts in the country. It commands a fine view of the Sound, and affords excellent opportunities for bathing, fishing and sailing. Its surroundings are remarkably charming, and its grounds embrace twenty acres of lawn and grove.

LARCHMONT MANOR.

Mamaroneck, Westchester Co., N. Y., 18½ miles from N. Y.

The depot is in the woods, and there is a horse railroad leading away to the right towards the villages on the shore.

MAMARONECK,

*Mamaroneck, Westchester Co., N. Y., 20½ miles from N. Y.
Town Population, 1,483.*

The Mamaroneck River divides this township from Rye that lies next to the east, and the village is partly in both towns. It is rather widely scattered over the low hills on the banks of the stream, and is a growing and active place. This region possesses some historical interest from the fact that here, the day before the battle of White Plains, Colonel Smallwood surprised and cut off a large body of the enemy, under Major Rogers, stationed upon Nelson Hill. Colonel White, of the Continental Army, and some thirty stragglers

CONNECTICUT RIVER ROUTE.

who had taken refuge upon the ice, here lost their lives by being overtaken by a party under Lieutenant Dickford, about the same time. Just beyond the station, the railroad crosses the Mamaroneck River on an arched stone bridge, and enters the town of Rye. After passing a number of farms and some woodland, the train comes to

HARRISON,

Rye, Westchester Co., N. Y., 22½ miles from N. Y.

This is a new station, opened for the use of the city residents, and has no special interest. The pretty village of Rye, on the east bank of Mockynams, or Blind Brook, soon comes into sight on the right.

RYE,

*Rye, Westchester Co., N. Y., 24½ miles from N. Y. Town
Population, 7,150.*

Rye Beach, a popular seaside resort, lies to the south-east about two miles, and may be easily reached from this station. Leaving Rye we enter a farming country, and soon come to

PORT CHESTER,

*Rye, Westchester Co., N. Y., 25½ miles from N. Y. Village
Population, 3,797.*

This is a lively and prosperous village on the west bank of Byram River, that forms the boundary line between the States of New York and Connecticut. The stream is navigable for small coastwise vessels to the town, and these, with the manufactories, bring considerable business to the place. There are a number of private schools, five churches, and several mills located here. Just beyond the station, the road crosses the river, and enters East Port Chester in Connecticut. Good views of the Sound to the right are here obtained, and in a few moments to the left may be seen the village of

NEW YORK TO WHITE MOUNTAINS.

GREENWICH,

*Greenwich, Fairfield Co., Conn., 28½ miles from N. Y.
Town Population, 7,892.*

The valley that opens here gives a fine view to the right, over the Sound and the distant hills of Long Island, and of the village on the left. The road crosses the little stream, and enters the village that stands on the east bank. The stone spires of the two churches, and the many elegant residences in the town, give the place an attractive appearance; and its wide prospect over the water makes it a most agreeable place for a home. Just after leaving the station, the road passes a rock-cutting, that is interesting from the fact that it passes through the hill made historic by General Israel Putnam's famous ride down its steep and rocky sides. There was a church at the top of the hill, and to reach it a long flight of stone steps had been laid, a hundred feet or more up the hillside. General Putnam, with a small party, had been stationed at the top of the hill in the hopes of checking the advance of the English under General Tryon. Being outnumbered, he ordered his men to retreat into the swamp on the east. He waited till every man was safely away, and then, just as the troopers were upon him, he dashed on horseback down the steps and escaped unharmed, and with only a bullet hole in his hat by way of reminder. The English general was so pleased with the bravery of the daring ride that on the next exchange of prisoners he presented General Putnam with a new suit of clothes and hat. Nothing remains now to mark the spot, except the name of "Put's Hill" that still clings to the place.

COS COB,

Greenwich, Fairfield Co., Conn., 30 miles from N. Y.

This village is not in sight from the road, but a large number of pleasant seaside villas may be noticed on the shore to

CONNECTICUT RIVER ROUTE.

the right. Just beyond the station, the road crosses the Miantonus River upon a drawbridge about forty feet above the water. Good views may be obtained both up and down stream from the bridge, and from the new and pretty village on the east bank known as

RIVERSIDE,

Greenwich, Fairfield Co., Conn., 30½ miles from N. Y.

A constant succession of most charming views here open to the right. Glimpses of beach villas and gardens, and of the Sound and its constantly passing vessels, chain the attention till the houses thicken, and we near

STAMFORD,

Stamford, Fairfield Co., Conn., 33¼ miles from N. Y. Town Population, 11,298.

This is one of the most beautiful towns on the shores of the Sound. All express trains stop here, and a large number of wealthy New York families make it their summer residence. The city is mainly located about half a mile north of the station, and has a large number of fine parks and drives. Only a few of its more elegant residences can be seen from the cars. Passengers for the New Canaan Railroad change cars here. The large, high brick building standing just north-east of the depot is the billiard table manufactory of H. W. Collender, whose elegant and extensive warerooms at 788 Broadway, New York, are familiar to most New Yorkers. Mr. Collender's "Standard American Billiard Tables" are unquestionably the finest made in this country, and are placed at the head of the list by both amateur and professional players. Some of the tables are exquisite specimens of art, highly ornamental and scientific in their construction. Various kinds of wood are used in the cases of the tables, which are finished in the natural wood, and in a great variety of designs. They are also

NEW YORK TO WHITE MOUNTAINS.

urnished with the "Collender Combination Cushion," which Mr. Collender has himself invented and patented, and which is highly prized by both amateur and expert players. Mr. Collender also manufactures all kinds of billiard goods of the very finest quality of materials. His warerooms are a grand depot of all the requirements for either saloon or private tables, and they exhibit the largest and best variety of materials of this kind to be found in the United States. The Stamford, or Trone River furnishes water-power for the manufactures of the village, and a canal cut through the marshes enables vessels and steamers to reach the town. The river is crossed on a stone bridge that gives a good view of the Sound to the right, and then the road enters a pleasant farming district. The next station is

NOROTON,

Stamford, Fairfield Co., Conn., 37½ miles from N. Y.

This is a farming place on the water side, and as we pass there is a momentary sight of the little village off to the right.

DARIEN,

Darien, Fairfield Co., Conn., 38½ miles from N. Y. Town Population, 1,808.

The village may be seen from the Sound to the right, perhaps half a mile away on the Goodwife River. All this country affords lovely views of the shore and the Sound, and there is much to please the eye at every mile.

FIVE MILE RIVER,

Darien, Fairfield Co., Conn., 39½ miles from N. Y.

Another village of seaside farms, and then, for several miles, the road runs through a quiet and rather pleasing country, and approaches

CONNECTICUT RIVER ROUTE.

SOUTH NORWALK,

Norwalk, Fairfield Co., 43½ miles from N. Y. Town Population, 13,956.

The village that has grown up about the station is known as South Norwalk. Norwalk is about a mile and a half to the north, up the Norwalk River, and the two places are united by a horse railroad. The river here affords one of the largest and most valuable oyster farms on our coast, and the planting and care of this submarine crop gives employment to over 500 people, and brings half a million of dollars into the town every year. The manufacture of straw hats is also a large interest, and gives employment to over 2,000 hands. The streets are wide, well planted with trees, and there is a general air of neatness and comfort about the houses. There are nine churches in the two villages, and the hills on either side afford charming sites for private places. The factories and mills are substantial buildings, at once attractive and suggestive of prosperous industry. In every direction fine views are afforded of sea and shore. The Danbury and Norwalk Railroad here joins the New Haven Road, giving access to Danbury, some 24 miles to the north, and to the villages of Winnepauk, Kent, Wilton, Cannons, Georgetown, Ridgefield, Sanford's, Redding, and Bethel. Norwalk was almost totally destroyed by the British in July, 1779, causing a loss then estimated at \$116,000. Just beyond the station the road crosses the Norwalk River on a drawbridge. This bridge was the scene of a great railroad disaster several years since, caused by an open draw. By a law passed by the Legislature of Connecticut in consequence of that accident, all trains now pause before crossing drawbridges in this State, as will be noticed at every navigable stream we pass. After leaving the river many fine views may be observed on the right as the train skirts the borders of the Sound. The next station is

NEW YORK TO WHITE MOUNTAINS.

WESTPORT,

*Westport, Fairfield Co., Conn., 44½ miles from N. Y.
Town Population, 3,361.*

This active manufacturing village is not visible from the station, as it is located some two miles to the north, up the Saugatuck, or Westport River. It contains several cotton and other mills, eight churches, and a large number of stores. Coastwise vessels easily pass up the stream to the town. As the train crosses the river a fine view may be obtained to the right down the stream. The road soon enters a more level country, and the scenery becomes very interesting.

GREEN'S FARMS,

Westport, Fairfield Co., Conn., 47½ miles from N. Y.

This is merely a farming place, only interesting on account of its charming site on the shore. Here the views of the Sound widen, and the low hills of Long Island fade away to the distant horizon, far to the south, giving the prospect a character at once peculiar and beautiful.

SOUTHPORT,

Fairfield, Fairfield Co., Conn., 49½ miles from N. Y.

This beautiful village, with its pretty villas and fine public buildings spread out over its wide and level meadows between the road and the shore, presents a most attractive appearance. It is in the south-west corner of the town of Fairfield and contains three or four handsome churches, two banks, an academy, and a fine public high school building. It has a good harbor, and its people have a large shipping interest. It was within the limits of this town, in the old "Pequot Swamp," that the Pequot Indians made their last stand against the Massachusetts and Connecticut troops in 1637, when they were exterminated by the white people under command of Captain Mason.

CONNECTICUT RIVER ROUTE.

FAIRFIELD,

Fairfield, Fairfield Co., Conn., 51 miles from N. Y. Town population, 3,748. HOTEL—Allen's.

Fairfield village stands on a fertile plain south of the railroad, and about half a mile from Long Island Sound. The principal street is quite broad, running nearly parallel with the railway, and is built up with handsome and commodious residences, in the midst of which stands a fine Congregational church. Danbury and Fairfield are the two county towns of Fairfield County. Fairfield is one of the oldest towns in Connecticut. It was founded in 1639 by a company from the west of England. The village was burnt July 7, 1779, by General Tryon, who sailed the day before from New Haven. Two hundred houses were on fire at once, and during the conflagration a terrific thunder-storm arose, producing a scene of terrible grandeur. North of the village, near the middle of the township, is "Greenfield Hill," the scene of President Dwight's poem of that name. Fairfield's glory is its cultivated society, its handsome residences and beautifully shaded streets, and its freedom from factories and their attendant annoyances. Ocean surf is not to be enjoyed here, but the salt-water bathing in the Sound is excellent.

ALLEN'S HOTEL, E. S. Allen, manager, is one of the most perfectly built hotels in the State. It is finished in hard-wood throughout, and its large, airy rooms are comfortably furnished and supplied with ample closets. The house is situated in the center and most pleasant part of Fairfield village, less than five minutes' walk from the R. R. station, post-office and telegraph office. It is but a few steps from the finest beach for bathing on L. I. Sound. The beach has a hard, white, sandy bottom, and is perfectly safe at all times. The bathing-houses connected with the house are free to its guests. There is a good livery stable connected with the house, with ample accommodations for keeping private turn-outs. Boats for sailing and fishing, with competent attendants, can be obtained at any time desired.

CONNECTICUT RIVER ROUTE.

BLACK ROCK VILLAGE

Is a short distance east, on one of the finest harbors on the Connecticut coast. The vicinity is a gently rolling country, penetrated by roads passing through scenes of great beauty.

GEORGE HOTEL, "on the Sound," managed by George A. Wells, is a magnificent seaside resort, standing within 100 feet of the shore, and commanding surpassingly beautiful views of the Sound and surrounding country. Extensive improvements have been made, and now include new kitchens and bakeries apart from the hotel, artesian wells, new pagodas, and gas-works. Several handsome and elegantly furnished cottages adjoin the hotel, which are rented by the season. The extensive grounds have been elegantly laid out for lawn tennis, croquet, archery, and other outdoor amusements. Taylor's erratic spinner, together with new billiard and pool tables, have been added. These, with the unsurpassed bathing, boating and fishing, make the "George" one of the most attractive hotels on Long Island Sound.

BRIDGEPORT,

Fairfield Co., Conn., 55½ miles from N. Y. Population, 29,148.

HOTELS—Sterling House and Atlantic House.

Bridgeport is a city of great manufacturing importance. As the train stops at the station the great shops of the Elias Howe Sewing-Machine Company, and the foundries of the Bridgeport Brass Company may be seen on the right, suggestive monuments to the business and enterprise of this growing and prosperous place. The site of the city is level, and extends along the wide mouth of the Pequonnoc River, known as Bridgeport harbor. To the north the land rises slightly, giving opportunity for many fine streets and avenues. Manufactures are the chief interests, and among these may be mentioned the Wheeler & Wilson Sewing Machine shops, whose buildings cover acres of ground; the Hotchkiss Hardware Manufactory, the American Waterproof Co., the Simpson Waterproof Co., Bridgeport Patent Leather Co., Union Metallic Cap and Cartridge Co., Sharp's Rifle Manufacturing Co., Williams Silk Company, Fred Wood Car-

NEW YORK TO WHITE MOUNTAINS.

riage Co., and a branch of the New Haven Arms Co., are the more noted of the many large manufacturing establishments located here. The city has two fine parks, Washington Park, on the east bank of the river, and Seaside Park, at the beach on the Sound. There are a number of fine churches and a large public library. The city has also the proud distinction of being the birth-place of Charles S. Stratton, commonly known as General Tom Thumb. Next to its manufactures Bridgeport owes its prosperity to its railroad connections. Two lines center here and drain the richest portion of the State. The Housatonic Railroad extends up the valley of that name into Massachusetts, and taps the Boston and Albany Railroad at Pittsfield, Mass. The Naugatuck, a shorter line, follows the New Haven Road to the mouth of the Housatonic River, and then turns north some 67 miles to Winsted. The Housatonic Road brings the city in connection with the towns and cities of Stepney, Botsford, Newtown, Hawleyville, Brookfield, New Milford, Kent, Cornwall, Sharon, and Canaan, in Connecticut, and Ashley Falls, Sheffield, Great Barrington, Van Deusenville, Stockbridge, Lee, Lenox, and Pittsfield, in Massachusetts. At Canaan it connects with the Connecticut Western Railroad, running from Hartford, Conn., to Millerton, N. Y., on the Harlem R. R.; at Van Deusenville with a short road to State line on the B. and A. R. R.; and at Pittsfield with the Boston and Albany Railroad.

The Naugatuck Railroad places Bridgeport in connection with Orange, Derby, Ansonia, Seymour, Naugatuck, Union City, Waterbury, Waterville, Watertown, Plymouth, Harwinton, Litchfield, Torrington, Burrville, and Winsted. At Winsted it connects with the Connecticut Western Railroad, running from Hartford, Conn., to Millerton, N. Y., on the Harlem R. R., and at Waterbury with the Hartford, Provi

CONNECTICUT RIVER ROUTE.

dence, and Fishkill R. R., running from Waterbury, Conn., to Hartford, Conn., and Providence, R. I.

After crossing the river our route enters a level farming district, and presently passes the pretty village of

STRATFORD,

Stratford, Fairfield Co., Conn., 59½ miles from N. Y. Town Population, 3,032.

This place has some historical note as the birth-place and residence of General Wooster, of Revolutionary fame. The next place of interest is the Housatonic River. Here the road crosses the river on a large truss-bridge, and good views are afforded both up and down stream.

NAUGATUCK JUNCTION

Is merely the junction of the two roads and has no special interest. A more hilly and wooded country follows, with occasional views of the Sound, now so wide that the hills of Long Island seem to fade away on the horizon, dim and blue in the distance, and giving a most charming aspect to the prospect. A more level tract leads to the neighborhood of

MILFORD,

Milford, New Haven Co., Conn., 63½ miles from N. Y. Town Population, 3,405.

At the Housatonic River we entered this township and the county of New Haven, and nearing this village we come closer to the seashore and have a glimpse of some of the broad, elm-lined streets of this rural town and of its excellent harbor. The Wopowang River here gives a good water-power that has been applied to the manufacture of straw goods. There are five churches, a number of stores, and a high-school building of some importance. After crossing the river a farming district is entered, and the road passes the small rural stations of Woodmont and West Haven.

CONNECTICUT RIVER ROUTE.

WEST HAVEN.

*Orange, New Haven Co., Conn., 70 miles from New York
Town population, 2,600.*

This village is in the south-east corner of Orange Township, near the line of the City of New Haven, of which it is a suburb, and with which it is connected by a line of horse-cars, as well as by the N. Y. & N. H. R. R. It is one of the very pleasant villages for which the Connecticut shore of Long Island Sound is famous, and is beautifully shaded with magnificent elm trees. It lies on the shore of Long Island Sound, and has long been a noted seaside resort. Near the hotels are beautiful groves which, with the beach, afford delightful walks and lounging places, and the country near furnishes opportunity for charming drives and out door excursions. The long, smooth beach extending nearly one mile seaward, affords remarkably safe bathing for ladies and children, and yet sufficient depth of water for expert swimmers. The fishing is excellent, and boats and all the accessories for sea-shore pleasures are readily obtainable.

COLLEGE SONGS.

CARMINA YALENSIA.—A New Collection of Yale and other College Songs, with Music and Piano-Forte Accompaniments, and Engraving of Yale College Buildings. Extra cloth, \$1.50 Extra cloth, full gilt, \$1.75.

SONGS OF COLUMBIA.—A New Collection of Columbia College Songs with Music and Piano-Forte Accompaniments. Bound in extra cloth, showing the College Colors, blue and white. Price, \$1.50.

SONG SHEAF.—A Collection of Vocal Music, arranged in one, two, three and four parts, with complete elementary course for schools, academies and social circle. Price, boards, by mail, 75 cents.

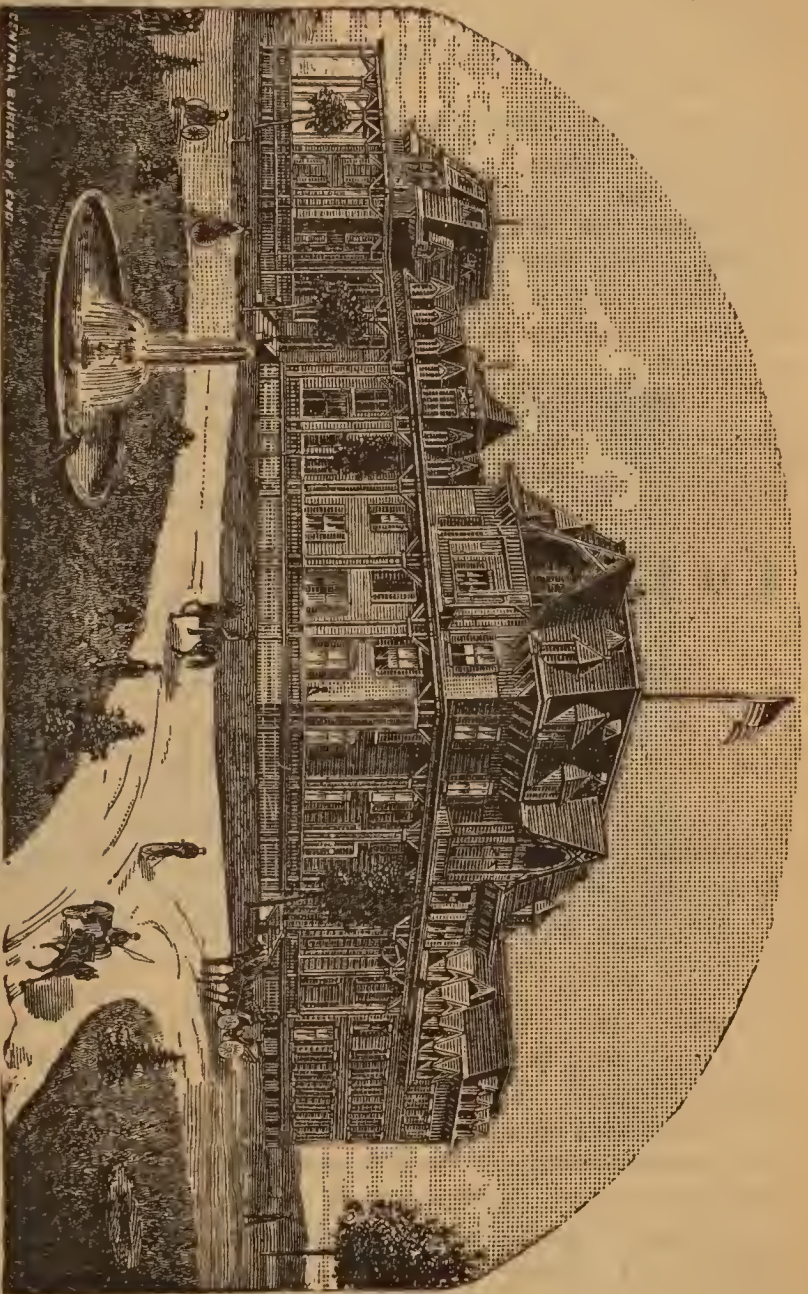
HAPPY HOURS.—A New Song Book for Schools, Academies and the Home Circle. 188 pp. 12mo. Price, boards, 50 cents.

INTRODUCTION TO ELOCUTION.—By Prof. MARK BAILEY. 60 pp. 12mo. Price, cloth, 50 cents.

HISTORICAL EPOCHS.—The Great Events of History in Condensed Form, with System of Mnemonics. Price, cloth, 50 cents.

Any of above books sent by mail, post-paid, on receipt of price.

TAINTOR BROTHERS & CO., Publishers,
18 & 20 Astor Place, New York.



FENWICK HALL (on the Sound),

Saybrook Point, Connecticut.

Delightfully located; surrounding country abounds in fine drives, beautiful scenery and many places of historic interest; location proverbially healthy; excellent sailing and bathing (a fine sandy beach); Hotel well constructed; broad halls; rooms large and well furnished; in appointments and conveniences equal to any summer hotel. Ocean and inland views unsurpassed. Drainage perfect. No malaria, flies or mosquitoes.

One of the most desirable family resorts in New England.

JOHN CHATFIELD.

HOTEL CONVERSE,

160 STATE STREET,

NEW HAVEN, CONN.

AND
GROVE COTTAGE,
Savin Rock.

H. A. CONVERSE, Proprietor.
FRED. J. BRAINERD, Manager.

OPEN ALL NIGHT.

HORSE CARS PASS THE DOOR EVERY SIX MINUTES.

Only two blocks from the depot. Has all modern improvements. Rooms are large, light and airy, and heated by steam. Hot and cold water, Bath Rooms, etc.

When the guests arrive they will receive polite attention from Mr. Brainerd, the manager, and the two popular clerks, Mr. Harry Vaughan, recently of the Waldo House, Worcester, and Mr. E. L. Marion, whom Mr. Converse has carefully selected to make them feel at home. Price \$2 per day.

Grove Cottage is situated at Savin Rock. Has thirty pleasant rooms, and table surpassed by none, at the moderate price of \$2 per day. Special rates for the season.

DOUBLE BEACH HOUSE,

Eight Miles from New Haven, on Shore Line R. R.

BRANFORD, CONN.

The undersigned wish to announce to the public that they have purchased this property, and after thoroughly renovating, will open the House about June 11th.

MR. WM. M. KIMBALL, for the past five years with the Massasoit House, of Springfield, will give his special attention to the welfare and comfort of the guests of the House. The services of Mrs. F. C. HASKELL, the late manager of the House, will be retained.

This Hotel is most beautifully situated, on the waters' edge of Long Island Sound. The Boating, Bathing and Fishing are excellent.

A Stable is connected with the House, where teams will be well cared for, making it desirable for people coming to this house to avail themselves of the many beautiful drives for which this town is renowned.

DOUBLE BEACH is accessible by stage from New Haven Depot three times daily. Railroad trains from all points connect with the Shore Line Railroad, whose trains stop at Branford Station four times daily, each way. Carriages always at the Station to convey passengers to the House.

PRICES \$12.00 to \$16.00 per week.

CLARK & KIMBALL.

NEW HAVEN.

New Haven Co., Conn. Pop. of City, 63,000. 73m. fr. N. Y. Hotels, New Haven House, Converse, Elliott, Tontine, Tremont.

THE fine new station built on the very edge of the bay is of brick with a French roof, and having iron covered platforms extending along the track. The entire platform is inclosed by a high fence, quite excluding it from the street. The prominent hotel is Moseley's New Haven House, corner of Chapel and College streets, and opposite the "Green" and Yale College grounds. It is an admirably kept hotel, where the furnishing and general conduct of the house in-



MOSELEY'S NEW HAVEN HOUSE.

sure comfort and elegance. The table is of superior excellence, and the substantials and delicacies are served in the most inviting style. Dr. Holland, the editor of "Scribner's Magazine," a gentleman of extensive travel and culture, thus speaks of this hotel: "Moseley's New Haven House, New Haven, Ct., is owned and kept by S. H. Moseley, who was formerly one of the proprietors of the charming Brevoort House, in New York City; and even before that was

CONNECTICUT RIVER ROUTE.

one inspiring genius of that national favorite, the Massasoit House, Springfield, Mass. His house fronts Yale College and the Green, and looks out upon the most beautiful array of elms of which any New England city can boast. For the transient guest, or summer or winter boarder, we can imagine nothing more charming and satisfactory than this hotel, with its atmosphere of refined and quiet comfort. It is *the* hotel of New Haven. Mr. Moseley also keeps the Hotel Restaurant in the depot of the New York & New Haven Railroad. The freshness of its supplies, and the excellence of its cooking, place this restaurant far ahead of the ordinary railroad eating-house.

The Hotel Converse is at 160 State Street, only two blocks from the R. R. Depot and not far from Chapel Street, the chief retail street of the city. Its rooms are large, light and well ventilated, and the whole house is fitted with modern improvements. It is supplied with hot and cold water, and has plenty of bathrooms, etc. The prices for board are \$2.00 per day. Mr. Converse also keeps the summer house Grove Cottage at Savin Rock, which has thirty very pleasant rooms for summer guests. The table of this house is quite superior, and the price of board is only \$2.00 per day, with special rates for long periods.

The Elliott House, on the corner of Chapel and Olive Streets, is another excellent hotel. It was built only a few years ago, and was constructed with such modern conveniences as are expected in a first-class hotel. It is near the business center of New Haven, on the principal retail street, and only one block from State Street, the great wholesale street of the city. The proprietor, Mr. Samuel H. Crane, aims to furnish a good table, comfortable beds, and commodious rooms. Horse-cars pass the house to and from the Steamboat Landing and the R. R. Depots.

New Haven derives its striking features from the enormous elm trees that line its every street, and which interlock their luxuriant branches in graceful arches over the beautiful avenues of this classic city. The

NEW YORK TO WHITE MOUNTAINS.

streets are laid out very regularly ; but the various groups of blocks do not fit in every direction, and the result gives a variety and picturesqueness to the city that is very pleasing. Everywhere stand the overarching elms that have made New Haven famous. Each house attempts a garden, and these with the trees give the impression of a city in the country. An hour's walk from the depot will show all the principal features of interest, and give a very fair idea of the town and its surroundings. From the depot two streets may be seen leading over the old marsh that is now being filled up between the houses and the new station. Taking the road to the right we enter State Street, the chief business thoroughfare. This street extends from the water at Long wharf north-easterly through the business part of the city. At the second block is Chapel Street, the main thoroughfare extending east and west through the entire town. Turning to the left we enter the great retail business street. The Yale, Tradesmen's, City, Townsend's and First National Banks, and Exchange Hall are passed, and then we come to the great public square, the pride of New Haven. This park is planted with grass, and lined on every side by noble elms. The beautiful nave-like Temple Street crosses the square in the center, and the buildings of Yale College face its western limit. Three large churches stand in the square, the first from Chapel Street being Trinity, the second the Center Congregational, and the third the North Congregational Church ; and behind them is the old marble State House, now unoccupied since the selection of Hartford as the sole capital of the State. Behind Center Church is the grave of John Dixwell, surrounded by a square iron railing. The City Hall and the Tontine Hotel face the park on the east, and the New Haven House on the south, while fine stores or handsome dwellings surround it on every side. Very few cities in this country can present such a group of public and

CONNECTICUT RIVER ROUTE.

educational buildings as are here gathered round this shady park. The Insurance building on the left offers a good lookout from its roof, and it is well worth while to take a trip up in the elevator to the top. Here, the whole city is spread like a map before us. The ancient halls of the college are just below, half hid among the trees. Chapel Street may be seen extending directly through the town, while in every direction spread the roofs and steeples and elms. To the north, the two ragged bluffs known as the West Rock and East Rock, intrude upon the city and divide it into three valleys. The houses fill each of these, and on the south the Bay, Mill River, and Quinnipiac River divide the city into capes, so that it is curiously spread out into radial arms or branches that from this high lookout seem wonderfully picturesque. The top of the tower of the New City Hall also affords a delightful lookout. West Haven on the south-west, Westville on the north-west, and Fair Haven on the east make the suburbs, and with the harbor, the Sound, and the distant shores of Long Island, fill up the beautiful picture on the south. This view is one of the finest city prospects in the country, and every visitor should make a point of seeing it. Returning to Chapel Street we may walk to the left, glancing through the beautifully arched Temple Street running through the square past the New Haven House to the College Square. The pleasantest view of the college buildings and grounds may be obtained by walking along the west side of College Street, in front of the older brick dormitories of colonial style and dignity, passing in order South College, Atheneum, South Middle, Lyceum, North Middle, the old Chapel, and North College, when we find the new Farnam Hall intercepting our view. At this point we may best enter the grounds, and turning to the right shall face the fronts of the new Farnam Hall, the Memorial Chapel, at the corner of the Quadrangle, Darfee Hall, on the Elm Street side, just west of the new

NEW YORK TO WHITE MOUNTAINS.

Chapel, and farther west on the York Street side, fronting towards the grounds, is Alumni Hall. Pursuing our walk south towards Chapel Street, we pass in the rear of the old dormitory buildings on our left, while Trumbull Gallery appears on our right, with the Library Building at its rear. Beyond Trumbull Gallery, now the College Treasury, is the old Museum and Laboratory, two very high, plain buildings; and on the corner of Chapel and York Streets is the Yale Art Building, presented to the College by Mr. Augustus Street, of New Haven, father-in-law of Admiral Foote. This is one of the most beautiful of all Yale's buildings, and is fast being supplied with a large collection of valuable works of art.

Just east of the Art Building in the college grounds stands a bronze statue of Abraham Pierson, first President of Yale College. Turning into High Street to the right, around the Art Building, we may see, at the rear of the Library across High Street, the College Gymnasium, and at the south-west corner of High and Elm Streets the tall new Peabody Museum. Turning to the right into Elm Street, we pass the side of Alumni Hall, the rear of Durfee Hall, and the Memorial Chapel on our right, and on our left the brick buildings of the Yale Theological Seminary, at the corner of College and Elm Streets. We now advise our tourist to turn to the left into College Street, and pursue his walk two blocks to the Yale Sheffield Scientific School, at the head of College Street, on Grove Street.

Just to the left of the Sheffield Hall is Prospect Avenue, on which stands the new Scientific Building. To the right of the Sheffield Hall is Hillhouse Avenue, named in honor of James Hillhouse, who planted with his own hands the elm forest which now beautifies the whole city with such graceful splendor, and whose ancient residence is at the head of this elegant and aristocratic avenue. Mr. Sheffield's residence is just beside the Sheffield Hall at the foot of the

CONNECTICUT RIVER ROUTE.

Hillhouse Avenue. Passing up through the avenue we may pursue our walk by turning to the right through a short, narrow street leading into Whitney Avenue, a long, wide, and very beautiful avenue, extending north for two miles and lined with magnificent villas on each side as far as Whitneyville, the location of the Whitney Rifle Works, owned by Mr. Whitney, from whom the avenue is named.

Court and Elm Streets lead from the Square to State Street, and give access to the Tremont House, Masonic Temple, and other important buildings. The Yale Law School is on the corner of Court and Church Streets, and the Medical College is in York west of Chapel Street. At the corner of Elm and State Street, Grand Street leads through the city and over Mill River to Fair Haven.

Fair Haven is a new and very pleasant suburb, surrounded by Mill and Quinnipiac Rivers, and worth a short visit if one has time. Chapel Street also extends over Mill River to Fair Haven. At the bridge on the Fair Haven side is the new Yale boat-house, one of the finest structures of the kind in the country.

Down the New Haven Bay, about three miles on the east side, is Fort Hale, and two miles further on, at the entrance of the harbor, is the light-house. Opposite the light-house, on the west side of the bay, is Savin Rock, a celebrated resort, where is situated the fine Sea View Hotel; it is about three miles from the center of the city and is a pleasant drive, or may be reached by horse cars in about fifty minutes, from corner of Chapel and Church Streets. East and West Rocks are two noted landmarks, one on the east, the other on the west side of the city, about three miles distant. They are each about 400 feet high, and are supposed to be the real terminus of the Green Mountain range. They are much frequented. On West Rock is the "Judge's Cave," where the Judges of King Charles I. found shelter from

NEW YORK TO WHITE MOUNTAINS.

pursuit. On the rock inclosing the cave is carved, "Opposition to tyrants is obedience to God." Westville, at the base of the rock, is a manufacturing village of about 2,000 inhabitants. The old railroad depot is near Chapel and State Streets, and the shipping and steamboat landings may be found from Long Wharf at the foot of State Street to Tomlinson's Bridge along Water Street. The chief manufacturing interest is the making of carriages, and there is a good coastwise trade carried on in the port. New Haven has a population of 55,000, and has nearly forty churches. The place was first settled by a wealthy party of exiled Londoners in 1638, and has always been a prosperous and successful town. Yale College, the foremost in the country, was founded in 1700, at Saybrook, and was removed to this city in 1716.

Besides the memories that cluster around Old Yale, New Haven has been the residence and home of a large number of eminent men. The old cemetery on Grove Street contains the graves of the distinguished in public and private life. Among them are those of Roger Sherman, one of the signers of the Declaration of Independence; of Noah Webster, the author of Webster's Dictionary; of Presidents Stiles and Dwight, of Yale College; Chauncey A. Goodrich; Eli Whitney, inventor of the cotton-gin; of Benjamin Silliman, the father of physical science in this country; of Admiral Foote and Theodore Winthrop, and of Lyman Beecher (said to be the "father of more brains than any other man in America"). New Haven has furnished Connecticut with governors, United States senators and representatives, military heroes, and large numbers of men, honored both at home and abroad. Here John Davenport preached to the early settlers under an ancient elm, and many a Revolutionary hero has left the impress of his feet beneath its classic shades.

Col. John Dixwell, one of the "Judges" of King Charles I.

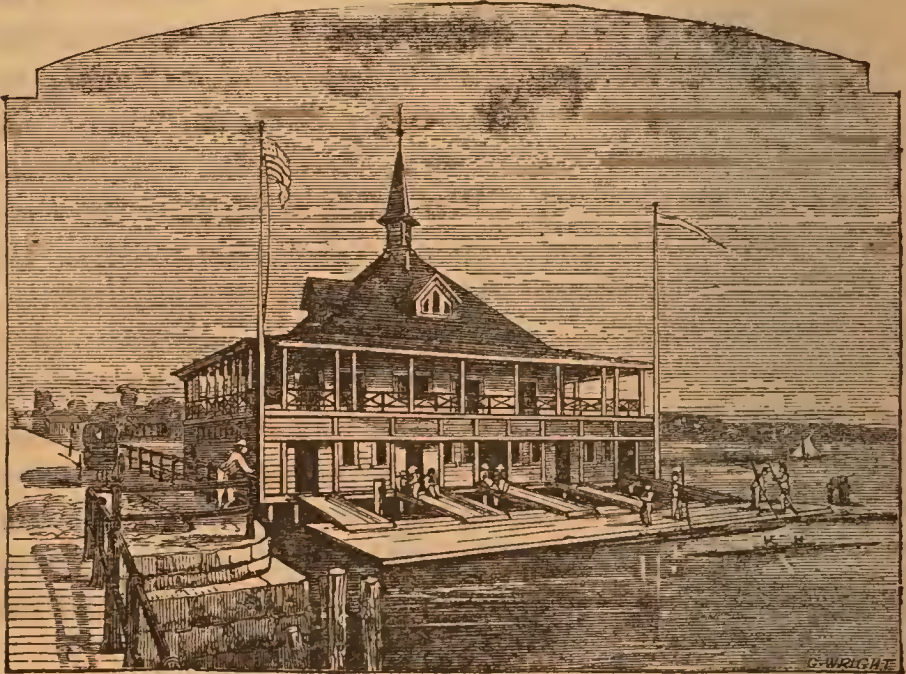
CONNECTICUT RIVER ROUTE.

oved for a long time in New Haven. His remains lie buried in the square back of the Center Congregational Church, in the little inclosure surrounded by an iron fence.

Any traveler who has never visited this most beautiful of New-England cities will do well to pause here for a time, though it be simply to recall the *historic* reminiscences which gather about it. The peculiar characteristics which it presents, of city and country combined, render it without a superior in the number and variety of its attractions.

RAILROAD CONNECTIONS.

The Shore Line from Boston, Providence and New London, the Air Line from Willimantic and Middletown, the New Haven and Derby, the New Haven and Northampton, and the New York and New Haven Roads, all meet in this city, and give easy access to New York, Boston, Springfield, and all parts of Connecticut and Rhode Island.



BOAT HOUSE OF THE YALE COLLEGE NAVY.

On Mill River, East Chapel St., New Haven, Ct.

NEW YORK TO WHITE MOUNTAINS.

HARTFORD AND SPRINGFIELD DIVISION OF THE NEW YORK AND NEW HAVEN RAILROAD.

THIS division of this great railroad line extends northward from New Haven, and, dividing the State into two nearly equal parts, reaches Springfield near the southern border of Massachusetts. It first follows the valley of the Quinnipiac River to the high land at Meriden, and then down into the broader valley of the Connecticut to Hartford. Here it follows the west bank to Windsor Locks, crosses to the east bank, and reaches Springfield. It forms part of the great trunk line to New York, and connects the city with Boston and the East, and the great valley northward through Vermont and New Hampshire to Montreal and the Dominion of Canada. The local business of the road is large, and its entire length is thickly settled by a farming and manufacturing population that by its extensive and varied labors has made the State famous. The scenery in the Connecticut Valley is very pleasing, and the route is full of interest to the commercial traveler and the tourist. Its connections are numerous and important. At Hartford it crosses the New York and New England Railroad, which runs from Boston to Fishkill on the Hudson River, crossing Connecticut from east to west and touching the important places of Blackstone and Worcester, Massachusetts; Providence and Woonsocket in Rhode Island, and Putnam, Willimantic, Rockville, New Britain, Plainville, Waterbury, Danbury and Winsted in Connecticut.

At Springfield the Boston and Albany leads west to Albany and the great West, and east to Boston, the great railroad center of New England. The Connecticut River Road at

CONNECTICUT RIVER ROUTE.

Springfield forms the continuation of our route to the White Mountains. At Berlin Junction short branches lead to New Britain and Middletown, Ct.

After leaving New Haven the road enters a level, marshy district, of no particular interest till it nears

NORTH HAVEN,

*North Haven, New Haven Co., Conn., 79 miles from N. Y.
Town Population, 1,771.*

This is merely a small village on the Quinnipiac, and chiefly important for its brick-yards, whose picturesque sheds and blazing fires flit past the car-window in monotonous procession. Then a more hilly country is reached, with numerous farms, and on a hill to the right may be seen the manufacturing village of

WALLINGFORD,

*Wallingford, New Haven Co., Conn., 84 miles from N. Y.
Town Population, 4,676.*

The location of this place is peculiar, and from the road it presents a picturesque aspect. It contains a manufactory of German silver-ware and buttons, and is a fine sample of a thriving New England town. A short distance to the right is a branch of the Oneida Community, located on a fine farm held in common by the members of the commune. Concerning this and other associations of a like character, much may be learned from Nordhoff's recent book on the Communistic Societies in this country. From Wallingford the country is sandy, and, though covered with farms, has little of interest to us. The country gradually grows more hilly as we pass

YALESVILLE,

Wallingford, New Haven Co., Conn. 87 miles from N. Y.

The village is devoted to the manufacture of britannia and

NEW YORK TO WHITE MOUNTAINS.

hardware, and is not in sight from the station. A few miles brings us to the city of

MERIDEN.

New Haven Co., Conn., 90 miles from N. Y. Town Population, 18,340. Hotel Winthrop.

This city, located on the two hills on both sides of the railroad, was incorporated in 1867, and is now one of the most active and prosperous in the state. Manufactures are the ruling interest, managed by more than fifty different companies and firms, and turning out large quantities of piano and organ keys, organs, combs, house trimmings, skirts, hardware, lamps, steel pens, cutlery, and britannia and plated ware. The chief of these is the Meriden Britannia Company, whose main building, 466x40, may be seen close to the track on the right, near the R. R. station. The Company has three more large shops, and in them employs a force of four hundred men. The basis of the manufacture of the Meriden Britannia Company is nickel, albatra, and white metal. Upon these substances the electro-plating is done by a process which gives a silver or gold finish, as the case may be, of the most enduring character. The following notice recently appeared in *The Jewelers' Circular*: "The Meriden Britannia Company, whose New York store is at Union Square, was organized some thirty years ago. At that date little was known of electro-plating in this country. That process has revolutionized the trade. It has substituted for the old goods the elegant modern productions made of hard metal and coated with pure silver. The company has, however, adhered to a name made honorable by a long period of business success. That success may be approximately estimated when we state that from a small beginning it has grown until its annual sales reach three million dollars, with seven factories, the largest, at West Meriden, Connecticut, being about seven hundred feet long. To-day it manufactures more pieces of plated ware and uses more nickel-silver annually than all other manufacturers in the United States. Its ingenious workmen have devised a method by which those portions of certain articles of table-wear most exposed to

attrition, shall receive a much greater thickness of silver than the parts less liable to wear. Thus the points of forks and spoons, and those portions which naturally come in contact with substances calculated to denude them of their precious covering, are protected by a silver film three times as thick as other parts receive. That this method of plating is practicable and successful, is attested by the judges of the American Institute for 1873, who carefully examined the goods and declared that they were probably the best of their kind made in the world. The best foreign dealers appreciate the graceful designs and good workmanship of these American goods."

The city has two papers, four banks, ten churches, while in the north part of the city is the State Reform School, on the left as the train leaves the city. The attention of tourists and the traveling public is especially called to the new hotel, the Winthrop, under the proprietorship of James H. and Geo. H. Bowker, the latter of whom is also proprietor of the Windsor, at Holyoke, Mass. Though occupied but a short time, it has already acquired a first-class reputation. This house is thoroughly elegant and comfortable in all its appointments; is lighted with gas, and has hydraulic elevator, and is warmed throughout by steam. The rooms are supplied with hot and cold water, and the numerous bath-rooms are convenient. The billiard-room is well lighted and supplied with the best tables. The cuisine and service are universally pronounced the best in the State. The hotel is centrally located in the business part of the town, and is but a minute's walk from the R. R. station. Patrons will find the reputation which Mr. Bowker has acquired at the Windsor, fully sustained at the Winthrop, in Holyoke, Mass.

A more hilly country is next entered. To the right is a range of bold hills, and the first signs of the red sandstone formation that extends northward for a long distance through this part of the country, may be seen among them, and presenting to the traveler many points of geological interest. Then it will be noticed that the brooks and small streams are flowing the other way, and the road has a down grade.

NEW YORK TO WHITE MOUNTAINS.

This is the high ridge bounding the Connecticut valley, and from the high land we are crossing, the spires of New Britain may be seen off to the left.

BERLIN JUNCTION.

Berlin, Hartford Co., Conn., 98 miles from N. Y. Town Population, 2,385.

Berlin is a small manufacturing village a short distance from the junction of the two branch roads that turn off here, one, one mile and a half northwest, to New Britain, and the other, ten miles southeast, to Middletown Tinware, carriages, and hardware are the chief interests.

NEWINGTON.

Newington, Hartford Co., Conn., 103 miles from N. Y. Town Population, 934.

This is a farming town, adjoining the city of Hartford.

CONNECTICUT RIVER ROUTE.

NEW BRITAIN.

New Britain, Hartford Co., Conn., 99 miles from N. Y. Population, 13,979. HOTEL—Strickland House.

New Britain is a mile and a half from Berlin Station, on the New Britain branch of the N. Y., N. H. & Hd. R. R. To reach it, change cars at Berlin Station.

It is a successful manufacturing place, and turns out large quantities of locks, house trimmings, builders' hardware, jewelry, hooks and eyes, harness trimmings, and general hardware. There is no water-power, and steam takes its place. The town is supplied with water from a reservoir 200 feet above its level, giving sufficient pressure to super-sede steam fire-engines.

The principal hotel is the Strickland House, on the main street and in the center of the city. It is a large brick house, well kept, at moderate prices. The proprietor, Mr. Gilbert Johnson, also conducts the Plympton House, Bay View House, and Dickens Hotel, at Watch Hill, R. I.

MIDDLETOWN.

Middlesex Co., Ct. Population, 11,732. HOTEL—McDonough House.

The city of Middletown is also on a branch of the main line of R. R., about ten miles southeast of Berlin Station, and a change of cars at Berlin is required to reach it. It is on the west bank of the Connecticut River, and at junction of the Air Line and C. V. R. Rs., and at the terminus of the branch of N. Y., N. H. & Hd. R. R. The great number of trees in the streets have given it the name of the "Forest City," and its hills are covered with fine and costly residences and gardens. The custom-house and court-house are buildings of interest in the city. The Wesleyan University and the State Asylum for the Insane in the suburbs are noticeable institutions. Manufactures are the leading interest. Opposite the city are the famous Portland quarries of freestone. The quality of this building stone is superior, and its quarrying and export give employment to 800 men, 300 horses and oxen, and some 40 vessels.

PARK CENTRAL HOTEL, HARTFORD, CONN.

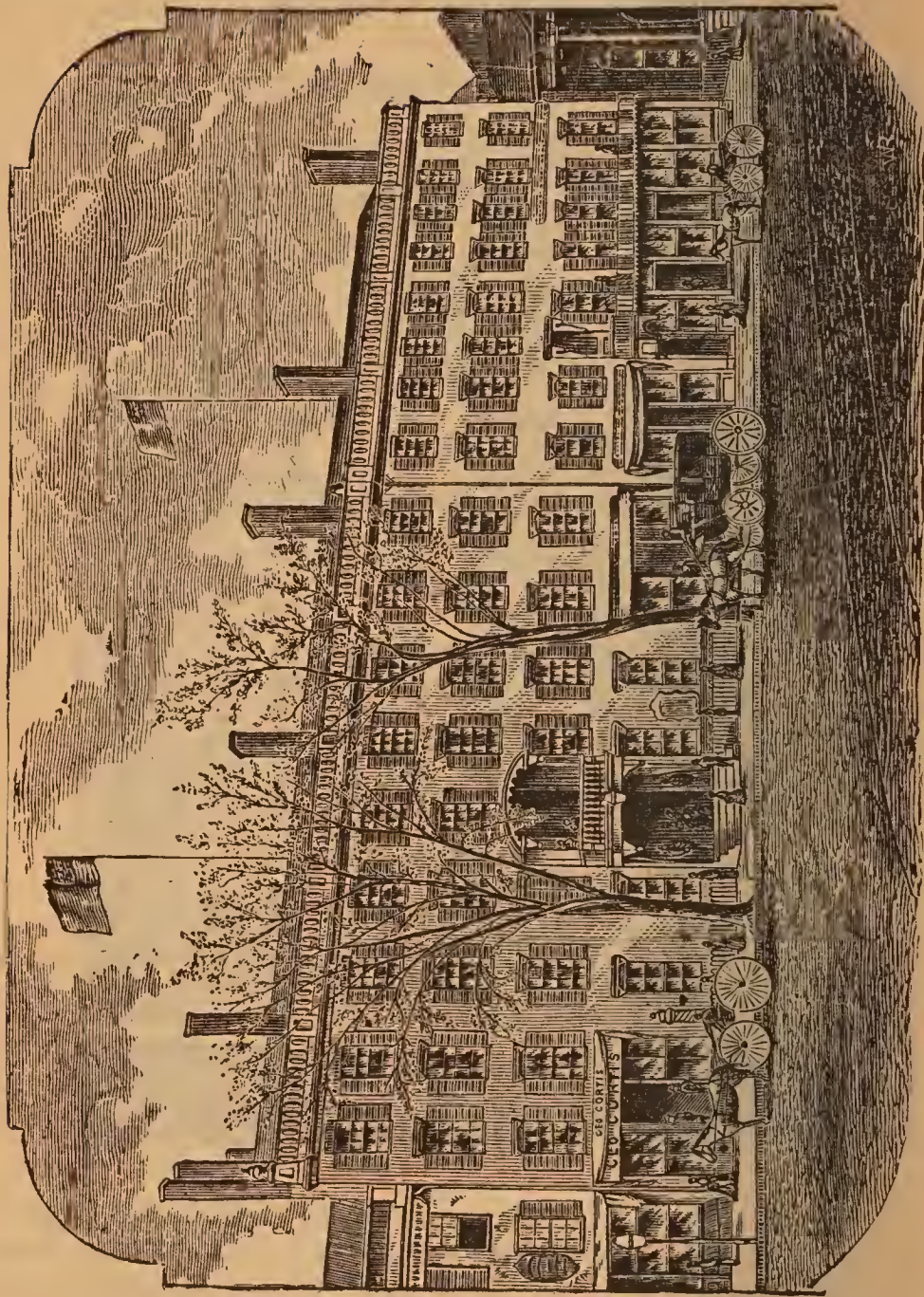


Located one block from Union Depot and facing Capital Park, has been remodeled and refurnished. Having Steam Elevator, Hot and Cold Water, Electric Bells and thoroughly heated by Steam. Dining Room, Office and Billiard Room lighted with Electric Light.

RATES \$2.50 PER DAY.

Special rates to travellers stopping over Sunday and to permanent boarders. Porters in attendance to all trains. Open day and night.

W. KETCHUM, Manager and Proprietor.



UNITED STATES HOTEL, HARTFORD, CONN. D. A. ROOD, Proprietor.

This is the largest and most centrally located Hotel in the city. Free coach at all trains. TERMS, \$2.50 and \$3.00 PER DAY.

HARTFORD.

Hartford County, Ct., 110 miles from New York. Population, 42,551. Hotels—Allyn House, United States, Park Central, and City Hotel.

HARTFORD is the capital of the State of Connecticut, and is probably the wealthiest city of its size in the United States. It is situated on the west bank of the Connecticut river, 50 miles from Long Island Sound. As we approach the city from the southwest, the handsome new brownstone buildings of Trinity College may be seen on the high grounds on the right, and just before reaching the depot, the new High School building appears on the left. The magnificent white marble State House stands on the high ground, on the south of Capitol Park and the imposing Soldiers' Memorial Arch, built of Connecticut freestone, is seen near the center of the park. Few cities present a more beautiful prospect than opens to the view of the traveler approaching Hartford from the south by rail.

The Allyn House is an excellent hotel on the corner of Asylum and Trumbull streets. It is faced with Portland freestone, and presents a very handsome exterior.

The United States Hotel, on State House Square, is a large and popular hotel in the central part of the city, opposite the Post-office and old State House. It is very comfortably furnished, and well kept at moderate prices by D. A. Rood.

The Park Central Hotel is a fine brick building, fitted in modern style and well conducted on moderate prices, by Mr. W. Ketcham. It is one block from the R. R. Station, near Capitol Park, and is kept open day and night. A porter meets all trains.

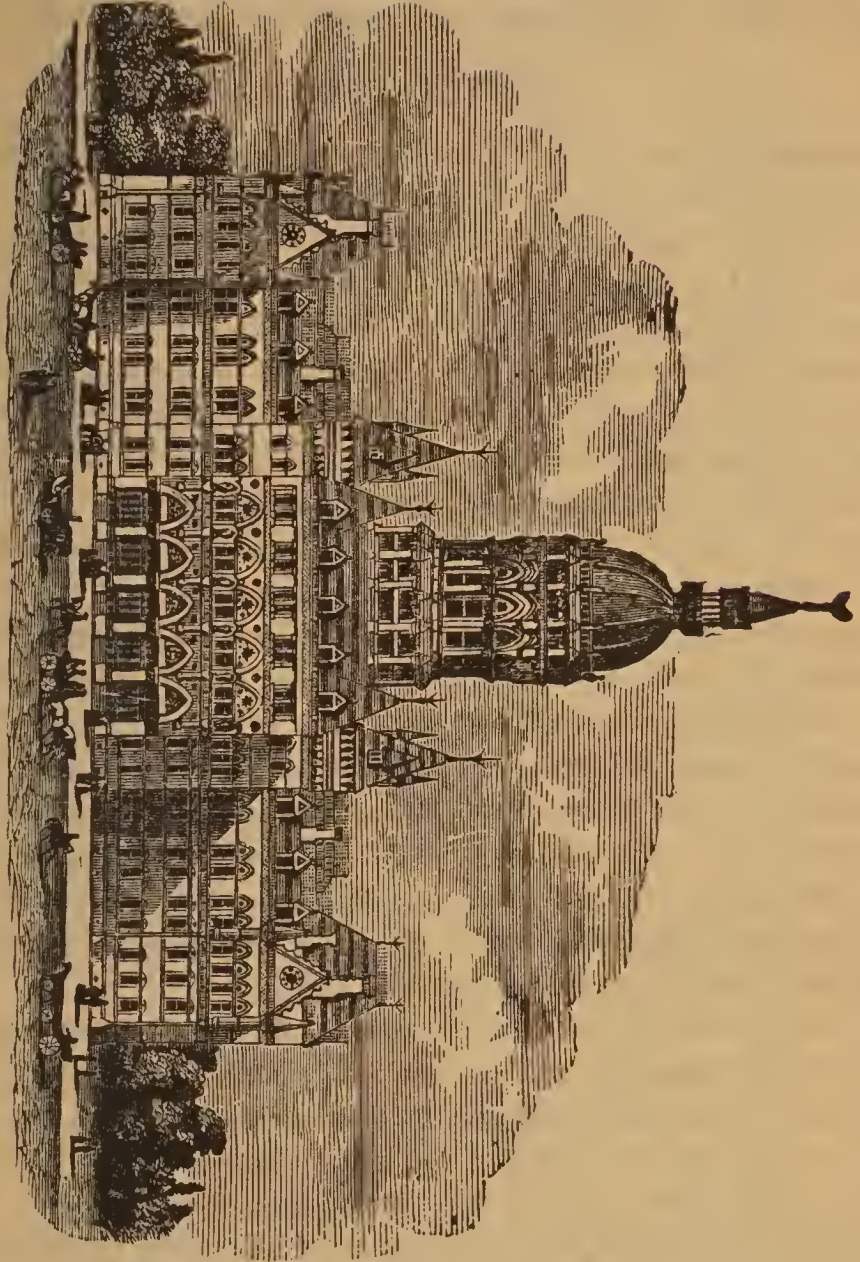
The city is compact, and built mostly of brick and freestone. Asylum Street leads directly from the R. R. station to the center of the city. It contains some of the best business blocks of the city, and a large wholesale business is

CONNECTICUT RIVER ROUTE.

transacted on this street. Main Street runs north and south through the city, and is the chief thoroughfare. It reaches from the northern to the southern extremity of the city, dividing it into nearly equal parts, and contains many of the public buildings, churches and retail stores, and some of the most magnificent insurance offices in the country. Turning from Asylum Street to the right on Main Street, the old State House will be seen opposite, with the new Post-Office just east of it, and, on the corner of Pearl Street, the immense and beautiful granite building of the Connecticut Mutual Life Insurance Company. A short distance south, on the east side of Main Street, are the brownstone building of the Ætna Insurance Company and the large granite building of the Charter Oak Life Insurance Company. Main Street is the chief retail street, and for about a mile in either direction is occupied by a very good class of stores. To the north of Asylum Street, on the east side of North Main Street, is the large freestone business block, known as the Cheney Block. State Street leads from Main Street, opposite Asylum Street, to the steamboat landing, on the Connecticut River, and is one of the principal wholesale business streets. On Pearl Street, near Main, the visitor will see the Pearl Street Congregational Church and the unique brick building of the Phoenix Fire Insurance Company; and on the north side, at the corner of Ann Street, the handsome granite building of the Hartford Fire Insurance Company; opposite which is the printing-office of Case, Lockwood & Brainard. Main, State, Pearl, Ann, Trumbull, and Asylum streets are the principal business streets.

Some of the finest residences of the city are on Charter Oak Place, South Main Street, Wethersfield Avenue, and Washington Street, in the south part; and Asylum Avenue and Farmington Avenue, and streets adjoining, in the west part of the city, and west of the railroad depot. The houses here are of elegant design, and each is surrounded by its

NEW STATE CAPITOL, HARTFORD, CT.



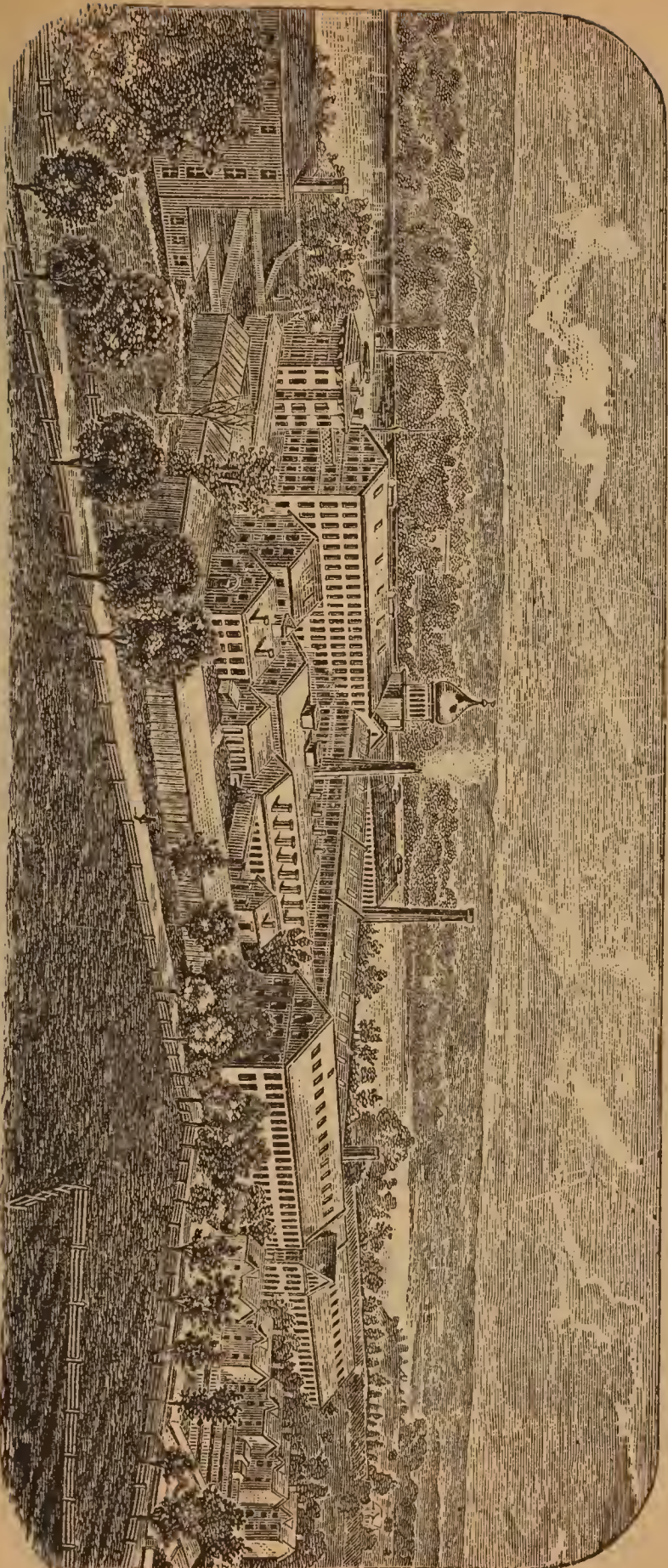
garden and lawn. The streets are lined with beautiful trees, and present many attractions. From Broad Street a good view will be obtained of the city and many of the larger public educational and charitable institutions.

CAPITOL PARK

Contains 47 acres, which were formerly a part of the grounds of Trinity College, but which were purchased and laid out by the city at cost of some \$300,000. The entrance to the Park from the central part of the city is across the several stone bridges over Park River, which is on the northern boundary of the Park. At the south end of the stone bridge leading from High Street into the Park, stands the massive Soldiers Memorial Arch, built of Connecticut freestone and ornamented with historical battle scenes in bas relief of gray sandstone. It cost over \$100,000, and was erected by the city and the munificence of Mr. Bissell.

The new State House stands on the brow of the hill, overlooking the park and the city. It is one of the most costly and elaborate public buildings in the country. A wide and grandly beautiful view may be obtained from its dome. The bronze statue in front of the State House represents Bishop Brownell, and the statue a short distance to the east is a life-size figure of General Israel Putnam. Good walks lead through the park, and afford excellent views of the buildings and dwellings that surround it.

To the south of the new State House is Washington Street, lined with beautiful residences, and justly the pride of the city as a street of residences. Farther east and just south of the junction of Wethersfield and Maple avenues is Mrs. Colt's residence—one of the most elegant in the city. To the left of the junction is Wyllis Street, leading to the river, near the celebrated Colt's Armory Works. At the foot of the hill is one of the most beautiful Gothic churches in this country. It was built by Mrs. Colt, in memory of her late



COLT'S ARMORY Hartford, Conn.

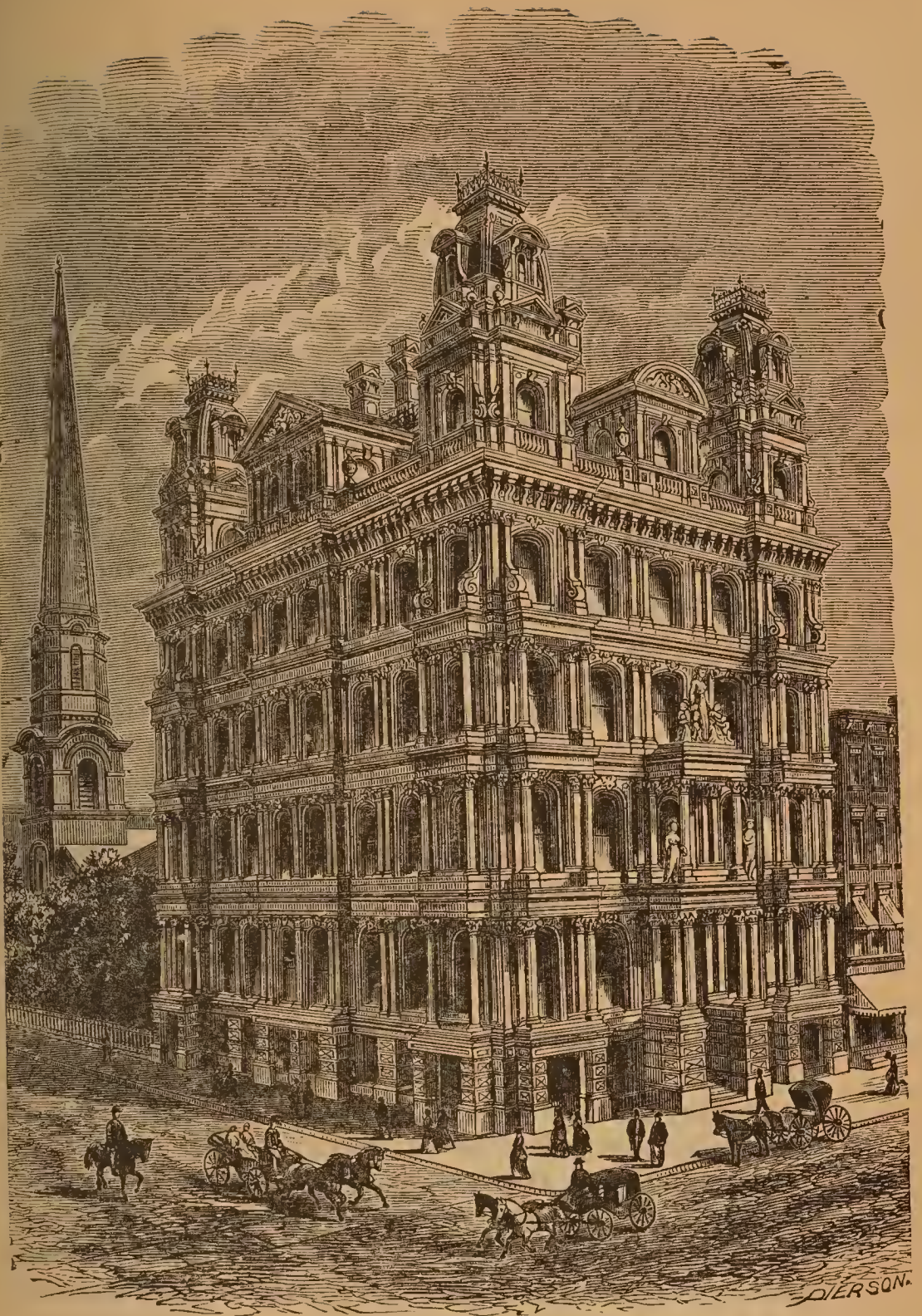
CONNECTICUT RIVER ROUTE.

husband, Colonel Samuel Colt. At the river is the vast dyke erected by Col. Colt, to keep the annual freshets from covering his extensive factories. This dyke encloses 23 acres of meadow that would be otherwise useless, and cost \$80,000. It was originally built by Col. Colt, but the city afterwards paid a part of the expense, on account of the great value of the territory reclaimed from the river.

Charter Oak Place—a very beautiful and quite retired avenue—runs from Charter Oak to Wyllis streets, commanding a fine view of the Connecticut River and Valley. The site of the famous Charter Oak is marked by a marble slab at the north end of this “Place,” at its junction with Charter Oak Street.

BUSINESS.

Hartford is situated favorably for manufactories, trade and commerce. There are about 30 incorporated companies here, having more than \$10,000,000 engaged in manufacturing enterprises. The most important articles of manufacture are fire-arms, sewing machines, screws, book-sewing machines, caligraphs, bicycles, lawn-mowers, and hardware of various kinds. Colt's Armory is the largest arms manufactory in this country, and makes immense quantities of military arms for foreign governments, as well as for our own domestic market. A fine view of it is obtained from the boats on the river, or from Charter Oak Place, in the south part of the city. The Woven Wire Mattress Company manufactures a peculiar and unique mattress, that has become one of the most popular of the numerous styles of spring mattresses. The Hartford Machine Screw Company, The Pratt & Whitney Manufacturing Company, The Weed Sewing Machine Company, The American Writing Machine Company, The Smythe Book Sewing Machine Company, are some of the most prosperous of the manufacturing companies.



CONNECTICUT MUTUAL LIFE INS. CO'S BUILDING,
(Corner Main and Pearl Streets, Hartford, Conn.)

The subscription book business is extensively carried on here. Case, Lockwood & Brainard have a large printing office and book bindery in Hartford, on the corner of Pearl and Ann streets.

Hartford is pre-eminently an insurance city, and has over one hundred millions of dollars devoted to this one branch of business. Its companies are among the largest and strongest of any in the world. The reputation of Hartford insurance companies is unequalled in this country for sound financial basis, just dealings, and economical and efficient management.

The Ætna is the largest strictly Fire Insurance Company in the world. Incorporated in 1819, with a capital of \$150,000, it has since increased it to its present large amount of \$4,000,000, with assets exceeding the immense sum of \$9,500,000. This company has paid to policy holders the enormous amount of \$60,000,000 for losses by fire, of which sum \$3,766,423.09 were paid to Chicago claimants from the one great disaster of 1871, and \$1,604,348.50 to indemnify losers by the great Boston calamity of 1872.

The Hartford Fire and Phoenix Fire, each with about \$5,000,000 assets, are companies that also stood the test of the disastrous conflagrations of Chicago and Boston, and paid their enormous losses promptly and fully. These facts justly place these three companies in the front rank of Fire Insurance, and testify in the highest praise to the skillful and able management of their officers, and inspire confidence in companies that relieved the distress of such overwhelming disasters, when other companies succumbed to the general ruin which followed these calamities.

The Connecticut Fire Insurance Company was incorporated in 1850. It has a capital of \$1,000,000, with about \$2,000,000 of assets. It occupies a beautiful brick building on Prospect Street, and ranks among the highest and best in integrity and financial strength.

CONNECTICUT RIVER ROUTE.

The Connecticut Mutual Life Insurance Company is the largest Life Insurance Company in New England. It occupies a magnificent building on the corner of Main and Pearl streets, the most ornate and beautiful business building in Hartford. This company was organized in 1845, and has been very successful since its formation. Its business has steadily increased, and it has accumulated over \$55,000,000 of assets. It has policies in force amounting to the enormous sum of nearly \$200,000,000.

The Ætna Life Insurance Company, Hon. Morgan G. Bulkeley, President, is one of the largest and most successful trust institutions in the world. Its business has been managed with great prudence and financial ability, and it has acquired assets amounting to nearly \$32,000,000. It has paid to policy holders \$61,000,000, and now has more than 63,000 policies in force, representing more than \$92,000,000. The Ætna Life has some special plans of insurance, with liberal and attractive features, which are both prudent and popular. By its economical and skillful management it affords life insurance at less cost than many other companies.

The Travelers' Insurance Company is the largest accident insurance company in the world, and has enjoyed a highly successful career under its present management. It has outstripped all rival companies in accident insurance, and has also established a large and successful life department. It is one of the most flourishing insurance companies of this eminently insurance city. It has paid over \$12,000,000 to policy holders, and has about \$9,000,000 of assets. Its management is vigorous, able and equitable.

The Phoenix Mutual Life Insurance Company, organized in 1851, has acquired large assets, exceeding \$10,000,000.

The Connecticut General Life Insurance Company is another of Hartford's carefully managed life insurance companies.

NEW YORK TO WHITE MOUNTAINS.

The Hartford Life and Annuity Insurance Company has also added to Hartford's fame as a great insurance city.



CHARTER OAK LIFE INSURANCE COMPANY'S BUILDING.

The Charter Oak Life Insurance Company formerly did a large business, but has now ceased to issue policies.

PUBLIC BUILDINGS.

The old State House, on Main Street, at the head of Asylum Street, and erected in 1792, is in the Doric order, 114 feet by 76, and 54 feet high. The celebrated Hartford Convention was held in this building.

The new State Capitol overlooks the city from its commanding position in the park, and is one of the most elegant buildings in this country. In the State Library are preserved many letters from the kings of England. The oldest, written in 1666, bears the autograph of Charles II. In the Senate Chamber are many fine paintings. Among these are one of Washington, by Stuart, and those of all the Governors of the State, from Governor Winthrop to the present time.

The City Hall is a handsome building on Market Square.

CONNECTICUT RIVER ROUTE.

THE BENEVOLENT INSTITUTIONS

of the city are well organized, and are justly its pride. The Deaf and Dumb Asylum stands in the western part of the city, on Asylum Street, and is the finest institution of the kind ever established in the United States. Rev. Mr. Gallaudet, LL.D., who went to Europe in 1816, for the purpose of ascertaining the best method of imparting instruction to the deaf and dumb, brought home with him M. Lauret Clerc, a deaf mute, who had great success as a teacher in Paris, under Abbé Sicard. Under his direction the institution rose rapidly into public favor. It has about 250 pupils.

The Insane Retreat, founded in 1822 is in the southwest part of the city, on a gentle elevation, commanding an extensive and most beautiful prospect. The buildings are surrounded with 17 acres of finely ornamented ground.

EDUCATIONAL INSTITUTIONS.

Trinity College (Episcopal) is on the east side of the railroad, and a little removed from the center of the city. It is richly endowed, and offers fine advantages to students. The Theological Seminary is located on Prospect Street.

The Connecticut Historical Society has a library of 5,000 volumes, and a great number of ancient documents and manuscripts. The Young Men's Institute has a library of 10,000 volumes. The Watkinson Library is intended for reference—no books being drawn. An endowment of \$160,000 was left by David Watkinson, Esq., for establishing this library. It was first opened in 1866.

Wadsworth Athenæum, on South Main Street, contains many valuable relics. Among these are a chest from the Mayflower, Miles Standish's dinner-pot, Benedict Arnold's watch, General Putnam's tavern-sign, and sword carried by him at Bunker Hill, a link of the chain stretched across the Hudson at West Point during the Revolution, bomb-shells thrown into Stonington, Nathan Hale's powder-horn, etc.

The "Old Charter Oak," so long an object of interest to visitors, is now dead. Parts of it are preserved in the library. The site of the old tree is marked by a marble tablet on Charter Oak Place, in the south part of the city.

Hartford is celebrated for its many citizens who have gained distinction in literature and politics. Among these are Professor and Mrs. Stowe, Rev. Dr. Bushnell, Gideon Welles, James Dixon, Isaac Toucey, Henry C. Deming, Gen. Jos. R. Hawley, S. F. Clemens (Mark Twain), Gail Hamilton, etc. Mrs. Sigourney resided at Hartford during her long literary career.

The first settlement in Hartford was made by the Dutch, in 1633. The English settlers came from Cambridge, Mass., in 1635. Hartford was an active place in colonial times, and there are many places of historical interest in and about the city. The famous Charter Oak, though long since destroyed, still lives in various fragments carved into relics, and the precious charter it so securely held is now framed with it at the office of the Secretary of State.

RAILROAD AND RIVER CONNECTIONS.

The Connecticut River affords steamboat communication with ports on Long Island Sound, New London, Long Island and New York, and with the East. The New York, New Haven and Hartford Railroad runs from New York and New Haven north through Hartford to Springfield, connecting there to Boston, the North and West. The Connecticut Valley Railroad follows the Connecticut River to Saybrook, on Long Island Sound, and the New York and New England opens the northern and western part of the State, and leads to Boston on the east, and to the Hudson River on the west. It also leads easterly through the State to Providence, R. I.; and southwest, to New Britain, Waterbury and Danbury, Ct.

As the train clears the houses of Hartford, it enters upon broad, level intervalles. To the left are some fine ranges of

CONNECTICUT RIVER ROUTE.

hills, and, in a few moments the broad and placid Connecticut is reached. Here we enter the Garden of New England, the beautiful Connecticut Valley, and for nearly 200 miles on our northward journey a panorama of surpassing beauty interest, and variety may be seen from the car windows. The highly cultivated farms, the comfortable homesteads, the droves of cattle and the flocks of sheep, the immense tobacco houses, and the great barns pass in endless procession.

The fields, soft with bending grain, stately with stiff rows of tobacco, or smooth with grass, are full of varied beauty; and all this thrift and comfort added to the rows of graceful elms, the wooded hills, and winding river, give the view a charm peculiar to itself. The tobacco fields will be easily recognized from the broad leaves and erect habit of the plants, and the precise rows in which they stand. The large barns with swinging doors and shutters on the walls, are the drying houses where the plants are hung on racks to dry when ripe in the fall. Tobacco culture is one of the leading interests from this point up to the Vermont line, and is a chief source of the wealth and prosperity of this part of the valley. The railroad skirts the river and soon reaches

WINDSOR,

Hartford Co., 114 miles from N. Y. Town Population, 3,058

This is a quiet farming place, historically noted as the first place settled by the English in the State. William Holmes, and others, erected a block-house here in 1633. The Dutch from New Amsterdam attempted to drive them out soon after, but were unsuccessful. Some fine views open here to the right, and the train, after crossing Farmington River, passes

HAYDEN'S STATION,

Which is merely a small farming place. The road then comes close to the bank and joins the Windsor Canal. This

NEW YORK TO WHITE MOUNTAINS.

canal, some five miles long, was originally built for navigation round the Enfield Falls on the Connecticut. Since the railroad was built it has fallen into disuse except as an admirable water-power, and between the canal and the stream may be seen a large number of mills, foundries, and machine-shops. Just here may be noticed one of the peculiar wire ferries used on the Connecticut. A wire rope hung over the river is used as a guide, and the current is applied as a power to drag the boat over the stream. The houses on the left, extending along the road and beside the river, make the manufacturing village of

WINDSOR LOCKS,

Hartford Co., Conn., 120 miles from N. Y. Town Population, 2,332

A branch road here leads to the left to Suffield, and the main road turns sharply to the right, and the train runs slowly, preparatory to crossing the immense iron bridge that crosses the river. A full view of the bridge may be obtained from the windows on the right just as the train "slows down." This bridge is $1,552\frac{1}{2}$ feet long, $17\frac{3}{4}$ feet wide on top, and carries the train 47 feet above low water. It is one of the largest structures of the kind in the country, and cost \$265,000. The work was made in England and put up with the assistance of English machinists, and was opened for traffic in February, 1866. It is supported on 17 piers and the largest span is $177\frac{1}{2}$ feet. To allow for the expansion in the hot sun of summer and the contraction by the cold of our severe winters, one end of each truss is laid on rollers so that it may move slightly as affected by the weather. The opposite end of each truss is bolted to the pier so that, though the truss moves an inch or more between noon of a hot day and morning of a cool night, it cannot escape, or roll off the top of the pier. The bridge is

estimated to be able to carry seven times the weight of all the engines that could be crowded upon it at once. As the train rolls smoothly and quietly over the top, the most indifferent traveler can hardly fail to look out the windows on either side to admire the noble river, the beautiful scenery, and this splendid piece of bridge architecture. As the train touches the shore a particularly fine view may be noticed on the left, up the stream, as it gives the first hint of the hill country we are approaching. A wooded island will be noticed just above the bridge that is interesting, as showing the peculiar sandstone formation along its lower shore.

WAREHOUSE POINT,

*East Windsor, Hartford Co., Conn., 121 miles from N. Y.
Population, 893. Town Population, 3,019.*

This is the first of a series of busy manufacturing villages stretching along the eastern bank northward to Springfield, and was formerly the head of navigation on the river—hence its name. Here the best views are on the left, and if there is a spare seat it is worth the while to take it, for the river here presents a succession of most charming views. On the right, manufacturing establishments pass quickly every few moments.

ENFIELD,

Hartford Co., Conn. Town Population, 6,755.

The village is on a hill to the right. The town is noticeable as containing the Hazard Powder Works, and a community of Shakers. A picturesque old wooden bridge crosses the river here and makes a charming feature in the landscape. Opposite are the splendid farms of Suffield.

THOMPSONVILLE,

Enfield, Hartford Co., Conn., 125 miles from N. Y. Pop. 3,794.

This active manufacturing place is named after Colonel O. F. Thompson, founder of the Hartford Carpet Works

NEW YORK TO WHITE MOUNTAINS.

located here. This manufactory was established in 1828, and is now one of the largest in the country, employing a capital of \$1,500,000, and turning out 6,000 yards of ingrain and Venetian carpets every working day. The power is steam, consuming 3,000 tons of coal a year, and driving 141 looms. The next station is

LONG MEADOW,

Hampden Co., Mass., 130 miles from N. Y. Town Population, 1,401

This is a farming town on the southern line of Massachusetts. At every step of the way the country grows more beautiful, and the villages spread out so as to nearly touch. It was on the Connecticut, along this vicinity, that the Inter-collegiate Regattas of 1872 and 1873 took place, in the last of which Yale introduced the English stroke, and carried off the laurels of the day in each race.

PECOWSIC,

A small station, is passed, and then from the left may be seen the tall chimneys of

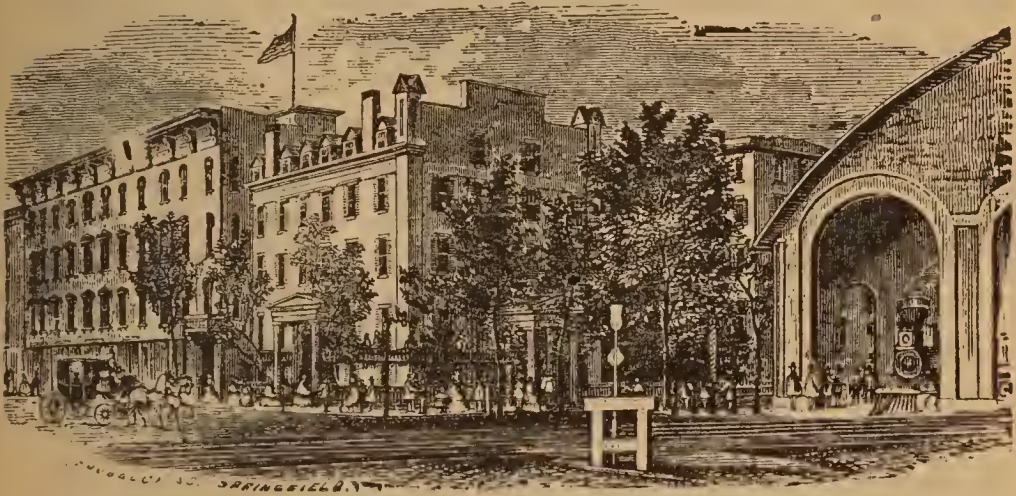
SPRINGFIELD,

Hampden Co., Mass., 135 miles from N. Y. City Population, 33,340. Hotels—Massasoit, Haynes and Cooley's.

The train rolls swiftly past the streets and shops, the houses run into blocks, the tracks multiply, and presently we are in the great black station, and in the very heart of the city. This is the end of the New York, Hartford and New Haven Railroad and our first continuous ride northward. Through cars run to White Mountains, and the traveler has the choice of going on up the valley at once, or of stopping over part of a day or a night at this most delightful of Massachusetts cities. It is a representative place, and well worth a visit. The hotels are among the best in the country, and there is much of interest and value, both for the commercia

CONNECTICUT RIVER ROUTE.

man, the manufacturer, and the tourist. The best hotel is the Massasoit House, on Main Street, and may be entered by turning to the right from the East end of the R. R. depot. It is one of the finest hotels in America, and its *cuisine* is not excelled by any in the world. Nearly all trains stop long enough for dinner, and the traveler should pass into the Massasoit and enjoy a delicious meal. Ample notice is given of the departure of all trains. The Massasoit has large airy



rooms, many *en suite* for family use, furnished with elegant carpets, spring-beds, bath rooms, and modern hotel conveniences. The extensive addition on Main Street has added several apartments, elegantly furnished and handsomely adorned. The Massasoit is the *par excellence* of hotels.

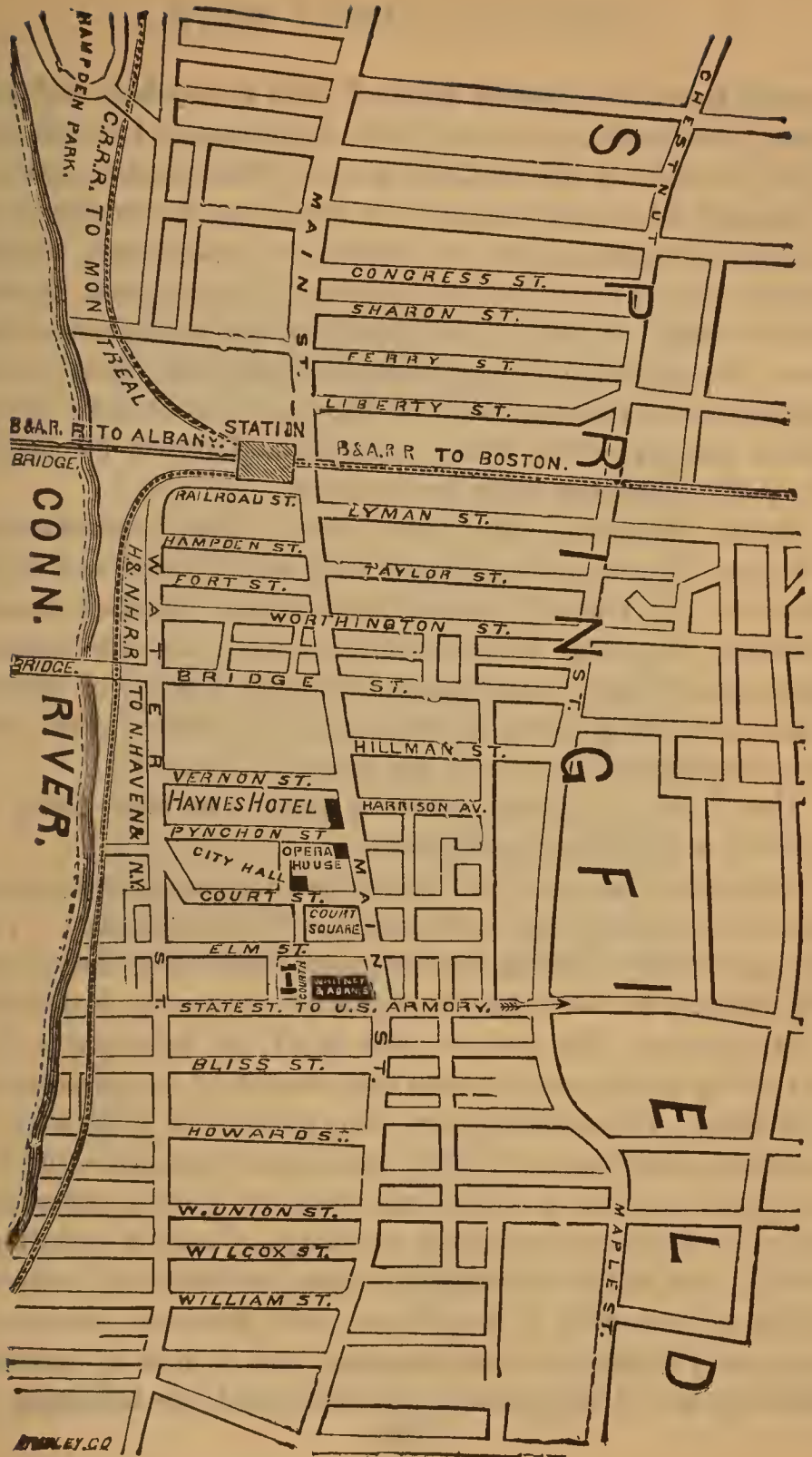
From Springfield the Boston and Albany R. R. runs east to Worcester and Boston, and west to Westfield, the Berkshire Hills, Pittsfield and Albany. The Springfield and Athol Branch of B. & A. R. R. runs to Athol, Mass., and the New York and New England R. R. to Rockville, Ct. The Connecticut River R. R. runs north to Chicopee, Holyoke, Northampton, Greenfield, connecting at South Vernon, Vt., for Brattleboro, Bellows Falls, White River, and Wells River Junctions, and other towns in New Hampshire and White Mountains, Lake Memphremagog, and Canada.

OBJECTS OF INTEREST.

The chief point of interest is the United States Arsenal and Government works. To reach the Armory walk through Main Street to the south, to State Street, then turn to the left up the hill. The walk is not long, and some fine churches, stores, printing-offices, and dwelling-houses are seen on the way. The grounds are neatly laid out, and the stores of guns and war materials make a most striking and peculiar display. The buildings contain 275,000 arms, and during the war over 3,000 men were here employed day and night. The City Hall and Court House are both worthy of notice. Hampden Park may be reached by a short walk from the station, through Main Street north to Clinton Street, and then to the left. The drives over the river to West Springfield, to Brightwood on the north, to the Cemetery on the south, or through the well-shaded streets in every direction, are delightful and well worth the little time they take. There are 26 churches, 6 charitable institutions, 6 musical societies, and a flourishing Scientific Society. The Library with 46,000 volumes is open every week-day, and the Museum of Natural History on Wednesdays and Saturdays. The Public Reading Room in the same building, open every day, has 150 papers and magazines on file. Horse cars run to Brightwood and the water shops.

Springfield is eminently a business city. Its manufactories are very numerous, paper being one of the chief articles of manufacture.

Springfield is probably one of the best illustrations of inland thrift and *energy* of any *interior* city in the country. This is due in part from its peculiar central location, in fact it is nearer the center of the actual business interests of New England than any other point, drawing its physical



CONNECTICUT RIVER ROUTE.

energy from the Granite Hills of New Hampshire and Vermont, and finding a market for its ingenious and varied productions all over the civilized globe. The business man or "tourist" here finds himself on the great thoroughfares of railway communication, by which he may start almost hourly for either of the four points of the compass, North, South, East, or West. Springfield is the headquarters for every description of paper manufacturing—in fact, manufactures more than one-half of the entire production of the whole country, while whips, tobacco, and cigars fill almost an *equal* importance in its productions.

Smith & Wesson have here their great manufactory for their famous pistols, which now take precedence of *all* others. The United States Government envelope manufactories are alone worth a week's visit, while the Government Armory and magnificent works are *marvels* of perfection. The *Springfield Republican* is one of the ablest and most influential journals of the United States.

The *Union*, a young evening paper, is also doing a thriving and flourishing business.

Springfield has also two very noted insurance companies, whose reputations are coextensive with our country. *The Springfield Fire and Marine Insurance Company* is the largest fire company in Massachusetts and is one of the soundest in the United States. Its agencies are in all the principal cities and towns in the country, and the amount of its business is enormous. The company was incorporated in 1849 with a perpetual charter, and by judicious management and strict integrity and justice in its dealings with the public, it has attained a standing second to no company in the insurance world. One of its elements of success has been the business ability and integrity of its officers. Mr. Freeman, for many years the President of the company, was a man of unusual capacity, and of the strictest integrity, and his influence is

NEW YORK TO WHITE MOUNTAINS.

and devotion to the real welfare of the company, largely contributed to its constant and uniform progress. He was succeeded by Mr. Dwight R. Smith, who died in 1880. Mr. J. N. Dunham is now the President. He brings to his office strict integrity and business skill, and the experience



DAILY UNION BUILDING,
SPRINGFIELD, MASS.

of years of faithful service in the insurance world. It is largely due to the business ability of its officers that this company withstood the tremendous financial shocks of the great Chicago and Boston fires, which wrecked so many other companies in a common disaster. The capital stock of this company is \$1,000,000, and its total assets are about \$3,000,000. Its financial soundness is universally conceded in insurance circles. Although its name implies marine insurance, yet it now takes no marine risks.

CONNECTICUT RIVER ROUTE.

The Massachusetts Mutual Life Insurance Co. is the only life insurance Company in Springfield, and occupies a similar position in the life department of insurance that the Springfield does in fire. The company owns and occupies a handsome brownstone building on the main street.

The most important manufacturing companies are the American Papier-Maché Co., the Bemis & Call Tool Co., Bigelow Manufacturing Co., Hampden Card Co., Hampden Paint and Chemical Co., Gilbert & Barker Manufacturing Co., Massasoit Paper Manufacturing Co., Morgan Envelope Co., National Needle Co., Newell Bros. Manufacturing Co., New England Card and Paper Co., Hampden Watch Co., Springfield Envelope Co., E. Stebbens Manufacturing Co., John W. Trafton Manufacturing Co., Union Paper and Ink Co., Wason Manufacturing Co., and the Williams Hardware Manufacturing Co., Barney & Berry's Skate Factory, Milton Bradley's manufactory of Kindergarten material and games, Dwight & Hoyt Iron Work makers, Cheney-Bigelow Wireworks. Several foundries and manufactories of buttons, etc. This long and honorable list is the secret of the wealth and prosperity of the city. The Boston and Albany Railroad, and the Connecticut River Road both have extensive car-shops here, and from cars to paper collars and pistols, the industry of the city is everywhere manifest. Days might be spent here in examining these great works.

There are nine National banks with a capital of \$3,300,000, three savings banks, two banking houses and a clearing house.

There is a good system of public schools. The High School house is an elegant building, and cost \$170,000. The Grammar School buildings are all new.

The Springfield, Athol & Northeastern R.R. is now owned by the Boston & Albany R.R., and is known as the Athol Branch. The Conn. Central R.R. is now a branch of the New York & New England R.R.



COOLEY'S HOTEL,

Springfield, Mass.

J. M. COOLEY & CO., - - Proprietors.

Cooley's Hotel, nearly opposite the R. R. station, has earned an enviable reputation as a first-class stopping place for travelers. The house is pleasantly and conveniently situated, and offers clean pleasant rooms, good beds, a table surpassed by none in liberal and luxurious supply, passenger elevator, and a nicely furnished, attractive parlor. Owing to the increase of business, an annex containing thirty new, elegantly furnished rooms has been recently added. Families passing to and from the mountains will find Cooley's a very pleasant resting place, at a moderate price. It can safely be said to be one of the few successful \$2 per day hotels in the United States.

TOURISTS AND INVALIDS

wishing to escape the severity of our Northern Winters, can find no more attractive places than the

BERMUDA ISLANDS

— AND —

WEST INDIES.

The Steamship *Orinoco*, 2,000 tons, together with the magnificent new Steamship *Trinidad*, 2,160 tons, 1,500 horse power, highest class, 100 A 1 at Lloyd's, built expressly for this route in 1885, with unsurpassed accommodations for passengers, leaves New York and Bermuda every Thursday during the season.

Steamers for West Indies, St. Kitt's Antigua, Dominica, Martinique, St. Lucia, Barbados and Trinidad, leave New York and the Islands every 17 days.

For full particulars, time tables, and descriptive pamphlets, apply to

A. E. OUTERBRIDGE & CO., AGENTS,

ARTHUR AHERN, Sec'y, Quebec.

51 Broadway, New York.

The Leading New England Paper.

THE SPRINGFIELD REPUBLICAN.

Daily, \$8. Sunday, \$2. Weekly, \$1.

A Large Quarto Sheet.

Independent and Fair in Politics.

Comprehensive in Its News Reports.

Able and Enterprising in its Management.

Rich and Varied in Its Miscellaneous Reading.

New England News Reported with Great Thoroughness.

THE PAPER FOR NEW ENGLANDERS OF ALL PARTIES AND CREEDS

Various Tributes to Its Worth.

New England Grit. [From a Subscriber at Helena, Mont.]
The Republican is New England true grit.

Sagacity, Skill, Courage. [From the North Adams Transcript.]
The Republican is conducted with rare sagacity, skill and courage.

Prospering Grandly. [From the Northampton Gazette.]
The Republican is prospering grandly, and deserves it all.

As Good as a Newspaper Ought to Be. [Atlanta (Ga.) Constitution.]
The Republican, as it stands, is about as good as a newspaper ought to be, so far as quality is concerned.

Model and Trustworthy. [From a New York Lawyer.]
I think the Springfield Republican is a model and trustworthy newspaper.

Admires It Hugely. [From a subscriber in Wisconsin.]
The Republican ought to have 100,000, yes 200,000, subscribers. I am not a New Englander, but admire The Republican hugely.

True Yankee Flavor. [From a Reader in Washington, D. C.]
The Republican has the true Yankee flavor, or pucker, and on the whole I like it better than any paper I have ever taken.

Enterprising, Progressive, Able. [From the Palmer Journal.]
The Republican is an enterprising, progressive and able newspaper, and well deserves its present prosperity.

Among the Best in the Country. [From the Boston Index.]
The Springfield Republican is now justly regarded as among the best dailies published in this country.

A Right Smart Newspaper. [From the Troy Times.]
The Springfield Republican politically is of the mugwumpians mugwumpy, but it is a right smart newspaper, and its evident prosperity is gratifying to all admirers of bright journalism.

One of the Best Edited and Ablest. [From the New York Graphic.]
The Springfield Republican is one of the handsomest as well as one of the best edited and ablest journals in the country. It is a model newspaper.

No other so Fully Independent. [From the Manitowoc (Wis.) Pilot.]
The Springfield Republican is unquestionably one of the best, as it is the most reputable paper in the country. There is no other paper which so fully occupies the plane of Independence, and its editorial columns have a literary value not to be overlooked.

Send for free sample copies, and buy it on the cars.

Address **THE REPUBLICAN**, Springfield, Mass.

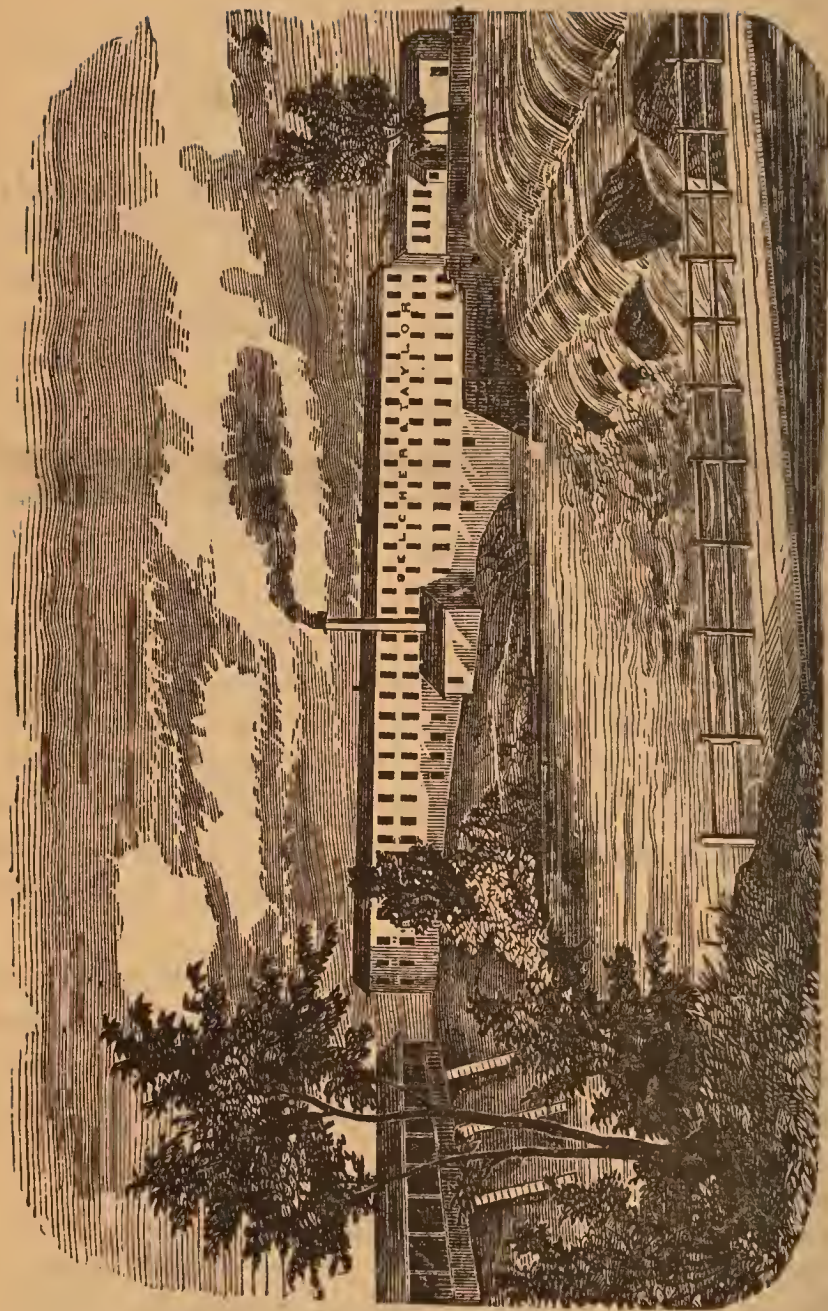
THE CONNECTICUT RIVER RAILROAD.

THIS road, extending from Springfield at the southern side of Massachusetts to South Vernon on the Vermont line, is the next most important step in our route. It was originally chartered as two roads, the Northampton and Springfield, and the Greenfield and Northampton. They were united in 1845, and the extension to South Vernon was made in 1848. It leads us through the most fertile and picturesque part of the valley, and through a region noted for the wealth, culture, and industry of its people. The cars stand on the track next the north wall, and the ticket offices, baggage-rooms, waiting-saloons, restaurant, etc., are on that side of the depot. For passengers going through to the White Mountains the cars of the Passumpsic River Road are provided, and in summer drawing-room cars are on every through train. On taking seats choose the right-hand side, as that will give the best views for the next hundred miles. All the rolling stock of the road is first-class in every respect, and every comfort is provided for the traveler.

The train, after starting quickly, clears itself from the entanglement of the shops and car-houses, and Hampden Park may be seen on the left. The suburbs of Springfield seem very attractive, and the train soon reaches the new station of

BRIGHTWOOD.

This is a part of Springfield, and the site of the immense car-shops of the Wason Manufacturing Company. On the right is a neat bit of park, and on the left a full view of the



CHICOPEE FALLS, MASS.

“WHERE BRIGHT A RIVER’S CRYSTAL TIDE.”—*Aella Gresne.*

CONNECTICUT RIVER ROUTE.

great manufactory. The vast business of this company was founded by T. W. and C. Wason, in 1845, and the present shops were erected in 1873.

CHICOPEE,

Hampden Co., Mass., 137 miles from N. Y. Town Population, 11,286.

The village is located on the east bank of the Connecticut, at its junction with the Chicopee River, and is a prosperous manufacturing place. The Dwight Mills, seven in number, may be seen to the right, and making a most imposing display. The Dwight Manufacturing Company employs 2,000 hands, 70,000 spindles, and produces goods to the value of \$20,000,000 every year. The Ames Manufacturing Co., also located here, employs 400 hands in gun-stock machinery, water-wheels, cannon, and art castings. Messrs. J. Stevens & Co., manufacturers of first-class fire-arms and machinists' tools, have extensive works here, which, from their establishment in 1864, have maintained a superior reputation for the quality of their goods, and now occupy a foremost position among American manufacturers. Cabotsville and Chicopee Falls, up the Chicopee Valley, are here connected with the main road by a branch line. A short ride along the river brings us to

WILLIMANSETT,

Chicopee, Hampden Co., Mass., 142 miles from N. Y.

Is only a small station, and immediately after leaving it the train crosses the river on a wooden-covered bridge 700 feet long, and a good sample of an American truss bridge.

HOLYOKE,

Hampden Co., Mass., 142 miles from N. Y. City Population, 22,000. Windsor Hotel.

This city, located on a bend of the river, and on its west shore, commands one of the most noted water-powers in the

world. The Connecticut river falls 60 feet in three-fourths of a mile, and by the construction of an immense wooden dam, 30 feet high and 1,017 feet long, a part of the stream is turned aside, and by three canals is conveyed through the town to the various mills. The upper canal is now 5,000 feet long, the second is 9,000 long, and the lower one 4 000. Holyoke is the great paper-making centre of this continent. Nearly 100 tons of paper are manufactured daily at the immense mills of this noted city. To appreciate the importance of this branch of manufacture here, one should stop over and visit the mills in detail. Cotton and woolen goods, thread, silk, alpacas, screws, wire, iron goods, machinery, etc., are also largely manufactured here. As we cross the long bridge, on entering the city, to the left is seen the new French Catholic Church, erected near the site of the one destroyed by the fire in 1875, which burned to death seventy worshippers

The Windsor Hotel, recently erected, is centrally located, three minutes' walk from the station. There is a free coach to and from every train. It is a modern hotel, and is well kept by Mr. G. H. Bowker. Every room has hot and cold water, is heated by steam and lighted with gas; has electric bells, hydraulic elevator, etc. A large addition has recently been built, containing many suites of rooms, large and well-lighted sample rooms; one of the finest billiard halls in the State, private dining-rooms, and two halls for dancing, one accommodating 40 the other 100 couples. Adjoining this hotel is the Holyoke Opera House, one of the finest in the country, and will comfortably seat 1,200 persons, so that the sojourners at the Windsor never lack comfort or amusement. The valley at this point abounds in pleasant drives, and Mountains Nonotuck and Holyoke are but a few miles distant. These and the many different manufactures that can be visited, and the Hotel, make Holyoke a desirable "stopping-off" place for New York visitors to the White Mountains. Leading from Holyoke, west, is the Holyoke Branch of the



WINDSOR HOTEL, HOLYOKE, MASS.
G. H. BOWKER, *Proprietor.*

CONNECTICUT RIVER ROUTE.

New Haven and Northampton Railroad. This branch connects with the main line at Westfield on the Boston and Albany Railroad. The water-power at Holyoke is more than sufficient for a million spindles, and already the manufacturers employ 1,800 hands in the paper-mills, 2,000 hands in the fabric mills, and in other departments some 885 more. The product is over 40 tons of paper per day, 30,000 dozen spools of cotton per week, 850,000 yards of woolen, and a million blankets a year, besides great quantities of iron work, machinery, lumber, sashes, belts, reeds, screws, piano-wire, and other goods.

From the station, the train passes quickly through the town, and in a moment passes in plain sight of the great dam and the falls, and skirts the edge of the broad slack water above, and close under the high hills that here intrude upon the river, and make a narrow and romantic water-gap. The river winds in great sweeps through the hills, and the road follows the water's edge closely, so that a mile or more of the track may be seen before and behind from the car-window. At every turn the hills become higher and bolder till we reach

SMITH'S FERRY,

Northampton, Hampshire Co., Mass., 145 miles from N. Y.

We can willingly pause at this little station, for the prospect is one of the most charming on our road. Mount Holyoke, on the opposite shore, is coming into full view; South Hadley lies to the east beyond the ferry, and up the stream the views of mountain and valley are surprisingly lovely. The village of South Hadley is reached from here by the aid of the ferry, and is mainly noted as containing the celebrated Mount Holyoke Female Seminary, founded by Miss Mary Lyon, in 1837.

As the train moves on, the beautiful panorama of river and

NEW YORK TO WHITE MOUNTAINS.

mountain scenery increases in interest and beauty. These high wooded hills are a part of a range of greenstone that extends northward from New Haven, and in Mount Tom on the west, and Mount Holyoke on the east, about 1,200 feet high, finds its climax in this splendid gap. One of the most striking views may be obtained at

MOUNT TOM STATION.

This is merely a steamboat landing, and the junction of a short branch line from Easthampton, on the New Haven and Northampton Railroad. The steamer plies up the river to the carriage road that leads to the Holyoke Railway that ascends the mountain. The Prospect House, at the summit, was the first mountain house erected in this country, and has always been one of the most popular. The view from the house is peculiarly American, and of great beauty and interest. It includes the East and West Rocks at New Haven on the south, the Green Mountains in Vermont, Monadnock in New Hampshire, and Wachusett in Massachusetts, besides many other peaks of lesser note ; while between these mountain-fringed horizons spreads wide the immense valley of the Connecticut, carpeted with the varied crops of the farms. Pricked out upon its mosaic pattern are the spires of forty villages, scattered through four of our most prosperous commonwealths. If the traveler has the time it will be well worth his time to stop here, and make a brief visit to this fascinating and popular resort. As the train moves on, the hotel on the summit comes into view, outlined against the sky. Mount Tom on the left, and Mount Holyoke on the right, seem to make a natural gateway here, and as the cars pass through, the great valley suddenly opens, wide, level, and surpassingly beautiful, and, absorbed in the prospect, the traveler thinks the train almost too quickly runs in among the houses of

The Paper for the People.

THE SPRINGFIELD UNION.

*An Evening Paper that gives the News of the
Day while it is News.*



Its readers pronounce it "the best paper in New England," and its circulation increases so steadily and rapidly that its readers evidently mean what they say.

The UNION is an eight paged paper, which is furnished at the marvelously low price of SIX DOLLARS a year or Fifty Cents a month. If you don't take the UNION now, give it a trial.

The Weekly UNION, issued every Thursday morning, is a first-class weekly paper that goes into all parts of New England and into all parts of the world where New England people go. The Weekly is only One Dollar per year. If you are too far away from Springfield to get the Daily UNION promptly, try the Weekly.

The UNION, Daily or Weekly, is one of the best advertising mediums in the country. Advertising rates and specimen copies furnished on application.

Address,

THE UNION,

SPRINGFIELD, MASS.

CONNECTICUT RIVER ROUTE.

NORTHAMPTON,

Hampshire Co., Mass., 150 miles from N. Y. Town Population, 12,172. Hotel: Mansion House.

This is one of the oldest and most famous towns in the valley. It was settled by a party from Hartford and Windsor in 1654, and is not only a fine farming town, but a favorite resort for pleasure-seekers from all parts of the Union. The numerous educational institutions, its libraries, its elegant houses, the quiet beauty of its elm-shaded streets, and more than all, the culture of its people, make one of the most desirable places of residence in the State. Its people have been among the most distinguished in the country. Here lived Rev. Jonathan Edwards, Major Joseph Hawley and Gov. Caleb Strong, and others famous in our earlier history; and the village has contributed four United States Senators. Many noted people from Europe and all parts of the country have visited Northampton, and the praise of its homes and meadows has been the theme of poem, picture and novel.

THE MANSION HOUSE,

RODNEY BROWN, PROPRIETOR,

Is a fine, large brick hotel, situated in the business center of the village on the principal street. A walk of not more than five minutes will take one from the Railroad Station to the hotel, and horse cars run frequently from the Conn. River Railroad, and New Haven and Northampton Railroad Stations, passing the Mansion House to Florence and return. The Mansion House has been much improved under its present management, and is now a first-class hotel, which is kept open throughout the year. Fine billiard rooms, and a first-class livery are connected with the hotel, and the charges for board are very reasonable.

NEW YORK TO WHITE MOUNTAINS.

The Public Library of Northampton now contains about 10,000 volumes of the most popular works of the day. The elegant hall, reception rooms, reading room, and the art gallery in the Memorial Hall Building, are very fine

The public reading room is open to all, and strangers have the privilege of the library by the payment of a small sum.

The Smith Charities were founded by Oliver Smith, of Hatfield, who died December 23, 1845, and who endowed them with \$200,000, to be invested until principal and interest should amount to \$400,000, when it was to be divided into three distinct funds—\$360,000 of which was for indigent boys, children, young women, and widows.

These funds now amount to nearly one million of dollars. Of the remainder, \$30,000 goes to found Smith's Agricultural School at Northampton in the year 1905, and \$10,000 to the American Colonization Society.

Clarke Institute, for the instruction of deaf mutes, was founded by John Clarke, and endowed with \$250,000.

Smith Female College, is an institution endowed by Miss Sophia Smith and the town of Northampton with \$350,000. It is one of the best female colleges in this country.

The Edwards Elms, on King Street, were planted by President Edwards. On the Hockanum route to Mount Holyoke stands the Great Elm tree immortalized by Dr. Holmes in his "Autocrat of the Breakfast Table." It is thirty-one feet in circumference.

Mount Holyoke, long celebrated for the view from its summit, which has less of grandeur than Mount Washington and others of greater elevation, but is more beautiful and picturesque, is three miles distant, and 1,175 feet above the sea, crowned with the Prospect House for the accommodation of summer day visitors. To reach the summit of Mt. Holyoke, cross the famed Northampton meadows and the river to the cottage, thence by vertical railway 600 feet, or climb the 523 steps of stairway.

NEW YORK TO WHITE MOUNTAINS.

Hockanum, the home of "*Kathrina*," the heroine of Dr. Holland's poem, and Mount Nonotuck, "Mountain of the Blest," looking south-east, are both near. Visitors drive over meadows near the Ox Bow, within a few rods of the Eyrie House, on its summit, reached by easy foot-path. Nonotuck is not so high as Holyoke, but the view from the Eyrie House, looking north, was pronounced by Dr. Hitchcock to be unique and the finest his eye ever rested on.

Mount Tom, seven miles distant, the highest peak of the Holyoke range, Sugarloaf Mountain and Mount Toby, are all in full view from Round Hill.

Amherst, beautifully situated on the western slope of the Holyoke range, nine miles distant, is the seat of Amherst College, with its famous cabinets, the Massachusetts Agricultural College, and the Durfee Plant House, where can be seen an unusually fine collection of exotics.

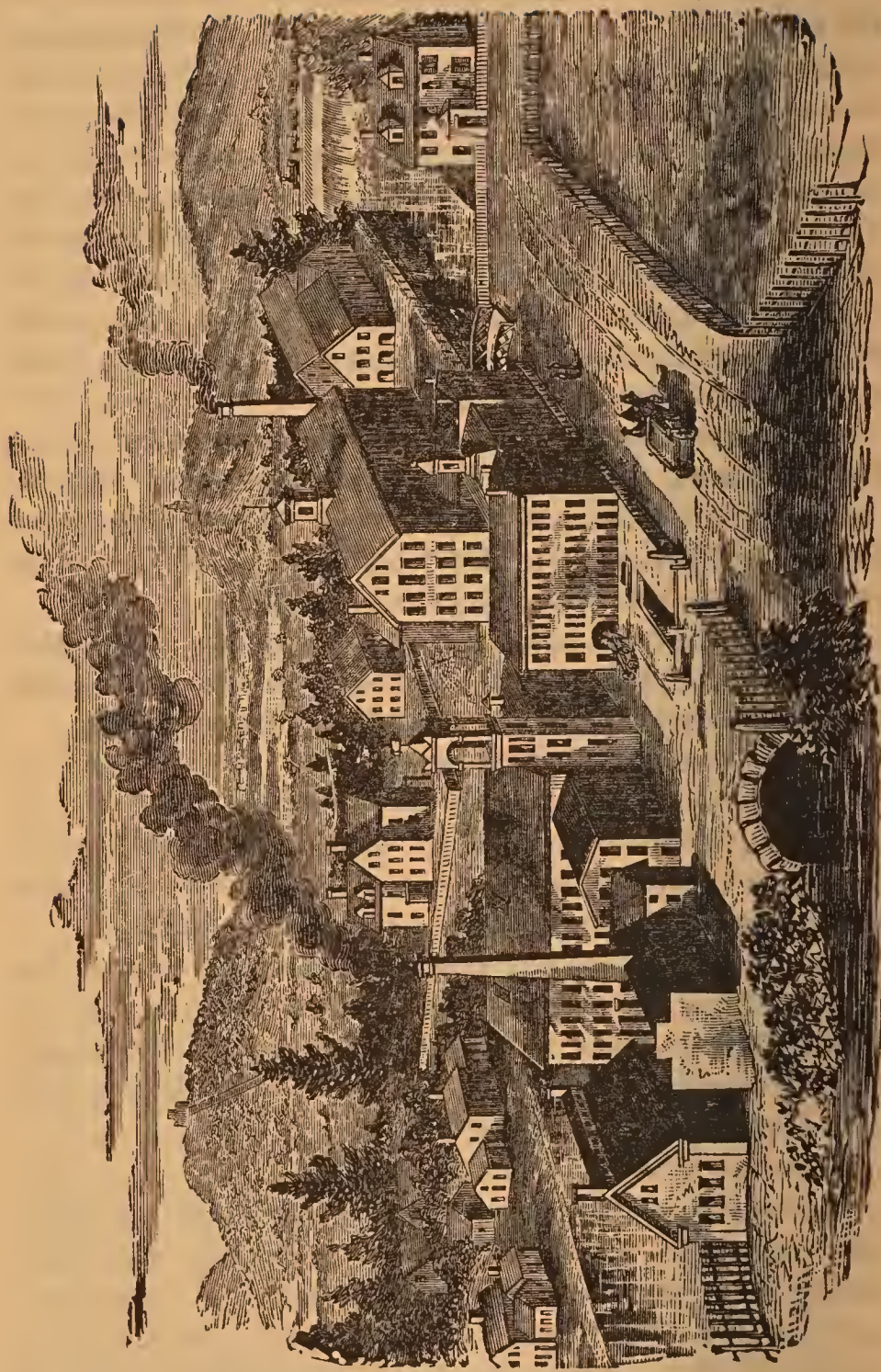
South Hadley, six miles distant, on the slope of the Holyoke Range, is the seat of the celebrated Mount Holyoke Female Seminary, founded by Miss Mary Lyon in 1837.

FLORENCE, *Hampshire Co., Mass.,*

Situated $2\frac{1}{2}$ miles west from Northampton, with which place it is connected by horse railroad, and by the New Haven and Northampton R. R. Population, 3,000.

This is a manufacturing village, romantically situated on the Mill River, that so tragically caused the death of 140 lives on May 16, 1874, by the breaking away of the Williamsburgh reservoir. The finest building of the village is Cosmian Hall, belonging to the Free Congregational Society, noted in moral and educational reforms.

The large manufactories of the Nonotuck Silk Company, are located here, and the beautiful products of the mills, notably the "Corticelli" Sewing Silk and the "Florence" Knitting Silk, Silk Hosiery and Underwear are recognized throughout the continent as being thoroughly reliable in color, quality and amount warranted.



NONOTUCK SILK CO.'S WORKS, FLORENCE, MASS.

CONNECTICUT RIVER ROUTE.

EASTHAMPTON,

Hampshire Co., Mass. Pop., 4,000. Hotel, Mansion House.

Easthampton is situated on the New Haven and Northampton R.R., directly connecting it with New York, and is connected by a branch line with the Connecticut River R.R., at the Mt. Tom station, by which route it is seventeen miles north of Springfield. The village, which lies just west and almost under the shadow of Mt. Tom, the highest peak in the Holyoke range, owes its rapid growth and its prosperity to the various and extensive manufactures established there by the late Hon. Samuel Williston, a native of Easthampton. The principal companies are the National Button Co., the Nashawannuck Manufacturing Co. (having the largest suspender factory in the world), the Williston Mills (for cotton yarns), the Easthampton Rubber Thread Co., the Glendale Elastic Fabric Co., and the Valley Machine Co.

The chief public institution of Easthampton is Williston Seminary, the various buildings of which occupy the square in the center of the town. It was founded by Mr. Williston in 1841, and received many liberal gifts from him during his life, and on his death, in 1874, an endowment exceeding that of any other preparatory school in the country—in all, about \$800,000. The school consists of two departments, an English and a Classical; the first prepares for the higher schools of science; the second, for the requisitions of the first colleges. The Principal of the Seminary is Prof. J. W. Fairbanks, who is assisted by a corps of nine teachers. The number of scholars exceeds two hundred, and is divided nearly equally between the two departments.

Easthampton, from its accessibility, the intelligence and excellence of its people, its unusually healthy situation, and its exceptional educational advantages, offers many inducements as a place of residence.

Northampton, the seat of Smith College, is only five miles distant by rail, and Mount Holyoke Seminary is scarcely further away. The "Mansion House" is a hotel of high character, and a very comfortable home, both for families and for boarders.

CONNECTICUT RIVER ROUTE.

The whole region around Northampton is celebrated for its charming beauty and for the number and excellence of its educational institutions. Just below Northampton is the outlet of Mill River, the scene of the great disaster of May 16, 1874. This stream rises some fifteen miles north in Conway and Goshen, and supplies water-power to the villages of Williamsburg, Skinnerville, Haydenville, Leeds, and Florence ; and, as it is an uncertain stream, a stone reservoir had been constructed near its sources. This broke loose, and the flood carried all before it, destroying mills, dams, houses, and everything in its way, and taking the lives of 141 men, women, and children who lived and worked in its path. Many deeds of heroism in warning and saving the people were recorded, and the disaster will long be remembered as one of the great calamities of the century. The New Haven and Northampton Railroad extends up the Mill River Valley to Williamsburg, and the station, at Northampton, is close beside the station of the Connecticut Valley Road. Stages here connect with Amherst and North Hadley.

As the train leaves the village the view again opens wide to the right. Over the level meadows may be seen the spires of Hadley and the college buildings at Amherst, seemingly at the foot of the blue hills so far to the east, but really not within two miles of them. The chief characteristics of this rather remarkable scenery that here passes is its vastness, the immense reach of the horizon, the gigantic sweep of the noble river, and the wooded hills on the horizon, all features peculiarly American, and unlike anything in Europe.

HATFIELD,

Hampshire Co., Mass., 154 miles from N. Y. Town Population, 1,594.

This is a farming town, devoted to tobacco culture. The village lies off to the right over the meadows. In 1676 the

NEW YORK TO WHITE MOUNTAINS.

place suffered from the Indians, and though they were severely punished by a party who came to the rescue from Hadley, the village was again attacked in the following year, and many of the people were killed or captured. Oliver Smith and his niece Sophia Smith, well known in connection with the Smith Charities, both lived here. The road passes through patches of woods, and Sugarloaf Mountain comes in sight on the right, and the train presently stops at

NORTH HATFIELD.

This is only a small farming station and of no importance. The country rapidly changes its character, and becomes wilder and more broken. The river has apparently turned away to the right and is lost to view, and we do not see it again till we enter Vermont.

WHATELY,

Franklin Co., Mass., 157 miles from N. Y. Town Population, 1,067.

This is a small town on the edge of Franklin County, and wholly devoted to farming. As the train goes on north it passes a series of level farms all in the highest state of culture, and Sugarloaf Mountain, that rises abruptly some 500 feet above the plains, becomes an object of interest. Its steep, rocky walls show some fine geological sections, and its peak is historically famous as the supposed headquarters of King Philip in the old Indian wars. This mountain rises close to the river that lies off to our right, and from its summit a fine view is obtained, to the south, down the valley. The village nestled close to the foot of the mountain, and the next stopping place is

SOUTH DEERFIELD,

Deerfield, Franklin Co., Mass., 159 miles from N. Y.

This place is noted as the scene of the battle of Bloody Brook in 1675. The first fight took place near the southern

CONNECTICUT RIVER ROUTE.

end of Sugarloaf. A few weeks later a company of eighty men, escorting teams loaded with grain from Deerfield, were ambushed by a large force of Indians, and nearly all were killed. The Deerfield Company, hearing the firing, came to the rescue, but too late, and, though the Indians were driven off with great slaughter, the loss of the settlers was very severe. A monument in the village commemorates the event.

Beyond South Deerfield the road climbs by long grades up the sides of Deerfield Mountain, and stops at a lovely, windy station high up on the mountain side. The village far below in the meadows on the left is

DEERFIELD,

Franklin Co., Mass. 166 miles from N. Y. Town Population, 4,000.

This charming town, wholly devoted to farming, is a favorite summer resort for New York families, who seek in its elm-shaded villages the pure air, wholesome fare, varied scenery, and delicious quiet it so freely affords. The village is somewhat remarkable for the great size and number of noble elms that line its principal street, and in the old Indian times it was the scene of a terrible massacre in 1704. The deep snow enabled the savages to invade the stockade built round the village, and with the aid of the French from Canada they destroyed the place and took many of the people prisoners to Canada. They were pursued by the Hatfield settlers, but without avail, and the trials and sufferings of the people make one of the most heroic chapters of our early history.

“There are three things to-day, in Deerfield, which commemorate the history of those cruel days. The old door, a tombstone in the burial yard with an epitaph to **Mrs. Williams**, and a monument on the public green.

NEW YORK TO WHITE MOUNTAINS.

“The epitaph is very quaint:

“‘Here lyeth the body of Mrs. Eunice Williams, the virtuous and desirable comfort of the Rev. Mr. John Williams, and daughter to ye Rev. Eleazer Mather of Northampton. She was born Aug. 2nd, 1664, and fell by the rage of ye barbarous enemy, March 1, 1703 | 4.’

“The inscription on the monument on the green reads thus:

“‘This monument stands upon the Meeting House Hill, and is within the limits of the old Fort, built A.D. 1689, and which remained until A.D. 1758, and was one of the chief defenses of the early settlers against the attacks of the savage Indians. With pious affection and gratitude, their descendants would hereby associate the sacrifices and sufferings of the fathers of the town in establishing our institutions with those of their children in defending them.’

“The old ‘Door,’ made of yellow pine, closely studded with nails, more than anything else, is the living representative of that great contest between barbarism and civilization. The marks of the tomahawk suggest some of the early lines of Whittier:

“‘Then smote the Indian tomahawk
On crashing door and shattering lock;
Then rang the rifle shot, and then
The shrill death-scream of stricken men;
Sank the red axe in woman’s brain,
And childhood’s cry arose in vain.’

“The Pocumtuck Valley Memorial Association has preserved this “Door” in its Memorial Hall. The peasant bard of Gill, Josiah D. Quincy, thus eloquently speaks of it:

“‘Bless thee, old relic; old, and brown, and scarred,
And bless Old Deerfield! says her grandson bard,
Towns may traditions have by error spun,
She has the Door of History—that’s the one.’

CONNECTICUT RIVER ROUTE.

“The Meeting House, where Mr. Williams preached, was built in 1694. The well dug and stoned in the year 1687 still stands as secure as the day it was completed. There is another historic relic, ‘lying, situate, and being’ in Pocumtuck Valley Memorial Hall, an old cannon, which has endured all kinds of treatment. It was presented to the town by Queen Anne, and during the last fifty years has been stolen by all the surrounding towns.

The Connecticut Valley here is broad and beautiful and opens to the view of the tourist a scene of peculiar charm. This region is fertile, beautiful and historic. The whole country is full of interest to the geologist, and the finest tracks and bird marks in our country are found in the vicinity. Arthur’s Seat is a fine elevation to the north-west. The Deerfield Hills rise to the north-east, Sugarloaf to the south-east. Pocumtuck Rock is one mile east of the depot. Deerfield is noted for its pure air, healthy surroundings and freedom from malaria.

As the train leaves the lovely station, perched so high in the air above the Deerfield valley, a remarkable succession of views over the meadows, the village houses, the Deerfield River, and the high hills on the west may be obtained from the windows on the left. On the right the wooded hills shut off the view till the long wooden bridge is reached where the Deerfield River breaks a wild and rocky path through the hills and flows away to the Connecticut on the other side of the mountains. The view from the high bridge is picturesque and peculiar, as it opens a wide view of the Deerfield River flowing in from the south, and the Green River coming down from the north, and the two here uniting. The hills seem to come nearer on the left, and after passing the road branching off to Grout’s Corner on the right, and the high bridge of the Hoosac Railroad on the left, we enter

NEW YORK TO WHITE MOUNTAINS.

GREENFIELD.

Franklin Co., Mass., 169 miles from N. Y. Town Population 5,000. Hotel, Mansion House.

Very little of the village can be seen from the depot, as it is on the hill to the east. On the west may be seen a few shops and the Green River Valley opening among the hills to the north-west. Greenfield is an important railroad and manufacturing centre. The Vermont & Massachusetts Railroad, extending westerly through the northern part of Worcester Co., Mass., from Fitchburg, here connects with the Connecticut River Road for points north and south in the Connecticut Valley, and *via* the Hoosac Tunnel, forms the Hoosac Tunnel Route through the Green Mountains to North Adams, Mass., and Troy, N. Y. At Grout's Corner, a few miles east of Greenfield, the Vermont & Massachusetts Road connects with the New London Northern Railroad that extends southward to New London, Conn., crossing the Boston & Albany Road at Palmer, Mass. Among the Franklin hills, in this quiet, peaceful town, surrounded by cultured refinement, are offered inducements that summer guests appreciate. There are drives of beauty and wide renown; the grandest of views, and every convenience for making the summer life one never to be forgot.

The Mansion House, under its present management, has become a princely holstery, and with the opening of the present season, offers more improvements, and better accommodations than ever before. Only a few miles from the hotel is the famous Hoosac Tunnel on which the state has expended upwards of \$20,000,000, and which is to-day the vast gateway of transportation between the east and west. Turner's Falls, a picturesque series of rapids on the Connecticut, may be easily reached from Greenfield by road or rail. Near these falls the first "bird track remains" were found that have so excited the interests of geological students in all parts of the world. Fine samples of these fossil tracings may be seen at the museum at Amherst.

CONNECTICUT RIVER ROUTE.

Leaving Greenfield, the railroad enters a wild, wooded upland region, with here and there a dairy farm among the hills.

BERNARDSTON,

Franklin Co., Mass., 176 miles from N. Y. Town Population, 934.

This is merely a farming town, on the northern edge of Massachusetts, but, like many places in the State, famous for its educational facilities. In this case it is the Powers Institute that makes the fame of the town. The character of the country rapidly changes. The road passes deep cuts and thick woods and upland farms. It turns more to the east, and presently there are views of the river flowing dark and swift below in its narrow channel between the hills. The wooded heights seem to draw nearer, and at every step the scenery increases in interest. The road turns away again to the north, and a gray old church, perched on a lovely hill high above the river, gives a romantic aspect to the wild, rough valley. The road keeps on the plateau, high above the river, and soon passes

NORTHFIELD,

Franklin Co., Mass. Population, 1,603. HOTEL—Wilson's.

Which lies on east side of Connecticut River, and is a neat, clean-looking village with handsome driveways, its main street being two and a half miles long. A pretty little cemetery is on the left hand. Northfield is especially notable now for its Young Ladies' Seminary and Boys' School, both under the immediate direction of Rev. D. L. Moody, the Evangelist, whose home is here. In the former the number of pupils is about 150, and in the latter, 100. The large brick building on our right hand, near the river, is the Recitation Hall. A silver mine, which gives promise of rich products, has been opened east of the village. The hotel of the town is Wilson's, which offers superior accommodations at moderate prices. Livery connected.

NEW YORK TO WHITE MOUNTAINS.

SOUTH VERNON,

Vernon, Windham Co., Vermont, 183 miles from N. Y.

This is the exact spot where the line between Vermont and Massachusetts crosses the river; the State line passing directly through the railroad station house. The Ashuelot Railroad, that extends north-easterly through Hinsdale, Winchester and Swansea, to Keene, in New Hampshire, here connects with the Connecticut River Road and the Vermont and Massachusetts Road. The Ashuelot Railroad bridge over the river is seen on the right, and after a short ride, the views increase in variety and interest. The road slides down by easy grades to the more level intervals near the river, and the scenery changes from the picturesque to the beautiful. Just before the next station is reached there is a momentary sight of Monadnock Mountain, seemingly at the head of the Ashuelot Valley that opens far to the right. The mountain stands 30 miles away, in the town of Jaffrey, and is our first hint of the mountain land towards which we are traveling. It is 3,450 feet high, and one of the most noted solitary mountains in New England. The railroad over which we now pass to Brattleboro' was opened for through traffic in 1850, and now makes part of a continuous route from Boston, *via* Fitchburg, to Brattleboro', Bellows Falls, and the northern parts of Vermont and New Hampshire. The New London Northern R. R. Co. operates the railroad between South Vernon and Brattleboro', and the Connecticut River R. R. operates the line from Brattleboro' to Windsor, Vt., running its trains to Windsor and points north.

VERNON.

Windham Co., Vt., 188 miles from N. Y. Population 652.

Agriculture is the one interest here. During the early wars Vernon suffered severely from the Indians. Admirable views to the right and up the river show we are entering the hill country. Mount Wantastiquiet, the highest hill we have met, comes into sight.

BRATTLEBORO'.

Windham Co., Vt., 193 miles from N. Y. Town Population 5,880. Brooks House, Brattleboro' House.

The handsome granite station gives the traveler a hint of the charming village only a few rods out of sight, upon the plateau above the river. The first settlement was made here in 1724, and a stockade called Fort Dummer erected. It was supposed to be within the limits of Massachusetts, and was the outpost of civilization on the north. It has been the birthplace and residence of a number of noted people. Ex-Governor Holbrook, of Vermont, General J. W. Phelps, Mr. Charles C. Frost, the botanist, Larkin G. Mead, the sculptor, and Jacob Estey, the founder of the Estey Organ Works, have made Brattleboro' famous throughout the country. Main Street, extending north and south along the west bank of the river, is only a few steps from the station and 100 feet above the stream. Whitstone Creek empties into the river here and supplies water-power to the manufactories. The Estey Organ Works were founded in 1846, and are among the largest musical instruments manufactories in the world. They comprise eight three-story shops, each 38×100 , operated by a three-horse-power engine. The product is 200 organs every week. Machinery, carriages, and castings are largely produced in Brattleboro'. The Vermont Asylum for the Insane, founded by Mrs. Anna Marsh in 1834, is located in the northern part of the town. For years Brattleboro' has been known as one of the most popular summer resorts in the Connecticut Valley. The village is built upon the natural terraces that make such a feature of this valley, and its finer and more costly dwellings are some of them 300 feet above the river and the railroad. This elevated site, the thickly-planted trees that line its streets, the charming drives and walks in every direction, and the mountain more than a thousand feet high that stands sentinel beside the river, give the village a most attractive aspect, and it is small wonder that nearly a thousand visitors may sometimes be found here in summer.

CONNECTICUT RIVER ROUTE.

PUTNEY,

Windham Co., Vt., 202 miles from N. Y. Town Population, 1,167.

The village is a short distance to the north of the station. Far away to the right, among the N. H. hills, the village of Westmoreland comes into sight. Just above the church that stands north of the village the road-bed of the Cheshire Railroad may be seen. This road, coming from Keene in a north-westerly direction, here enters the valley and follows the opposite shore till the two unite at Bellows Falls. Several fine tobacco and dairy farms pass, and then the train stops at

WESTMINSTER,

Windham Co., Vt., 213 miles from N. Y. Town Population, 544.

This town has some historical note as offering the first, though unarmed, resistance to the English authority in the Revolution. There having been some dispute between the Royal authorities at New York and the settlers here as to the titles of their lands, the people, early in March, 1775, took possession of the court-house and refused to allow the court to hold its sessions. The authorities fired upon the unarmed people, and two of the settlers were killed. The Royalists were then seized and taken to Northampton and lodged in jail. It is said that this resistance of the people to English authority precipitated the Revolution, as it was the indirect cause of the battle of Lexington. General Gage, in Boston, hearing of the Westminster affair, at once took steps against the Americans, and so it was that the spark here lit blazed up at Concord Bridge.

The village is a small and pleasant place, about a mile south of the station. Opposite, in New Hampshire, is the town of Walpole, settled in 1782 by Colonel Benjamin Bellows, and since noted as the home of the Bellows family. It is a neat and pretty village, and a favorite summer resort on account of its seclusion, and the Swiss-like character of its scenery. The intervals by the river, and even the steep

NEW YORK TO WHITE MOUNTAINS.

hillsides, are here covered with prosperous farms. Mount Kilburn's rocky peaks come into view, the houses multiply on the left, and by the shore is a group of substantial mills. The river roars and foams down its rapids, and after passing a short tunnel the train stops at

BELLOWS FALLS.

Rockingham, Windham Co., Vt., 216 miles from N. Y.
Town Population, 2,854. Village Population, 697.
Town's Hotel and Island House.

Bellows Falls makes a convenient half-way house between New York and the mountains. The morning train from the city reaches here at the edge of the evening, and the noon train at midnight; and by stopping here over night a refreshing night's rest may be obtained, the chief places of interest easily seen in the morning, and the journey continued by daylight to the mountains. Bellows Falls has long been famous for its water-power and manufactures, and as a charming summer resort. The river here takes an abrupt turn, and by the aid of a dam and a short canal, the water is diverted and used in the mills south of the village, and below the rocky pass where the river seems to break through the hills. The river falls 42 feet in a short space, and the rapids make a picturesque feature of the place. The manufactures are wood pulp for making paper and papers of all kinds. The paper used for the Boston *Herald* and other newspapers is made here, and many other places are supplied with poplar wood-pulp from these mills. The village is clustered about the paper-mills and railroads next the river, and scattered over the elevated plateau above, on the western bank.

The hotels, both owned by Mr. Charles Town, are among the best in Vermont. The Town's Hotel on the business street is open all the season, and the Island House, on a com-

CONNECTICUT RIVER ROUTE.

manding site just above the depot and the falls, is open in the summer months, and makes one of the most charming homes to be found in the valley. The grounds about the house are finely laid out, and paths are cut through the woods and along the river bank, giving shady walks to the best views, and affording secure and ample play-grounds for the children. From the hotel windows are fine views up and down the valley for a long distance, while Mt Kilburn, rising 800 feet above the water, seems to overshadow the house. The chief points of interest and the best views are all within easy walking distance of the Island House. To reach the upper village, turn to the right from the hotel, and walk till the Town's Hotel is reached. Here turn to the left up the hill. At the top, just beyond the church, admirable views may be obtained for miles down the river. Where the street divides, turn to the right up another short hill, and after passing several fine residences, the curious basin of Saxton's River will be reached. This singular depression in the hills, and the deep valley behind the town, are both of great interest, and of surpassing beauty. From this point the walk may be continued to the right through the village, till a long row of stately pines is reached. Here, under the shade of the trees, opens a magnificent view up the valley. The river and the railroad are below. The wooded hills stretch hill beyond hill to the north, and the long gap is closed at the end by the noble form of Mount Ascutney, in Windsor. This mountain, though 27 miles away, is in full view, and makes a fit prelude to the grander peaks we are to see on our northward journey. Just here another road leading back to the lower town, and a shorter walk down to the right and to the left over the canal bridge, and past the station, will bring one to the Island House again.

The falls are close beside the house, and a short walk to the left leads to the bridge over the rapids, and to the shady path

NEW YORK TO WHITE MOUNTAINS.

along the shore to the right of the bridge. From the bridge and the road on the New Hampshire bank, good views may be obtained of the wild water as it roars and foams through the rocky gorge. The summit of Mount Kilburn, $1\frac{1}{2}$ mile, may be reached by a good bridle path. Crossing the bridge, turn to the left for a few rods, and then the path may be seen on the right. Admirable roads extend along both banks of the river, and convenient drives may be taken to Walpole and other places of interest. Free carriages meet every train for the hotel, and the best of fare and good rooms may always be found at both houses.

Bellows Falls is the junction of four railroads. The Cheshire Railroad from Fitchburg; the Rutland and Burlington Railroad, extending northwest through Vermont to Burlington the Sullivan Railroad and the Central Vermont Railroad going north, up the valley; and the Vermont Valley, over which we have just traveled—all meet here, and make close connections. Our train is on the left of the station, and in taking the cars, it is important to take one marked "Passumpsic River," as it will save the trouble of changing cars at White River Junction. The road now follows the east, or New Hampshire, side of the river, until we reach Windsor, some 26 miles farther on, and the best views may be seen on the left.

After crossing the river, the road skirts the bank, giving fine views on the left of the same, romantic as below the Falls. The first station is

SOUTH CHARLESTOWN,

Charlestown, Sullivan Co., N. H., 220 miles from N. Y.

This is a small farming place. The fine farms in the intervals, the comfortable homes and suggestive barns give a good impression of Vermont and New Hampshire thrift and industry, and the ancient beaches, or natural terraces, that

CONNECTICUT RIVER ROUTE.

extend for miles along the valley, make a strange geological feature of the scenery of peculiar interest.

CHARLESTOWN,

Sullivan Co., N. H., 224 miles from N. Y. Town Population, 1741.

The village, charmingly located among the hills, presents an attractive appearance from the road as the cars approach the station. It was first known as Fort Number Four, and is one of the oldest settlements. It stood a three days' siege in 1747 against the French and Indians. Captain Stevens was rewarded for his bravery by a present of a sword from Sir Charles Knowles, an English naval officer in Boston, and from this incident the settlement took its present name. There are several woollen mills here, and it is an active town. The road then enters a wilder and more wooded country, and passes the little station of

SPRINGFIELD, VERMONT.

Farming is the only interest, and in the bottom lands some fine samples of varied culture may be seen. The thriving village of Springfield is a few miles west of the station. The road now turns away from the river, and follows long upward grades till it reaches the station at

NORTH CHARLESTOWN,

Charlestown, Sullivan Co., N. H., 229 miles from N. Y.

The village lies in a deep valley below the road, and in the midst of the most beautiful scenery. The wooded hills stand round about it, and from the elevated station we can look out over the houses down into the valley and the river beyond, now lost among the hills. As the road leads on it winds among the hill-tops and past the upland farms. To the left, the peaks of Ascutney come into view over the hills, and the trains stop at

NEW YORK TO WHITE MOUNTAINS.

CLAREMONT JUNCTION,

*Claremont, Sullivan Co., N. H., 233 miles from N. Y. Town
Population, 4,053.*

Claremont village is two miles east of this station, and is a place of some importance as a manufacturing center, on account of the valuable water-power furnished by the Sugar River, that here flows westerly into the Connecticut. The road passes a number of deep cuts through sand and clay, and approaches the Sugar River bridge. Ascutney Mountain on the left comes into nearer view, and as the train rolls slowly out on the bridge, 105 feet above the foaming river, a scene of surpassing grandeur is opened on the left. Below is the river, the fertile plains that stretch out towards the Connecticut, beyond the greater river among its wooded hills, and over all the triple peaks of Ascutney, rising 3,320 feet into the air above the smiling valley. The train stops just at the end of the bridge, and giving an opportunity to leisurely examine this magnificent prospect. Rarely can anything finer be seen in Europe, and this is our own New England. The white dots of houses so far below, are the comfortable homes of a cultivated and prosperous people, and there are no wretched ruins to mar the peaceful scene. The little station perched on the mountain side is

WEST CLAREMONT.

It is a convenient depot for the farmers hereabouts, and beyond the splendid scene it offers from its platforms it has no interest for us. As the train goes on it quickens its pace, and at full speed runs down the long inclines that lead to the river below. Ascutney changes its form as we near it. New beauties of ragged flank and wooded peak come into view, and the traveler is charmed at its varying aspects. As the lower lands are reached, the comfortable farm-houses vie with the mountain in attractiveness. Then comes the

CONNECTICUT RIVER ROUTE.

long bridge over the Connecticut, and fine views open both up and down, and the train enters the station at

WINDSOR,

Windsor Co., Vt., 242 miles from N. Y. Town Population, 1,700.

This is a representative Vermont town. Water-power from Mill Brook is employed by machine-shops, foundries, and gun-shops. The United States Court House, the churches and banks, and the large number of elegant private residences and summer villas are the chief objects of interest. The village is well laid out, and liberally planted with trees and in every direction are charming drives among the hills, or over the rich meadows by the river. There is a road and bridle path to Mount Ascutney, five miles, and from its summit a view may be obtained that is said to be equal to some of those in the White Mountains. Windsor is also the center of one of the finest wool-growing districts in the State. The Sullivan road ends here, and the Vermont Central begins, but as we are in a Passumpsic River car, we have no need to change. Changing our seats might be desirable, for we are now on the Vermont shore, and the best views will be on the right. As the train starts again, some fine views of the Cornish Hills in New Hampshire are obtained. We cross Lall's Brook on an open bridge that gives a free outlook over the country to the right, and of a pretty waterfall on the left. The scenery continues interesting till we reach

HARTLAND,

Windsor Co., Vt., 246 miles from N. Y. Town Population, 1,710.

The depot is in the woods, and the town is agricultural. After passing the station, pine woods and wild sandy hills are passed for several miles. There are occasional views of Ascutney down the stream, and the train stops at

NEW YORK TO WHITE MOUNTAINS.

NORTH HARTLAND,

Hartland, Windsor Co., Vt., 250 miles from N. Y.

This is a small farming village in the northern part of the town. Soon after passing it the road crosses the Otta Quechee River, over a bridge 650 feet long and 80 feet above the water. A natural waterfall on the left, just above the bridge, will here be noticed. The Connecticut becomes narrower and flows more swiftly between the slaty banks. The road passes through deep cuts of blue slate, and in a little while the scene spreads wider, and on the opposite shore may be seen the pretty village of Lebanon, in New Hampshire. The large brick building is the Tilden Female Seminary, a noted educational institution. The long railroad bridge comes in sight, and we reach

WHITE RIVER JUNCTION,

*Hartford, Windsor Co., Vt., 256 miles from N. Y. Town
Population, 2,480. Hotel—Junction House.*

This is the junction of the Central Vermont, that here turns away to the northwest, up the valley of the White River, to Burlington and St. Albans, and the Connecticut and Passumpsic River Railroad, that goes northerly to Wells River, Lake Memphremagog, Sherbrooke, on the Grand Trunk Road in Canada, and the White Mountains. The Northern New Hampshire, connecting, *via* Concord, N. H., with Boston, here joins the two other roads, and all the trains meet at a common station. All trains stop here for dinner, and an excellent restaurant and lunch rooms are provided. Of the cars that have made up our train so far, those marked Passumpsic River go on without change. As we took this car at Springfield, or Bellows Falls, there is no change yet. The village is some distance to the west of the junction, and has an iron laundry and machine-shop. The various trains that have gathered round the station start away one after another, and our car enters upon the



CONNECTICUT RIVER ROUTE.

CONNECTICUT AND PASSUMPSIC RIVER RAILROAD.

THIS road was opened for business from White River Junction to Wells River (40 miles) in 1850, to Derby (110 miles) on the Canada line, and to Sherbrooke, where it connects with the Grand Trunk R. R. and Quebec Central R. R. to Quebec. From Newport a steamer in the summer months makes the tour of Lake Memphrémagog every day.

On leaving White River Junction the road crosses White River and goes on up the valley, through pine woods and past rapids in the now narrow river.

NORWICH AND HANOVER,

*Norwich, Windsor County, Vermont, 260 miles from N. Y.
Town Population, 1,639.*

Hanover, Grafton Co., N. H. Town Population, 2,085.

Stage for Hanover connects with all trains.

Norwich, in Vermont, is noted for its manufactures of shoes, leather, and cabinet ware. Hanover, in New Hampshire, is directly opposite the station, and has a fine elevated site on a plain 180 feet above the river, and has some manufactories for hardware, paper and furniture. It is a favorite place of resort in summer, as it presents many pleasant walks and drives, and is the centre of much of New Hampshire's intellectual life. In the village stands Dartmouth College, one of the most famous colleges in the country. It was founded in 1769, and named from William, Earl of Dartmouth. It has been the Alma Mater of some of the most intellectual and highly cultivated men of the nation, and claims

NEW YORK TO WHITE MOUNTAINS.

upon its rolls the names of such men as Webster, Choate, Woodbury, Marsh, and Chase. The college buildings are well worth a visit, if one can spare the time. From the depot nothing can be seen of either town.

The next district passed is full of picturesque woodland scenery, and then a more open farming country is touched, and the train stops at

POMPANOOSUC,

Norwich, Windsor Co., Vt., 266 miles from N. Y. Stages to Union Village and Strafford, Vt.

This is only a small station, and it is soon passed, and the country grows more open, quiet, and pleasing. Mining is carried on to a considerable extent in this region. The ore is used for manufacturing sulphuric acid, and is exported to Baltimore and other cities from stations hereabouts, as it is found in the town of Vershire, a few miles to the west of the road, and not far from

THETFORD AND LYME.

Thetford, Orange Co., Vt., 271 miles from N. Y. Town. Population, 1,913.

Lyme, Grafton Co., N. H. Town Population, 1,358. Stages for West Fairlee, Vershire, and Chelsea, Vt.

These two towns are neither in sight of the little station that is common to both. Thetford, in Vermont, is an active manufacturing place. The chief interests are woolens, furniture, and carriages. Slate is also quarried here. Lyme, in New Hampshire, is purely agricultural.

As the train goes on the valley grows more hilly and sandy, and a couple of miles brings us to

NORTH THETFORD,

Thetford, Orange Co., Vt., 273 miles from N. Y.

A mining and agricultural station. Picturesque views

CONNECTICUT RIVER ROUTE.

over the hills and river open on the right, and the train soon passes the little station of

ELY.

Beyond this the hills become bolder, and intrude upon the narrow strip of rich interval by the river.

FAIRLEE AND ORFORD,

Fairlee, Orange Co., Vt., 278 miles from N. Y. Town Population, 416.

Orford, Grafton Co., N. H. Town Population, 1,119.

The pretty village of Orford in New Hampshire is in sight from the road as we pass, and then the hills grow higher and the valley narrows. A high, rocky cliff in the hills begins to hint of the mountain walls we are soon to see, and between the hills higher hills come into sight, and the landscape puts on a mountain aspect.

PIERMONT STATION,

Piermont, Grafton Co., N. H. Town Population, 792.

This is the depot for the farming town of Piermont, on the other side of the river. The village lies some distance to the east among the hills. The views to the right increase in interest at every turn of the winding road. Waits River, a small stream flowing in from the west, is crossed and the train stops at

BRADFORD,

Orange Co., Vt., 285 miles from N. Y. Town Population, 1,492.

Stages to Corinth, Washington, Topsham, Orange, and Barre.

Bradford is one of the largest manufacturing towns in this part of the Connecticut valley. Waits River furnishes water-power for extensive shops and foundries, and large quantities of castings, machinery, woolen goods, starch, and fish kits are annually made here. The village may be

NEW YORK TO WHITE MOUNTAINS.

seen, in part, to the left. As one of those curious instances of Vermont inventive and scholastic genius, it may be mentioned that the first school globe in this country was here made in 1812. Beyond this station the valley widens again, and the hills retreat and open, changing views of the real mountains. We have now nearly come up level with the mountains, and Moose Hillock, 3,636 feet high, wins the admiring attention to the right up the river. In the early days of mountain travel, it was considered a great and notable peak, but since the greater glories of the White Hills have become familiar it seems less important. Other peaks at the south-western verge of the Franconia Mountains also show themselves, and excite pleasant anticipations of the journey's end.

SOUTH NEWBURY AND HAVERHILL,

Newbury, Orange Co., Vt., 289 miles from N. Y.

Haverhill, Grafton Co., N. H. Town Population, 2,271.

Haverhill is in sight on the bluff above the river on the New Hampshire shore, as the train nears the little station that is common to both villages. South Newbury is only a small farming place. The beauty of the scenery here attracts the eye continually, and the miles fly past almost too quickly.

NEWBURY,

Orange Co., Vt., 292 miles from N. Y. Town Population, 2,241.

Newbury is an ancient town, and long famous for its sulphur springs and its charming scenery. The village is pleasantly situated on a bluff to the left of the railroad, and to reach the station the train passes a short tunnel under the eastern end of the natural terrace on which it stands. There are several manufactories of leather, starch, paper, and shoes, and there is an excellent academy. The sulphur

CONNECTICUT RIVER ROUTE.

springs have long been a favorite resort for invalids, and the two hotels are in the season well filled. The Connecticut River just here takes a great sweep to the east and then to the west, forming what is called the Great Ox Bow Meadows. The Franconia Mountains come into full view, and these, with the wooded hills and splendid farms, unite to beguile the traveler into making a long visit in Newbury. Mount Pulaski, just back of the village, gives a noble view over the great meadows, the river, and the hills, far to the east where the White Hills bound the horizon. No finer or more varied views can be found on the Connecticut this side of Mount Holyoke. Newbury has its Revolutionary heroes in General Jacob Bagley and Colonel Thomas Johnson, both of whom were men of mark in the town, and in the Battle of Bunker Hill the men of Newbury bore their honorable part.

As the train rolls over the broad, smooth meadows, one cannot fail to remark the signs of a rich and prosperous agriculture on every hand. As we advance the mountains seem to draw near. The whole character of the country changes. The river becomes narrow, wild, and full of rapids, and the woods grow deeper and darker. Then the train stops at

WELLS RIVER,

Newbury, Orange Co., Vt., 296 miles from N. Y. Stages for Ryegate, South Ryegate, and Groton.

We now reach the last link in our chain of railroads, and here change cars for the White Mountains. The next road is the Boston, Concord, Montreal and White Mountain Railroad, and the cars will be found on the track at the right of our train. The village of Wells River is an active manufacturing place, having a good water-power in the little Wells River, that here flows into the Connecticut from the west. The railroad connections are important. The Passumpsic Road follows the Connecticut northward to St. Johnsbury.

NEW YORK TO WHITE MOUNTAINS.

and Newport, Vermont, where it connects with South Eastern R. R. for Montreal, and continues thence to Sherbrooke, Canada, where it connects with Grand Trunk R. R. and Quebec Central for Quebec. The Boston, Concord and Montreal Road leads from Wells River to the southeast *via* Plymouth, Lake Winnipiseogee, and Concord in New Hampshire, and on to Boston; the Wells River and Montpelier Road leads to the west, to Montpelier, the capital of Vermont, and the White Mountain Road leads northeasterly past the Franconia and White Mountains to Northumberland, on the Grand Trunk line. They all unite at the junction, and the trains on each road connect with all others. While the trains are waiting, it is worth the while to look about over the picturesque mountain views that are spread in every direction, for this is the gateway to the higher hills, and the most interesting part of the whole ride here begins.

CONNECTICUT RIVER ROUTE.

BOSTON, CONCORD, AND MONTREAL AND WHITE MOUNTAIN RAILROAD.

THIS last road, extending some fifty-two miles from Wells River Junction to Northumberland, was opened to Littleton in 1853, and has more recently been opened for through traffic. It is now operated by the Boston, Concord, and Montreal R. R. Co., and hence its long name.

As the train leaves the station and crosses the Connecticut, romantic views are opened in both directions, and in a moment after the train stops at

WOODSVILLE,

Haverhill, Grafton Co., N. H., 297 miles from N. Y.

At once we come to a new and strange country. We enter the valley of the Lower Ammonoosuck, and at this little village see its white waters pouring over the log dam. Lumber in vast quantities lines the track, and saw-mills seem to be the chief interest. The delay here is short, and the train quickly plunges into the deep forest. The roaring, foaming stream is sometimes on one side, and sometimes on the other, and in the narrow pass it has cut through the hills, the road takes its devious way. The mountains are quickly lost to view among the trees. Deep rocky cuts and wild rough farms are passed in succession. The fields are in some places still black with the stumps of dead trees. Here and there a shattered tree, too much injured to be worth the felling, stands a monument to the great masts that once covered all these steep hills.

NEW YORK TO WHITE MOUNTAINS.

BATH,

Grafton Co., N. H., 302 miles from N. Y. Town Population, 1,169.

This mountain town finds its chief business in the vast forests growing on its rocky hills, and in the village employs itself about its lumber-yards and mills. As we go on, some fine views of the mountains open to the right. The impetuous river here shows the marks of its freshets in plowed and gravel-heaped meadows, foaming rapids and torn hill-sides. Every turn in the crooked stream shows new scenes of wild woods and wilder river. The hills grow higher and higher, and the valley seems an ever-opening gate-way into the heart of the mountains.

LISBON,

Grafton Co., N. H., 307 miles from N. Y. Town Population, 1,844.

The village is scattered along both banks of the stream, and seems wholly devoted to wood working. Lumber and box materials cumber the track about the station in vast quantities, and the whole aspect of the place is of the woods, woody. Beyond, the valley grows even more crooked and perplexing, and the forest crowds the track with its mighty trees and deep, dark thickets. No more splendid woodland scenes can be found than these, and the river fretting over its stones vies with them in winning the admiring attention.

NORTH LISBON,

Lisbon, Grafton Co., N. H., 312 miles from N. Y.

This is merely a small lumber station, and we soon leave it behind among its saw-mills. Splendid reaches up and down the valley then open to view. An occasional farm in the intervals relieves the monotony of the forests, and at every step some new glimpse of wooded hill or mountain peak catches the eye. Miles of these varied scenes pass, each

CONNECTICUT RIVER ROUTE.

more attractive, and we are almost unwilling to leave them as the mills and houses come into sight beside the roaring foaming falls at

LITTLETON,

Grafton Co., N. H., 316 miles from N. Y. Town Population, 2,446. Thayer's Hotel.

Here we may do three things: keep on by rail to the Fabyan House among the White Mountains; take the stage for the Profile House in the Franconia Mountains; or, what is far better, stay here over night and start fresh the next day. The stage ride, opening as it does our first views of the mountains, is exciting, and to the stranger something wonderful. To take it now, when weary with our long ride, will only unfit one for its enjoyment. The usual breathless haste with which people "do the mountains" is anything but wise. To see and appreciate all the glories of this region one must be fresh, at ease, and free from care, worry about time, and the fretfulness of unseemly haste. So the correct thing to do is to stop here at least a few hours, or a night, get rested and refreshed, and then start fair. Besides this, Littleton offers most magnificent views of all the mountains, and we may have, as it were, a preliminary view, and gain a good idea of the country we are to traverse.

The first surprise of the traveler in these mountains is the excellence of the hotels. At the station are free carriages in waiting for Thayer's Hotel, on the main street, and a short ride will bring one to its hospitable doors. Oak Hill House, on the top of the hill, is open in the summer, and many families make it their home for weeks during the season.

Littleton is an active manufacturing town, and the village, spread along the right bank of the Ammonoosuck, is a very pleasant place. There is a handsome church and school-house, and a large number of excellent stores. There are a number of very fine walks in different directions, and every-

where are magnificent views of the mountains. From Thayer's Hotel a pleasant walk may be taken by following the road to the left down the valley. Soon after passing the church the road leads over a hill, giving a noble view of the high hills that close in the town and river. By going on a short distance down into the valley and looking back, some fine views of Mount Lafayette and the Franconia Mountains may be obtained. All this road is full of attraction, and one may walk on for a mile or more with profit and pleasure.

Perhaps the sun is setting behind the wood-fringed hills as we come out of the hotel. This is the best hour to get our first view of the mountains, and a few steps will place them all before us. Turn to the right for a few rods, and then take the little lane that leads up the hill to the school-house and the Oak Hill House. The school-house will be easily recognized, as it is a large square building, with Mansard roof and a clock-tower. Arrived at the school-house, turn your back to the sun, and look off towards the east. These are the mountains—the great White Hills. Eighty miles of serrated peaks stand in sharp outline against the purple sky. To the right the Franconia group, with Lafayette towering above them; to the left the White Mountains, with Washington crowning all the splendid view. To the stranger the first outlook upon the mountains comes with a sense of surprise, and it takes a few moments of silent wonder and admiration to take in the sight, and to correctly understand the extent and grandeur of the prospect. It is difficult to comprehend that Lafayette that seems so near is twelve miles away, and Mount Washington more than twenty. On the level plateau that appears to spread from the mountains towards us may be seen the village of Bethlehem, and from its houses one catches an idea of the relative extent and height of the table-lands and peaks before us. But the houses about us intrude their commonplace forms, and ob-

CONNECTICUT RIVER ROUTE.

secure the view, and we had best walk on to the Oak Hill House, or beyond it to the bit of woods on the knoll behind it. Here the view will be unobstructed, and from the piazza of the hotel, or the more agreeable fields, we may sit and see all of the wonderful scene. The sun has sunk behind the wooded hills, and its yellow light streams upward among the ragged pines. The mountains still glow in its light. To the south, perhaps, they are growing purple as they lose the light of day. Slowly they all put on this purple shade. The sunlight lingers rosy round their tops. They seem to blush a deeper red as the daylight fades. The clouds glow, and the mountains. The rosy bloom changes to cherry, and climbs upward. The deep, dark woods seem bathed in richest purples and browns, while the peaks are tipped with fire.

If one has more time, a short drive or walk up Pleasant Street, that leads to the left from the Main Street near the bridge, will take him over Mann's Hill, and give even more extended views of both groups of mountains, besides fine views to the north and west over the Green Mountains. By crossing the wooden bridge some picturesque views will be obtained of the river and the town, and by keeping on past the station along the Bethlehem Road, views of the White Mountains will be seen that will amply repay the trouble.

Photographs make the best mementoes of a journey, and a well-selected collection of stereoscopic views makes a kind of pictorial journal of the trip. The manufacture of stereoscopic views is a ruling interest in Littleton. Just above the depot, may be seen the establishment of Kilburn Brothers, one of the most extensive of its kind in the world. The Kilburn views are famous for their beauty and finish, and visitors will find it to their advantage to give the place a visit.

The railroad and stage connections at Littleton make it a convenient point to enter all points of the mountain country

NORTHERN RESORTS.

NEW YORK TO WHITE MOUNTAINS.

The rail road passes to the west and north of the mountains, so that the best views will be afforded on the right hand side of the car. The first few miles are through deep, dark forests, and along the bed of the fretful, foaming river, as it winds through the rough and rocky hills. The very wildness and loneliness of the woods, the blackened stumps and shattered masts, the wreck and rubbish of the stream, and the occasional waterfall and rude mill, present peculiar charms at every turn of the crooked road. Through gaps in the hills break views of the mountains, and presently the train stops at



NORTHERN RESORTS.

THE WHITEFIELD & JEFFERSON RAILWAY, a branch of the Boston, Concord & Montreal line, which opens to railway travel, the famed Jefferson Valley. Passengers are now carried by rail, direct to within two and a half miles of Jefferson Hill, where most of the hotels and boarding houses are situated. The distance to East Jefferson, from the Jefferson station, is the same. From June 1st, passenger trains will connect with all trains on the Boston, Concord & White Mountains Railroad.

JEFFERSON.

The famous Jefferson Valley is reached by rail from Whitefield, a charming railway ride of ten miles to one of the most delightful resorts in the White Mountain region, and is visited every summer by throngs of people from every section of the country. The principal village is on Jefferson Hill, a high spur of Mt. Starr King, and the outlook therefrom, upon the Presidential Range and the other mountain groups, is superlatively grand and beautiful. Starr King thus referred to the view from this spot: "Jefferson Hill may without exaggeration, be called the *ultima thule* of grandeur in an artist's pilgrimage among the New Hampshire mountains, for at no other point can he see the White Hills themselves in such array and force."

The Waumbek House, Jefferson Hills, is located on the slope of Starr King Mountain, about two miles from the base. Here, the mountains, marshalled in a vast arc of circling summits, present a wide sweep of landscape of a magnitude rarely met even in this land of bold and startling prospects. A livery stable is connected with the house. There are several other hotels and boarding houses in this vicinity, among which are the Plaisted House, finely located, Starr King Mountain House, Maple House, Waumbek Cottage, Sunny Side House, Starbird House, Cold Spring House, and others which can be addressed at Jefferson, N. H. P. O. The Mount Adams House, Highland House are at East Jefferson, N. H. The Mount Adams House is magnificently located and well conducted, the house deserves its popularity. Trout brooks abound in this section, and there are many opportunities for mountain excursions. There are accommodations for fifty guests. Guests will be met with carriages at the station.

TAINTOR'S GUIDE-BOOKS

TAINTOR BROTHERS & CO., Publishers,

18 & 20 Astor Place, New York.

These Guides describe all Cities, Towns and Stations on the routes, giving items of interest to the traveler for business and pleasure, and are

ILLUSTRATED WITH MAPS AND WOODCUTS.

PRICE, 25 CENTS EACH, BY MAIL.

"City of New York."—Containing descriptions of and directions for visiting the Public Buildings, Places of Amusement, Library, etc. A new Street Directory, 'Travelers' Directory, and a Map of New York, Brooklyn, Jersey City, Hoboken, etc.

"Hudson River Route."—New York to West Point, Catskill Mountains, Albany, Troy, Saratoga Springs, Lake George, Lake Champlain, Adirondacks, Montreal and Quebec, via Hudson River Steamers.

"Saratoga Illustrated."—The Visitors' Guide to Saratoga Springs, with maps and wood cuts.

"Saratoga Mineral Waters."—Directions for their use by Dr. W. O. Stillman, of Saratoga Springs, N. Y.

Sea-Side Resorts.—A Hand-book for Health and Pleasure Seekers, for the Atlantic Coast from the St. Lawrence to the Mississippi.

"The Northern Resorts."—Boston to the White Mountains, Lake Memphremagog, Green Mountains, Lake Champlain, Sheldon, Massena, Ogdensburgh, Montreal and Quebec.

"The Pennsylvania Coal Regions."—New York and Philadelphia to Easton, Bethlehem, Delaware Water Gap, Mauch Chunk, Scranton, Harrisburg, Williamsport and Elmira.

"The Erie Route."—New York to Ithaca, Watkins' Glen, Rochester, Dunkirk, Buffalo and Niagara Falls, via Erie Railway and branches.

"New York to Saratoga, Buffalo and Niagara Falls."—Via Hudson River and New York Central R.R.

"The Newport and Fall River Route." New York to Boston, via Newport and Fall River. With descriptions of Newport and Narragansett Bay.

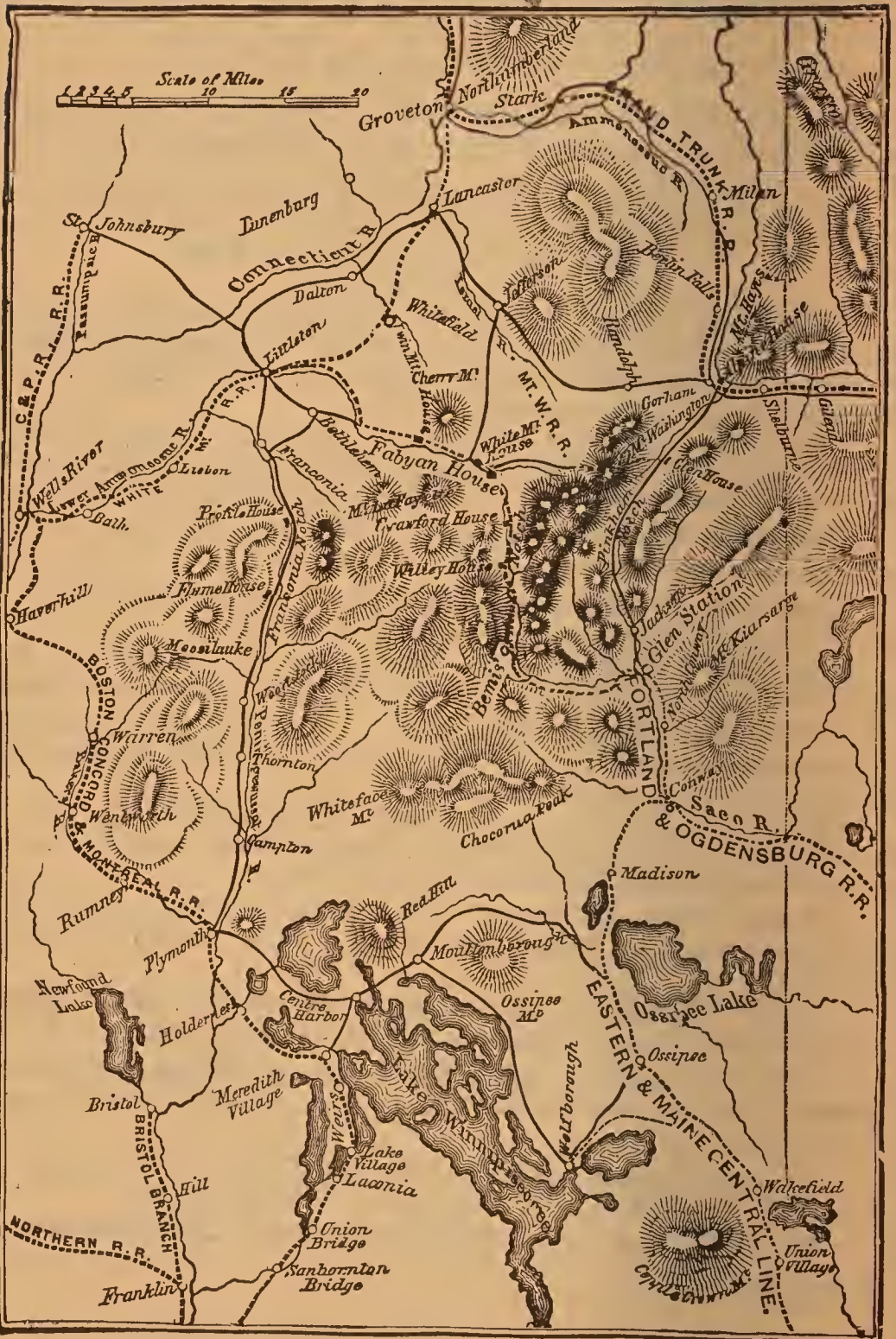
"Connecticut River Route."—New York to the White Mountains, via N. Y. & N. H. and Connecticut River R.R.

"New York to Philadelphia, Baltimore and Washington."

Published by TAINTOR BROTHERS & CO.,

18 and 20 Astor Place, New York.

MAP OF THE WHITE MOUNTAINS AND VICINITY.

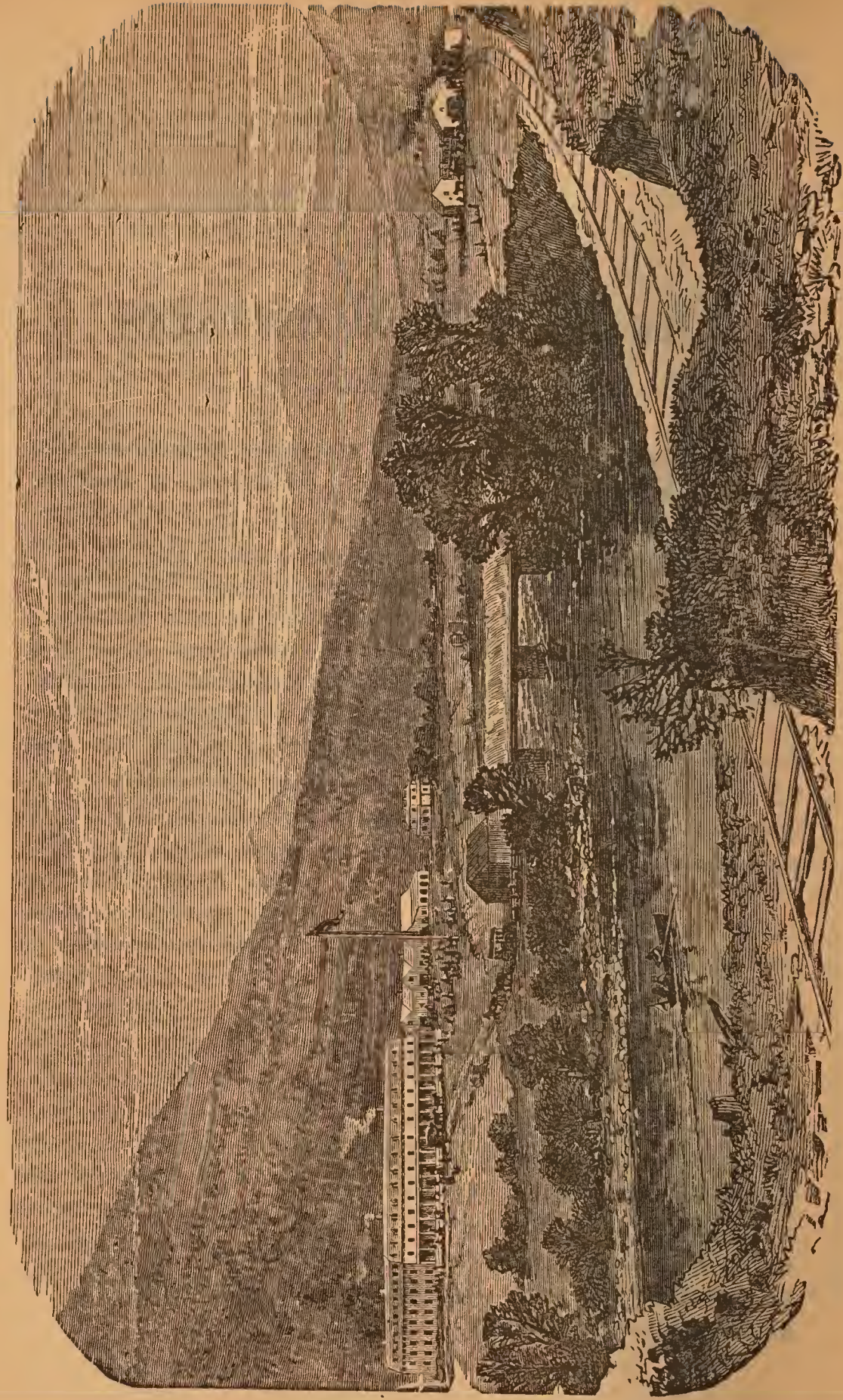


RAILROADS - - - - - STAGE LINES

THE WHITE MOUNTAINS

IN a general way, the name White Mountains includes all that tract of lake and mountain country occupied by Coos, Grafton, Carrol, and Belknap Counties, in the northern part of New Hampshire, embracing an area of about 40 square miles. It is naturally divided into three districts; the lake country about Lake Winnipiseogee, Carrol and Belknap Counties, the Franconia Mountains at the west, in Grafton County, and the smaller and more lofty group of peaks at the north end centered about Mount Washington, in Coos County. This last district also extends in a south-westerly direction into Grafton County, and makes the true White Mountains, or White Hills, as they are more justly called. They include the peaks of Mount Webster, 4,000 feet above the sea; Jackson, 4,100; Clinton, 4,200; Pleasant, 4,800; Franklin, 4,900; Monroe, 5,300; Madison, 5,361; Clay, 5,400; Jefferson, 5,710; Adams, 5,800; and Washington, 6,285, the highest peak, with one exception, east of the Mississippi. The Indian name of the group is Agiocochook, and each formerly had its Indian name.

Compared with the Alps, these mountains are indeed hills. Mount Washington scarce climbs a third way to the snow-clad height of Mount Blanc; and the Notch may be trifling beside the mighty rifts beneath the Jungfrau, and the cascades of Glen Ellis and the Flume may seem insignificant beside the dizzy leap of the Staubach; but these are over the sea. Our Switzerland is at our very doors. It has all the grandeur of true mountains, combined with a hill and lake country as beautiful as anything in Europe. To this it adds a virgin freshness, a wild picturesqueness that Switzerland can never show.



TWIN MOUNTAIN HOUSE, White Mountains N. H.

At Wing Road, passengers for the mountains diverge from the main line, without change on express trains, to Bethlehem Station. About two miles from the railroad is

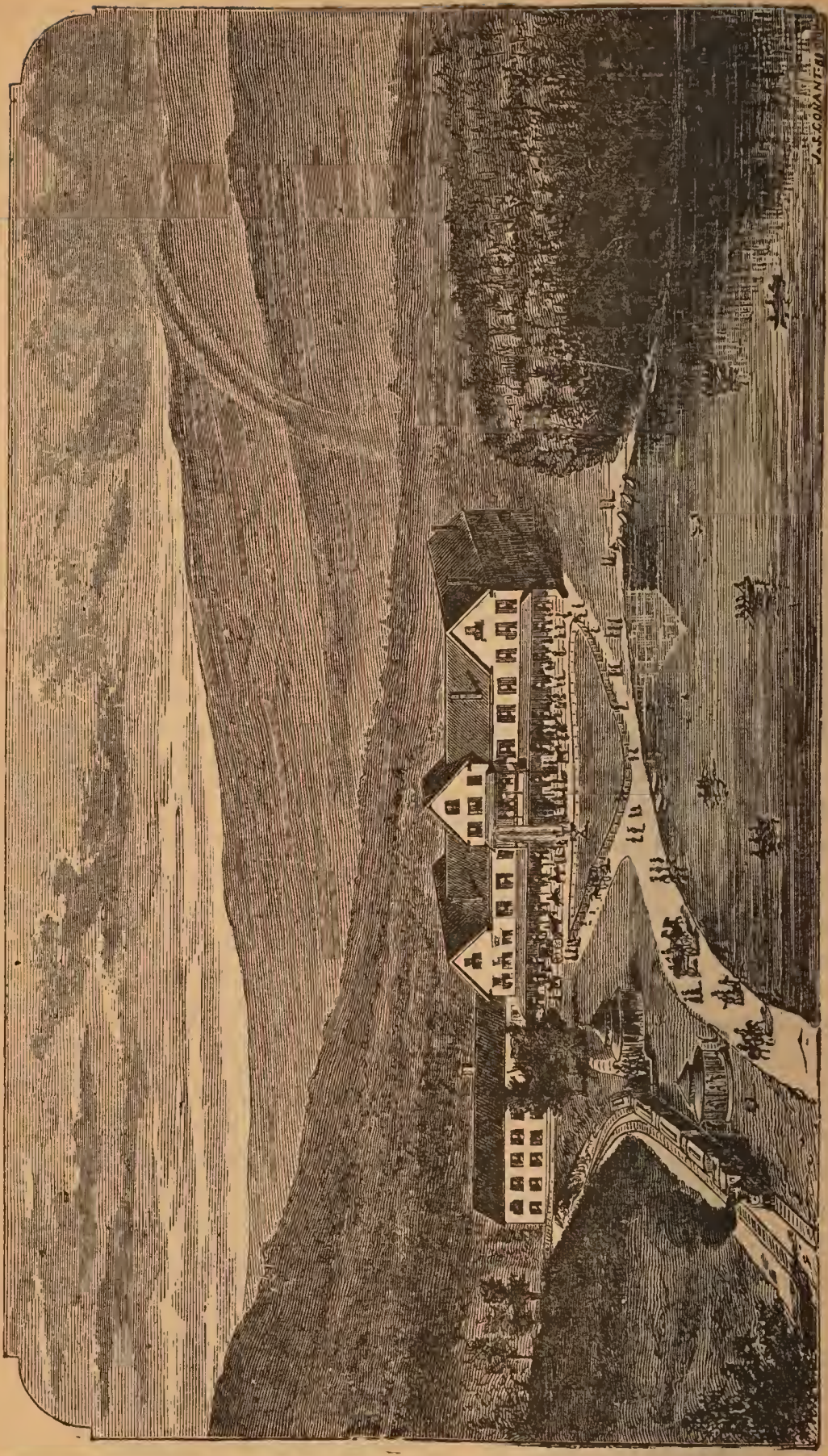
BETHLEHEM, N. H.

This village of hotels and boarding houses is populous during the season, with representatives from every State. It is situated on ground 1,500 feet above sea level—the highest village east of the Rocky Mountains—and enjoys from its northern exposure and altitude, cool air in summer, and fine panoramic views of the mountains, as well as offering relief and cure for those afflicted with pulmonary difficulties and *hay fever*. The drives and stage routes from here to most points of the White and Franconia Mountains, are easy and numerous. The chief hotels are the Sinclair House at the west end, rooms for about 300 guests; and the Maplewood a mile east, rooms for about 400 guests. Stages connect with trains at Littleton, five miles distance, as well as at Bethlehem Station; connection is made at this point with Profile House and Franconia Notch R. R. for the Profile House.

The next point of interest in the railway to the White Mountains, is the Twin Mountain House, one of the finest and best located of all the mountain hotels. It is on the Ammonoosuc River, in full view of the Franconia and White Mountains. The house is first class, and is a popular resting place for those tired of travel or fatigued with the rugged ascent of the mountains.

Four miles farther we come to Fabyans, 204 miles from Boston. The Fabyan House here, built by a company at a cost of \$200,000 for the buildings and farm, is designed to be and is kept in the best manner. It is 2,000 feet above the ocean. The White Mountain House and Mount Pleasant House are smaller hotels, near by. The Crawford House is only four miles east.

Five miles farther by rail, we reach the base of Mount Washington, forming connection with the mountain railway, about three miles long to the top of Mount Washington, 3,625 feet from the base station. Here is the Mount Washington House, among the clouds, with accommodations for 150 guests, conveniently furnished, and having on its tables all the substantials and luxuries at other mountain hotels. The primitive Tip-Top House, and the Summit House, receive any overflow in case of necessity.



CRAWFORD HOUSE, WHITE MOUNTAINS.

JAS. CORNELL DEL.

NORTHERN RESORTS.

CRAWFORD HOUSE.

This fine hotel is four miles east of the Fabyan House, and in the very heart of the White Hills, at the threshold of the famous White Mountain Notch. A few moments' walk from its doors leads to this strange gateway in the hills, and a two miles' tramp will take one to the top of Mount Willard, where fine views are obtained of the Notch, the scene of the Willey House disaster, and the valley of the Saco. Near the hotel is the line that marks the water-shed between the Connecticut and the Saco, the water flows one way to the east, to Maine, and the other way to Vermont and Massachusetts and Long Island Sound.

This house accommodates some 300 guests, and is a favorite resort of visitors to this part of the Mountains. Standing so high, and just at the contiguous sources of the Ammonoosuc and the Saco Rivers, it enjoys pure air and water, and views of unexcelled beauty and sublimity. The internal arrangements are under skilled and gentlemanly management, and the cuisine justly praised. The catalogue of attractions includes the Notch, the Pictured Rocks, Gibbs' and Beecher's Falls, all near the hotel; Silver Cascade, the Flume Cascade, the Willey House, and Mount Willard. The Summit, attained easily by a carriage road about two miles long, affords most magnificent and thrilling views in the afternoon. The Willey Valley appears enclasped in the huge arms of two titanic mountains, Webster and Willey, while Chocorua, twenty miles away, and the peaks of the Mount Washington groups, appear in clear outline. The Bridle Path, along the crest of the mountains, eight miles to the top of Mount Washington, has in response to popular demand been revived. There is just enough romance and adventure in the trip to be fascinating. Trusty guides and horses are furnished at the Crawford House.

The railroad runs from the Crawford House to Mount Washington Railway at foot of Mount Washington on west side, by way of Fabyan House, four miles from Crawford's, where connection is made with the B. C. and M. Railroad, for Wells River and the south or west. For points east, the traveler will return to North Conway by the P. & O. R. R., where connections are made with Eastern Railroad, for N. H. Beaches and Boston.

THE NOTCH AND THE WILLEY HOUSE.

The gate-way of the Notch, "the infant Saco," struggling with the road in escaping through this gap in the mountain, the Flume Cascade, and Silver Cascade, and the Willey House, are all within easy walking distance, and well-worth the visit. The Notch is some three miles in length, through which flows the Saco River, gradually widening as it proceeds, and receiving other streams from the mountain sides. Wild and abrupt cliffs and rocky ramparts extend the whole distance, towering in some places to the height of 2,000 feet. The Willey House is simply curious as the scene of a great land-slide that years ago swept the family who lived here to destruction. The house was saved, but the people, endeavoring to escape, were lost. Returning to the hotel, Beecher's Cascade, Gibbs' Falls, and the Mount Willey Cascades, may easily be visited. Guides may be obtained at the hotel.

By stages travelers formerly went down the Notch, past the Willey House and the old Abe Crawford place, and on down the Saco Valley to Ellis River, where a turn is taken to the east and north, past Jackson to the Glen House, on the east side of the mountains. Now travelers go by rail to Glen station, thence by stage to Glen House. Glen Ellis falls and other objects of interest are to be seen on this route. The favorite route to the Glen is by the railway over Mount Washington, and down on the eastern side by the famous carriage road.

MOUNT WASHINGTON RAILWAY.

The idea of building a railway up Mount Washington is several years old, but no fixed plans were formed until 1866, when an experimental section of 100 feet was laid. The results of this experiment were so satisfactory that a joint stock company was formed, and the work seriously begun. Most of the stock is owned by the Boston, Concord and Montreal, the Connecticut and Passumpsic Rivers Railways, and Cheney & Co.'s Express.

This railway, built under peculiar difficulties in 1869, at a cost of more than \$100,000, climbs 3,625 feet in going three miles, and is one of the most remarkable roads in the world. It is a curious piece of engineering, and perfectly safe. The grade

NORTHERN RESORTS.

is in some places thirteen and a half inches to the yard, or more than one foot in three. The track is laid on a strong trestle-work of heavy timber, braced and bolted in the most substantial manner, and resting on the rocky foundations of the mountain itself. This trestle-work varies from a foot to twenty feet in height, according to the form of the mountain-side. Wrought-iron rails are bolted to heavy timbers, at about the same distance apart as those of ordinary railways. Midway between these, strongly clamped and bolted to the sleepers or cross-ties, is a third rail of peculiar construction. Imagine a narrow ladder of wrought-iron, with its rounds about four inches apart, placed between the rails of an ordinary railway, and you have a good idea of this middle rail. The manner in which motion is imparted to the train is as follows. Under the engine and over the middle rail is a driving-wheel, with cogs, so arranged as to fit between what we have termed the rounds of this ladder. This wheel being set in motion, of course passes along the ladder, inserting its cogs between the successive rounds, and thus climbing, so to speak, along the track. The seats of the car are hung so that they adjust themselves to the varying steepness of the grade. Self-acting brakes are attached both to the engine and car, so that an accident to one will not affect the other. We have no hesitation in saying that, considering the rate of speed at which the trains are run, a traveller is as safe in making this ascent, as he is when traveling on an ordinary express train. The trip up occupies ninety minutes. Three trips are made up and back daily.

MOUNT WASHINGTON.

The bridle-path from Crawford's, eight miles long, leading over the tops of several peaks, though in a measure neglected since the railway was opened, is often followed both in going and returning, on foot or on horseback. The demand for saddle horses and guides by this path is reviving, and the Crawford House is answering the demand. There is romance and adventure enough in it to make it attractive. Along either route magnificent views of the mountains may be obtained, and at last the journey ends at Mount Washington House, and the tip-top point of our travels.

This is the crown of New England. From this rough pile of bare rocks three States may be seen at once. If the day is clear

NORTHERN RESORTS

the prospect is one of the finest in the world. If clouds roll past and cover the world below from sight, a no more hopeless sort of place can be found. The peak then becomes a contracted island, with gray mist for a sea. However, mountain weather is fitful, and it may clear away in a few moments, and change its whole character almost before one is prepared for the wonderful transformation that takes place. The view from this lofty elevation is unequaled by any on the eastern side of the North American Continent, of which a description can give but a faint conception. "Around you in every direction are confused masses of mountains, bearing the appearance of a sea of molten lava suddenly cooled while its ponderous waves were yet in commotion. In the southeast a faint glimmering of the Atlantic is seen, sixty-five miles distant, 'laving the shores of Maine.' Numerous lakes, from the Winnipiseogee to small mountain ponds, are scattered here and there. In the north-east is Mount Katahdin, the loftiest peak in Maine; in the western horizon are the Green Mountains of Vermont, and to the south and south-west are Mount Monadnock and Kearsarge, while the intermediate spaces are filled with every variety of landscape—mountains, hills, rivers, plains, and forests—blending to form a scene awe-inspiring and sublime." At morning and night there is a tolerable certainty of seeing displays of earthly and heavenly prospects, vast views of mountains, or vaster heaps of clouds, and the traveler should stay all night for the chance of seeing the sunset and sunrise. It is quite useless to describe either sunrise, sunset, cloud scenery, or a vast view from the mountain-top. Words fail, and even a photograph seems pale and unsatisfactory. A number of writers, from Starr King downwards, have tried to describe the views from Mount Washington. Mr. King's is the best failure; the rest present various degrees of failure. Visit and see for yourself. That is the only satisfactory way to get an idea of it. As the sensible traveler said to the poor student who wanted to see Europe: "Live on crusts, save money, run in debt even; but go and see for yourself; and when you return it will be easy to pay the bill, from the inspiration of the visit." It may not be worth while to run in debt to visit the White Mountains, but no American young man or woman can afford not to go, at least once, and it were

NORTHERN RESORTS.

better to stint one's self of city luxuries that the money may be spent in seeing the greater glories of this wonderful and awe-inspiring spot. From the top of Mt. Washington, on a clear day, may be seen many points. Some of the distances and directions are as follows :

| | | | |
|-----------------|----|----------------|----------------------|
| Adams, | 4 | miles distant, | North by East. |
| Jefferson, | 3 | " " | North by West. |
| Madison, | 5 | " " | North by North-east. |
| Clay, | 1 | " " | North-west. |
| Monroe, | 1 | " " | South-west. |
| Franklin, | 2 | " " | South-west. |
| Pleasant, | 3 | " " | South-west. |
| Clinton, | 4 | " " | South-west. |
| Willey, | 9 | " " | South-west. |
| Mount Jackson, | 6 | " " | South-west. |
| Webster, | 7 | " " | West by North-west. |
| Crawford, | 9 | " " | South-west. |
| Moriah, | 7 | " " | North-east. |
| Lafayette, | 19 | " " | West by South-west. |
| Twin Mountains, | 14 | " " | West by South-west. |
| Carigain, | 14 | " " | South by South-west. |
| Moose Hillock, | 31 | " " | South-west. |
| Cannon, | 30 | " " | West by South-west. |
| Whiteface, | 24 | " " | South by West. |
| Kearsarge, | 15 | " " | South by East. |

Ample time will be afforded while here to inspect the United States Signal Service Station, and to see the Lizzie Bowne monument, and to walk about over the wild rough stone heaps that make the cone and crown of the Eastern States. The journey down again is best taken by stage over the splendid carriage road that leads down the eastern slopes to the Glen House. The views from this road, as one rides through the clouds, are magnificent, and the trip ends in one of the deepest and most beautiful valleys in this whole region.

ELEVATIONS ABOVE THE LEVEL OF THE SEA

FRANCONIA MOUNTAINS.

| | FEET. | | FEET. |
|---------------------------------|-------|-------------------------|-------|
| Mt. Lafayette | 5,585 | Franconia Notch | 2,014 |
| Mt. Cannon, or Profile Mt. | 3,500 | Flume House | 1,431 |
| Moose Hillock | 4,636 | Profile House | 1,974 |
| Cherry Mountain | 3,670 | Plymouth | 472 |
| Mt. Prospect | 2,963 | Bethlehem Village | 1,454 |

THE WHITE MOUNTAINS.

| | | | |
|------------------------------|-------|----------------------------------|-------|
| Mt. Washington | 6,288 | Chocorua | 3,358 |
| Mt. Jefferson | 5,710 | Lancaster | 860 |
| Mt. Adams | 5,800 | Littleton | 817 |
| Mt. Monroe | 5,300 | Conway Intervales | 471 |
| Mt. Madison | 5,361 | Concord, N. H., Depot | 236 |
| Mt. Clay | 5,400 | Lake Winnipiseogee | 496 |
| Mt. Franklin | 4,900 | Red Hill | 2,502 |
| Mt. Pleasant | 4,800 | Copple Crown Mount | 2,100 |
| Mt. Clinton | 4,200 | Alpine House, Gorham | 800 |
| Mt. Jackson | 4,100 | Crawford House | 1,920 |
| Mt. Webster | 4,000 | Fabyan House | 1,551 |
| Mt. Willard | 2,575 | Glen House | 1,632 |
| Mt. Willey | 4,300 | Willey House, Wh. Mt. Notch .. | 1,335 |
| Mt. Carter | 5,000 | Mt. Resolution | 3,400 |
| Mt. Moriah | 4,700 | Giant's Stairs | 3,500 |
| Mt. Hayes | 2,500 | Foot of Mt. Washington R. R. ... | 2,615 |
| Pequaket, or Kearsarge | 3,367 | Pinkham Notch | 2,018 |

MOUNTAINS AND LAKES IN VERMONT.

| | | | |
|---------------------|-------|-------------------------------|-------|
| Mt. Mansfield | 4,384 | Mt. Willoughby | 3,600 |
| Camel's Hump | 403 | Ascutney (near Windsor) | 3,320 |
| Jay Peak | 4,018 | Lake Champlain | 90 |

MOUNTAINS AND LAKES IN CANADA.

| | | | |
|------------------|-------|-------------------------|-------|
| Owl's Head | 2,749 | Lake Memphremagog | 634 |
| Mt. Orford | 3,300 | Lake Willoughby | 1,162 |

DISTANCES IN THE WHITE MOUNTAIN REGION.

| <i>From Fabyans to</i> | MILES. | | MILES. |
|-------------------------------------|--------|----------------------------------|--------|
| Ammonoosuc Falls | 3 | Squam Lake | 8 |
| Mt. Washington Base | 6 | Lake Winnipiseogee | 15 |
| " " Summit | 9 | Centre Harbor | 12 |
| Gates of White Mountain Notch .. | 4 | <i>From Jefferson, N. H., to</i> | |
| Willey House | 7 | Summit Starr King Mt. | 2½ |
| Twin Mountain | 4 | Summit Cherry Mt. | 6½ |
| Profile | 22 | Twin Mountain House | 11 |
| Littleton | 19 | White Mountain House | 11 |
| Lancaster | 20 | Whitefield | 13 |
| Waumbeck House, via Cherry Mt. .. | 12 | Mt. Adams House | 6 |
| Glen House, via Mt. Washington .. | 17 | Summer House, Dalton | 15 |
| Glen House, via Notch and Glen Stn. | 40 | Mt. Washington R. R. Depot | 17 |
| St. Johnsbury | 45 | Willey House | 18 |
| <i>From Crawford House to</i> | | Glen House | 19 |
| Twin Mountain House | 9 | Alpine House | 17 |
| Base of Mt. Washington | 10 | Profile House | 28 |
| Summit of Mt. Washington | 13 | Bethlehem | 18 |
| Jefferson Hill | 16 | <i>From Lancaster, N. H., to</i> | |
| Glen House | 30 | Jefferson Hill | 8 |
| Alpine House (Gorham) | 33 | Bray Hill | 9 |
| North Conway | 25 | Round the Gore | 6 |
| Bethlehem Street | 17 | Mt. Prospect | 3 |
| Franconia Notch | 26 | Dixville Notch | 46 |
| <i>From Plymouth, N. H., to</i> | | Percy Peaks | 15 |
| Mt. Prospect | 4 | Guildhall Falls | 6 |
| Loon Pond | 4 | Lost Nation | 7 |
| Flume House | 24 | Lunenburg Heights | 7 |
| Profile House | 30 | Fifteen Mile Falls | 8 |

NORTHERN RESORTS.

THE GLEN AND THE GLEN HOUSE.

This resort has a world-wide reputation. The house, one of the largest in the mountains, stands between Mt. Carter, 3,000 feet high on the east, and Mts. Washington, Clay, Jefferson, Adams, and Madison, almost twice as high, on the west; 1,632 feet above the sea; and entirely out of the regions of hay fever and catarrh. Numerous points of interest hereabouts claim the visitor's attention. Indeed it is a good place to stay all summer. The Garnet Pools, rocks carved into curious forms by the water of Peabody River, are about a mile north. Thompson's Falls, 2 miles south-west, are on a brook tributary to Peabody River, and near by the Emerald Pool. Crystal Cascade, near Tuckerman's Ravine, is about one mile beyond Thompson's Falls. The Cascade from a point high up Mount Washington, descends by a long and beautiful succession of leaps and turns, a shower of feathery, foamy white water, pure and cold. A long and somewhat difficult ascent along the brook bank leads into Tuckerman's Ravine, a long, deep gash in the southern slope of the mountain. Here the snows of winter drift so deep as to remain through the summer. In melting, the gradual wearing of the streams gives the mass many strange and fantastic forms—of spanning arch and cave and rude resemblance to well-known objects of nature or art. Glen Ellis Falls, the finest in the mountains, are about 4 miles from the Glen House. The Ellis River here leaps down a rocky channel worn by itself 60 feet, in one thick, white mass. Seen from the top or from the bottom, which may be reached by rude natural steps in the cliff, it presents a picture of grace and beauty which is in strong contrast, yet in perfect keeping with the surrounding wilderness. Lines of stages from the Glen House connect with the top of Mt. Washington, and through Pinkham Notch by Jackson to Glen Station on the P. and O. R. R., 14 miles—a most romantic ride—and to Gorham, 8 miles, on the Grand Trunk Railroad. Gorham is a beautiful village, a frequented resort, at the confluence of the Peabody and Androscoggin Rivers, north of the White Mountains, and 800 feet above the sea. For river scenery, combined with impressive mountain views, this vicinity surpasses all others from which the highest peaks are visible. The Alpine House is under the same management as the Glen.



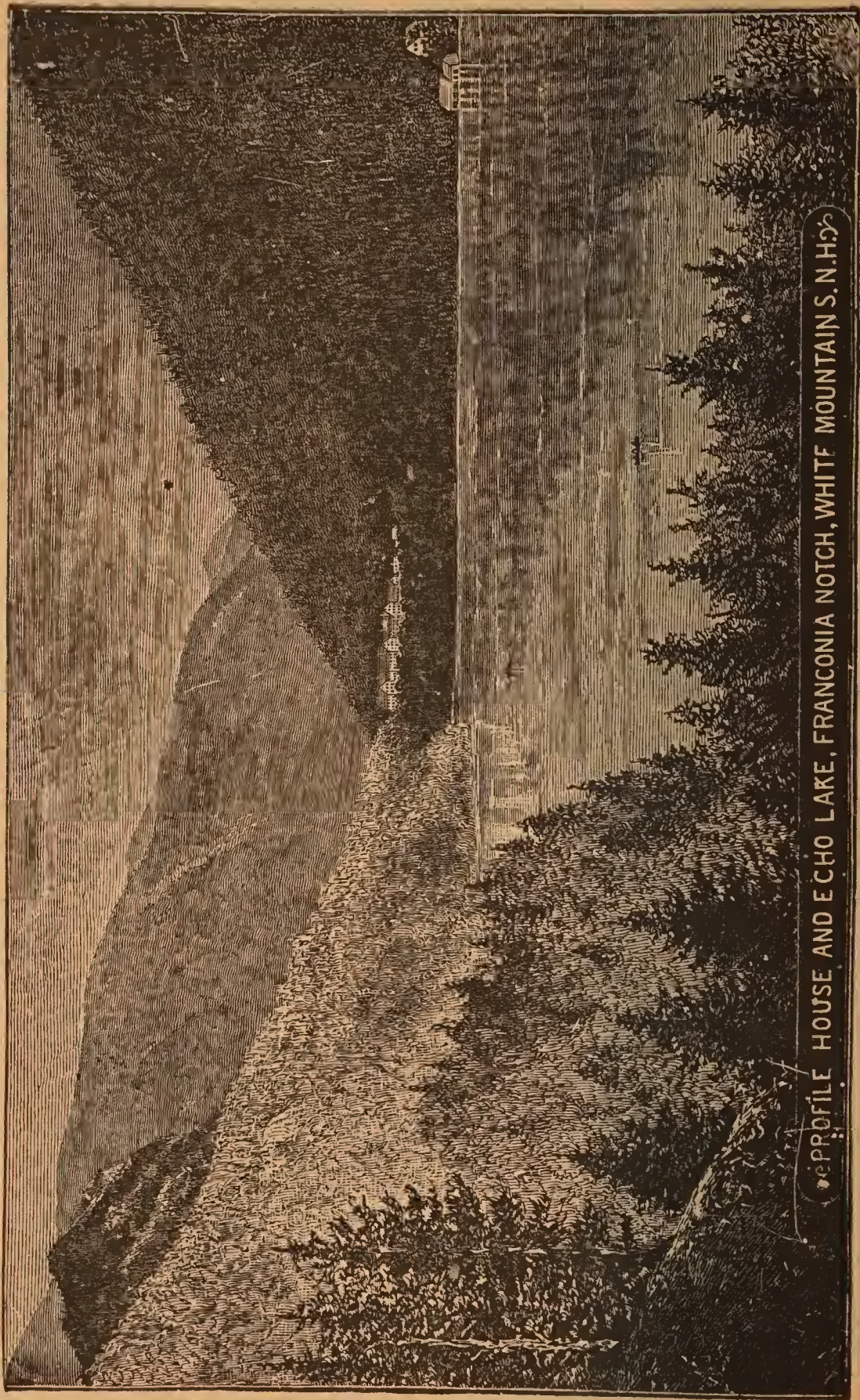
"OLD MAN OF THE MOUNTAINS,"
Near Profile House, Franconia Notch, White Mountains, New Hampshire.

THE FRANCONIA MOUNTAINS.

These mountains, though not so high as the White Mountains by a few hundred feet, are real mountains—grand in proportions, noble in outline, and as awe-inspiring as their taller companions. They present many features of interest peculiar to themselves. The highest peak, Mount Lafayette, is 5,585 feet high, only 700 feet inferior to Mount Washington, and in and around Franconia Notch may be found scenes of marvelous beauty and grandeur. Here is Cannon Mountain, Bald Mountain, Mount Liberty, Mount Pleasant and others, Echo Lake, gem of mountain tarns, Eagle Cliff, the solemn Old Man of the Mountain, with stony calm gazing down upon the petty creatures that gaze up at his strange face; Profile Lake, the Flume, the Pool, and the Basin—each a wonder in its way. The whole Franconia region is full of beauty and of marvels, and no visit to the mountains is deemed complete which does not make the Profile House the center of its neighboring circle of attractions. The White Mountains will not be forgotten in these, and they will fitly cap the climax of the hills.

FRANCONIA NOTCH is a pass with close and precipitous walls of about five miles in extent, between Mount Lafayette and Mount Cannon. The valley is about half a mile in width, filled with the curious, the wild and the beautiful in mountain scenery. The bare walls of Cannon Mountain, on the right, as you ride through from the Profile House, are grand in their impressive barrenness and lofty height. The Old Man of the Mountain is the crowning feature of the pass, the grim old "King of the Hills," ever looking out in unchanging majesty on his wild realm. This wonderful copy of the human features, colossal in proportions, yet faithful and clear in its lines, is the great natural attraction sought by strangers. The length of the face has been ascertained to be not less than eighty feet. It looks from the southern face of Cannon or Profile Mountain.

Echo Lake, the Basin, the Pool, the Flume with its suspended boulder and cascades, the ascent of Mount Lafayette, and the sun-set view from Bald Mountain, are features of the Franconia range fully described in succeeding pages, and seen by excursions from the Profile and Flume Houses.



PROFILE HOUSE AND ECHO LAKE, FRANCONIA NOTCH, WHITE MOUNTAIN S. N. H. S.

NORTHERN RESORTS.

BETHLEHEM TO FRANCONIA NOTCH.

By the completion of the Bethlehem & Franconia Notch railroad, a most direct and easy route is opened from Bethlehem to this famous region, the Profile House, the Flume, Old Man of the Mountain, Pool, Echo Lake and other points of interest. The railroad leaves Bethlehem Station and passes along the base of the hills into the wonderful Franconia region, the observation cars giving passengers continual opportunity for many delightful views. A bewildering panorama of mountain scenery passes before the vision of the traveler. Mount Lafayette grows taller and taller, and Bald Mountain rises on the left. The vastness of the scale of everything, and the stimulating air make one forget fatigue.

THE PROFILE HOUSE.

is one of those palatial hotels called into existence by the luxurious demands of the traveling public, and it seems as if there was nothing one could reasonably demand that could not here be found. The house stands at the northern entrance of the Notch 2,000 feet above the sea, and yet it seems sunk in a vast cleft in the land. The mountains rise steep from its very doors.

The parlor and dining hall are spacious and elegant and are lighted with gas. The telegraph runs to this point, and visitors may receive their mails with regularity while they gather strength in the mountain air, and marvel among the mysteries of the hills. The furnishing of the house is elegant and complete, and its location unrivaled for mountain scenery. The house is crowded during the pleasure season with a happy company gathered from all parts of the land, who find here cleanliness and attention, with ample profusion of luxuries for the satisfaction of natural hunger. Stages leave twice each day for Plymouth, via the romantic Pemigewasset valley; while by the newly opened Narrow Gauge Railroad line the summit of Mount Washington, Bethlehem, and the Jefferson valley may be reached easily and without fatigue by the guest at the Profile House. Chief among the objects of interest, within easy walking distance, is

THE OLD MAN OF THE MOUNTAIN.

A few rods down the road to the south is a small mountain lake; and above it, a thousand feet overhead, is "the great stone

NORTHERN RESORTS.

face," one of the wonders of the natural world. It is useless to talk about it. There it is, and the looking is more than the telling. Even a photograph would be feeble; but, having seen it, one



will never forget it. The lake beneath it, stupidly called "the Old Man's Wash-bowl," is Profile Lake, the head-waters of the Pemigewasset, one of the sources of the Merrimack.

Echo Lake wins to itself admiring attention. Half a mile's walk to the north from the hotel will bring one to its shores, and boats will quickly take one out on its quiet water, where its multiple echo may tickle the ear.

Bald Mountain is reached by a two mile ride or walk over a good road. This mountain top gives a fine view of the Ammonoosuck valley to the north, Echo Lake and the Notch to the south, and Mount Lafayette towering over all.

CANNON MOUNTAIN.

From the lawn before the hotel may be seen the green mass of rock on the top of this mountain, that suggests a great gun and

NORTHERN RESORTS.

gives a name to the peak. There is a good foot path, and the tourist may make the trip with ease, as it is only a small matter of some 1,500 feet, and the views are excellent.

MOUNT LAFAYETTE.

This mountain, 5,585 feet high, is the highest of the Franconias, and from its summit may be obtained views scarcely inferior to those from Mount Washington. It is a five-mile trip two miles along the road past Profile Lake. At the ruins of the old Lafayette House the mountain road is seen entering the woods to the left. The view from the summit has been thus described: "Such grandeur as is spread before you more than repays the toil necessary to reach the summit. Lofty mountain peaks without number lie before you on every hand. West, in the hazy distance, is the Green Mountain range—Mount Mansfield, Camel's Hump, and Jay Peak, towering above their neighbors. Intervening are the valleys of the Ammonoosuc and the Connecticut. North is the glorious and grand old peak, Mount Washington—the Tip-Top House, if not cloud covered, in full view. Lying between are the summits of smaller mountains, while a trackless wilderness stretches far away towards the east, where peak upon peak rises skyward. A little to the left is old Kearsarge, and to the right the sharp spur of Chocorua seems to pierce the very sky. South, you look down upon the lovely valley of the Pemigewasset, which has seemingly widened into broad meadows; and, forty miles distant, the eyes rest upon Plymouth, and the beautiful Lake Winnipiseogee, with its innumerable islands. You linger long in contemplating the scene, and wonder how it is possible that so much sublimity should remain so comparatively unknown to the great world of humanity within a day's ride, and yet so accessible."

A shelter has been provided upon the Summit of Mt. Lafayette for the protection of visitors, and a new bridle path has been built for the lower half of the ascent, winding up the ravine just south of Eagle Cliff, leaving the highway almost opposite the hotel, shortening the distance some three miles.

The trip is usually made on horseback, but it makes a good one day's trip on foot. Ponies and guides may be obtained at the Profile House.

NORTHERN RESORTS.

WALKER'S FALLS,

three miles down the Notch, are a series of picturesque cascades half a mile east of the roadway where it is crossed by the stream.

THE BASIN

is about four miles south of the Profile House. It is a natural bowl or basin, about 40 feet in diameter and 28 feet in depth, worn in the granite strata by the whirling of rocks in the fretful circling currents of the river. The waters plunge over the brim in a pretty cascade, and sweep the smooth circular walls several times in swift rotation before they issue from the basin.

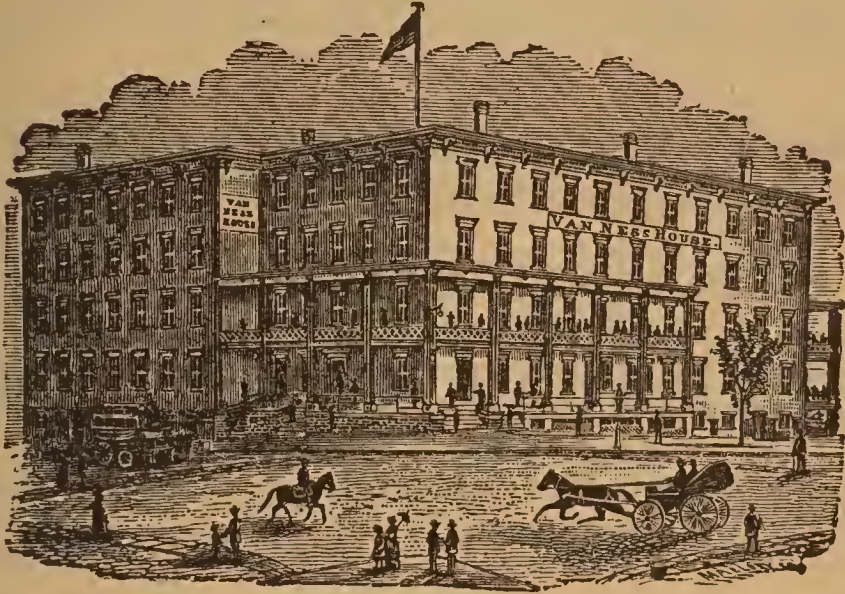
THE POOL

is another of the many mountain wonders of the Franconia Region. A path from near the Flume House leads east, a half mile through the forest, to this vast natural well and curiosity. It is about 150 feet in circumference, 190 feet deep, and usually has about 40 feet of water in its gloomy depths. Steps lead down, within the walls, to the water.

THE FLUME.

This wonderful chasm in the mountain side, with its singular waterfalls, its mossy, fern-clad walls, its cool and charming depths, and silvery brook, forms one of the most beautiful spots in the mountains. It extends some 800 feet between nearly perpendicular walls 60 feet high and about 20 feet apart, and has a plank pathway extending its entire length. At one point the giant sides approach within 12 feet of each other, and formerly clasped a massive oval boulder of many tons weight, which was suspended some 30 feet above the pathway and bed of the stream. In 1885 this boulder was dislodged by a very high freshet and carried several rods from its former position down towards the Flume House. The way to the Flume diverges from the main road directly in front of the Flume House, five miles from the Profile. The Flume House is a pleasantly located hotel, near the Flume, Pool and Basin, commanding a view of three great peaks of the Franconia Range, Lafayette, Liberty and Pleasant. Returning to the road, a trip two miles to the south to the Georgiana Falls may be made. The road down the Pemigewasset Valley leads from the Profile House to Woodstock, where one may take the Pemigewasset Valley R. R. to Plymouth, N. H., 30 miles distant, on the Boston, Concord and Montreal R. R. Travelers from the White Mountains may return home this way.

VAN NESS AND AMERICAN HOTELS, Burlington, Vermont.



The "Van Ness House" has a Safety Hydraulic Passenger Elevator, Fire Escapes, etc. Fine views of the Lake and Mountains from all parts of the House.

L. S. DREW,
Manager.

H. N. CLARK,
Clerk.

U. A. WOODBURY,
Proprietor.

The VAN NESS and AMERICAN HOTELS are now open to the public under one management and will, as heretofore, be conducted in a manner consistent with the good reputation of Burlington as a Summer Resort for the best class of guests. Neither pains nor expense will be spared to keep them first-class in every particular. MR. DREW, so long and favorably known to the traveling public, will personally superintend everything conducive to the comfort of guests at both hotels.

These Hotels are supplied with ample public and private Parlors, Reading Rooms, Committee Rooms, Billiard and Commercial Sample Rooms, Telegraph Office, Rooms, single or *en suite*, with Baths, Closets, Electric Bells, etc.

The tables are always supplied with the delicacies of the season. Fresh vegetables, pure milk, butter and cream brought daily from the hotel farm.

Tourists will find Burlington a pleasant place to spend a few days in, its charming views and delightful drives rendering it very attractive.

Two or more trains daily to Boston, New York, Saratoga, the White Mountains and Montreal, Steamboats to and from Lake George, Saratoga, Ticonderoga, Plattsburgh and Ausable Chasm.

NEW LONDON NORTHERN RAILROAD LINE.

Most Direct Route between New York and the

WHITE MOUNTAINS, MONTREAL,

AND ALL POINTS IN

Vermont, New Hampshire and Canada.

TAKE STEAMERS OF THE

NORWICH & NEW YORK TRANSPORTATION CO.

Which leave **PIER 40, NORTH RIVER**, daily, at **5.00 P.M.**
in **Summer**, and **4.30 P.M.** in **Winter**.

Connecting at New London with train of the NEW LONDON NORTHERN RAILROAD, which leaves New London at 5.00 A.M., daily (Sundays excepted), passing through the most delightful parts of

CONNECTICUT AND MASSACHUSETTS,

and arriving at *BRATTLEBORO, Vt.*, at 10.25 A.M., where it connects with trains arriving in the *White Mountains* at 5.30 P.M. and *Montreal* at 8.40 P.M.

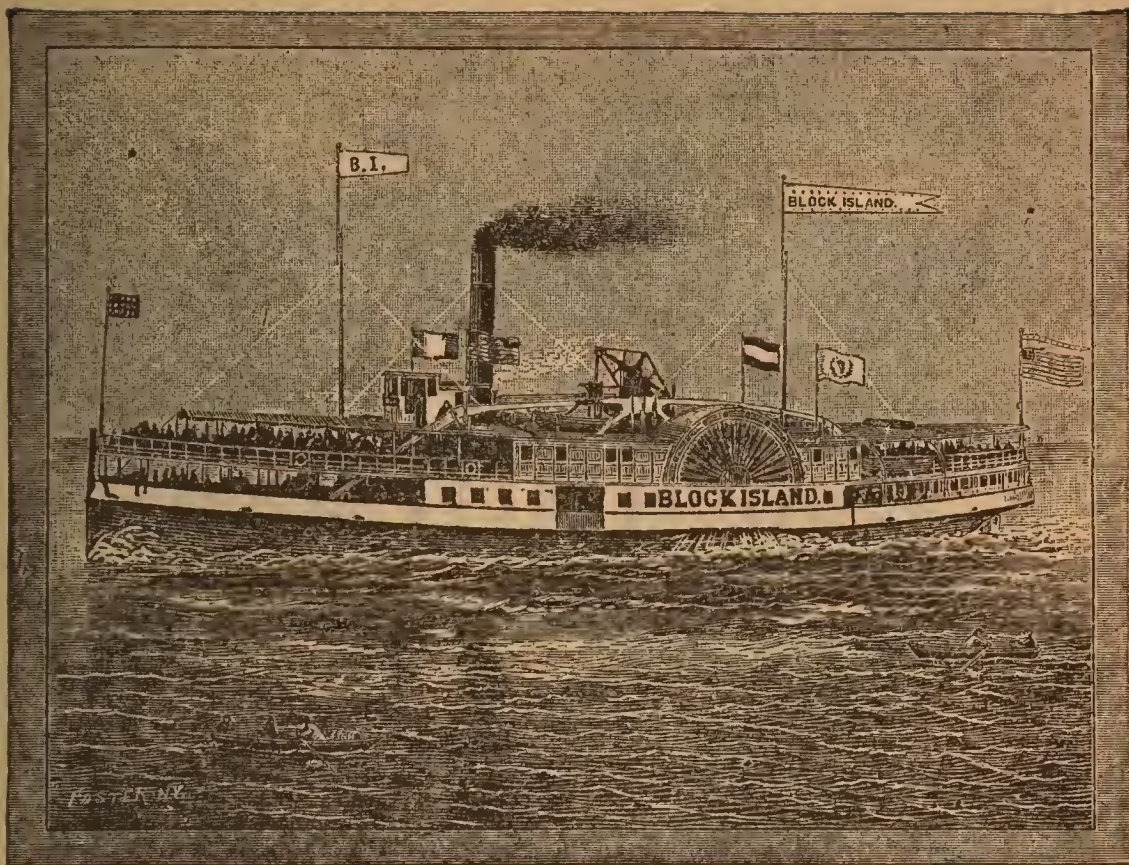
TICKETS FOR SALE ON BOARD THE STEAMERS NAMED ABOVE.

Ask for Tickets via

NEW LONDON NORTHERN RAILROAD LINE.

C. F. SPAULDING,
Superintendent.

S. W. CUMMINGS,
Gen. Pass. Agent.



NEW LONDON STEAMBOAT CO.

Most Direct Route from New York and the West to
Watch Hill and Block Island.

The new and commodious steamer Block Island leaves the wharf of the New London Northern Railroad Co., New London, Conn. (during the summer season), daily (Sundays excepted) at 9.30 A. M., or on arrival of trains from New York, Hartford and Albany, for Watch Hill and Block Island.

Returning leaves Block Island at 2.00 P. M., arriving at New London in time to connect with trains and steamers for all points South and West.

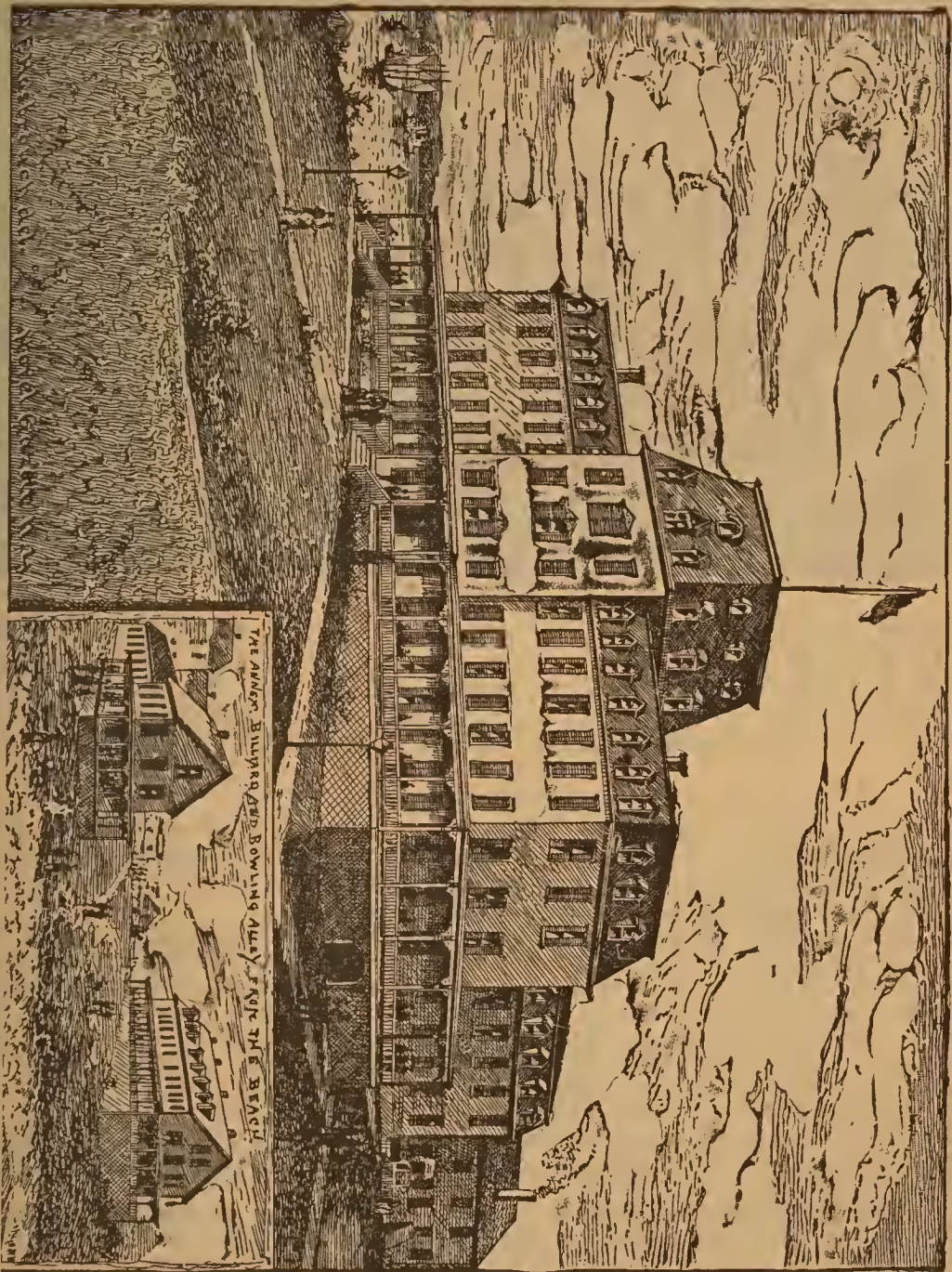
C. F. SPAULDING, Superintendent.



THE CROCKER HOUSE, NEW LONDON, CONN.

HALE & CO., Proprietors.

This large, fine Hotel is built of brick, and is situated on State Street, opposite the United States Custom House and Post Office, in the centre of the city. The sleeping rooms are all large, pleasant and well furnished with spring beds, wardrobes, etc., and are kept clean and neat. The dining-room is spacious, and the cuisine is excellent. The house has a fine passenger elevator and other conveniences for guests, that place it in the front rank of modern hotels. Around New London are delightful drives, and the views of the city, harbor and Long Island Sound, and the Thames River, are charmingly beautiful. To summer boarders who wish the accommodation of a first-class modern metropolitan hotel, and yet to be near the shore, the Crocker House offers unusual attractions.



Watch Hill House, Watch Hill, Westerly, R. I. HALE & CO., Proprietors.
A Beautiful Seaside Resort. No Malaria. Flies or Mosquitoes.



HOTEL SEA VIEW,

SAVIN ROCK, WEST HAVEN, CONN.

Having served the public for the past seven years at Savin Rock, would respectfully announce that the Beach House is now open for the reception of transient guests and summer boarders, and that the Hotel Sea View will be open June 15th, both under my personal supervision and management.

To those not acquainted with the location of this favorably known Hotel, I would say it fronts directly on Long Island Sound, and is seventy miles from New York via the New York, New Haven and Hartford Railroad, while the Horse Cars leave the House for New Haven every fifteen minutes, three and one-half miles distant, through one of the most pleasant streets on the continent.

Large, shady Lawns surround the House, thereby affording elegant playgrounds for both young and old, and no mosquitoes as at most Seaside Resorts.

Lawn Tennis and Lawn Pool are some of the games played on the Lawn.

It is a quiet Summer House, adapted to families, where all the comforts of home are secured. The beds especially are new and modern, and all its furnishings first-class, with electric bells, etc.

Great facilities for Fishing, Boating and Bathing, especially Bathing, as the shore is a clean, sandy one, extending out with a gradual descent for nearly one-half mile, making it very safe for children as well as adults.

Telephone connection with New Haven.

First-class stables connected with the House.

The table is to be furnished with every luxury possible that the market will afford, and no pains will be spared to please all who may patronize us.

For further particulars, address

JUNE, 1887.

E. FREEMAN, Proprietor.

THE NEW YORK HOTEL.

THIS LONG-ESTABLISHED FAVORITE HOTEL HAS BEEN PUT IN COMPLETE ORDER, AND WILL COMPARE FAVORABLY IN ALL RESPECTS WITH ANY FIRST-CLASS HOTEL IN THE UNITED STATES.

SITUATED ON BROADWAY, BETWEEN WASHINGTON AND WAVERLEY PLACES, OCCUPYING THE ENTIRE BLOCK AND A LARGE HOUSE ON BLOCK ADJOINING, CONNECTED BY A BRIDGE. CAPACITY, FIVE HUNDRED GUESTS. A FIRST-CLASS RESTAURANT HAS RECENTLY BEEN OPENED TO ACCOMMODATE GUESTS AND THE PUBLIC GENERALLY.

THE LOCATION IS UNSURPASSED FOR HEALTHFULNESS AND CONVENIENCE OF ACCESS BY SURFACE AND ELEVATED RAILWAYS TO ALL PARTS OF THE CITY.

CONDUCTED ON BOTH AMERICAN AND EUROPEAN PLANS. PRICE OF ROOMS, WITH BOARD, THREE DOLLARS PER DAY; WITHOUT BOARD, ONE DOLLAR AND UPWARD.

H. CRANSTON, Proprietor.

CRANSTON'S WEST POINT HOTEL,

ON HUDSON—IN THE HIGHLANDS.

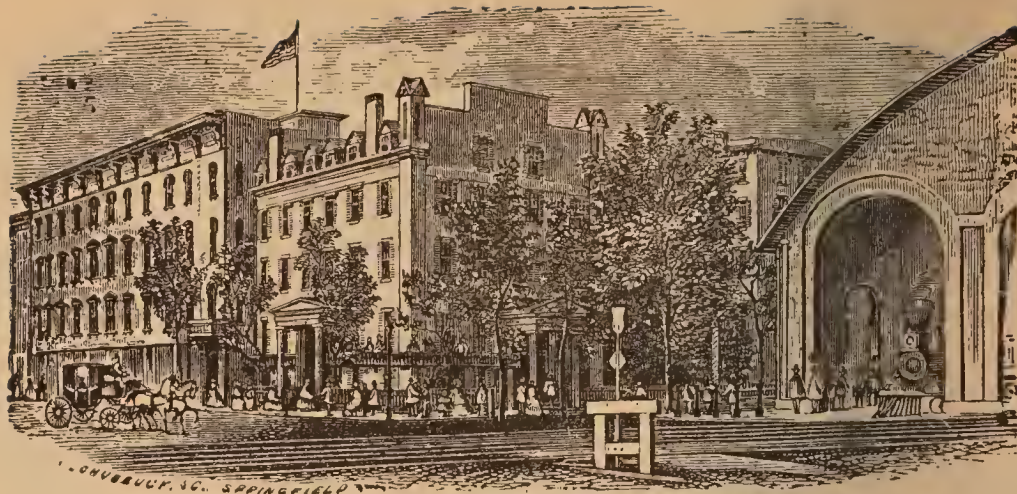
H. CRANSTON, - - - Proprietor.

Open from May 1 to November 1.

“Nature and art have combined to make West Point one of the most picturesque and attractive spots on the continent.

“It does not seem possible for one to inhale the pure air of the Highlands, and enjoy the comforts provided by Mr. Cranston, without being made sensible of having received in many respects more or less benefit.

“The complete appointments of the house, the high moral tone and standing of the guests, all serve to make a summer spent at Cranston's West Point Hotel one of the most enjoyable ever passed.”—AUTHOR OF “HUDSON HIGHLANDS.”



MASSASOIT HOUSE,

W. H. CHAPIN,

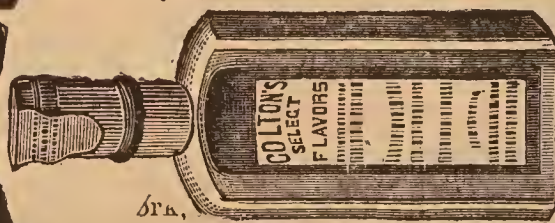
SPRINGFIELD, MASS.

The Massasoit House, near Railroad Stations, was established in 1843. It has been twice enlarged, making it three times its original size, and thoroughly remodeled and refurnished. The large airy sleeping rooms, furnished with hot and cold water, are excelled by none in the country. Connecting rooms, *en suite*, for families, elegantly furnished and with bath-rooms attached. Special attention paid to ventilation and all sanitary improvements. The proprietors are determined that the world-wide reputation of the Massasoit shall be maintained in all respects.

COLTON'S

Extracts of

Cinnamon,
Nutmeg,
Clove,
Celery,
Peach,
Wintergreen.



Delicious

Lemon,
Vanilla,
Orange,
Rose,
Almond,
Jama. Ginger.

SELECT FLAVORS

Perfectly Pure Extracts of Choicest Fruits, **THE BEST.**
Unequaled Strength for all. Thousands of gross sold. Winning friends everywhere. **DEALERS TREBLE SALES WITH THEM.**

These **Delicious Flavors** are used at many of the **Finest Hotels** in the **White Mountains, Saratoga Springs, the Catskills, Seaside and Summer Resorts**, and in **City and Country**, and sold by **Dealers Everywhere**. Wholesale Agents in large cities.

LABORATORY (Home Dept.), WESTFIELD, MASS.

THE CALIGRAPH

WRITING MACHINE.



IT STANDS AT THE HEAD.

15,000 CALIGRAPHS are in daily use, and are becoming immensely popular for their **Durability, Speed, and Manifolding** ability.

We publish 400 letters from prominent men and firms which are convincing. For specimens, etc., address,

THE AMERICAN WRITING MACHINE CO.,
HARTFORD, CONN.

NEW YORK OFFICE, No. 237 BROADWAY.

THE CRITIC.

A WEEKLY REVIEW OF LITERATURE AND THE ARTS.

TEN CENTS A COPY; \$3 A YEAR.

Bishop Potter Always Reads "The Critic."

I am glad of this opportunity to express to you my keen sense of indebtedness for THE CRITIC. I never read it—and, no matter how much driven, I never allow it to go unread—without a fresh conviction of its rare worth. It is so thoroughly just, so discriminating, so full of the atmosphere of a courageous, candid and open-minded criticism, that one cannot but be proud and glad that so good and helpful a journal is winning its way to the wider recognition and esteem which it so abundantly deserves.

H. C. POTTER.

For one who desires a current report from the active world of letters, a knowledge of the best books in every department of Science, Literature and Art, careful critiques upon the principal books by specialists in the several departments of learning—there is no guide so full, scholarly, and satisfactory as THE CRITIC.

New York City. J. H. VINCENT, D. D., *Chancellor Chautauqua University.*

"Undeniably the best literary review in the United States."—*Boston Globe.*

THE CRITIC COMPANY, 743 Broadway, New York.

67th ANNUAL STATEMENT, December 31st, 1886.

ÆTNA INSURANCE COMPANY, HARTFORD, CONN.

| | |
|---------------------------------------|-----------------------|
| CASH CAPITAL | \$4,000,000 00 |
| Reserved for Re-Insurance (Fire)..... | 1,797,495 06 |
| " " (Inland)..... | 10,692 15 |
| " Unpaid Losses (Fire)..... | 206,153 50 |
| " " (Inland)..... | 44,844 82 |
| All other claims..... | 59,432 66 |
| NET SURPLUS..... | 3,450,221 37 |
| TOTAL ASSETS..... | \$9,568,839 56 |

"AS FOLLOWS:"

| | |
|---------------------------------|-----------------------|
| Cash in Bank..... | \$936,516 64 |
| Cash in hands of Agents..... | 374,380 20 |
| Real Estate | 358,336 70 |
| Loans on Bond and Mortgage..... | 43,595 00 |
| Loans on Collaterals..... | 11,180 00 |
| Stocks and Bonds..... | 7,843,486 00 |
| Accrued Interest..... | 1,345 02 |
| TOTAL ASSETS..... | \$9,568,839 56 |

LOSSES PAID IN 68 YEARS, \$60,180,000.

WM. B. CLARK, Ass't Sec. J. GOODNOW, Sec. L. J. HENDÉE, Pres't.
JAS. A. ALEXANDER, Agt., 68 Wall St., New York.

ÆTNA LIFE INSURANCE CO. OF HARTFORD, CONN.

| | |
|-------------------------------------------------|-----------------|
| ASSETS, - - - - - | \$31,545,930.77 |
| SURPLUS, { by Massachusetts and Conn. Standard, | 5,349,870.36 |
| { by New York Standard, | 6,800,000.00 |

**CONSERVATIVE, ECONOMICAL and
"SOLID AS GRANITE."**

POLICIES NON-FORFEITING AND INCONTESTABLE
after the death of the insured.

All desirable plans of Insurance, including some which are new
and especially advantageous.

ADDRESS THE COMPANY OR ANY OF ITS AGENTS.

M. G. BULKELEY, President.

J. C. WEBSTER, Vice-President.

J. L. ENGLISH, Secretary.

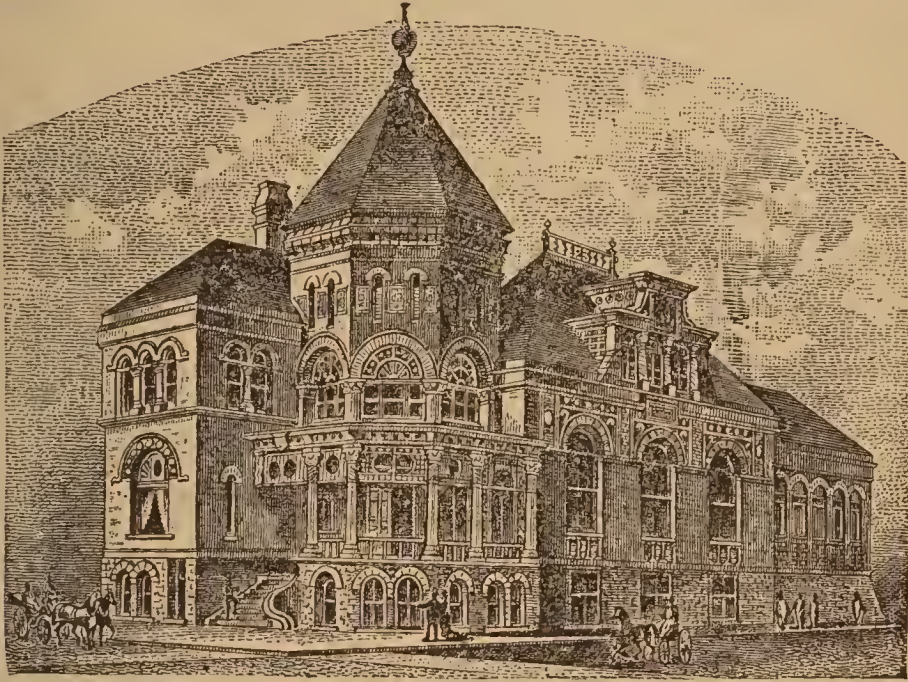
CONNECTICUT

FIRE INSURANCE COMPANY,

OF HARTFORD, Conn.

Incorporated 1850.

Charter Perpetual.



CASH CAPITAL, - - - \$1,000,000.00

CASH ASSETS, - - - 2,129,741.94

WESTERN DEPARTMENT :

A. WILLIAMS, Manager,
155 LA SALLE STREET,
CHICAGO, Ill.

PACIFIC DEPARTMENT :

ROBERT DICKSON, MANAGER.
WM. MACDONALD,
ASSISTANT MANAGER.
SAN FRANCISCO, Cal.

SCOTT & TALBOT, Agents,
45 WILLIAM ST., NEW YORK.

J. D. BROWNE, President, **CHAS. R. BURT, Secretary,**
L. W. CLARKE, Assistant-Secretary.

CONGRESS SPRING.

The Standard Mineral Water.

It is a purely Natural Water, CATHARTIC ALTERATIVE, and slightly stimulating and tonic in its effects, without producing the debility that usually attends a course of medicine.

It is used with marked success in affections of the Liver and Kidneys, and for Dyspepsia, Gout, Constipation and Cutaneous Diseases it is unrivaled.

It is especially beneficial as a general preservative of the tone of the stomach and purity of the blood, and a powerful preventive of Fevers and Bilious Complaints.

It is of special value to Ladies, as from its great purifying properties it has good effect in clearing the skin and giving it a healthy, beautiful appearance. In the morning it tones the appetite and promotes digestion. The stomach is cleansed and purified, the nervous and muscular system invigorated, and germs of disease thrown off.

The superior excellence of Congress Water is evidenced in the *happy proportion* of its several ingredients, which combine to make it so efficient, and in the *absolute solution* in which these pure ingredients are held when BOTTLED, making it, without doubt, one of the best and *safest saline cathartic waters* ever discovered either in this country or Europe.

As a cathartic water its almost entire freedom from *iron* should recommend it above all others, many of which contain so much of this ingredient as to seriously impair their usefulness.

CAUTIONARY SIGNAL.

All mineral waters **strongly impregnated** with **iron**, when drank with freedom (especially when fasting), while injurious to all, are to persons of certain constitution and temperament **positively dangerous**, owing to the powerful action of the **iron** in combination with the carbonic acid gas, which tends to accelerate the action of the **heart** and cause **powerful pressure** on the **brain**; thereby producing those results that so often **fatally** follow the cause.

The above **caution** is necessary, the real amount of **iron** not being fully put forth in the **analysis** of several mineral spring waters.

☞ For sale (in Bottles only) by all leading Druggists, Grocers, Wine Merchants and Hotels. Address,

CONGRESS SPRING CO.,

SARATOGA SPRINGS, N. Y.

HUDSON RIVER BY DAYLIGHT.

DAY LINE STEAMERS,

“NEW YORK” AND “ALBANY,”

Leave New York, Vestry St., Pier 39, N. R. (adjoining Jersey City Ferry), 8.40 A. M., and foot 22d St., N. R., 9 A. M., landing at Yonkers, West Point, Newburgh, Poughkeepsie, Rhinebeck, Catskill and Hudson. Returning, leave Albany, 8.30 A. M., from foot of Hamilton St., arriving in New York at 5.30 P. M.

CHOICE OF TWO ROUTES

TO THE

RESORTS OF THE CATSKILLS.

CONNECTIONS.

BROOKLYN—Annex leaves Fulton Street at 8.00 A. M. Leaves Vestry Street Pier on arrival of down boat.

WEST POINT—With Stages for Cranston's and West Point Hotels, and with down boat at 2.50.

NEWBURGH—With down boat at 2.15.

RHINEBECK—With Ferry for Rondout, and Ulster & Delaware R. R. for *Catskill Mountain Resorts*, and Wallkill Valley R. R. for **Lake Mohonk**.

CATSKILL—With Catskill Mountain R. R.


HUDSON—With Boston and Albany R. R., for Chatham, Pittsfield, North Adams, Lebanon Springs, etc.

ALBANY—With through trains for Utica, Alexandria Bay, Geneva, Niagara Falls, Buffalo, Watertown, Thousand Islands and Western Points. Special trains to and from Saratoga. Through tickets sold to all points.

DINING SALOON ON THE MAIN DECK.

Meals served on the European Plan.

MUSIC THROUGHOUT THE TRIP.

 TRIP TICKETS from New York to West Point or Newburgh returning same day.

1794.

1887.

HARTFORD

Fire Insurance Co.

OF HARTFORD, CONN.

STATEMENT JANUARY 1, 1887.

| | | | | |
|-----------------------------------------------|---|---|---|-----------------------|
| Cash Capital, | - | - | - | \$1,250,000 00 |
| Reserve for Re-Insurance (legal standard), | - | - | - | 1,764,932 23 |
| Outstanding Claims, | - | - | - | 251,027 48 |
| Policy Holders' Surplus, | - | - | - | 3,039,986 74 |
| Net Surplus over Capital and All Liabilities, | - | - | - | 1,789,986 74 |
| Total Assets, | | | | \$5,055,946 45 |

| | | | | |
|----------------------------------------|---|---|---|----------------|
| Net Premiums received during the year, | - | - | - | \$2,350,371 59 |
| Total Income received during the year, | - | - | - | 2,561,066 97 |
| Increase in Assets, | - | - | - | 310,604 53 |
| Increase in Net Surplus, | - | - | - | 346,627 53 |

GEO. L. CHASE, *President.*

P. C. ROYCE, *Secretary.* THOMAS TURNBULL, *Ass't Secretary.*

WESTERN DEPARTMENT.

G. F. BISSELL, - - - - - *General Agent.*

P. P. HEYWOOD, - - - - - *Assistant General Agent.*

CHICAGO, ILL.

PACIFIC DEPARTMENT.

BELDEN & COFRON, - - - - - *Managers.*

SAN FRANCISCO, CAL.

BRANCH OFFICE.

158 BROADWAY, - - - - - NEW YORK.

GEORGE M. COIT, *Agent.*

THE N. Y. TRIBUNE

MAKES A SPECIALTY OF

SUMMER RESORT NEWS.

The Paper will be sent to any address for

75 CENTS A MONTH.

The Tribune is delivered every Sunday at nearly all the Northern Summer Resorts by

SPECIAL FAST TRAIN,

Run solely to carry Newspapers.

THE TRIBUNE LEADS

all the New York papers in enterprise and interest, and

DOES NOT DEPEND ON

SENSATION AND TRASH FOR CIRCULATION.

75 Cents a Month, or \$8.50 a Year.

TOURISTS' IDEAL ROUTE, NIAGARA TO THE SEA.

ROME, WATERTOWN & OGDENSBURG R. R.

Great Highway and Favorite Route for Fashionable Pleasure Travel.
Only All-Rail Route to Thousand Islands.

1887. NEW FAST TRAINS, AVOIDING STOPS. 1887.

WAGNER PALACE SLEEPING CARS.

NEW YORK AND PAUL SMITH'S, 15 Hours.

NEW YORK AND CLAYTON, 11 Hours.

NIAGARA FALLS AND CLAYTON, 9½ Hours.

NIAGARA FALLS AND PORTLAND, MAINE, 24 Hours.

Via Norwood, Fabyans, Crawford Notch, and all White Mountain Resorts.

WAGNER PALACE DRAWING-ROOM CARS.

NIAGARA FALLS AND CLAYTON.

ROCHESTER AND CLAYTON.

SYRACUSE AND CLAYTON.

ALBANY AND CLAYTON.

UTICA AND CLAYTON.

Direct and immediate connections are made at Clayton with powerful steamers for Alexandria Bay and all Thousand Island Resorts, also with Rich. & Ont. Nav. Co. Steamers for Montreal, Quebec and River Saguenay, passing all of the Thousand Islands and Rapids of the River St. Lawrence by daylight. For tickets, time-tables and further information apply to nearest ticket agent or correspond with General Passenger Agent, Oswego, N. Y.

ROUTES AND RATES FOR SUMMER TOURS.

A beautiful book of 150 pages, profusely illustrated, contains maps, cost of tours, list of hotels, and describes over 300 Combination Summer Tours via Thousand Islands and Rapids of the St. Lawrence River, Saguenay River, Gulf of St. Lawrence, Lake Champlain, Lake George, White Mountains, to Portland, Kennebunk, Boston, New York and all Mountain, Lake, River and Sea Shore Resorts in Canada, New York and New England. It is the best book given away. Send ten cents postage to General Passenger Agent, Oswego, N. Y., for a copy before deciding upon your summer trip.

THEO. BUTTERFIELD,

H. M. BRITTON,
Gen'l Manager.

Gen'l Passenger Agent,
OSWEGO, N. Y.

SARATOGA KISSINGEN SPRING

Natural Mineral Water.

Unsurpassed as an aperient, diuretic and alterative. Highly effervescent, and unexcelled as a TABLE WATER.

Very efficacious in its action upon the stomach, liver and kidneys, and is a great aid to digestion.

THE SARATOGA KISSINGEN

has more fixed gas than any other Natural Mineral Spring Water in this country. It is, therefore, the most marketable, as it retains all its qualities after bottling, and without regard to climate.

DIRECTIONS.

As an Aperient—Drink before breakfast one pint, at a moderate temperature.

As a Diuretic—Take in smaller quantities frequently during the day.

For Indigestion—Take one glassful just before or after meals.

For sale in cases of four dozen pints, or two dozen quarts, and to the trade, for draught purposes, in block-tin-lined barrels.

All orders should be addressed to

SARATOGA KISSINGEN COMPANY,

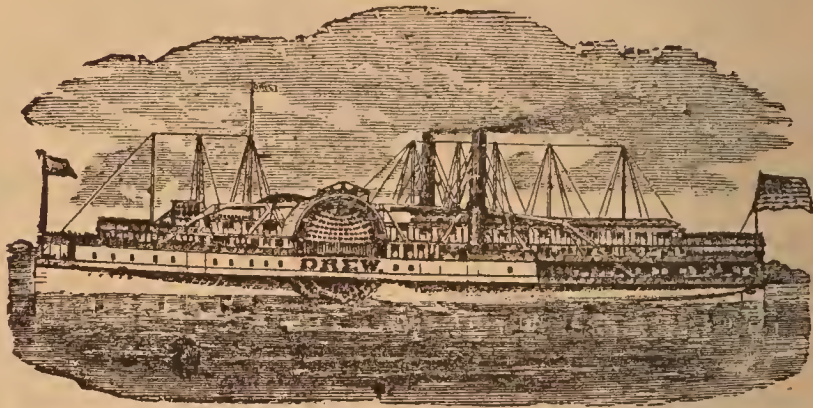
Saratoga Springs, N. Y.

Or, No. 11 West 27th Street, New York City.

SARATOGA OFFICE,

No. 3 GRAND UNION BLOCK.

PEOPLE'S EVENING LINE
BETWEEN
NEW YORK AND ALBANY.



During the Season of Navigation, the Steamers

DREW or DEAN RICHMOND,

Capt. S. J. ROE.

Capt. THOS. POST,

WILL LEAVE NEW YORK FOR ALBANY,

Daily, Sundays excepted, at 6 P. M., from Pier 41 (Old No.)
North River, Foot of Canal Street.

Connecting with trains for SARATOGA, LAKE GEORGE, LAKE CHAM-
PLAIN, the ADIRONDACKS and Summer Resorts of the
NORTH, EAST AND WEST.

Saratoga Office, 369 Broadway.

LEAVE ALBANY.

Every week-day at 8 P. M., or on arrival of trains from NORTH, EAST and WEST,
connecting at New York with ALL EARLY TRAINS for the SOUTH. Meals on the
European Plan.

FOR TICKETS IN NEW YORK

Apply at Company's Office (Pier 41 North River); and at all principal Hotels and
Ticket Offices in New York, and on board the Steamers. R. R. Office throughout
the country.

Tickets sold and baggage checked to all points WEST via N. Y. C. & H. R. R.,
N. Y. & W. S., D. & H. C. Co., Fitchburg, Cent'l Vt., B. & A., and O. & L. C. Rail-
roads, etc.

W. W. EVERETT,
President.

J. H. ALLAIRE,
Gen'l T. Agent.

M. B. WATERS,
Gen'l Ass Agent.

WILLARD'S HOTEL,



WASHINGTON, D. C.

This old-established and chosen rendezvous and favorite abiding-place of the most famous men and women of America has, under the present management, been thoroughly renovated at an expense of over \$100,000, and is now pronounced as the model Hotel in regard to luxurious apartments, cuisine, service and system for heating and ventilation.

The "WILLARD" is located within a stone's-throw of the Executive Mansion, Treasury, War, Navy and State Departments, the Department of Justice, Corcoran Art Gallery, and other numerous points of interest, and can justly be called the most convenient Hotel for tourists and other travelers in Washington City.

O. G. STAPLES, Proprietor.

Formerly of the Thousand Island House.

DRINK THE GENUINE
EXCELSIOR WATER
OF SARATOGA.

CURES DYSPEPSIA, HEADACHES, CONSTIPATION, ETC.

Sold on Draught and in Bottles by First-class Druggists and Hotels.



The Genuine **EXCELSIOR WATER** is sold on Draught only through the Trade Mark. Ask your druggist for it, and be sure you get the "EXCELSIOR" drawn through the Trade Mark as shown in the annexed sketch. Avoid Artificial and Recharged Waters.

The "Excelsior" Water is unequalled as a cathartic and diuretic, and is used with great success in treating diseases of the Liver and Kidneys. See below letters from two of our best known medical men.

From Fordyce Barker, M. D., of New York.

I make great use of the various mineral waters in my practice, and I regard the "Excelsior" Spring Water of Saratoga as the best saline and alkaline laxative of this class. Sparkling with Carbonic Acid Gas, it is to most persons very agreeable to the taste, and prompt in action as a gentle Diuretic and Cathartic.

FORDYCE BARKER, M. D.

From Alfred L. Loomis, M. D., of New York.

During my whole professional life I have been accustomed to use freely the Water of Congress and Empire Springs. About six months since, accidentally, I was furnished with a few bottles of the "Excelsior" Spring Water, and found it so much more agreeable to the taste and pleasant in its effects than either Congress or Empire Water, that I have since used it myself, and recommend it to patients requiring a gentle Cathartic and Diuretic.

A. L. LOOMIS, M. D.

THE BOTTLED "EXCELSIOR" WATER is unexcelled, and retains all its properties unimpaired for years.

Address **FRANK W. LAWRENCE,**
Proprietor Excelsior and Union Springs,
SARATOGA SPRINGS, N. Y.



DRS. STRONG'S REMEDIAL INSTITUTE, *Saratoga Springs, N. Y.*

POPULAR SUMMER RESORT. Open all the year. Receives patients or boarders, permanent or transient. Location central, quiet, shady and within three minutes' walk of the large hotels, principal springs, Congress Park, and other sources of attraction. Fine Lawn Tennis and Croquet Grounds. Desirable rooms, extensive piazzas, ample grounds. **Table and appointments First-Class.** Heated by steam. The bath department is complete and elegant, affording **Turkish, Russian, Roman and Electro-thermal Baths.**

Genial, cultured society and a pleasant home are always found here. It is the resort of many eminent persons for rest and recreation. Among its patrons and references are Rev. THEO. L. CUYLER, D. D. (Brooklyn); Rev. CHAS. F. DEEMS, D. D. (N. Y.); Rev. R. D. HARPER, D. D. (Philadelphia); Rev. C. C. "Chaplain" McCABE (Chicago); Rev. Dr. JNO. POTTS (Ottawa); Bishops FOSS and HARRIS; Hon. F. C. SESSIONS (Columbus, O.); J. M. PHILLIPS (M. E. Book Concern, N. Y.); JAS. MCCREERY (N. Y.); EX-GOV. WELLS (Va.); Presidents McCOSH (Princeton), HITCHCOCK (Union Theol. Sem.), WARREN (Boston Univ.); Judges REYNOLDS (Brooklyn), DRAKE (Washington), HAND (Penn.), BLISS (Mo.); Med. Profs. ROSS (Chicago), KNAPP, (N. Y.), FORD (Ann Arbor), and many others equally known.

During the entire year the Institute is made specially attractive to its guests by frequent entertainments of varied character. There is no appearance of invalidism. The remedial and hotel interests in no way interfere, patients receiving at all times every care and attention. The proprietors are "regular" physicians, graduates of the Medical Department, University of the City of New York. The Institute is the largest and best in Saratoga, and one of the most complete in its appointments in the country, and is endorsed and largely patronized by the medical profession. Besides the ordinary remedial agents available in general practice, such special appliances are used as Massage, Turkish, Russian, Roman, Electro-thermal, Hydro-pathic Baths; Galvanic and Faradic Electricity, Pneumatic Cabinet, Vacuum Treatment, Movement Cure, Compressed Air, Oxygen and Medicated Inhalations, Health Lift, Calisthenics, and the Mineral Waters. **SEND FOR CIRCULAR.**

SARATOGA GEYSER WATER!

“Applicable to a Greater Number of Persons
than any other Water at Saratoga.”

FOR DYSPEPSIA it is unrivalled. It contains more Soda and Magnesia combined than any other Saratoga water.

FOR KIDNEY DISEASES it, beyond dispute, excels all other waters. It contains a *much larger quantity of Lithia* than any of the so-called Lithia waters.

AS A CATHARTIC, when taken rather warm before breakfast, it is *mild yet thorough*. It is not a harsh water.

BEWARE OF MANUFACTURED WATER.

Ask for SARATOGA Geyser.

For Sale by the Glass, fresh from the Bottle, at our office, cor.
Broadway and Congress Sts., Saratoga Springs, N. Y.

ADDRESS,

GEYSER SPRING CO.,

Saratoga Springs, N. Y.

THE INDEPENDENT.

“One of the ablest weeklies in existence.”—*Pall Mall Gazette*, London, England.

“The most influential religious organ in the States.”—*The Spectator*, London, England.

“Clearly stands in the fore-front as a weekly religious magazine.”—*Sunday-School Times*, Philadelphia.

It is a Newspaper, Magazine and Review all in one. It is a religious, a literary, an educational, a story, an art, a scientific, an agricultural, a financial and a political paper combined. It has thirty-two folio pages and twenty-two departments.

PROMINENT FEATURES ARE:

Religious and Theological Articles;

Social and Political Articles;

Articles of Description and Travel;

Weekly Literary Articles;

Poems and Stories.

No one who has ever read a copy of **THE INDEPENDENT** will say that it is second to any other weekly journal,

In the quantity and quality of its contents;

In the variety and interest of its ample pages;

In the volume and character of information it gives;

In the diversity and ability of its corps of writers;

In the purity and vigor of its literary tone;

In the candor and clearness of its opinions; or

In the strength and constancy with which it strikes for all that is true and noble in family, social, national and religious life.

TERMS TO SUBSCRIBERS.

| | | | |
|---------------------|--------|-------------------|--------|
| Three Months, - - - | \$0 75 | One Year, - - - | \$3 00 |
| Four Months, - - - | 1 00 | Two Years, - - - | 5 00 |
| Six Months, - - - | 1 50 | Five Years. - - - | 10 00 |

Can anyone make a better investment of \$2.00 to \$3.00 than one which will pay

52 Dividends During the Year?

A good way to make the acquaintance of **THE INDEPENDENT** is to send 30 cents for a “*Trial Trip*” of a month. SPECIMEN COPIES FREE.

THE INDEPENDENT,

P. O. Box 2787.

251 Broadway, N. Y.

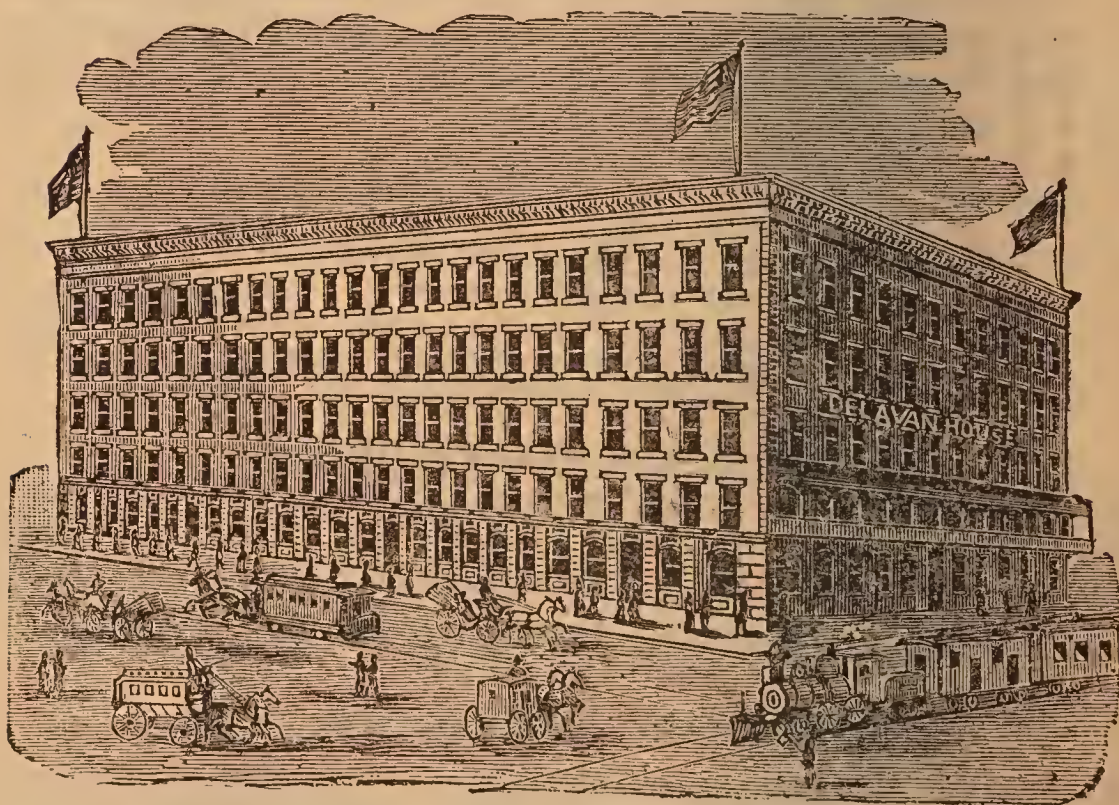
THE ARLINGTON.



WASHINGTON, D. C.

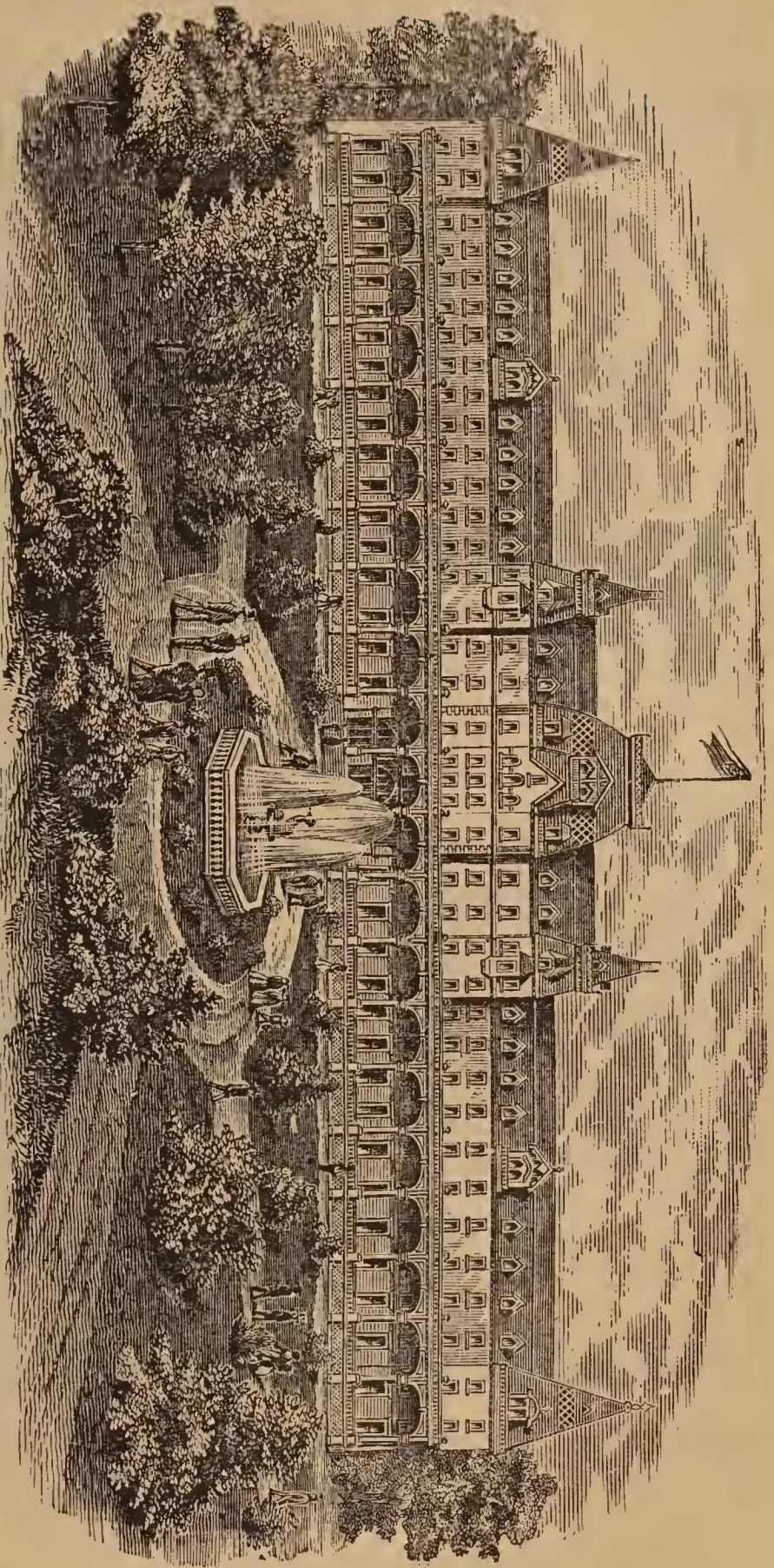
T. E. ROESSLE,

Proprietor.



DELAVAN HOUSE, Albany, N. Y.,

T. E. ROESSLE & SON, Proprietors.



FORT WILLIAM HENRY HOTEL.

Opens June 1st. Board for the season, \$15, \$17.50, \$21, \$25 and \$28 per week, according to the location of rooms.

T. E. ROESSELE, Proprietor, Lake George, N. Y.

Also proprietor of the "The Arlington," Washington, D. C., and the Delavan House Albany, N. Y.

SHOULD BE IN EVERY HOME.

1887.

1887.

THE CHRISTIAN UNION,

The Best Weekly Family Newspaper Published.

GIVES ITS READERS EACH WEEK

A Larger Amount of Literary Matter than Any
Other Religious Weekly in the World.

IT IS NOT:

- A **DENOMINATIONAL** journal: devoted to the interests of a party or a sect.
- A **CHURCH NEWS** paper: devoted to village gossip and ecclesiastical machinery
- A **THEOLOGICAL** paper: devoted to acrimonious debates about abstruse doctrines.
- A **WEEKLY SCRAP** paper: made up of scissorings from other newspapers.
- A **DAILY PAPER**: reprinted in the form of a weekly.
- A **STORY** paper: filled up with sensational and sentimental fiction.

IT IS:

- A **NEWS** paper: giving a full report of the world's history week by week, and interpreting it.
- A **CHRISTIAN** paper: applying to every practical question—social, political, domestic and personal—the principles taught in the New Testament.
- A **PROGRESSIVE** paper: teaching about the things of *to-day*, that its readers may be better prepared for *to-morrow*.
- A **COMPREHENSIVE** paper: concerned with everything that concerns the well-being of men and women.
- A **HOME** paper: edited in a home, and for home reading.
- A **HELPFUL** paper: aiming in every article to make its readers better, wiser, happier.
- A **FEARLESS** paper: owing nothing to a party, a sect, or a faction.
- A **CLEAN** paper: allowing no "paid advertisements" in its editorial departments, and no dubious advertisements anywhere.
- An **INTERESTING** paper: edited on the principle that "If you can't make a paper so attractive that people will be eager to read it, you had better not make it at all."

EDITORS:

LYMAN ABBOTT.

HAMILTON W. MABIE.

TERMS:

Three Dollars for One Year. One Dollar for Four Months.

Send Postal Card for Free Specimen Copy, Addressed

THE CHRISTIAN UNION,
30 Lafayette Place, New York City.



Central Vermont Railroad

AND CONNECTIONS

WM. H. McCULLY,
DESIGNER and ENGRAVER,
318 Broadway, New York.

Views of Buildings, Machinery; Portraits, Newspaper and Advertising Cuts of every description.

ILLUSTRATIONS MADE FROM PHOTOGRAPHS.

All work done in the cheapest, neatest and best possible manner.

TAINTOR'S NEW YORK CITY GUIDE.

City of New York.—Containing descriptions of and directions for visiting the Public Buildings, etc., with numerous illustrations. A new Street Directory, Travelers' Directory, and a map of New York. Price 25 cents, by mail.

Published by TAINTOR BROTHERS & CO.,
18 and 20 Astor Place, New York.

THE DOCTOR

A UNIQUE PUBLICATION DEVOTED TO PHYSICIANS.

Published on the 1st and 16th of Each Month.

—BY—

CHARLES AVERY WELLES,

No. 20 Astor Place, New York City.

Single Copies, 10c. Subscription Per Year, \$2.00.

It is the gossip companion of the physician, and can be read with understanding, interest and profit by the doctor's unprofessional friends.

A series of articles upon the healthfulness of summer resorts is now appearing in THE DOCTOR.

THE UNEXCELLED

F
I
R
E

W
O
R
K
S



UNQUESTIONABLY UNEQUALLED. UNIVERSALLY USED.

The Four Largest, Finest, Most Novel and Best
Managed Displays of

FIREWORKS

EVER PRODUCED WERE THOSE AT

The Centennial at Newburgh, N. Y., October 18, 1883.

The Presidential Inauguration at Washington, D. C., March 4, 1885.

The Bi-Centennial at Albany, N. Y., July 22, 1886, and

The Unveiling of the Bartholdi Statue of Liberty, at the City of
New York, on November 1, 1886.

THEY WERE MANUFACTURED AND FIRED BY

THE UNEXCELLED FIREWORKS CO.,

(INCORPORATED 1874.)

9 and 11 Park Place, New York.

Largest Manufacturers. Only Importers. Leading and Most
Reliable House in

FIREWORKS, FLAGS, LANTERNS, BALLOONS and DECORATION GOODS.

Western House, 519 Locust Street, St. Louis, Mo.

Send for Illustrated Catalogue—FREE.

SARATOGA VICHY WATER,

Most Delicious of Saratoga Waters.

IT CORRECTS ACIDITY OF THE STOMACH,
ASSISTS DIGESTION AND REGU-
LATES THE KIDNEYS.

A FINE TABLE WATER,

It Mixes Well with Syrup,

Wines or Milk.

BEWARE OF ARTIFICIAL VICHYS!

THE SARATOGA VICHY is a Pure, Natural Water; all
other Vichy drawn from fountains is manufactured.

Ask your Druggist or Grocer for the SARATOGA
VICHY, or address,

SARATOGA VICHY SPRING CO.,

Saratoga Springs, N. Y.

GRAND UNION HOTEL



Opposite
GRAND CENTRAL DEPOT,

NEW YORK CITY.

W. D. GARRISON, Manager.

600 handsomely furnished rooms at \$1.00 per day and upwards. European Plan.

First-class Restaurant, Dining Rooms, Café and Lunch Counter *a la carte*, at moderate prices.

Guests' Baggage to and from Grand Central Depot free. Carriage Hire saved.

Travelers can live well at the Grand Union for less money than at any other first-class hotel in New York.

THE
NEW YORK OBSERVER.

The Oldest and Best Family
Paper in the World.

IT HAS ALL THE NEWS:

FOREIGN AND DOMESTIC LETTERS:

LITERARY, BUSINESS, AGRICULTURAL,
HOUSEHOLD, CHILDREN'S AND
TEACHERS' DEPARTMENTS.

Vigorous treatment of current topics ;

Opinions worth having ;

There is no other paper like it.

Send for a sample copy free.

*ADVERTISERS FIND IT A SURE MEDIUM TO
REACH CUSTOMERS.*

Address **NEW YORK OBSERVER,**
NEW YORK.

C. W. MOULTON & CO.'S PUBLICATIONS.

QUERIES

A MONTHLY REVIEW OF LITERARY ART, SCIENTIFIC AND
GENERAL EDUCATIONAL QUESTIONS OF THE DAY.
ILLUSTRATED.

One Dollar Per Annum. Single Copies Ten Cents.

QUERIES WITH ANSWERS. FIRST SERIES.

Two thousand, eight hundred twenty-five Questions with Answers on American History, The Antiquary, Art, Astronomy, Chemistry, Classical Mythology, Commerce and Manufacture, The Drama, Education, English Grammar, History of France, General History, Geography, German Literature, American Literature, English Literature, Literature of Greece, General Literature, Mathematics, Maxims, Medicine, Modern Europe, Music, Natural History, Problems, Questions of the Day, Science, Theology, United States History and many other miscellaneous subjects.

Neatly bound in cloth with stamp on side, 8vo.
Price One Dollar, post paid.

QUERIES WITH ANSWERS. SECOND SERIES.

Over three thousand Questions prepared by prominent Educators on Chemistry, Military History, Pilgrims and Shrines, Finance, Journalism, German Literature, Agriculture, Biology, Study of Words, History of France, Literature of Greece, Facetious Geography, History of Rome, Facetious Literature, Ecclesiastical History, Geology and Paleontology, History of New York, Philology, Botany, Syntax, Roman Literature, Shakespeariana, History of Philosophy, History of Kansas, Physics, etc., etc.

12mo Cloth. Price One Dollar, post paid.

PRIZE SELECTIONS.

BEING FAMILIAR QUOTATIONS FROM ENGLISH AND AMERICAN
POETS, FROM CHAUCER TO THE PRESENT TIME.

Selected and arranged by C. W. MOULTON, Editor of "*Queries*."

The work consists of eight hundred and twenty-five familiar quotations selected from prominent English and American Poets. 16mo, cloth, pp. 242. \$1.00. Three Hundred Dollars in Cash Prizes will be awarded by the publishers to the persons who will name the author of the greatest number of Prize Selections. Competition open until March 15, 1888. Nineteen prizes will be declared. Every purchaser of the book is entitled to compete. For further particulars obtain a copy of the work. Descriptive circular free.

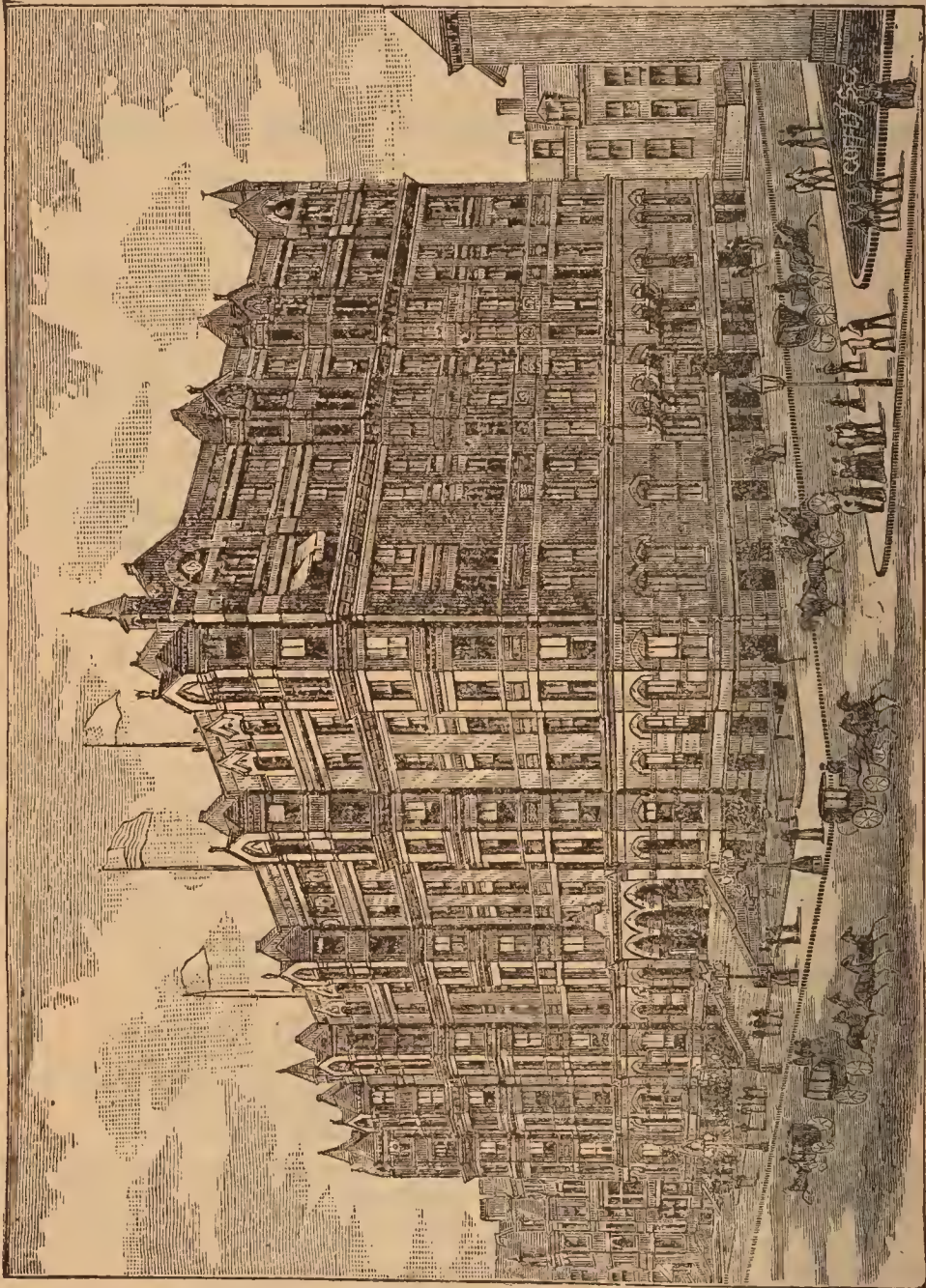
C. W. MOULTON & CO.,
PUBLISHERS AND BOOKSELLERS.
BUFFALO, N. Y.

Also HOTEL POMENAH, Milford Springs, N. H. Post Office and
 Telegraph address, Amherst Station, N. H., B. & L. R. R., 48 Miles
 from Boston. Open from July to November.

C. A. GLEASON, Manager.

BARNES & DUNKLEE, Proprietors.

**THE BRUNSWICK,
 Boston's Grandest Hotel.**



Near Public Garden, Museum of Fine Arts, New Old South, and opposite Trinity (Phillips Brooks') Church.
 Dartmouth, Huntington Ave., and all "Back Bay" Cars pass the Hotel.
BARNES & DUNKLEE, Proprietors.

Also HOTEL POMENAH, Milford Springs, N. H. Post Office and
 Telegraph address, Amherst Station, N. H., B. & L. R. R., 48 Miles
 from Boston. Open from July to November.

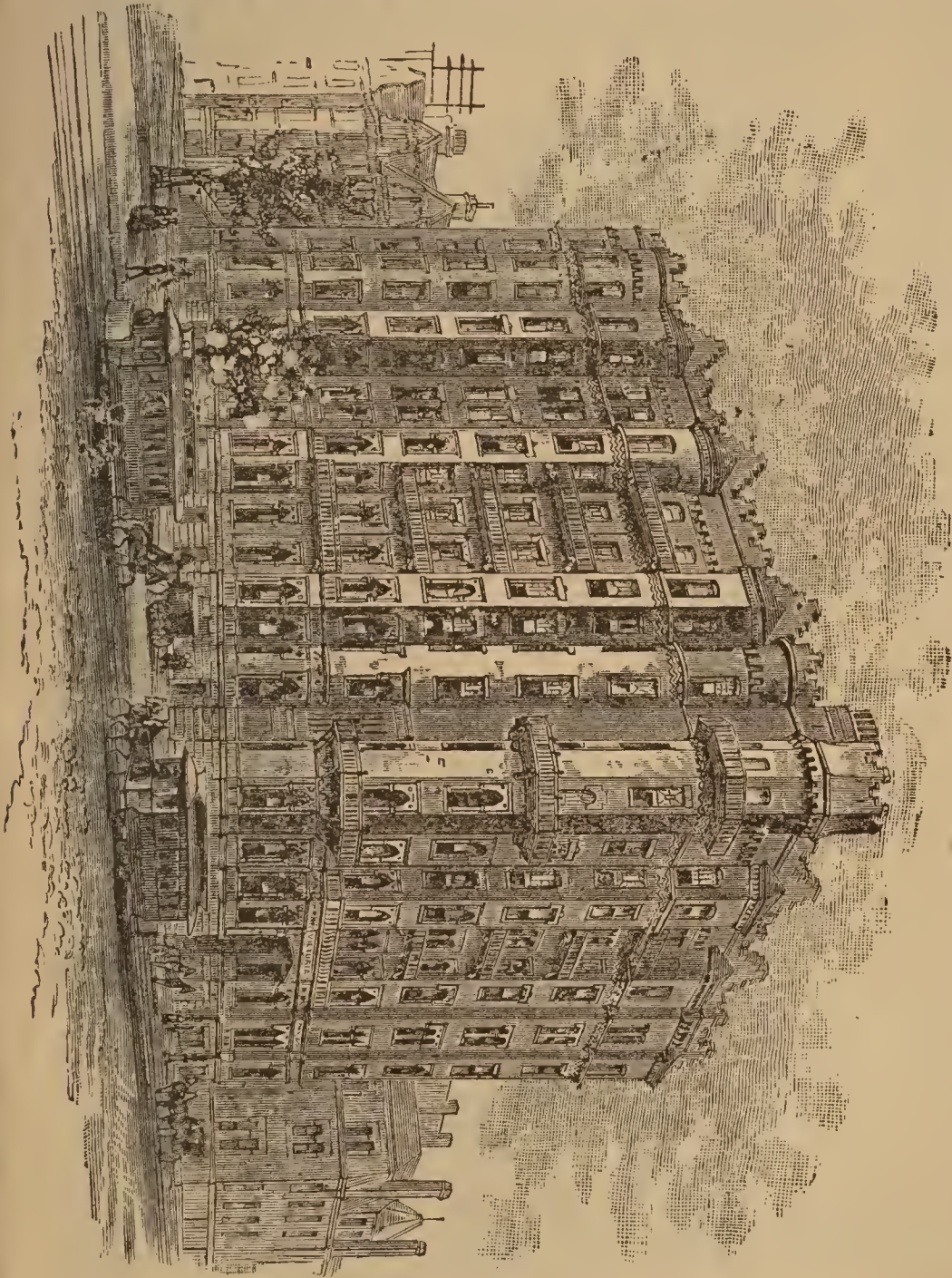
BARNES & DUNKLEE, Proprietors.

C. A. GLEASON, Manager.

HOTEL POMENAH—Milford Springs, N. H. Post Office and Telegraph address, Amherst Station, N. H., B. & L. R. R. 48 Miles from Boston. Open July to November.

C. A. GLEASON, Manager. BARNES & DUNKLEE, of the Brunswick, Proprietors.

THE VICTORIA,
 Dartmouth and Newbury Streets, Boston.
EUROPEAN PLAN.
 In the Centre of the Back Bay District.
 BARNES & DUNKLEE, of the Brunswick, Proprietors.
 C. A. GLEASON, Manager.



HOTEL POMENAH—Milford Springs, N. H. Post Office and Telegraph address, Amherst Station, N. H., B. & L. R. R., 48 Miles from Boston. Open from July to November.
 C. A. GLEASON, Manager. BARNES & DUNKLEE, of the Brunswick, Proprietors.

BOSTON CONGREGATIONALIST.

While the "Congregationalist" stands as the representative of conservative Congregationalism, it is thoroughly awake to the demands of the times, and liberal and progressive in all that is in the interests of religion, morality, and the public welfare generally. It has an editorial representative in New York, and also in Chicago, an ample corps of assistant editors in the home office, and numerous correspondence in different parts of the country, and is thus able to furnish from week to week a great variety of fresh and attractive matter on topics of general interest. It is a family paper, and designed to meet the tastes and needs of different classes, and to promote all that is good and pure and elevating in the family and the church and the community.

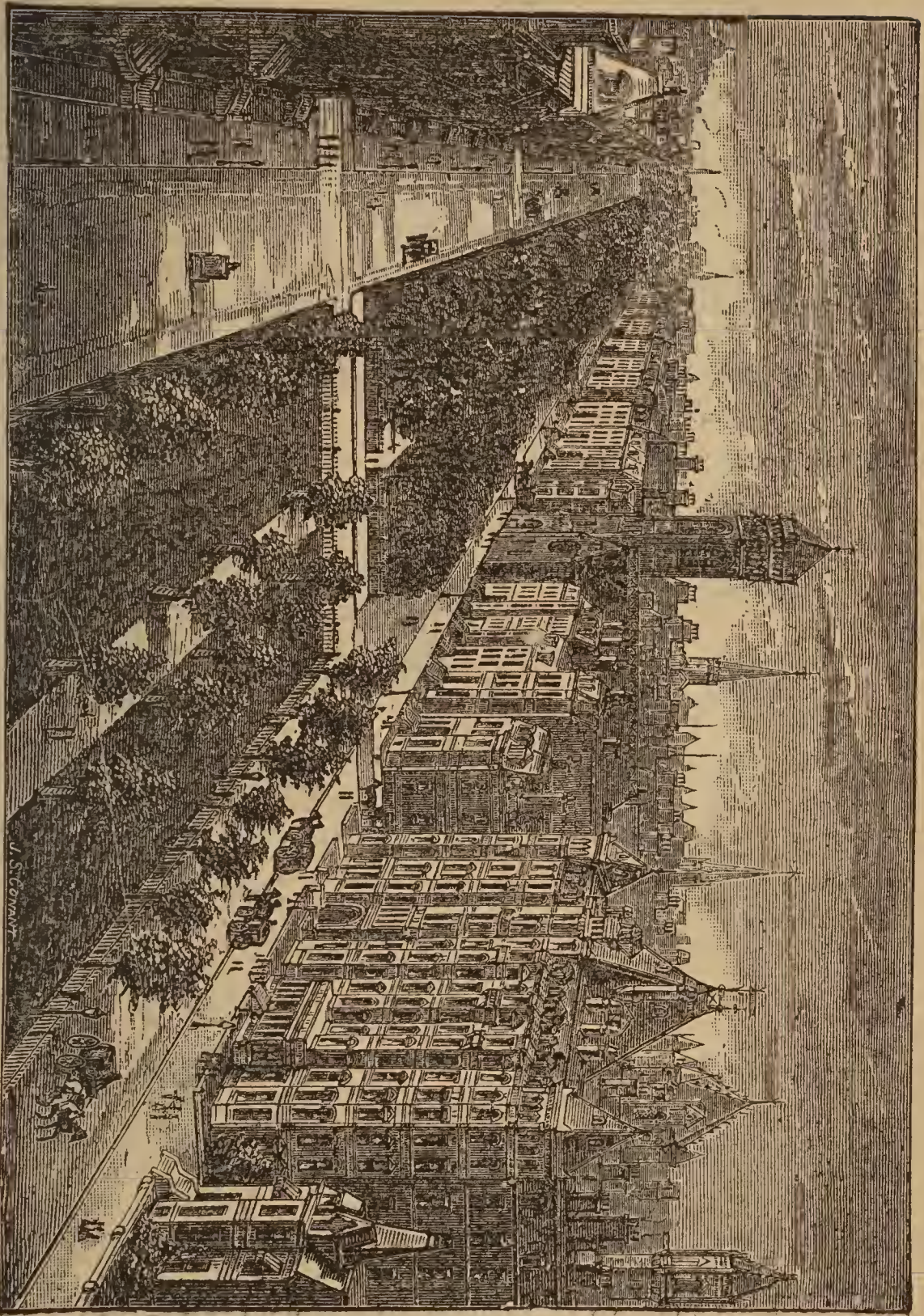
The "Congregationalist" stands highest among weekly religious newspapers as an advertising medium, and is the recognized denominational organ. Its circulation is scattered throughout New England and the entire country.

ADVERTISING,

Twenty-Five Cents per Line, with Discounts.

W. L. GREENE & CO.

COMMONWEALTH AVENUE. Showing the Brattle-square Church and the Hotel Vendome. BOSTON.



ELY'S CREAM BALM

Cleanses the Head.

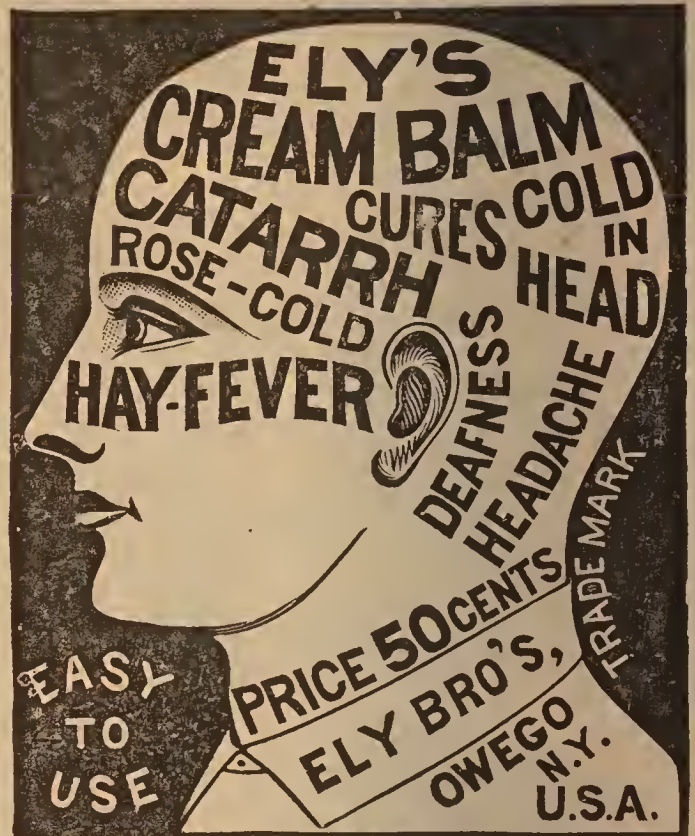
Allays Inflammation. Heals Sores.

Restores the Senses of Taste, Hearing and Smell.

A Quick Relief.

A Positive Cure.

CATARRH



HAY-FEVER

UNEQUALED FOR COLDS IN THE HEAD.

I have suffered from acute inflammation in my nose and head. My eye has been for a week at a time so I could not see. I have used no end of remedies, also employed a doctor, who said it was impure blood—but I got no help. I used Ely's Cream Balm on the recommendation of a friend. I was faithless, but in a few days was cured. My nose, now, and also my eye, is well. It is wonderful how quick it helped me.

Mrs. GEORGIE S. JUDSON, Hartford, Conn.

I have been a severe sufferer from Catarrh for the past fifteen years, with distressing pain over my eyes. Gradually the disease worked down upon my lungs. About a year and a half ago I commenced using Ely's Cream Balm, with most gratifying results, and am to-day apparently cured.

Z. C. WARREN, Rutland, Vt.

HAY FEVER.

Messrs. ELY BROS., Druggists, Owego, N. Y.: I have been afflicted for twenty years during the months of August and September with Hay Fever, and have tried various remedies for its relief without success. I was induced to try your Cream Balm; have used it with favorable results, and can confidently recommend it to all similarly afflicted.

ROBERT W. TOWNLEY, (Ex-Mayor) Elizabeth, N. J.

CATARRH AND HAY FEVER.—For twenty years I was a sufferer from Catarrh of the head and throat, in a very aggravated form, and during the summer with Hay Fever. I procured a bottle of Ely's Cream Balm, and after a few applications received decided benefit—was cured by one bottle.

CHARLOTTE PARKER, Waverly, N. Y.

Messrs. WHITE & BURDICK, Druggists, Ithaca, N. Y.: I recommend to those suffering (as I have been) with Hay Fever, Ely's Cream Balm. Have tried nearly all the remedies I could find, and give this a decided preference over them all. It has given me immediate relief.

C. T. STEPHENS, Hardware' Merchant, Ithaca, N. Y.

HEFFER

Photographer,

872 BROADWAY,

Cor. 18th Street.

NEW YORK.

Formerly A. Bogardus & Co.

MR. HEFFER gives personal attention to his patrons.

Special attention given to Photographing Babies and Children.

INSTANTANEOUS PHOTOGRAPHY.

TOBACCO AND CIGARETTES



ESPECIALLY ADAPTED FOR TOURISTS.

Fine Smoking Mixtures—Three Kings, Turkish and Virginia, Perique and Virginia, Mellow Mixture, Salmagundi, Granulated.

KIMBALL'S SATIN STRAIGHT CUT CIGARETTES.

People of refined taste who desire exceptionally fine Cigarettes should use only our Straight Cut, put up in satin packets and boxes of 10s, 20s, 50s, and 100s.

W. S. KIMBALL & CO.,

14 FIRST PRIZE MEDALS.

Rochester, N. Y.

1887

THE
PHOENIX
Insurance Company,
OF HARTFORD, CONN.

Cash Capital, - - \$2,000,000.00

Losses Paid Since Organization of Company,
over \$21,455,004.16.

STATEMENT, JANUARY 1, 1887.

| | | | | |
|--------------------------------|---|---|---|----------------|
| Cash Capital, | - | - | - | \$2,000,000.00 |
| Reserve for Unadjusted Losses, | - | - | - | 203,590.30 |
| Reserve for Re-Insurance, | - | - | - | 1,483,992.64 |
| Net Surplus, | - | - | - | 1,022,345.67 |
| TOTAL ASSETS, | | | | \$4,709,928.61 |

| | |
|------------------------------|---------------------------------|
| H. KELLOGG, President. | A. W. JILLSON, Vice-President. |
| D. W. C. SKILTON, Secretary. | G. H. BURDICK, Ass't Secretary. |

WESTERN DEPARTMENT.

| | | | |
|--------------------------------------|---|---|-------------------|
| H. M. MAGILL, General Agent, | - | - | Cincinnati, Ohio. |
| THEO. F. SPEAR, Ass't General Agent, | - | - | Cincinnati, Ohio. |

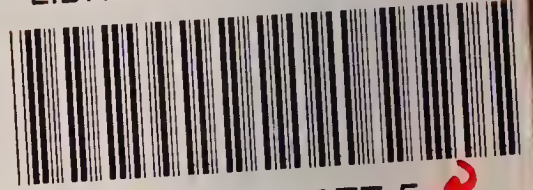
PACIFIC DEPARTMENT.

| | | | |
|------------------------------|---|---|---------------------|
| A. E. MAGILL, General Agent, | - | - | San Francisco, Cal. |
|------------------------------|---|---|---------------------|

BRANCH OFFICE:

NEW YORK CITY, 158 BROADWAY,
GEO. M. COIT, Resident Agent.

LIBRARY OF CONGRESS



0 014 042 677 5 