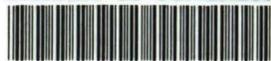


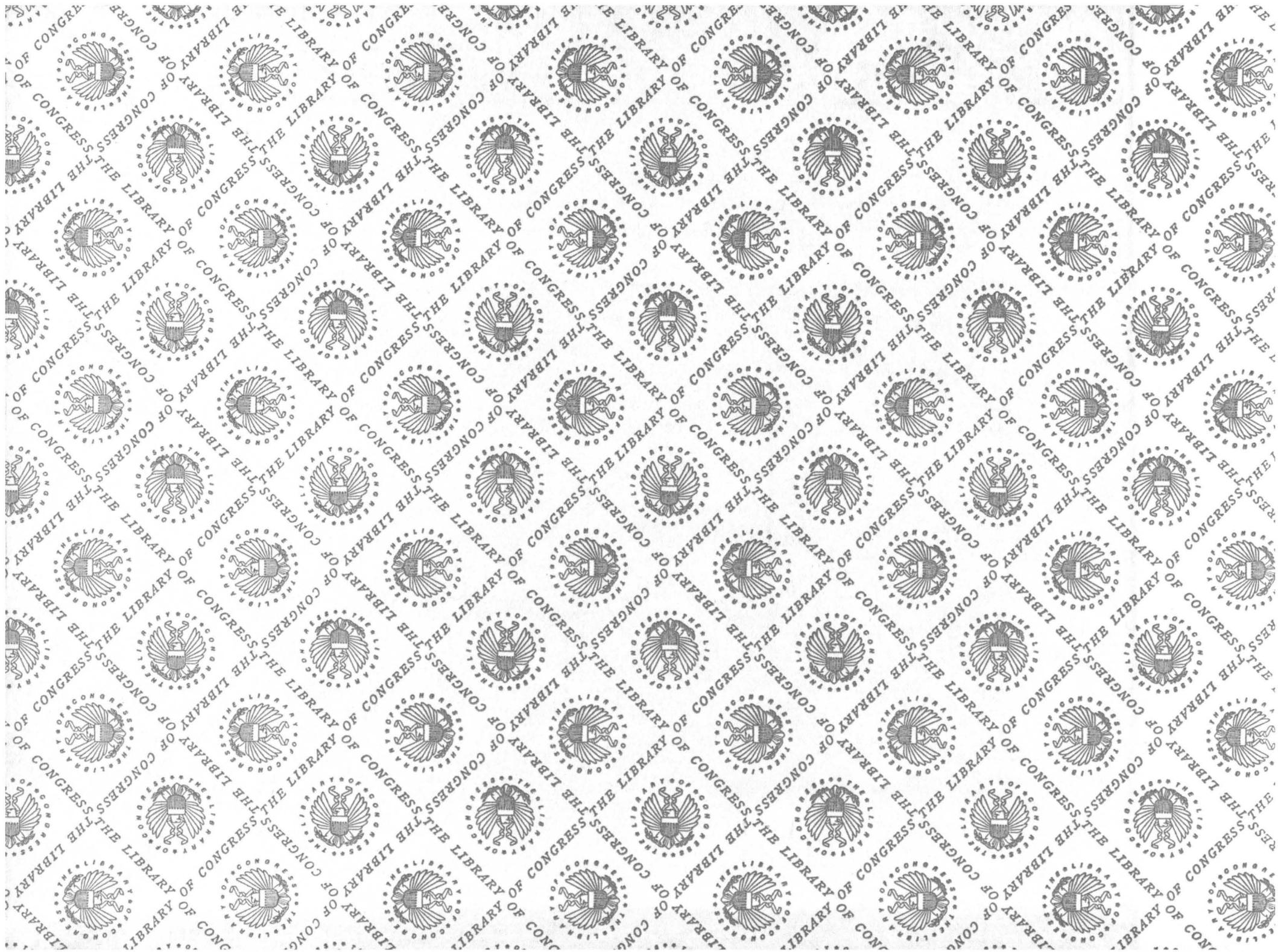
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Superintendent.

JOHN CALDWELL,  
Treasurer.

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Secretary.

H. H. WESTINGHOUSE,  
General Agent.

\* ————— \* T H E \* ————— \*

# WESTINGHOUSE AIR BRAKE CO.,

PITTSBURGH, PA., U. S. A.,

MANUFACTURERS OF THE

## WESTINGHOUSE AUTOMATIC BRAKE.

The WESTINGHOUSE AUTOMATIC BRAKE is now in use on 15,000 engines and 125,000 cars in all parts of the world. This includes 45,000 freight cars.

The WESTINGHOUSE AUTOMATIC BRAKE is the only continuous brake that has been successfully used on freight trains.

**THE AUTOMATIC BRAKE** will, in consequence of its quick application, stop a train in the least possible distance.

**THE AUTOMATIC BRAKE** on freight trains, as in passenger service, applies itself instantly to all parts of the train in the event of the train breaking into two or more parts, a feature of great importance in view of the statistics published in the *Railroad Gazette*, which show conclusively that a majority of the collisions are caused by the breaking in two of trains. (See *Railroad Gazette*, Feb. 12, 1886, page 113.)

**THE AUTOMATIC BRAKE** also applies itself to every car in the train, in the event of any accident to the brake apparatus of such a nature that it would render any non-automatic continuous brake inoperative.

**THE AUTOMATIC BRAKE** can be applied from the rear or from any portion of the train, if desired.

**THE AUTOMATIC BRAKE** will effect an increase of at least twenty-five per cent. in the efficient value of freight rolling stock, owing to the quicker time that can be made on the road, and the avoiding of delay

at stations and sidings. Freight trains carrying perishable goods are being daily run on passenger schedules.

**THE AUTOMATIC BRAKE**, applied to freight cars, avoids the flattening of wheels and effects a yearly saving, in this item alone, nearly equal to the first cost of the apparatus.

**THE AUTOMATIC BRAKE** will prevent a greater part of the accidents to freight trains which form so large an item of expense in railway management.

**THE AUTOMATIC BRAKE** will save employés from the danger and exposure to which they are now subjected, having to ride on the tops of cars in cold and stormy weather, and often sacrificing their lives in the discharge of their duties.

**THE AUTOMATIC BRAKE** is simple in construction and operation, and cheaply maintained, the working parts being combined in one piece of mechanism.

**THE AUTOMATIC BRAKE** is not an experiment, but is the result of many years of practical experience, and its capabilities are well known to all railway managers.

# INSURANCE COMPANY OF NORTH AMERICA.

## ONE HUNDRED AND EIGHTY-SIXTH SEMI-ANNUAL STATEMENT OF THE ASSETS OF THE COMPANY

JANUARY 1, 1887

First Mortgages on Real Estate, - - - - -	\$1,976,644.97
Real Estate—Philadelphia, Baltimore, Indianapolis, and Erie, - - - - -	363,003.59
United States Loans and Loans of the State of New Jersey, - - - - -	98,450.00
Boston, Hartford, Baltimore and other City Loans, - - - - -	803,840.00
Penn'a, Philad'a and Erie, Lehigh Valley and other Companies' Bonds and Stocks, - - - - -	3,985,190.00
Cash in Bank and Bankers' hands, - - - - -	485,539.87
Loans with Collaterals, - - - - -	16,100.00
Notes Receivable and Unsettled Marine Premiums, - - - - -	325,319.38
Net Cash Fire Premiums in Course of Transmission, - - - - -	259,039.43
Accrued Interest, and all other Property, - - - - -	161,224.64
<b>Total Assets, - - - - -</b>	<b>\$8,474,351.88</b>

### LIABILITIES:

Capital Stock, - - - - -	\$3,000,000.00
Reserve for Re-Insurance, - - - - -	2,570,854.60
Reserve for Unadjusted Losses and other Liabilities, - - - - -	373,167.92
Surplus over all Liabilities, - - - - -	2,530,329.36
	<b>\$8,474,351.88</b>

T. CHARLTON HENRY,  
*Vice-President.*

WILLIAM A. PLATT,  
*2d Vice-President.*

**CHARLES PLATT President.**

GREVILLE E. FRYER,  
*Secretary.*

EUGENE L. ELLISON,  
*Assistant Secretary.*

MARINE, FIRE AND INLAND INSURANCE AGENCIES IN ALL PROMINENT TOWNS AND CITIES.

Fine Coach and Railway Varnishes.

**CLARENCE BROOKS & CO.**  
MANUFACTURERS OF  
**VARNISHES,**  
Corner West and West 12th Streets,  
NEW YORK.

Send for Price List.

“THE \*VANDERBILT \* SYSTEM”

FOR

SHIPPERS AND TRAVELLERS

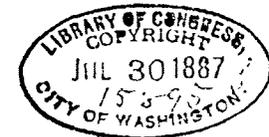
BETWEEN THE

*ATLANTIC SEABOARD,*

AND THE

WEST, NORTHWEST AND SOUTHWEST

*4  
General Case*



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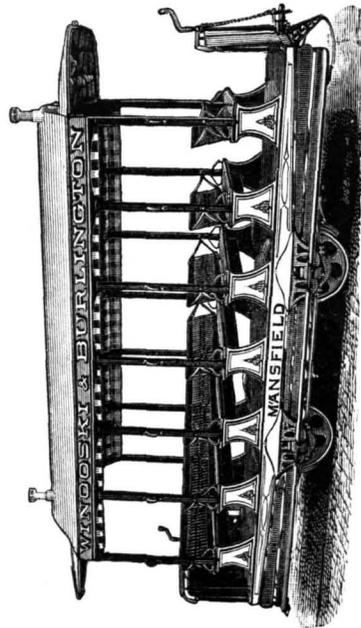
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1887.

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# JOHN STEPHENSON COMPANY, LIMITED, NEW YORK.

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ESTABLISHED: 1831.

SUPERIOR  
ELEGANCE

LIGHTNESS:  
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CAR OF 1831

ADAPTED TO ALL COUNTRIES  
AND CLIMATES:

**JOHN STEPHENSON COMPANY LIMITED**

MANUFACTURE  
**STREET (TRAMWAY) CARS**  
IN GREAT VARIETY  
COMBINING ALL VALUABLE IMPROVEMENTS

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NEW YORK  
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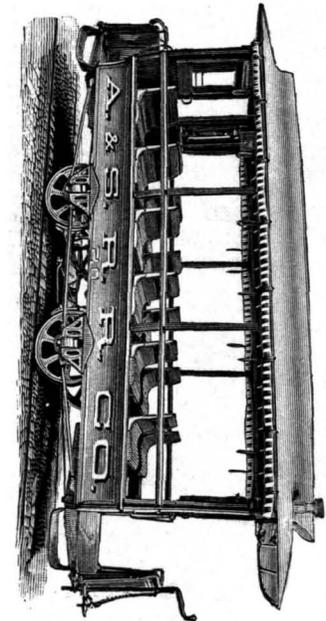
UP TO  
THE  
TIMES

STANDARDS  
BEST  
AND OF

CAR OF 1886

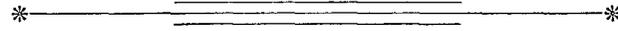
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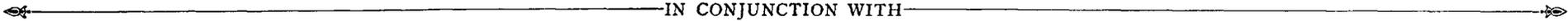
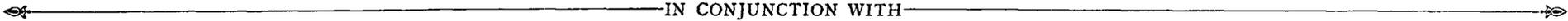


## STREET RAILWAY CARS.

# The Vanderbilt System:



NEW YORK CENTRAL & HUDSON RIVER RAILROAD,  
WEST SHORE RAILROAD,  
NEW YORK & HARLEM RAILROAD,  
LAKE SHORE & MICHIGAN SOUTHERN RAILROAD,  
“NICKEL PLATE LINE” (NEW YORK, CHICAGO & ST. LOUIS RAILWAY),  
“BEE LINE” (CLEVELAND, COLUMBUS, CINCINNATI &  
INDIANAPOLIS R’Y AND INDIANAPOLIS & ST. LOUIS R’Y,  
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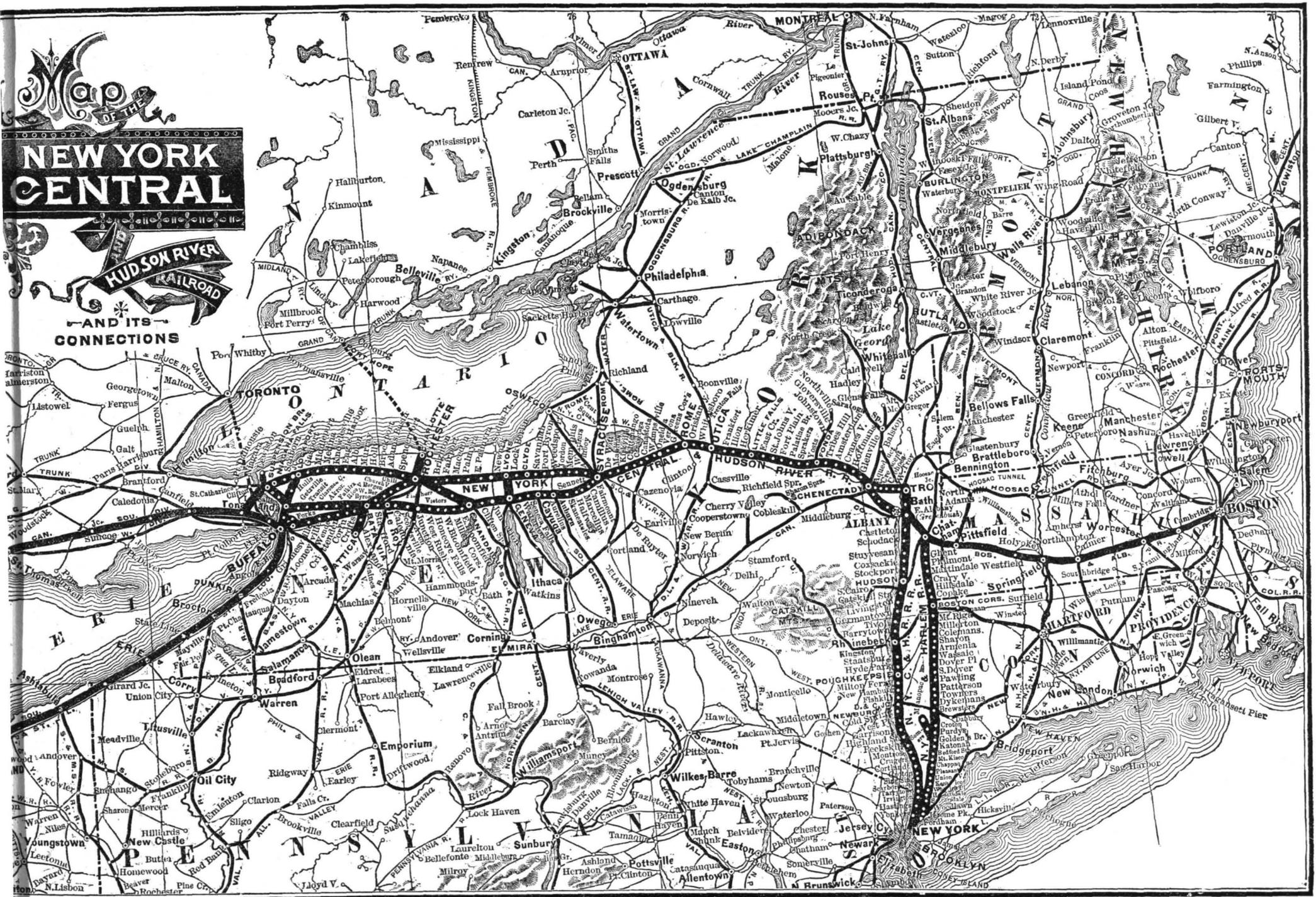


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NEW YORK.  
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## COACH \* AND \* CAR \* COLORS \* GROUND IN JAPAN.

For these colors we received the highest award, the Gold Medal, at the National Exposition of Railway Appliances in Chicago.

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We furnish special body colors, varnishes and brushes to Pennsylvania Railroad, New York Central, New York & New Haven, Lehigh Valley, New Jersey Central and other large Railroads, Pullman, Wagner and Gilbert Car Companies.

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*Wood Fillers, Wood Surfacer, Wood Stains, Hard Oil Finish.*

## PURE MIXED PAINTS

We desire to call attention of consumers to the fact that we guarantee our ready mixed paints to be made only of pure linseed oil and the most permanent pigments. They are not "Chemical," "Rubber," "Patent," or "Fire proof." We use no secret or patent method in manufacturing them by which benzine and water are made to serve the purpose of pure linseed oil.

SAMPLE CARDS OF 80 DESIRABLE SHADES SENT ON REQUEST.

We manufacture Brushes of every description **BRUSHES** for Artists, Painting, Varnishing, Gilding, Striping.

**WHITE LEAD, ZINC WHITE, COLORS IN OIL.**

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NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

## ORGANIZATION

OF THE

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1887.

### DIRECTORS.

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FREDERICK W. VANDERBILT.....	NEW YORK.
CHAUNCEY M. DEPEW.....	NEW YORK.
CHARLES C. CLARKE.....	NEW YORK.
HORACE J. HAYDEN.....	NEW YORK.
SAMUEL F. BARGER.....	NEW YORK.
J. PIERPONT MORGAN.....	NEW YORK.
CYRUS W. FIELD.....	NEW YORK.
WILLIAM BLISS.....	BOSTON, MASS.
ERASTUS CORNING.....	ALBANY, N. Y.
GEORGE C. BUELL.....	ROCHESTER, N. Y.
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FIRST VICE-PRESIDENT.....	CHARLES C. CLARKE.
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ASSISTANT TO PRESIDENT.....	JAMES TILLINGHAST.
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SUPERINTENDENT HUD. RIV. & HAR. DIVS.....	CHARLES M. BISSELL.
ASSISTANT SUPT. HUD. RIV. & HAR. DIVS.....	J. H. PHYFE.
SUPERINTENDENT EASTERN DIVISION.....	ZENAS C. PRIEST.
ASSISTANT SUPT. EASTERN DIVISION.....	F. H. PHILLIPS.
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GENERAL COUNSEL.....	HON. ASHBEL GREEN.
TRAFFIC MANAGER.....	J. W. MUSSON.
GENERAL SUPERINTENDENT.....	C. W. BRADLEY.
DIVISION SUPERINTENDENT.....	J. P. BRADFIELD.
DIVISION SUPERINTENDENT.....	D. B. McCOY.
GENERAL PASSENGER AGENT.....	C. E. LAMBERT.
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PRINCIPAL CITIES IN THE

UNITED STATES,  
CANADA AND EUROPE.



EXCLUSIVE OCCUPANTS FOR THE  
EXPRESS BUSINESS OF

36,000

MILES OF RAILROAD, WITH

5,000

AGENCIES IN UNITED STATES AND  
CANADA.

AMERICAN EXPRESS CO.  
MONEY ORDERS!

Cheap, Safe and Convenient,

ISSUED FOR

ANY AMOUNT TO \$50.00

AND UPWARDS.

Payable either TO ORDER OR TO BEARER at 10,000 places in the Eastern, Middle, Western and Southwestern States, the Territories, Pacific Coast, the Canadas, and principal cities of Europe.

RECEIPTS GIVEN

AND MONEY REFUNDED IF ORDERS ARE LOST.

ORDERS ARE ALSO NEGOTIABLE AT BANKS.

ORDERS' SOLD

At all Offices of the Company in the United States and Canada.

RATES:

\$ 5, - - 5c.	\$20, - 10c.	\$40, - 15c.
10, - - 8c.	30, - 12c.	50, - 20c.

Over \$50, Proportionate Rates.

RATES PAYABLE IN EUROPE:

Not Over \$10, - 10c.	Not Over \$30, - 25c.	Not Over \$50, - 45c.
" 20, - 18c.	" 40, - 35c.	Over \$50, Proportionately

AMERICAN EXPRESS CO.  
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Between all its important City and Village Agencies, including all Agencies of Wells, Fargo & Co.'s Express.

LOW RATES AND PROMPT SERVICE.

PAYMENT OF MONEY MADE, WHEN REQUESTED, AT LOCAL ADDRESSES.

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Over \$100 to \$200, \$1.25.	Over \$300 to \$400, \$1.75.
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Rates for Larger amounts, apply to Agents.

AMERICAN EXPRESS CO.

Fills \* Orders \* for \* Goods \* or \* Household \* Supplies.

TO BE RETURNED BY EXPRESS.

Prompt attention and no extra charge for the service.

Purchases not exceeding \$5 each will be advanced by the Company, without charge, provided deposit is made with the Agent.

Orders can be given to Agents or to Messengers on trains. Orders by Telegraph through the Company's Agent, sender prepaying same, will receive prompt attention. Blanks for orders, free, on application to Agents.

AMERICAN EXPRESS CO.

REDUCTION IN RATES FOR

Currency or Gold Coin Remittances

between nearly 5,000 places reached direct by the American Express Company, in the EASTERN, MIDDLE AND WESTERN STATES AND THE CANADAS; also to offices of nearly all connecting lines.

Lowest and Highest Charges, according to Distance Carried.

\$20, or less, - - 15c.	
\$40, - - 20c.	\$ 80, 25c. to 40c.   \$150, 25c. to 60c.   \$225, 35c. to 90c.
50, - - 25c.	100, 25c. to 45c.   175, 30c. to 75c.   250, 35c. to \$1.00.
70, 25c. to 30c.	125, 25c. to 50c.   200, 30c. to 85c.   300, 35c. to \$1.25.

Larger Sums in much Smaller Proportion.

N. B.—Money Packages are delivered, as addressed, within the Company's delivery limits of every city and village agency, free of charge.

MERCHANDISE PARCEL RATES.

The attention of shippers is respectfully called to the following table of approximated rates for the carriage of small packages of merchandise. These rates are the lowest and highest charges made, according to the distance packages are carried, and apply between nearly 5,000 places reached direct by this Company in the United States.

1 Pound, - - - 25 Cents.	4 Pounds, - 25 Cents to 60 Cents.
2 Pounds, - - 25 Cents to 30 Cents.	5 Pounds, - - 25 Cents to 75 Cents.
3 Pounds, - - 25 Cents to 45 Cents.	7 Pounds, - 25 Cents to \$1.00.

By agreement, and arrangements made for Through Way Billing, the above rates also apply to places reached by nearly every connecting Express Company in the United States.



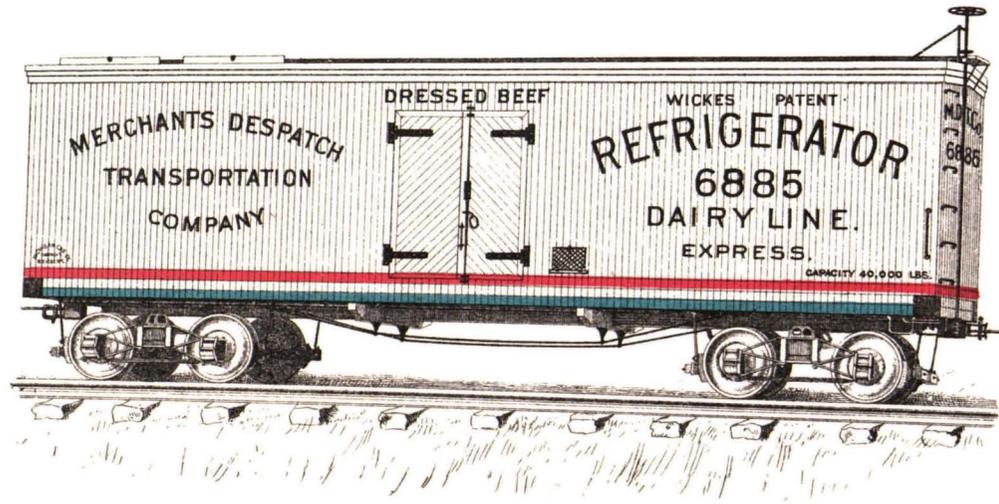
# MERCHANTS DESPATCH TRANSPORTATION COMPANY

## FAST FREIGHT LINE.

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FROM all Principal EUROPEAN CITIES and EASTERN POINTS of the United States to ALL POINTS in the WEST and CANADA, in Cars specially constructed and owned by the Company.

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TRANSPORTATION of PERISHABLE PRODUCTS from East to West a SPECIALTY, being the owners of a large equipment of the BEST CONSTRUCTED REFRIGERATOR CARS in use.

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10 South Hanover Street, GLASGOW.

**J. C. NOYES,**

General Manager,  
335 BROADWAY, NEW YORK.

# *THE VANDERBILT SYSTEM.*

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

## \* INFORMATION FOR SHIPPERS. \*

*Officer in charge of Car Distribution: THEODORE VOORHEES, Assistant General Superintendent, New York City.*

### ROLLING STOCK IN FREIGHT SERVICE:

Locomotives, 853; Box Cars, 20,901; Stock Cars, 2,548; Flat Cars, 3,325; Coal Cars, 2,738; Miscellaneous, 219; Total, 29,731.

### FAST FREIGHT LINES:

RED LINE.      WHITE LINE.      BLUE LINE.      MILWAUKEE LINE.      MICHIGAN LINE.      SAGINAW VALLEY LINE.  
CANADA SOUTHERN LINE.      GRAIN LINE.      NICKEL PLATE LINE.      MIDLAND LINE.  
MERCHANTS' DESPATCH TRANSPORTATION CO.

### FREIGHT CONNECTIONS AND JUNCTIONAL POINTS.

BOSTON & ALBANY—Albany, N. Y.; Chatham, N. Y.; East Albany, N. Y.; Ghent, N. Y.; Hudson, N. Y.; Troy, N. Y.; West Albany, N. Y.  
BUFFALO CREEK—Buffalo, N. Y.  
BUFFALO, NEW YORK & PHILADELPHIA—Buffalo, N. Y.; Rochester, N. Y.  
BUFFALO, ROCHESTER & PITTSBURGH—Buffalo, N. Y.; Le Roy, N. Y.; Rochester, N. Y.  
DELAWARE & HUDSON CANAL CO.—Albany, N. Y.; Green Island, N. Y.; Rome, N. Y.; Schenectady, N. Y.; Troy, N. Y.; Utica, N. Y.  
DELAWARE, LACKAWANNA & WESTERN—Buffalo, N. Y.; New York, N. Y. (via float); Syracuse, N. Y.; Utica, N. Y.  
ELMIRA, COURTLAND & NORTHERN—Canastota, N. Y.  
FONDA, JOHNSTOWN & GLOVERSVILLE—Fonda, N. Y.  
GRAND TRUNK—Black Rock, N. Y.; Buffalo, N. Y.; Suspension Bridge, N. Y.  
HARTFORD & CONNECTICUT WESTERN—Boston Corners, N. Y.; Millerton, N. Y.; Rhinebeck, N. Y.  
LAKE SHORE & MICHIGAN SOUTHERN—Buffalo, N. Y.  
LEHIGH VALLEY—Cayuga, N. Y.; Geneva, N. Y.; Lyons, N. Y.  
LONG ISLAND—New York, N. Y. (via float).  
MICHIGAN CENTRAL—Black Rock, N. Y.; Buffalo, N. Y.; Suspension Bridge, N. Y.  
NEWBURG, DUTCHESS & CONNECTICUT—Dutchess Junction, N. Y.; Millerton, N. Y.  
NEW YORK & NEW ENGLAND—Brewster's, N. Y.; Fishkill, N. Y.

NEW YORK CITY & NORTHERN—Brewster's, N. Y.; High Bridge, N. Y.; Mahopac, N. Y.  
NEW YORK, LAKE ERIE & WESTERN—Attica, N. Y.; Black Rock, N. Y.; Buffalo, N. Y.; New York, N. Y. (via float); Suspension Bridge, N. Y.  
NEW YORK, NEW HAVEN & HARTFORD—Centre Street, N. Y.; Port Morris, N. Y.  
NEW YORK, ONTARIO & WESTERN—Oneida, N. Y.; Rome, N. Y.; Utica, N. Y.  
NEW YORK, RUTLAND & MONTREAL—Chatham, N. Y.  
PENNSYLVANIA—Canandaigua, N. Y.; Newark, N. Y.; New York, N. Y. (via float); Phelps Junction, N. Y.  
PHILADELPHIA & READING—New York, N. Y. (via float).  
POUGHKEEPSIE, HARTFORD & BOSTON—Boston Corners, N. Y.; Poughkeepsie, N. Y.  
ROME, WATERTOWN & OGDENSBURG—Charlotte, N. Y.; Lewiston, N. Y.; Rome, N. Y.; Suspension Bridge, N. Y.; Syracuse, N. Y.; Utica, N. Y.  
SCHENECTADY LOCOMOTIVE WORKS—Schenectady, N. Y.  
SKANEATELES—Skaneateles Junction, N. Y.  
SOUTHERN CENTRAL—Auburn, N. Y.; Weedsport, N. Y.  
SYRACUSE, GENEVA & CORNING—Geneva, N. Y.; Lyons, N. Y.  
SYRACUSE, ONTARIO & NEW YORK—Syracuse, N. Y.  
TROY & BOSTON—Green Island, N. Y.; Troy, N. Y.  
WEST SHORE—Buffalo, N. Y.; DeWitt, N. Y.; Fairport, N. Y.; Kirkville, N. Y.; Lyons, N. Y.; New York, N. Y. (via float); Schenectady, N. Y.

 The Harlem Railroad is operated as a Division by the New York Central & Hudson River Railroad Company.

AMERICAN EXPRESS.

# WINDSOR HOTEL,

Fifth Ave., 46th & 47th Streets,

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Situatē in the most FASH-  
IONABLE and CENTRAL  
part of the Town.



—†—  
Near the GRAND CENTRAL  
DÉPÔT, and half a mile  
from CENTRAL PARK.

—†—  
*THIS WILL BE FOUND*  
A MODEL HOTEL

*FOR EVERY LUXURY, COMFORT AND MANAGE-  
MENT IN ALL ITS DETAILS.*

\*—†—\*  
HAWK & WETHERBEE,

PROPRIETORS.



GRAND CENTRAL STATION,

VANDERBILT AVENUE, NEW YORK CITY.



# THE VANDERBILT SYSTEM.

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

## \*====TERMINAL FACILITIES.====\*

THE terminal facilities and improvements of the New York Central & Hudson River Railroad Company are the most extensive and complete in the United States. Among the most important of these in New York City, devoted to freight purposes, are

1. *St. John's Park Freight Station*—Located on the block of ground, formerly known as St. John's Park, bounded by Hudson, Varick, Beach and Laight streets. This property was purchased from the city, about twenty years ago, for nearly a million dollars. It embraces an area of five acres, all of which is covered by a substantial brick building containing tracks, platforms and storage rooms for an immense amount of property, as well as offices of the railway officials. This station is in the heart of the business portion of New York, and trains are hauled to and from it by enclosed "dummy" locomotives. Above Thirtieth street the regular locomotive engines are used.

2. *Elevators, stockyards, abattoir, etc.*—These occupy about 40 acres of ground, having deep water frontage on the Hudson of 3,500 feet, extending from Fifty-ninth to Seventy-second street. There are two elevators of the most approved construction and machinery, with storage capacity for 2,300,000 bushels, and which can handle 500 carloads of grain per day. The yards and pens for cattle are ample for the care and feeding of 4,000 head per day, and the sheep house will hold at one time 20,000 head. The abattoir has a capacity for slaughtering 40 head of cattle and 50 sheep per hour. Along the water front there are four piers, each 500 by 100 feet; one 420 by 60 feet, and one 40 by 70 feet. These piers are covered by buildings, some of them being of two stories and fitted with elevators to facilitate the handling of flour, grain, etc., for storage. A portion of the ground here is used for storing and shipping petroleum.

3. *Piers Number 4, 5 and 6 East River.*—These piers are at the foot of Broad street, adjacent to Coenties Slip and near South Ferry, the extreme southern end of Manhattan Island. They are each 60 by 400 feet, and are principally used for the handling of flour, grain, and other bulky western freight.

4. *Pier 26, North River,* at the foot of Barclay street, in immediate proximity to Washington Market, is 60 by 400 feet, and is principally used for

the produce and supply trade of the city, which largely concentrates along the Hudson river, south of Canal street.

5. *Heavy freight sheds, platforms, etc.*—These are concentrated on 23½ acres of ground lying between the Hudson River and Eleventh avenue—along which the railroad runs—and extending from Thirtieth to Thirty-third street. This area will be largely increased by bulkheads now being put out to the harbor line, west of Twelfth avenue, and where two piers will be built, one 500 feet long and 100 feet wide, the other of the same length and 60 feet in width.

At East Buffalo the company's yard contains 230 acres, in which there are over 50 miles of track. This immense area is paved with stone, underdrained, and includes every convenience for live stock, with facilities for dealers—a regular market being held in it daily. As many as 375 carloads of cattle, 150 of hogs, and 75 of sheep, have been handled in the yard in a single day. Transfers to and from the Lake Shore, the Grand Trunk, and the Michigan Central Roads are made here.

In the city of Buffalo the company has about 20 acres, used for local freight and for connection with vessels on Lake Erie. Freight houses of brick, well arranged, have a frontage of 1,480 feet on Buffalo Creek Harbor. There are two elevators, built of brick, one with a capacity of 600,000 bushels and the other 250,000 bushels, the latter being entirely fireproof.

At Suspension Bridge the company owns 20 acres, on which are suitable structures and tracks for the interchange of business with the Grand Trunk and the Michigan Central Railroads, which are here connected with the New York Central & Hudson River by means of the Cantilever Bridge over the Niagara river.

At West Albany, adjacent to the city of Albany, the company's real estate aggregates about 200 acres. This is used for yards, cattle pens, sheep houses, shops, etc. The yard, where business is interchanged with the Boston & Albany Railroad, contains 38 miles of track. West Albany being the location of the principal shops of the company, the buildings are, of course, numerous, extensive and substantial, being of brick, and equipped with the most improved machinery and appliances. Much of the motive power and rolling

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Third, Fourth or Sixth Ave. Horse Cars all pass within  
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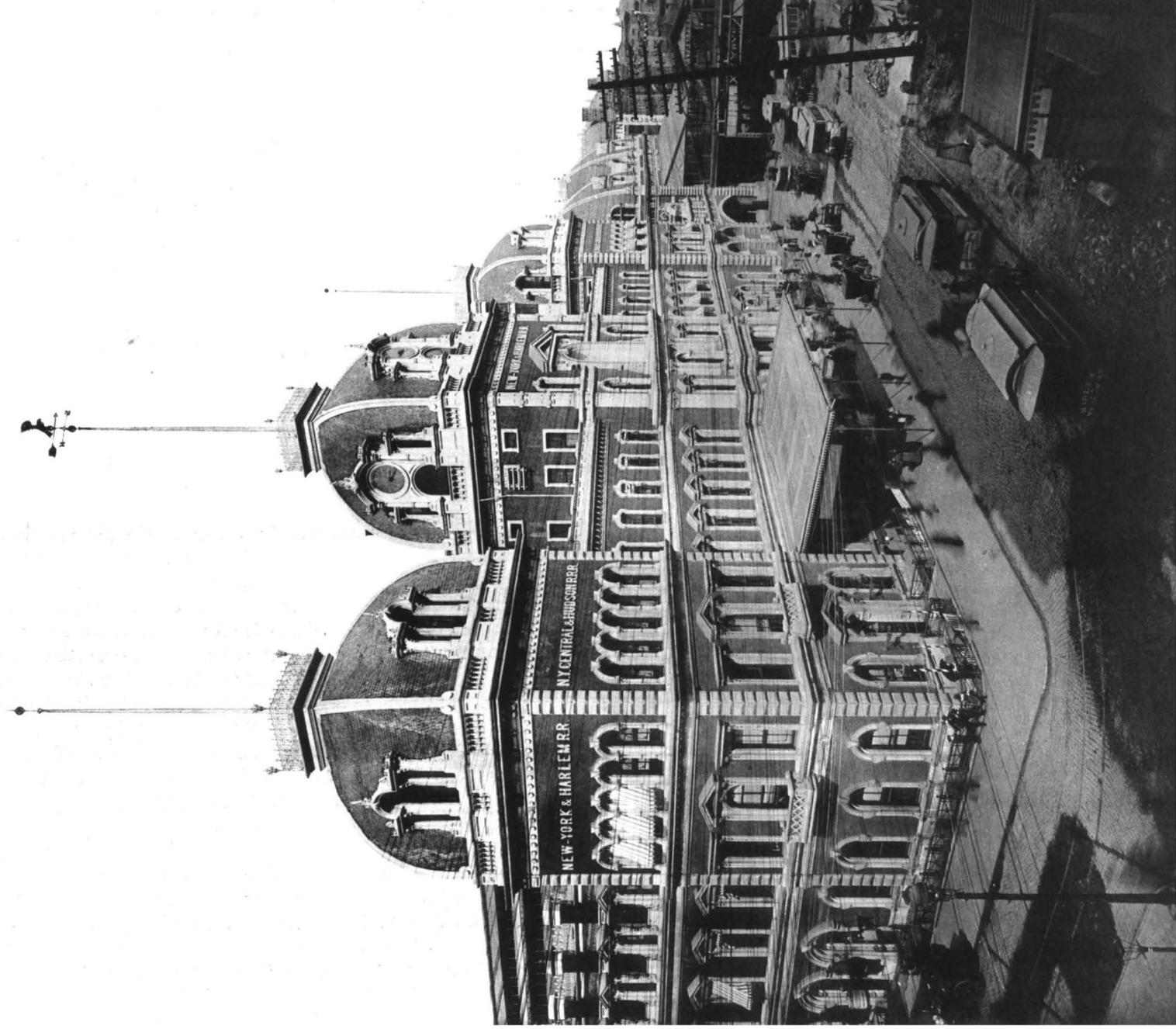
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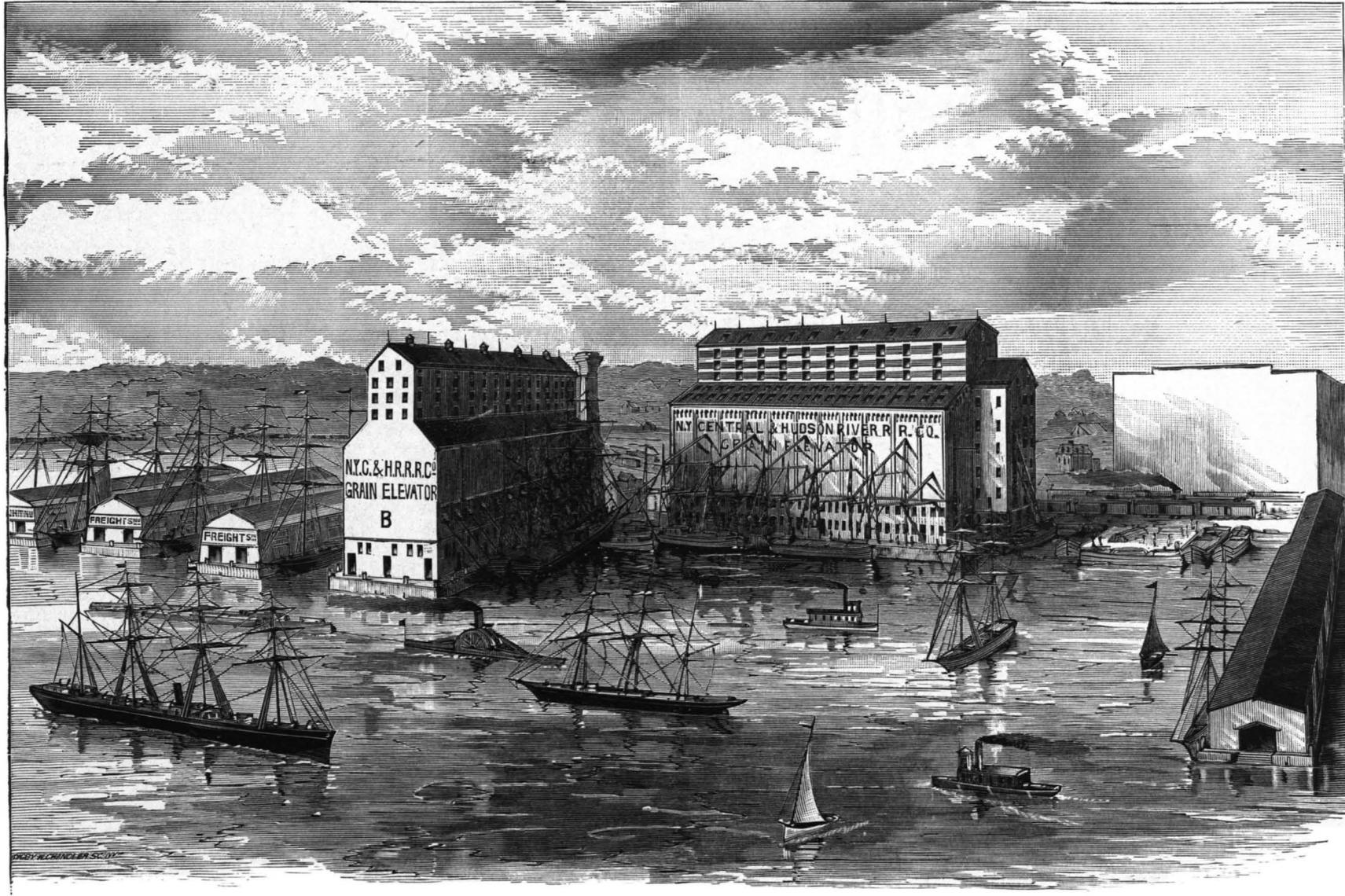
GRAND CENTRAL STATION,

EAST 42D STREET, NEW YORK CITY.



# THE VANDERBILT SYSTEM.

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.



GRAIN ELEVATORS ON THE HUDSON RIVER NEW YORK CITY.

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*DRILLING CABLES*

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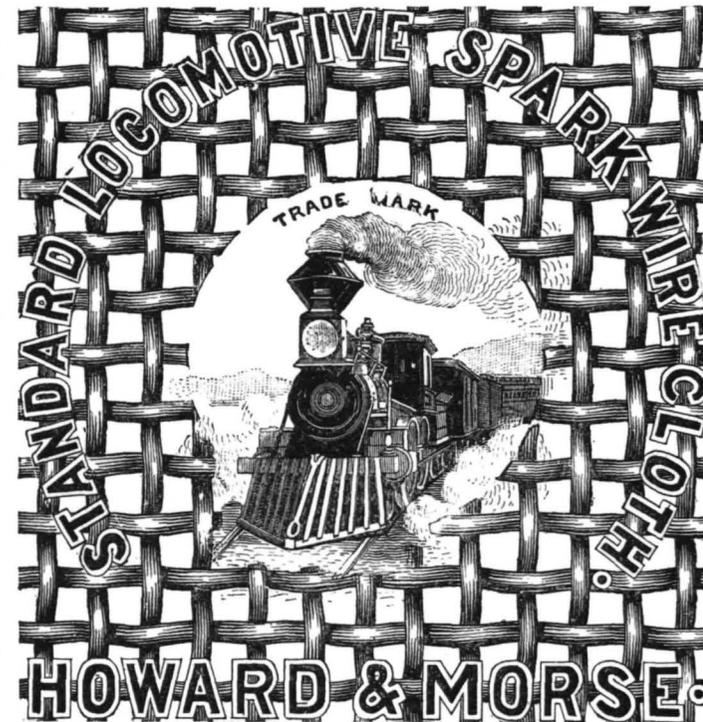
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Wire Work, Wire Fence, Railing and Guards,

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Car Ventilator Brass Wire Cloth.



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# THE VANDERBILT SYSTEM.

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

stock used by the company is here manufactured, and in the various branches of this work, as well as in other departments connected with them, some 2,000 hands are ordinarily employed.

At Green Island, opposite Troy, where traffic is interchanged with the Troy & Boston Railroad, there is a yard containing 7 acres, in which there is ample trackage, with all facilities requisite for an extensive business.

At DeWitt, near Syracuse, is a yard containing 120 acres, with 20 miles of track. Freight trains are here arranged and made up for the purpose of facilitating distribution to the various points reached by the Vanderbilt system.

At East Rochester, where the line from Buffalo joins that from Suspension Bridge, is a yard of 50 acres, containing 20 miles of track.

The company has machine and car shops at New York, Syracuse, Rochester and Buffalo, all of which are amply provided with every requisite necessary for the economical and successful operation of the great railway system. In addition to those enumerated, it is estimated that the yards, etc., owned by the company at minor points, and used in their extensive business, would aggregate 220 acres.

## GRAND CENTRAL STATION.

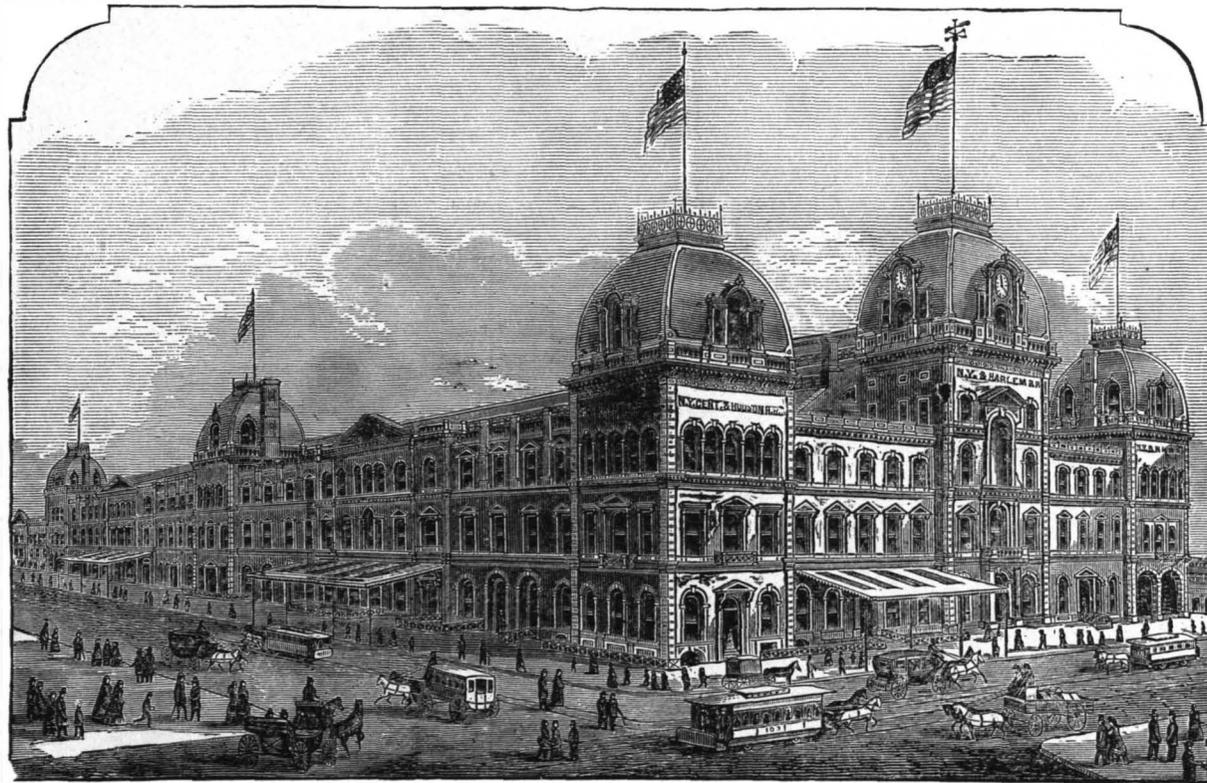
This edifice, the only one of the kind on Manhattan Island, is as imposing in appearance as it is complete in its requirements. It is in reality a part of

the property of the Harlem Railroad Company, but being merged into the New York Central & Hudson River Railroad Company by lease until the year 2274, it may fairly be considered as belonging to the latter organization, by which it is entirely controlled. It has a frontage of 370 feet on Forty-second street, and a depth of 696 feet, embracing a superficies of 257,520 square feet. The structure is of pressed brick with dressed stone basement and trimmings,

and the architectural effect is pleasing. The roof is of glass and iron, supported on iron trusses, which span gracefully the immense interior. The fronts on Forty-second street and on Vanderbilt avenue, facing West, are devoted to the accommodation of the public, and to the offices of the various companies included in the railway combination. Work was commenced upon the edifice in 1861, and ten years later, in October, 1871, it was opened for use. In 1885 an addition was built on the east side, increasing the total dimensions to those already given.

The depot contains 17 tracks, of which 12 are devoted to outgoing and 5 to incoming trains. Perfect arrangements exist for the handling of baggage, and

of mail and express matter, without delay or confusion, and every facility is provided for the accommodation of travelers, among them being an intelligence office where inquiries are answered and information given about routes, time, rates, etc., to any portion of the world. A connection is made from the depot to a spur branch, on Forty-second street, of the Third and



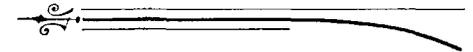
GRAND CENTRAL STATION, NEW YORK CITY.

 ACKER, MERRALL & CONDIT, 

57th Street & Sixth Avenue, Broadway & 42d Street, 130 & 132 Chambers Street,

NEW YORK.

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RAILROAD, YACHT AND STEAMSHIP SUPPLIES.

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PARIS.

ACKER, EDGAR & CO.,  
  
YONKERS.

# THE VANDERBILT SYSTEM.

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

Second avenue Elevated Railroads, by which all portions of the East side of the city can be reached, while only two avenue blocks away, and connected by street cars, is the station of the Sixth avenue line, reaching all parts of the West side.

It is estimated that an average of between 40,000 and 50,000 persons per

expert officers is given to secure the safety of thousands who scarcely realize that they are being cared for.\* During every working day 193 trains arrive at and leave the depot, and the movements of these are governed by the Saxby & Tanner system of interlocking switches, operated from a building 200 feet



INTERIOR OF GRAND CENTRAL STATION, NEW YORK CITY.

day arrive at and depart from this depot, and it follows that all the skill of experience is necessary to control the movements of such an army of travelers. A branch police station is in the building, and the constant surveillance of

North, and which controls all the signals and switches between Forty-second

\* Rule 98 of the Company, under the head of "General Instructions," provides: "It is specially enjoined upon conductors of passenger trains to promote, by every means in their power, the

— — — — — THE — — — — —

# MUTUAL LIFE INSURANCE COMPANY

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Its Distribution Policy is the most liberal Life Insurance contract issued. It is Non-Forfeitable and places no restriction upon residence, travel or occupation after two years.

The Mutual Life is the oldest, largest and best Insurance Company in the world.

It has paid to policy holders since its organization more than \$243,000,000, and to meet future claims has assets which exceed by over \$13,000,000 the amount of reserve required by the State of New York.

# THE VANDERBILT SYSTEM.

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

and Fifty-third streets. The Sykes system of signals, an English invention, is in use upon the road. It enables trains to keep within half a mile of each other without fear of accident. The signals are kept at "danger," and are locked in that position, so that the operator in charge of a signal cannot release it until the operator, half a mile in advance, has been notified. The advance operator, in turn, can only release the signal when his own section is clear. Thus the system necessitates the joint operation of two men, half a mile apart, and insures much greater safety than when only one signalman is necessary to the working of a signal.

Previous to the erection of the Grand Central, the station was in the building now known as Madison Square Garden, at Twenty-sixth and Twenty-seventh streets and Madison and Fourth avenues, the railroad tracks being on the last named. As the city extended northward, this traffic on an open avenue became objectionable, and to remedy the defect authority was obtained

safety, comfort, and pleasure of their passengers, and to be polite and courteous to all. Coarse or vulgar language from any one employed on the trains is positively prohibited, under penalty of prompt dismissal."

Rule 54 declares: "The use of intoxicating drink on the road, or about the premises of the corporation is strictly forbidden. No one will be employed or continued in employment, who is known to be in the habit of drinking intoxicating liquor. Smoking will not be allowed while on duty."

to tunnel Fourth avenue. This tunnel commences at Thirty-second street, and the first section of it terminates at Forty-second. Until quite recently, express freight was received at the downtown depot, on Centre street, adjoining the Tombs prison, and the cars were hauled between that and the Grand Central Depot by horses. But this is now discontinued; the Centre street depot has been sold to the city, and now the track south of Forty-second street is only used by the Harlem street car line. North of the Grand Central Depot the tunnel is continued where necessary, and the four miles of roadway between the depot and the Harlem river is a model of engineering skill and a monument to the liberality of its builders.

No attempt is made to even mention the depots, stations, and other buildings of the company, in the cities and towns through which their lines pass. It is sufficient to say that these are ample and complete, and that some of them are models of excellence and comfort. Year by year improvements are made all along the lines—no expense being spared when such improvements are deemed necessary, and all the resources of the age being called into requisition to promote the safety, the comfort and the convenience of a public who have learned to look upon the New York Central & Hudson River Railroad as first among the transportation enterprises of America.

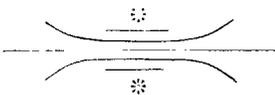


# CLEARFIELD CONSOLIDATED COAL CO.,

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COLLIERY PROPRIETORS AND MINERS OF

SUPERIOR

 BITUMINOUS COAL. 

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OFFICE: NO. 1 BROADWAY, ROOMS 13, 14 & 15.

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216 SOUTH THIRD STREET.

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Railroads, Steamships and Factories supplied with a Superior Bituminous Coal.

*SHIPMENTS DIRECT FROM THE MINES BY ALL RAIL A SPECIALTY.*

# *THE VANDERBILT SYSTEM.*

*NEW YORK CENTRAL & HUDSON RIVER RAILROAD.*

## HISTORICAL SKETCH

OF THE

## NEW YORK CENTRAL & HUDSON RIVER RAILROAD COMPANY.

Dating from the period when steam power was first applied to purposes of transportation on water and on land, America is as old as Europe. Down to the middle of the eighteenth century, this mighty agent of modern civilization was little more than a theory; but in 1769, when Watt had brought the steam engine to something like perfection, the world was prepared for a new departure, and the English colonies in America were almost as prompt in availing themselves of the discovery as was the mother country. Indeed, in the utilization of this power on water, the Western world took a decided lead. John Fitch ran a boat propelled by steam on the Delaware in 1787, and in 1790 advertised that he was prepared to carry passengers between Philadelphia and some adjacent towns. In 1807 Robert Fulton and Chancellor Livingston started their steamboat on the Hudson, and from that date the progress of steam navigation in the United States was uninterrupted. Contemporaneously with these experiments here, similar attempts were being made in Europe, but it was not until 1811, when Henry Bell started his boat on the Clyde, that success was attained in Great Britain.

Naturally this spirit of enterprise evinced itself in other directions, and in 1792, thirty-two years after the famous Duke of Bridgewater commenced the first small canal in England, the State of New York actually passed a law initiating for itself the herculean task of opening "a lock navigation from the navigable part of the Hudson River to be extended to the Seneca Lake, and to Lake Ontario." Long previous to this the subject of opening such a communication had been agitated. In 1724 the Surveyor General of the Province, in a report to the Governor, describes the route accurately, and in 1768, Governor Sir Henry Moore, in a message to the Colonial Assembly, refers to complaints of those engaged in the Indian trade because of delays at the portages, and urges action to prevent this trade being diverted to other channels. "The obstructions," he says, "on the Mohawk river, between

Schenectady and Fort Stanwix, occasioned by the Falls of Canajoharie, \* \* \* are easily to be removed by sluices, upon the plan of those of the great Canal of Languedoc, in France." For more than a century the people of the Province and of the State of New York kept this project of opening a water route of communication between the Hudson and the Lakes in agitation, and in 1826 saw it realized by the completion of the Erie Canal.

At this date it is difficult to realize the enthusiastic determination evinced by all the leading statesmen of America, during the first quarter of the present century, in originating and pushing to completion canals in different parts of the country, and in no State was this feeling more pronounced than in New York. Appeals were made to Congress and to the Legislatures of sister States for aid and assistance, but while words of sympathy were received, no material help came from any quarter. When the Erie Canal was completed the State had expended about ninety millions of dollars in that and similar improvements, and although the benefits derived from her inland system of navigation were immediate and vast, it is very certain this great outlay was never, in any shape, returned to the people who had contributed, through long years of taxation, to make it up. It was soon perceived that canals could not meet all the requirements of a progressive people: that it was only on exceptionally favorable routes, where peculiar kinds of traffic offered, that they could be made permanently advantageous or remunerative; and many of them, in various parts of the country, were soon abandoned and permitted to fall into decay. They filled the gap between the ancient and comparatively obsolete highways of mankind and the new era of transportation which was dawning upon the world; and, costly as they had been, and useless as many of them proved to be, they yet served a valuable purpose as the immediate precursors of the revolutionizing railroad.

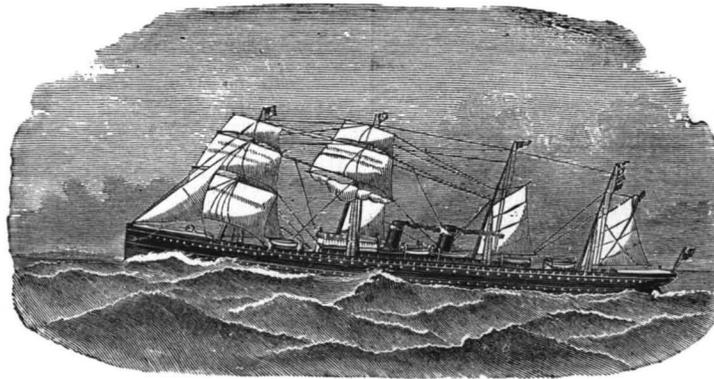
### FIRST RAILROADS IN NEW YORK.

The same year that saw the Erie Canal completed, witnessed the incorporation of the first railroad company in New York. This was the "Mohawk & Hudson," which was chartered on the 17th of April, 1826, to construct a road from Albany to Schenectady, a distance of 17 miles. The application for this charter was signed by Stephen Van Rensselaer, of Albany, and Geo. W. Featherstonhaugh, of Schenectady. The select committee of the Assembly to which it was referred, in the report favoring it, allude to the success of railroads in England, and conclude that, under similar circumstances, they may be made successful in New York. "Nevertheless, as there is not a single in-

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ALASKA, 6,500 Tons.  
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WYOMING, 3,716 “



NEVADA, 3,350 Tons.  
WISCONSIN, 3,720 “  
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No. 29 BROADWAY, NEW YORK.

# THE VANDERBILT SYSTEM.

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

stance of a railroad of any extent in this country, known to the committee, it remains an experiment yet to be tried; and it is under these circumstances that the petitioners are willing to make the first experiment of the kind with their own private resources. The present occasion affords a fair opportunity for trying an experiment, without expense to the State, how far the contemplated plan of movement is applicable to our soil and climate." The stock of the company was not rapidly taken, and the charter was modified in 1828. Surveys were speedily made, but contracts for constructing the road were not entered into until July, 1830. Some features of this Mohawk & Hudson charter were so peculiar that they are worth preserving. It was enacted

"That if any person or persons shall willfully do, or cause to be done, any act or acts whatever, whereby any building, construction or work of the said corporation, or any engine, machine or structure, or any matter or thing pertaining to the same shall be stopped, obstructed, impaired, weakened, injured or destroyed, the person or persons shall forfeit and pay to the said corporation double the amount of damages sustained by such offense or injury, to be recovered in the name of the said corporation, with costs of suit by action of debt to be brought in any court of record in this State, or before any Justice of the Peace in the counties of Albany and Schenectady.

"That the stockholders and directors of the said corporation shall be jointly, severally and personally liable for the payment of all debts contracted by the said corporation or by their agents; and any person or persons having any demands against said corporation may sue any stockholder, director or directors in any court having cognizance thereof, and recover the same with costs, provided such demand shall first be presented for payment to some one of the officers of said company.

"That the grant in this Act contained is made and shall be deemed to be taken on the condition that if the Legislature of this State shall, at any time within five years from the time of the completion of the said railroad, make provision by law for the repayment to the said company of the amount expended by them in constructing said railroad, with interest, after deducting therefrom the amount of the bills received thereon, then the said grant shall become null and void, and the said railroad shall vest in and become the property of the people of the State.

"That nothing in this Act contained shall be so taken or construed as to prevent the present or any future Legislature from authorizing the construction of a railroad or roads from any city or village other than from the city of Albany, to any other place or places in this State.

"That this Act shall be deemed a Public Act, and shall be benignly and favorably construed for the purposes therein expressed and declared in all courts and places whatever."

The opening of the road was celebrated on the 24th of September, 1831, and has been noted as an historical event. Three cars, with twenty passengers in each, were taken from the head of the inclined plane at Albany to the head of the plane at Schenectady, by a locomotive built at the West Point foundry—the third constructed in the United States—weighing three tons and a half, in forty-six minutes. At the dinner in Schenectady celebrating the opening, Mr. Featherstonhaugh, who was mainly credited with having originated and carried the project through, in allusion to an expressed desire on the part of the people of Rochester and Buffalo for a railroad from

the Hudson to Lake Erie, gave the sentiment: "The Buffalo Railroad—may we soon breakfast at Utica—dine at Rochester—and sup with our friends on Lake Erie."

As opened, the Mohawk & Hudson had an inclined plane at Albany which overcame an elevation of one hundred and eighty-five feet, and one at Schenectady with a rise of one hundred and fifty feet. These planes were operated by stationary engines—the cars being drawn up by ropes—and locomotives were then attached. At one time a track was laid through State street, in Albany, to comply with a supposed charter requirement, but the grade was too steep for practical use, and it was subsequently taken up. The company was authorized to construct a new line, avoiding the planes, and this was done in 1843-4. All these experiments and changes ran the cost of the line up to one hundred thousand dollars per mile.

As a passenger carrying road, the Mohawk & Hudson was a success from its opening, but it met with little success in transporting freight. Between three and four hundred passengers were carried daily, and it was estimated that its earnings would yield an income of 15 per cent. on its stock, which very soon was at a premium of 36 per cent. This success gave a strong impulse to railway projects in other portions of the State. Committees of the citizens of Rochester and Buffalo, desiring to secure the construction of a railroad from the Hudson to Lake Erie, united in calling a railroad convention which met at Syracuse on the 12th of October, 1831, and was attended by delegates from most of the counties on or near the line of the proposed improvement. This convention resolved to apply to the Legislature for a charter for a railroad from Schenectady to Buffalo, with the provision that the company so incorporated should "make a railroad to be used for the purpose of transporting persons and their baggage, and under such restrictions, as regards the transportation of property, that the same tolls shall be paid into the canal fund, for the carriage of property other than baggage, on the railroad, as would be paid to the State for the transportation of the same property on the canal." When this application came before the Legislature in 1832, with all these restrictions embodied in it, it was rejected in the Senate by a vote of 13 to 8, although at the same session the charter of the New York & Erie Railroad was granted by an almost unanimous vote.

The solution of this apparently strange action is found in the fact that the Erie Canal was then in successful operation, and, as the State was heavily in debt for its construction, the Legislature was reluctant to incorporate a new means of transportation through the same region, that might divert

# CUNARD LINE.

— ESTABLISHED 1840. —

ROYAL MAIL STEAMERS,

**LANE ROUTE**

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LIVERPOOL, BOSTON AND NEW YORK.

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ETRURIA, GALLIA, MARATHON, PAVONIA, SAMARIA,  
SCYTHIA, SERVIA, UMBRIA.

*From New York every Saturday.*

*From Boston every Thursday.*

Rates of Passage, \$60, \$80 and \$100, according to Accommodation. Intermediate Passage, \$35.

Return Tickets on Favorable Terms.

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CUNARD STEAMSHIP CO.  
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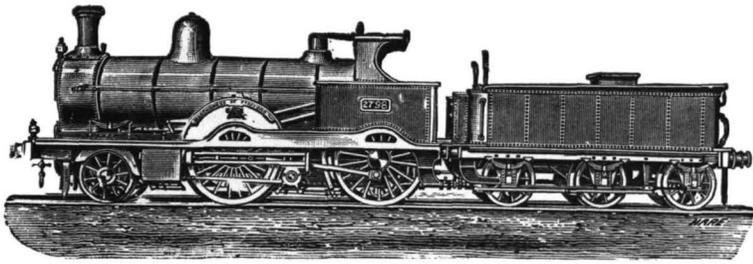
..... 8 Water Street, Liverpool.  
..... 3 Scott's Square, Queenstown.  
..... 6 St. Helen's Place, Bishopsgate Street and 28 Pall Mall, London.  
..... 30 Jamaica Street, Glasgow.  
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**TRUST COMPANIES' STOCKS.**

CORRECTED DAILY BY WM. C. NOYES, 96 BROADWAY.

NAME OF COMPANY.	CAPITAL.	PAR VAL.	LAST Div.	LAST PAYMENT	BID	ASK
Am. Loan and Trust.	\$1,000,000	\$100	3	Mch., '87	132	135
Brooklyn "	1,000,000	100	5	July, '87	250	270
Central "	1,000,000	100	4	Q July, '87	450	----
Farmers' Loan & "	1,000,000	25	5	Q May, '87	460	470
Knickerbocker "	500,000	100	----	New.	132	----
Manhattan "	150,000	100	----	New.	75	100
Metropolitan "	1,000,000	100	----	New.	145	----
Mercantile "	2,000,000	100	4	July, '87	200	210
N. Y. Life Ins. & "	1,000,000	100	15	June, '87	565	----
United States "	2,000,000	100	12½	July, '87	555	570
Union "	1,000,000	100	4	Q July, '87	445	460

Q.—Quarterly; others semi-annually.

**TELEGRAPH COMPANIES' STOCKS.**

CORRECTED DAILY BY WM. C. NOYES, 96 BROADWAY.

NAME OF COMPANY.	CAPITAL.	PAR VAL.	LAST Div.	LAST PAYMENT	BID	ASK
Central & South Am.	\$5,000,000	\$100	1½	Q July, '87	98	105
Franklin .....	1,000,000	100	1½	May, '87	28	35
Gold & Stock .....	5,000,000	100	1½	Q July, '87	93	96
International Ocean.	3,000,000	100	1½	Q July, '87	90	95
Mexican .....	1,500,000	100	2½	Q July, '87	150	165
Pacific & Atlantic...	2,000,000	25	2	July, '87	48	56
Postal Tel—Cable Co.	5,000,000	100	----	New.	25	30
Southern & Atlantic.	950,000	25	2½	April, '87	72	78

Q.—Quarterly; others semi-annually.

# WM. C. NOYES,

96 BROADWAY, N. Y.,

DEALER IN

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**MEXICAN TELEGRAPH,**

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**PENNSYLVANIA COAL STOCKS.**

**MISCELLANEOUS STOCKS.**

THE FOLLOWING SHOW THE PRICES OF CERTAIN SECURITIES NOT CALLED AT THE STOCK  
EXCHANGE, BUT HAVING MORE OR LESS CURRENCY IN THIS MARKET.

NAME OF COMPANY.	CAPITAL.	PAR VAL.	LAST Div.	LAST PAYMENT	BID	ASK
Am. Speaking Telp.	\$1,800,000	\$100	5	Q July, '87	110	130
Central Real Estate } Association .....	225,000	100	2	Q May, '87	110	125
Improved Dwell- } ings Association }	300,000	100	2½	May, '87	75	100
Manhattan Real Es- } tate Association }	750,000	100	1½	Q May, '87	100	115
N. Y. Real Estate } Association .....	1,000,000	100	2	Q May, '87	110	125
Brooklyn & Y. N. } Ferry .....	2,000,000	100	1½	Q Apr., '87	168	175
N. Y. Loan & Imp..	3,000,000	100	----	1883	62	65
Providence & Ston- } ington Steamship }	1,500,000	100	2½	Q May, '87	170	180
Union Ferry .....	1,000,000	100	4	May, '87	148	155
U. S. Life Ins .....	440,000	100	3½	July, '87	103	110
Home Life Ins .....	125,000	100	6	May, '87	200	220
Standard Oil Trust..	90,000,000	100	2½	Q July, '87	180	195
International Bell } Teleph. (Europe) }	1,700,000	100	3	July, '87	95	100
Fifth Ave. Trans- } portation .....	300,000	25	----	New.	60	80
Westinghouse Air } Brake .....	3,000,000	50	6	July, '87	----	----
American Surety .....	1,000,000	100	3	July, '87	100	105

Q.—Quarterly; others semi-annually.

# *THE VANDERBILT SYSTEM.*

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

traffic from it, or in any way impair its earning power. Indeed, the Constitution of the State adopted in 1821 declared that the rates of toll established by the canal commissioners and published in March, 1821, should not be "reduced or diverted at any time before the full and complete payment of the principal and interest of the moneys borrowed and to be borrowed" for the completion of the navigable communications between the Lakes and the Atlantic Ocean. As the Erie Railroad did not parallel the canal, being in fact partly outside the State boundaries, its construction was not deemed unconstitutional, or dangerous to the revenues pledged to redeem a debt of the commonwealth. So strong was this feeling in favor of preserving and protecting the revenues derived from the canal, that no charter was ever granted for a railway paralleling it throughout its length from the Hudson to the Lake. It was only in isolated and disconnected links that such a railway line was completed.

Following the Mohawk & Hudson, the pioneer railroad of the State, and the first link in the chain connecting the Hudson river with Lake Erie which ultimately became the New York Central—the nucleus of the great Vanderbilt system—came :

The Tonawanda Railroad, chartered in 1832, opened in 1837.

The Utica & Schenectady Railroad, chartered in 1833, opened in 1836.

The Auburn & Syracuse Railroad, chartered in 1834, opened in 1843.

The Auburn & Rochester Railroad, chartered in 1836, opened in 1842.

The Attica & Buffalo Railroad, chartered in 1836, opened in 1843.

The Syracuse & Utica Railroad, chartered in 1836, opened in 1839.

The Schenectady & Troy Railroad, chartered in 1836, opened in 1842.

The Rochester, Lockport & Niagara Falls Railroad, chartered in 1837, opened in 1853.

The Mohawk Valley Railroad, chartered in 1851.

The Buffalo & Lockport Railroad, chartered in 1852, completed after consolidation.

The Syracuse & Utica Direct Railroad, chartered in 1853.

Of these corporations the title of the Mohawk & Hudson was changed to the Albany & Schenectady in 1847: the Auburn & Syracuse and the Auburn & Rochester were consolidated in 1850, under the name of the Rochester & Syracuse; and the Attica & Buffalo and the Tonawanda were consolidated the same year as the Buffalo & Rochester. Control of the Mohawk Valley Company was obtained by the Utica & Schenectady interest, and control of the Syracuse & Utica Direct was secured by the Syracuse & Utica Company. Neither the Mohawk Valley or the "Direct" lines were ever built, but the

companies came into the New York Central consolidation; their capital stock was paid up, and the money used on other portions of the consolidated roads.

The Utica & Schenectady charter contained the following peculiar restriction :

"No property of any description except ordinary baggage of passengers shall be transported or carried on said road; nor shall the said company charge or receive a greater sum than at the rate of four cents per mile for the transportation of any passenger and his ordinary baggage."

In 1837 an amendment to the original act was passed, not only permitting but making it the duty of the company to carry the United States mails. In 1844 another amendment permitted the company "to take, carry and transport on their railway all goods, chattels and other property that may be offered for transportation during the suspension of canal transportation in each year only." In a remonstrance presented to the Legislature in 1846, the President stated that, so far as the company was informed, it was the only line of railroad in the world that was limited by law to the transportation of passengers. This remonstrance led to the passage in 1847, of a law authorizing the company to take and transport upon their railway all goods, chattels and other property that may be offered for transportation, subject, however, to the payment into the Treasury of the State of the same toll per mile on all goods, chattels and other property so transported as would have been paid on them from the point of receipt to the point of delivery had they been transported on the Erie Canal. This tax was imposed on all railroads competing with the canal, and Section 29 of the General Railroad Law of 1850 continued it upon all railroads running parallel, or nearly parallel, to any canal in the State and within thirty miles of it. On the 10th of July, 1851, an act was passed abolishing this tax after the first of December of that year.\* For twenty years railroad building and operation in central New York had been hampered and crippled by this onerous imposition; but in spite of it they had extended wherever canals ran, and their superiority over the artificial waterways was demonstrated by their growth and general prosperity, while the canals continued to exist only by the charity of the commonwealth.

\* About the year 1860, Nathaniel Benton, Auditor of the Canal Department of the State, caused suit to be commenced against the New York Central Railroad Company to recover some \$7,000,000 of tolls that it was alleged should have been paid by that company after the abolition of such tolls by the Legislature. He claimed that the Constitution of 1847 inalienably appropriated the tolls on railroad freight as part of the canal revenues, and that the releasing of the railroads from the payment of such tolls was, therefore, unconstitutional. Protracted litigation followed, but the claim could not be sustained, and the case was decided in favor of the railroad company.

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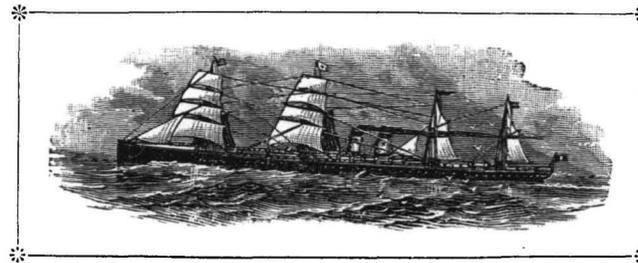
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THE FOLLOWING FIRST-CLASS STEAMERS ARE APPOINTED TO CARRY OUT THIS SERVICE:

WESTERLAND	(Steel), 6,000 Tons,	Capt. Randle.
NOORDLAND	" 5,500 "	" Nickels.
WAESLAND	(Iron), 5,000 "	" Buschmann.
BELGENLAND	" 4,000 "	" Beynon.
RHYNLAND	" 4,000 "	" Jamison.



PENNLAND	(Iron), 4,000 Tons,	Capt. Weyer.
SWITZERLAND	" 3,000 "	" Ueberweg.
NEDERLAND	" 3,000 "	" Griffin.
ZEELAND	" 3,000 "	" Grant.

*These Steamers carry neither Horses, Cattle, Sheep nor Pigs.*

**FIRST CABIN.**—The Saloons, Ladies' Boudoir, Smoke, Card and Reading Rooms are located amidships on the hurricane deck. The State Rooms are amidships on the main deck and are elegantly and comfortably furnished, as well as thoroughly ventilated.

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**LONDON.**—Elegantly appointed steamers leave Antwerp every evening for London, via Harwich, and arrive at London early the next morning.

**CUISINE.**—The strictest attention is given to the Cuisine; the best table that the New York and Antwerp markets afford is furnished regardless of expense.

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The docks of the Red Star Line are foot of Sussex Street, Jersey City, adjoining the Pennsylvania R. R. Depot. From New York the docks are reached by the Cortlandt or Desbrosses Street Ferries.

**"FACTS FOR TRAVELERS" Mailed Free on Application.**

**RATES OF PASSAGE.**—First Cabin, \$60 to \$100, Excursion, \$110 to \$180; Second Cabin, \$45, Excursion, \$85.

**NOTICE.**—RED STAR LINE RETURN TICKETS ARE HONORED BY THE INMAN LINE FROM LIVERPOOL TO NEW YORK.

For further information apply to

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Or to 307 Walnut St., Philadelphia.

55 Broadway, New York.

# THE VANDERBILT SYSTEM.

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

## NEW YORK CENTRAL FORMED.

The various roads forming a line from Albany to Buffalo were completed and connected early in 1843, and, the Boston & Albany\* having been opened in September, 1841, a through railway was then in operation from the Atlantic Ocean to the Lakes. In 1847 the Legislature passed a law compelling the several companies to lay upon their tracks, between the Hudson and Buffalo, an iron rail weighing fifty-six pounds to the yard, one track to be so laid within two years, and authorizing them to borrow money for the purpose. The same law provided for the checking of baggage and for the accommodation of passengers in other respects.† A through line having thus been formed, and to some extent regulated by law, it was deemed by all interested better to unite the various roads composing it, so that they might be operated as one road and under a single management. An act was passed on the 2d of April, 1853, authorizing a consolidation of all the roads referred to, "or any two or more of them," under a single corporation, provision being made for the manner in which consolidation should be effected for the purpose of doing justice to the holders of the stocks and bonds of the various companies. No time was lost in effecting the consolidation, and on May 17, 1853, an agreement was entered into by the ten companies consolidating them into one corporation under the name of "The New York Central Railroad Company," the charter of which was to continue 500 years. The capital stock of the new company was limited, by the act authorizing the consolidation, to the aggregate amount of the capitals of the several companies consolidated, which was \$23,085,600, including \$227,000 of bonds that were convertible into stock; and each stockholder in the old companies was to receive an equal amount at par in the new company—the stockholders of the Schenectady & Troy road only to receive their stock on the payment in cash of \$25 per share. With one exception the stocks of the old companies were selling above par, and it was therefore agreed that certificates should be issued by the new company for the differences between the par and the market value of the stocks. The certificates were made payable thirty years from May 1, 1853, with interest at the rate of six per cent. per annum, payable semi-annually. They amounted in 1855 to \$8,894,500, and were gradually

\*At the time when the railroad between Albany and Boston was opened, it consisted of the "Boston & Worcester," the "Western" and the "Albany & West Stockbridge" lines—the last two operated as one. These were consolidated into the Boston & Albany in 1867.

†The several companies forming the through line met in convention in Albany on the 15th of February, 1848, and adopted a schedule for the running of three through daily trains, the fastest of which left Albany at 7:30 A. M. and arrived at Buffalo at 5:30 A. M. The distance was 327½ miles.

reduced by purchases for the sinking fund created for the purpose of securing their final payment. The certificates outstanding at maturity in 1883 were promptly redeemed.

The companies included in the consolidation, the miles of road owned by each, the amount of capital stock and convertible certificates agreed upon, and the price allowed for the stock of each company, are shown in the annexed table:

NAME OF COMPANY.	MILES.	STOCK CERTIFICATES.	PRICE ALLOWED.
Albany & Schenectady.....	17	\$1,621,800	117
Utica & Schenectady.....	78	4,500,000	155
Mohawk Valley.....	75	1,575,000	155
Syracuse & Utica.....	54	2,700,000	150
do Direct.....	50	600,000	150
Rochester & Syracuse.....	81	5,608,700	130
Buffalo & Rochester.....	68	3,000,000	140
Rochester, Lockport & Niagara Falls.....	75	2,155,100	125
Buffalo & Lockport.....	22	675,000	125
Schenectady & Troy.....	22	650,000	75
Total Stock and Certificates.....		\$23,085,600	.....

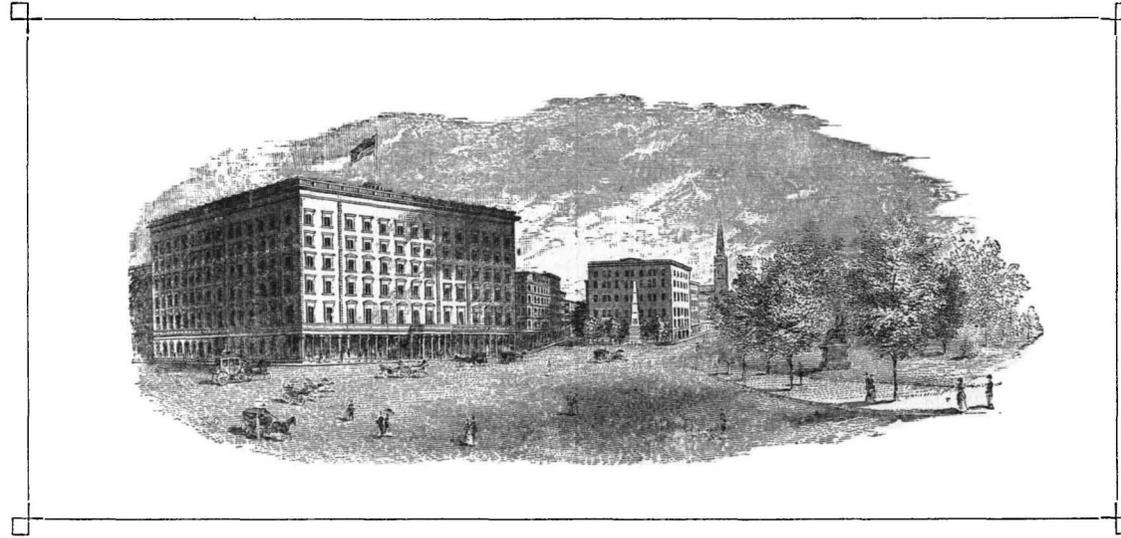
The names of the principal officers of the companies consolidated are so conspicuous in the business and political annals of the State that many of them are yet familiar. Their Presidents, at the time of consolidation, were: of the Albany & Schenectady, Ezekiel C. McIntosh; of the Utica & Schenectady, Erastus Corning; of the Mohawk Valley, John V. L. Pruyn; of the Syracuse & Utica, John Wilkinson; of the Syracuse & Utica Direct, Charles Stebbins; of the Rochester & Syracuse, Henry B. Gibson; of the Buffalo & Rochester, Joseph Field; of the Rochester, Lockport & Niagara Falls, J. B. Varnum; of the Buffalo & Lockport, Isaac C. Colton; and of the Schenectady & Troy, Russel Sage.

Directors of the New York Central Railroad Company were elected at Albany on the 6th of July, 1853, and the company began to operate the line with its own officers on the 1st of August following. By the consolidation agreement, which was, as before stated, dated May 17, 1853, the old companies were compelled to account for all business and pay over all proceeds to the new company from the first of May. All certificates and settlements had reference to that date. The purpose of this plan was to prevent the old companies from running down or permitting the deterioration of the various lines during the transition period between separate and con-

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# *THE VANDERBILT SYSTEM.*

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

solidated management, by depriving them of all interest in the revenues earned during that period. The old companies reported to the State for the months of May, June and July, and the new company for August and September of 1853, the fiscal year terminating then, and since, on the 30th of the last named month.

The fifteen years immediately following the formation of the New York Central Railroad were not marked by any extraordinary events in its history. Improvements were steadily made in roadbed, superstructure, equipment, station and terminal buildings, and in all respects the company maintained its position as a leading and influential enterprise. Iron bridges were erected to replace wooden structures, and, in 1866, the entire main line between Albany and Buffalo, excepting fifteen miles near Rochester, was laid with a double track of the heaviest and best quality of rails then obtainable. The bridges across the Hudson at Albany were completed the same year, thus enabling trains to be run through to the city of New York without the transfer of passengers or freight. These bridges were originally begun with a capital of \$500,000. One-quarter of the money was furnished by the Boston & Albany Railroad Company, one-quarter by the Hudson River Railroad Company and one-half by the New York Central. Tolls were charged as fixed by law, and three dollars for each carload of cattle. After a time the cattle toll was abolished, and no additional charge was made for the transit of through freight. On local traffic the bridges were reckoned as one mile. The bridges are now considered merely a part of the railroad line, and the only charge made is one of two cents for each foot passenger. The income from these is, of course, very small, and after the application of this limited revenue, the New York Central contributes three-fourths of the expense of maintaining the bridges and the Boston & Albany one-fourth. The first steel rails were laid upon the line, on the grade west of Albany, late in 1866.

## THE HUDSON RIVER.

The managers of the railroad through central New York early in their experience found it desirable to have a consolidated line to New York city, and about 1864 the project of uniting the New York Central and the Hudson River Railroad Companies began to be seriously considered by leading men in both interests. And here it may be interesting to briefly note the importance which the great and wonderful Hudson river had, from the earliest periods, assumed and maintained in all projects for transportation improvements through the State.

When the subject of opening a navigable water route between the Atlantic and the Lakes was first agitated, the peculiarities of the Hudson were dwelt upon by all interested. Washington had referred to them; Jefferson wrote about them; and others, in America and in Europe, commented upon them. De Witt Clinton, in a memorial to the Legislature of New York, presented in 1816, says that the Hudson "affords a tide navigation for vessels of 80 tons to Albany and Troy, 160 miles above New York city, and this peculiarity distinguishes it from all other bays and rivers in the United States: the tide in no other ascends higher than the granite ridge, or within 30 miles of the Blue Ridge, or eastern chain of mountains. In the Hudson it breaks through the Blue Ridge and ascends above the eastern termination of the Catskill, or great western chain." Gen. Porter used almost the same language in a speech delivered in Congress in 1810. Upon this stream the earliest practically successful experiments in steam navigation were made, and, when the first railroad in the State was opened in 1831, steamboats had been regularly plying between New York city and Albany for twenty-four years. In that time they had reached a degree of perfection which gave them world wide celebrity. Early railroad builders scarcely hoped to excel them in speed, while to compete with them in rates was concededly impossible, as the regular fare between New York and Albany was, in 1842, only one dollar, and competition frequently reduced it to fifty, and even to twenty-five cents. In fact, this highway of nature was deemed by the vast majority of people all sufficient for communication between central New York and the ocean, and it was only after railroads had been in operation East, West and North of Albany for some years, that a few men were found daring enough to seriously propose paralleling its shores by iron rails. A distinguished engineer, writing of that period, asserts that the idea that railroads could successfully compete with the steamers on the Hudson was regarded in general as preposterous.

As early as 1832 a charter was granted for a railroad between Albany and New York, but little, if anything, was done under it, and ultimately its rights were merged in the Harlem Railroad, or were forfeited. Nothing more was done toward constructing a railroad along the river until 1842, when citizens of Poughkeepsie, and other towns along the Hudson, employed a Mr. Morgan, an engineer, to make surveys with the view of ascertaining the feasibility of constructing such a road. He surveyed a route from the Harlem river, at the point crossed by the Harlem Railroad, along the north bank of that stream to a junction with the Hudson, thirteen miles distant from the initial point, thence along the bank of the Hudson to Fishkill Landing, where he ascended

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The rooms are arranged *en suite* to suit tenants, and the whole will be under the direct management of Mr. F. GOODENOUGH, late of the Hotel Shelburn.

# *THE VANDERBILT SYSTEM.*

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

to the table land, which he followed to Kinderhook, and then descended to the river at Albany. He made a favorable report on the line, submitting maps and estimates. With these the friends of the measure asked from the Legislature authority to construct the road, but the scheme was deemed chimerical, and an act of incorporation was refused.

Much of the opposition to a river road was concentrated in the Harlem Railroad Company and its friends. This road had been incorporated in 1831, and in 1842\* had 14 miles of road constructed. The design of this road was to reach Albany by building far enough away from the Hudson to accommodate a chain of inland settlements and towns, thus securing Summer business without coming in direct competition with the steamboats, and furnish a means of communication between the metropolis and the capital when navigation was closed in the Winter. It also expected to make valuable connections with some New England lines.

Several gentlemen of the city of New York made application to the Legislature in 1845 for a charter authorizing them to build a railroad to Albany by an inland or river route, as should be found most expedient, but their application was denied.

In September, 1845, a convention assembled at Poughkeepsie to consider this subject of a railroad along the river, and appointed a committee to procure a more full survey than that made by Mr. Morgan. This committee secured the services of Mr. John B. Jervis, a distinguished civil engineer, who proceeded to execute the work entrusted to him, and reported the results at a meeting held in the University of New York, on the 23d of January, 1846, over which Mayor Havemyer presided. The report of the engineer was approved, and steps were taken to carry the enterprise on. Mr. Jervis was authorized to go to Albany, lay the project before the Legislature, and, if possible, procure an act of incorporation for the company. He encountered much opposition from the Harlem company, which looked upon the proposed road as antagonistic to their interests, and from many of the land owners along the Hudson; but after a struggle lasting three months a charter was granted on the 26th of May, 1845.

The question now was to secure the \$3,000,000 of capital required to build the road. Opposing interests had not left the public in ignorance of the difficulties in the way of the enterprise, and the fact that it would have to compete with the most splendid steamers in the world, on a river unsurpassed for

facilities of navigation, caused a very general impression that its traffic could not be remunerative. The Board of Commissioners labored zealously to overcome these impressions, but when the subscription books were opened in September, very limited were the number of shares taken. The commissioners persevered, and at last succeeded in arousing the enthusiasm of the city and the river towns. The result was the completion of the entire subscription of \$3,000,000 by the 1st of March, 1847, the day limited by the charter, New York city taking \$2,421,400, Dutchess County \$265,000, and other localities along the line completing the amount.

The necessary funds having been secured, immediate preparations were made to proceed with the work, and in July, 1847, the portion of the line between Thirty-second Street, in the city of New York, and Breakneck Hill, 53 miles in length, was placed under contract. Owing to the difficult character of the work it progressed slowly on many sections, but the Directors persevered with untiring energy, and in two years and ten months from the time the subscriptions were secured the road was completed from New York to Poughkeepsie. This was in 1849, and on the 1st of October, 1851, the entire line was opened for business to Albany.

Speaking of the difficulties that had to be overcome in constructing the Hudson River Railroad, Mr. Jervis, the chief engineer, says: "Embankments were to be carried across the river bays, and along the margin of the river, where most of the filling was required; and it was necessary, in all earth work, to construct a river wall to protect the earth from being carried away by the surf from the river. This rendered it necessary to bring the stone for this purpose by boats, requiring an outfit not usually necessary, and the process was not familiar to many contractors, and hence arose indecision and delay. The greater part of this protection wall occurs where an artificial foundation is made by filling in a mass of loose stone, which is brought up to low water level, and then levelled off, and the wall commenced. The wall is about seven feet thick at the base and three feet at the top. As soon as the foundation was prepared, the work was commenced at low tide, and prosecuted until the rise of the tide obstructed further work, and then left for the next tide. Until the wall was brought to high water level, the work was very much embarrassed by the interruptions in waiting for the proper state of the tides." "It often happened that after the wall and embankment had been brought to near the proper level, the whole would go down, totally destroying the wall, except so far as it aided by its mass to form a foundation for the future structure." In the 75 miles of road between New York and Pough-

\* In 1842 231 miles of railroad terminated at New York and Jersey City; 720 miles at Boston; 369 miles at Philadelphia; 300 miles at Baltimore; 312 at Charleston.

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# THE VANDERBILT SYSTEM.

## NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

keepsie there are 37 miles of river wall, 5,682 feet of bridging, and 3,376 feet of tunneling.

The first Hudson River Railroad depot for passengers in New York was on the corner of Chambers Street and College Place. The passenger cars were hauled by horses to and from Thirtieth Street and Eleventh Avenue, where the company's second passenger station was located, and at which point the locomotives stopped.

In 1866, the Hudson River Railroad Company ordered 6,000 tons of steel rails from England, being sufficient to lay 60 miles of track, and this, it is believed, was the earliest introduction of steel rails in quantity in the United States. Toward the end of the year some of these rails were laid, to replace iron rails, near Manhattanville—the number of crossties being at the same time increased, and fishbars, extending from tie to tie, introduced to secure continuity and smoothness of bearing surface.

### THE HARLEM RAILROAD.

The Harlem Railroad, incorporated in 1831, was not completed until 1852, having consumed twenty years in construction. It was New York city's pioneer railroad, and in its earliest operations had a downtown depot at Tryon Row, opposite City Hall Park, and an uptown station at Twenty-sixth Street and Fourth Avenue. The cars, like those on the Hudson River Road, were drawn between the upper and lower depots by horses. Trains were also made up at the Twenty-sixth Street depot, and, with the locomotive attached, ran down to Fourteenth Street, where they waited for passengers, and when loaded proceeded on their way northward. Cars likewise stood, at certain hours, on a siding, on the Bowery at Broome Street, to receive passengers, and were drawn from there to Fourteenth Street by horses. At an early date—certainly before 1843—regular street cars were run by the Harlem Company on their line south of Twenty-seventh Street, and were probably the first of the kind in the United States. Since the erection of the Grand Central Depot, the street car line has run from the Post Office to Forty-second Street, and the company also operates an extension on Madison Avenue to Eighty-sixth Street. The street car system is excellently equipped and managed, and is locally known as the "Fourth Avenue line."

Subsequent to the consolidation of the ten companies, whose united lines extended from Albany to Buffalo, into the New York Central Railroad Company, in 1853, and prior to the union of the last named with the Hudson

River Railroad Company in 1869, the Central acquired the following roads by absorption, under authority of law, of previously existing leases :

The Rochester & Lake Ontario, in 1855.

The Buffalo & Niagara Falls, in 1855.

The Lewiston, in 1855.

The Saratoga & Hudson River, in 1867.\*

The capital stock of the New York Central Company was issued at par in exchange for that of the lesser companies, under authority of acts of the Legislature.

The Niagara Bridge & Canandaigua Railroad, originally the Canandaigua & Niagara Falls, was incorporated March 1, 1851; opened April 1, 1854, and leased by the New York Central Company September 1, 1858, at six per cent. per annum on \$1,000,000 stock.

The Hudson River Railroad Company leased the Troy & Greenbush road in 1851, for seven per cent. on \$275,000 capital stock. This road was absorbed by the New York Central & Hudson River Railroad Company.

### PRESIDENTS OF THE N. Y. C.—CORNELIUS VANDERBILT.

The first president of the New York Central Railroad Company was Erastus Corning, who was chosen at the meeting of the Board of Directors on the 6th of July, 1853, and continued in office until the Summer of 1864, when he resigned. He was succeeded by Dean Richmond, who held the office until his death, in the Summer of 1866. The report for the fiscal year ending September 30, 1866, was signed by Richard M. Blatchford, Vice-President. In December of that year Henry Keep was elected President. He resigned in the Summer of 1867, and was succeeded by H. Henry Baxter. At the annual election in December, 1867, Cornelius Vanderbilt was elected President. Previous to consolidation with the Hudson River Railroad Company, the office of the New York Central was in Albany.

Cornelius Vanderbilt first became connected with the railroads of New York about 1857, when his name appears among the Directors of the Harlem. Probably no man who ever lived in the United States left a more enduring impression of his individuality upon the greatest interests of the country than he. Turning his attention to steamboating when that business was budding

\* The Saratoga & Hudson River was leased on November 2, 1881, to the New York, West Shore & Buffalo Railroad Company for 47½ years, the rental for the entire period having been commuted at \$400,000.

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# THE VANDERBILT SYSTEM.

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

into life, he devoted his talents and energy to it for twenty years, and established lines on the Hudson and the Sound, until he virtually controlled the local steam commerce of New York city. As a contemporaneous writer phrases it: "His plan was always to build better and faster boats than his competitors, to run them at the lowest paying rates, and thus furnish passengers with the best and cheapest accommodation." The names are yet remembered of thirty-three such boats which he individually had built, and owned and ran in and near New York harbor. When the gold of California was discovered, and the rush of passengers to the Pacific coast commenced, Mr. Vanderbilt determined to establish a line of steamships between New York and San Francisco. The Panama route was monopolized by two powerful corporations, working in unison, but this did not deter him. He procured from the Government of Nicaragua a charter for a ship canal and transit company by way of the San Juan river and Lake Nicaragua; built the steamship *Prometheus*, and on Christmas day, 1850, sailed on her for the Central American Republic. He, and the party accompanying him, spent three weeks in exploring the proposed transit route and satisfying themselves of its practicability. Having done this, he returned to New York, built the little steamboat *Director*, to run on the San Juan river and Lake Nicaragua, towed it to its destination, and personally superintended the task of taking it up over the rapids. This being accomplished, the transit route was opened, and a semi-monthly line to California established in July, 1851. Under Mr. Vanderbilt's management the Nicaragua route became a favorite one, and the price of passage between New York and San Francisco was permanently reduced from \$600 to \$300. He sold the many steamships he had constructed for both the Atlantic and Pacific sides of the line to a transit company in 1853, and not long afterward his connection with it ceased. Next he built the *North Star*, a splendid ocean steamship, and with his family and a party of friends made the tour of Europe, visiting all principal ports from St. Petersburg around to Malta, returning to the United States after an absence of four months, during which he had traveled fifteen thousand miles. In 1855 he established an independent line of steamships between New York and Havre, building new vessels for the purpose, one of which, the *Vanderbilt*, in a contest of speed, made the shortest time across the Atlantic accomplished by any vessel up to that period. In the Spring of 1862, when the National Government was hard pressed by the great Rebellion, Commodore Vanderbilt illustrated the nature of his patriotism by making it a free gift of this vessel, which had cost him \$800,000. For this he received the thanks of Congress.

A man of such indomitable energy, great business experience and vast wealth, entering a field offering the opportunities that the incomplete and unorganized railway system then connecting New York with the North and West afforded, could not fail to infuse into it new vigor. The scene of his previous triumphs had been paralyzed by the casualties and calamities of a great war, and it was only natural that his untiring mind should turn to the stupendous arena where railways were struggling for development. In 1863 Commodore Vanderbilt was elected President of the Harlem Railroad Company, and the following year his son, William H. Vanderbilt, was elected Vice-President. In 1864 the Commodore began the purchase of Hudson River Railroad stock. In May of that year, at the request of John Tobin, President of the company, the Commodore bought 2,500 shares, upon the representation that Mr. Tobin and Mr. Leonard W. Jerome held jointly 37,200 shares out of a total of 50,000 and that it was their intention to put their own Board of Directors into control of the road the following month. Just before the election, which occurred in June, at the suggestion of the Commodore, Mr. Tobin changed the ticket, substituting several members of the New York & Harlem Board for names previously selected. A result of this change was that several of the old board refused to sit with the Harlem directors and sent in their resignations; in this way the Commodore took the place of Francis Skiddy, and thus first officially became connected with the Hudson River Railroad Company.

During this contest for control of the road, the Commodore went so far as to have articles of association filed in the Secretary of State's office at Albany, incorporating the "New York & Albany Railroad Company," "to build a road on the Westside of the Hudson River." But at the next annual election of Hudson River directors, in June, 1865, Mr. Tobin resigned and Mr. Vanderbilt was elected President in his place. At the same time, Mr. William H. Vanderbilt was elected Vice-President. Mr. Vanderbilt was elected President of the New York Central in December, 1867, and then had control of the entire line from New York city to Buffalo.

## EIGHTY PER CENT DIVIDEND.

The celebrated eighty per cent. stock dividend of the New York Central was declared just one year after Commodore Vanderbilt's accession to the Presidency. A meeting of the directors of the company was held at the house

# THE FALL RIVER LINE

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THE name of this Line, and generally the quality and importance of its services as a transportation agency, have become familiar in every part of the country. Since its establishment literally millions of patrons have been carried safely and comfortably by its combined land and water service, and its record is written in the experiences of travelers representing every State and country of the earth. Its peculiar advantages, the luxury of its appointments, the safety of all its appliances, its wonderful record with regard to freedom from accidents and casualties, its great floating hotels, the fascination and attractions of its routes—all these and many other characteristics long since commended it to the public, and it is now many decades since the Fall River Line took place as the foremost transportation enterprise of its kind upon the globe. That this statement is true all experienced travelers will attest; and the novice may at any time establish the fact for himself.

The passenger fleet of steamboats belonging to the Fall River Line (the freight boats form a department by themselves) is comprised of the steamers "Pilgrim," "Bristol," "Providence" and "Old Colony," and during the time that Summer flitting is "on," all these vessels are in commission, and are taxed to their utmost capacity in serving the travel between New York, Newport, Boston and the East, and correspondingly between Boston, the North and East, and New York and the West. The "Pilgrim," from the moment she took place in the Line, has been known as the "Iron Monarch of Long Island Sound," and no one has ever in the least doubted her right to assume, or her ability to justify, this title. Built by the world renowned firm of John Roach & Sons, the length of this enormous craft is 390 feet; width over guards, 88 feet; depth, 18 feet 6 inches; measurement from top of dome to base line, 60 feet. Her normal speed is 20 miles per hour. Her cost was upwards of \$1,000,000. In build she is a ship within a ship, having two iron hulls, so constructed that she has all the real strength of a vessel equaling in thickness of hull the measurement from her inner to the outer shell. Between the two hulls there are 96 watertight compartments, and within the ship seven watertight compartments; and it is simply impossible to sink this steamer through any known form of accident.

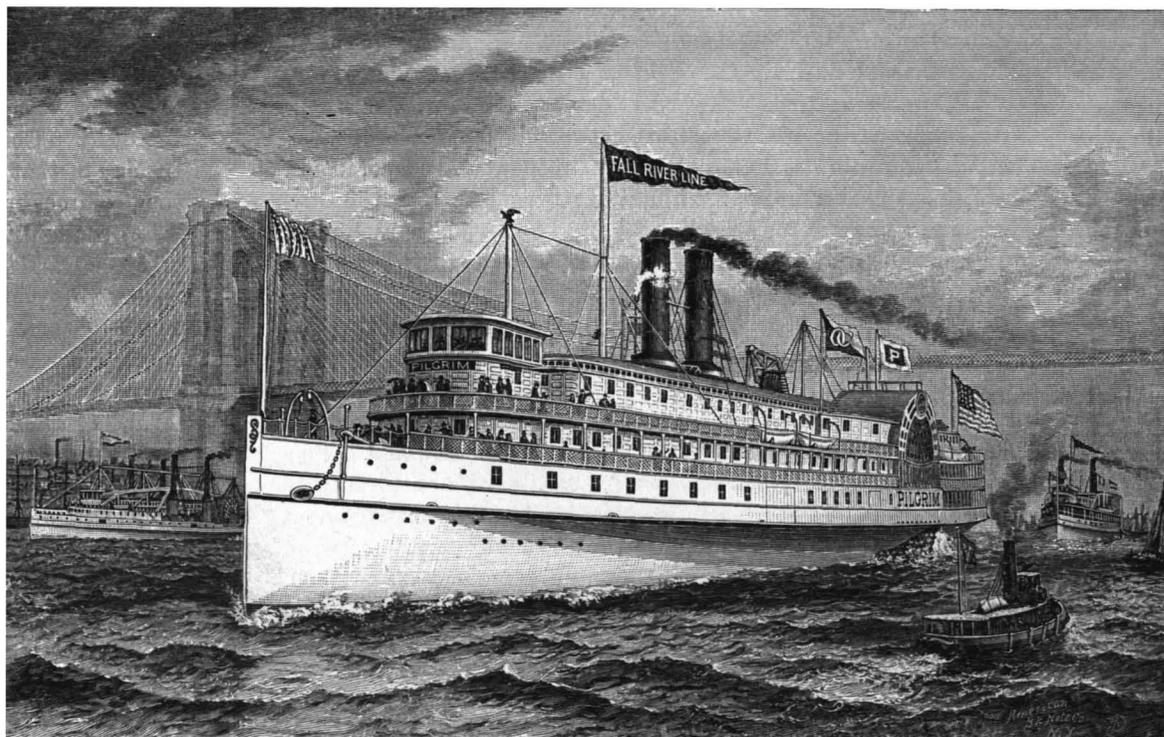
The "Pilgrim" has sleeping accommodations for 1,200 passengers. She is lighted with 1,000 incandescent electric lights, aggregating 12,000 candles. In her construction all known modern improvements have been supplied and utilized, and from any nautical standpoint she is perfect and complete in every department.

The "Bristol" and "Providence," twin boats of an earlier date than the "Pilgrim," and without her iron construction, are yet so nearly of her size that the ordinary eye would never detect that they are a little smaller, while in all essential characteristics of finish, fitting and furnishing the three present no points of difference, excepting occasionally in the color of a decoration or style of ornamentation. Substantially, and for all the purposes for which they are designed, these three steamboats are equally capable, comfortable and safe, nor is there the slightest difference in the manner of their service or its quality. Each has the same number of staterooms, and all the general and particular features found upon one are repeated in the other. Nevertheless the "Pilgrim" is slightly the larger craft, and her peculiar construction renders her the superior of any vessel of her class afloat, from a purely nautical standpoint. The "Old Colony" is a lesser boat in size only, the same general system prevailing on all; in fact, the ship's company and the routine may be transferred from one of these boats to another within a few hours' time, as indeed they often are, and not the slightest change be made in the order of things.

In all matters of management and personal service the same high standards are maintained on these boats. A feature is the finely drilled life saving service, which each boat sustains for itself, and the

men composing which have no other duties to perform. Ensconced in their quarters above the paddle wheel, the men of this service stand over their little boat, ready to jump at the least show of any marine accident. A complete and thoroughly drilled fire brigade is also kept in finest organization and practice, every man in each ship's company having his position and duties in case of fire alarm, and being exercised in port during the days, from time to time, to ensure the most perfect readiness for emergencies.

The ministrations of the Fall River Line have reached a higher pitch of perfection than ever before. To the West and South, as well as to the communities in the immediate neighborhood, so to



speak, of its New York terminus, it stands the portal to all the glorious summering places of Southeastern Massachusetts, as well as to Northern New England and the East. Nantucket, Martha's Vineyard, Cape Cod, Plymouth Rock, the South Shore, Onset, the Old Colony—all these places and sections must be reached by the Old Colony Railroad system, of which the Fall River Line is the principal adjunct and coadjutor. The North Shore, the White Mountains, all the eastern New England coasts, the lake region of Maine, Montreal and Quebec, the splendid Acadian and Nova Scotian sections—these, too, find in the Fall River Line their nearest and best connecting highway and point of introduction. To Newport this Line is the right arm, bringing within its reach all the necessaries of its life. As a means of communication between New York and Boston this Line has no equal, and as a transportation system generally it has no superior on earth. The most rigid examination or testing of these claims will surely result in their entire justification.

# *THE VANDERBILT SYSTEM.*

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

of one of their number on Saturday evening, December 19, 1868, at which the following preamble and resolutions were adopted:

WHEREAS, This company has hitherto expended of its earnings, for the purpose of constructing and equipping the road, and in the purchase of real estate and other property, with a view to the increase of its traffic, moneys equal in amount to eighty per cent. of the capital stock of the company; and

WHEREAS, The stockholders of the company are entitled to evidence of such expenditure, and to reimbursement of the same at some convenient future period; now, therefore,

RESOLVED, That a certificate signed by the President and Treasurer of this company be issued to the stockholders severally, declaring that such stockholder is entitled to eighty per cent. of the amount of the capital stock held by him, payable ratably with the other certificates issued under this resolution, at the option of the company, out of its future earnings, with dividends thereon, at the same rates and times as dividends shall be paid on the shares of the capital stock of the company; and that such certificates may be, at the option of the company, convertible into the stock of the company, whenever the company shall be authorized to increase its capital stock to an amount sufficient for such conversion.

RESOLVED, That such certificates be delivered to the stockholders of the company at the Union Trust Company, in the city of New York, on presentation of their certificates of stock, and that the receipt of the certificates provided for in these resolutions shall be indorsed on the stock certificates.

RESOLVED, That a dividend of four per cent. free of Government tax, is hereby declared payable on February 20, next, upon the stock of this company and also on the certificates of the company this day authorized.

When business closed on Wall street that Saturday afternoon, New York Central stock was selling at 133; it opened the next Monday morning at 155 and sold at 159. The certificates were equal to the stock in every respect, except that they did not have the power to vote, and they amounted to \$23,000,000.

## CONSOLIDATION OF THE NEW YORK CENTRAL AND HUDSON RIVER RAILROADS.

A law was enacted on the 20th of May, 1869, authorizing the consolidation of any railroad company or other corporation organized under the laws of the State, whenever the two or more railroads of the companies or corporations so to be consolidated should form a continuous line of road with each other, or by means of any intervening railroad, bridge or ferry. After the consummation of the act of consolidation, the rights, privileges and franchises of each corporation, and all property, real, personal and mixed, and all debts due on whatever account to either corporation, as well as all stock subscriptions in connection or belonging to either company, should be taken and deemed to be transferred to and invested in such corporation without further act or deed. But it was expressly stipulated that no companies or corporations of the State whose railroads run on parallel or competing lines, should be author-

ized by the act to merge or consolidate. On September 15, of the same year, an agreement of consolidation was made between the New York Central Railroad Company and the Hudson River Railroad Company, the new company to be known as the "The New Central & Hudson River Railroad Company." The term of its existence was fixed at 500 years. Cornelius Vanderbilt was elected President of the new company, and William H. Vanderbilt Vice-President.

The capital stock of the consolidated company was placed at \$45,000,000, of which \$28,795,000 was issued to the holders of the stock of the New York Central on surrender of their stock certificates, share for share, in exchange for the shares of stock of the new company, and \$16,020,800 to the holders, share for share, of the stock of the Hudson River Company. It was also provided that the Board of Directors of the consolidated company might increase the capital stock to an amount sufficient to capitalize at par the interest certificates previously issued by the New York Central, and also the consolidation certificates authorized by the new agreement; but no further issue should be made without first obtaining the consent of two-thirds in amount of all the stockholders of the company.

All bonded and other indebtedness of both the New York Central and the Hudson River companies, and all agreements made by them, including the "debt certificates" issued by the New York Central in pursuance of the consolidation agreement of May 17, 1853, and the "interest certificates" issued by the same company in December, 1868, were assumed by the new corporation. Article VII. of the agreement reads as follows:

For the purpose of equalizing the values of the property of said consolidating companies, and making compensation to the stockholders of said companies respectively, for all differences in such values, the parties hereto do further agree that there shall be issued to the stockholders of the said companies certificates to be called consolidation certificates, and which shall provide that the same shall be paid ratably at the pleasure of the company out of its future earnings, and that until the same be fully paid off and redeemed, dividends upon the amount thereof shall be paid at the same rates and times as dividends shall be paid upon the shares of the capital stock.

Such consolidation certificates shall be issued for such purpose of equalization as follows, viz:

FIRST. To the stockholders of the New York Central Railroad Company there shall be issued consolidation certificates for twenty-seven per cent., or twenty-seven dollars on each one hundred dollars of the capital stock of said company.

SECOND. To the stockholders of the Hudson River Railroad Company there shall be issued consolidation certificates for eighty-five per cent., or eighty-five dollars on each one hundred dollars of the capital stock of said company.

It was further agreed that the consolidated company might, at its option, at any time convert the amount of consolidation certificates issued in pursuance

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# *THE VANDERBILT SYSTEM.*

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

of the preceding article, into capital stock at par ; and also that the company might invest its surplus moneys in such certificates by purchase in the market. The interest certificates issued in December, 1868, might also, by the terms of the agreement, be converted into certificates of the same tenor and effect as the consolidation certificates, and the consolidation certificates thus issued might in turn, at the option of the new company, be convertible into capital stock at par.

The United States Assessor for the Albany District claimed that the company should pay a revenue tax on the scrip dividend declared in 1868, and, as the company did not make returns to him for that purpose, on March 3, 1870, it was assessed five per cent. on the amount of the dividend, or \$1,152,000. This assessment was bitterly fought in the courts, and led to a lengthy contest between the company and the Government. The company claimed that the eighty per cent. certificate was not a scrip dividend within the intention of that provision of the law which levied a tax upon dividends, and that it had paid a tax upon the dividends which had been declared on the certificates from the time they were issued, the same as upon the old stock ; and further that the certificates merely represented the earnings of the company which accrued prior to the passage of the Internal Revenue law. The first decision was rendered by Judge Wallace, in July, 1874, and was in favor of the company, which had paid a part of the original amount levied, under protest, and then brought suit to recover. The case was carried to the United States Supreme Court, and there decided against the company in April, 1875, and remanded for a new trial. Judge Wallace again gave a decision in favor of the company, in September, 1878. The United States Supreme Court once more reviewed the case, and rendered a decision in November, 1882, sustaining the court below.

## RAILROADS ACQUIRED.

Since consolidation, the New York Central & Hudson River Railroad Company has acquired the following lines :

The New York & Harlem, by lease, in 1873. This lease was for the term of 400 years, and will expire in the year 2274. It covers that portion of the Harlem road extending from Forty-second Street in the city of New York, to Chatham, in the State of New York, a distance of 127 miles, and provides for an annual rental of interest on the funded debt, and 8 per cent. per annum on the capital stock of the Harlem Company.

The New York & Mahopac Railroad, seven miles long, which was leased by the Harlem Company in 1872, was transferred to the New York Central & Hudson River by the lease of the Harlem.

The Spuyten Duyvil & Port Morris, by lease in 1871. This road was built to connect the Harlem with the Hudson River Railroad, is six miles long, and the annual rental is 8 per cent. on its cost of \$989,000. The lease expires in 1970.

The Dunkirk, Allegheny Valley & Pittsburg, by lease in 1873. The lease is for 400 years and the annual rental is 7 per cent. on \$2,900,000 of bonds, and 3 per cent. on \$650,000 capital stock.

The Syracuse Junction Railroad was built by the New York Central & Hudson River to take the two freight tracks of the four track system around the city of Syracuse, and was absorbed into the company by authority of law.

The Junction Railroad, at Buffalo, was built by the New York Central & Hudson River to connect its main lines between East Buffalo and North Buffalo. It was absorbed the same as the Syracuse Junction.

The Geneva & Lyons Railroad was built by the New York Central & Hudson River to connect Geneva, on the Auburn Branch, with Syracuse, on the main line, a distance of 14 miles. It will in time be absorbed by the New York Central & Hudson River as others mentioned have been.

The Troy Union Railroad is a line used jointly by lines terminating at the city of Troy, and runs into a union passenger depot. The line was chartered in 1851, and is owned, one-half by the New York Central & Hudson River, one-fourth by the Troy & Boston, and one-fourth by the Rensselaer & Saratoga. Each company pays its proportion of maintenance and operating expenses.

It is worthy of note, as a peculiar historical fact, that the New York Central & Hudson River Railroad Company—controlling the most important trunk line system in the United States, and having in operation a route uniting, under favorable conditions, all the principal cities in the State of New York—never, as a corporation, built a road of any magnitude. Every other great system is the result of original building, and most of them have passed through various stages of depression, often marked by financial complications which left traces of loss or bankruptcy to mar their annals. But the Central and Hudson River, as a corporation, had no such experience. It is the result of a judicious policy of combination, by which weak and disconnected links were welded into one harmonious chain. In effecting this, no interest was sacrificed, no individual was wronged, no property was oblit-

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# THE VANDERBILT SYSTEM.

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

erated. The good the smaller roads were designed to accomplish was augmented by the greater facilities afforded by the combination into which they were merged ; and in this way the communities, the commonwealth, and the country were benefited by consolidation. For the accomplishment of these grand results the credit is justly due to the comprehensive genius and indomitable energy of Commodore Vanderbilt.

## COMPETITION AND RATES.

The company has, from its central position, its direct western connections, and its great financial strength, always occupied a conspicuous place in the adjustment of rates and the arrangement of business among competing trunk lines. In all contests arising among these lines it has been noted for its fairness, and in all agreements entered into between them it has maintained a position of unbroken faith. Although possessing advantages over most of its competitors for through traffic, it has yielded to many demands savoring of unreasonableness, rather than precipitate the transportation business of the country into confusion. But it has never consented to any arrangement that gave a rival city advantages over New York ; and in all contests it has announced a fixed determination to protect the business interests of the great metropolis, where it alone, of all railroads competing for traffic, has invested millions in permanent improvements. A few quotations from the records will serve to substantiate the correctness of these allegations.

After several wars of rates among the trunk line railroads, of more or less intensity and duration, they entered into an agreement on March 2, 1876, in regard to east bound traffic, from which agreement the New York Central & Hudson River withdrew on account of bad faith on the part of some of its competitors. This led to a correspondence in which William H. Vanderbilt, then Vice-President, used the following language in a letter to the Presidents of the Pennsylvania and of the Erie Railroads :

" On March 2, 1876, we entered into an agreement with the Baltimore & Ohio, and other roads which you represent, in regard to East bound traffic, and hoped and believed that we had satisfactorily settled the differences of the western roads and equitably distributed the business of the country over the great routes to the seaboard. It was in this spirit and to accomplish these results that the agreement was entered into. It is well known, however, that it has not been carried out, and one of the contracting parties did not issue the notices to its agents requiring them to comply with its provisions until about a month after it was signed. This company protested through its Vice-President against this injustice and bad faith.

" An almost total loss of business followed, and we were financially compelled to give notice of a withdrawal from an agreement which had been faithfully kept up by us and constantly violated by others. This action does not necessarily affect any other arrangements which are and have been in force between the parties, and we should greatly deplore any actions of the other companies which would bring upon the railroad interests controversies prejudicial to their stockholders. Our withdrawal from the agreement of March 2 simply places the western roads on east bound business in the same position we are on west bound, and we refuse to exact from them any longer compliance with our dictation.

" We cannot for a moment admit that this action on our part endangers the railroad interests of the country, and if, from a spirit of vindictiveness for what we have done, our competitors throw the transportation business of the country into disorder by a general reduction of rates, the responsibility must rest entirely with them.

" The special case of the Grand Trunk referred to in your communication is only one and by no means the most important branch of this subject, and, if chaos is to follow our declination to allow a difference of ten per cent. on the east bound business, as suggested by your letter, the cause would seem hardly sufficient to justify such a result."

The agreement having been broken, a serious conflict followed, in which all the trunk lines became involved, and continued for nearly two years. Much public discussion of the subject followed, and the Chamber of Commerce of New York, as well as other business organizations, passed resolutions commenting on the attitude assumed by the various railroad companies. A series of such resolutions were transmitted in 1878, by the Secretary of the Chamber of Commerce to William H. Vanderbilt, then President of the New York Central & Hudson River Railroad Company, to which he replied as follows :

" I am in receipt of the resolutions of the Chamber of Commerce adopted on the 4th of April. There is a grave error in the assumed facts upon which the resolutions are based. The New York Central & Hudson River Railroad Company has not entered into any combination to discriminate against New York or its merchants in freight charges in favor of any other port. On the contrary this company has endeavored in years past to do away with the differences which have heretofore existed, and, in concert with the Erie Railway, succeeded after a long and desperate struggle in abolishing about a year ago these discriminations. This result placed the New York shipper upon an equal footing and gave to him the same advantages as were enjoyed by the merchants of any rival city ; certainly no more could be reasonably asked.

" To require the New York roads to carry freights to and from the West at a rate which would disregard the excess of cost of transportation from Philadelphia and Baltimore to and from foreign ports would give to the New York merchants such advantages as would destroy the commerce of those cities. Their roads would not submit to this, nor would those cities permit them to, until they had been exhausted in the struggle to maintain a fair equilibrium.

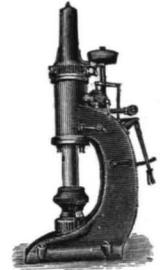
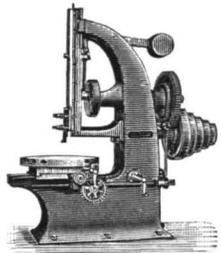
" The New York roads have put this city on an equality with the most favored rival ; to this position they are thoroughly committed, and they will stand by it under all circumstances. The rest remains with its merchants. So long as their opportunities are as favorable as those of any other port they can compete successfully with all comers. They do not need—nor ought they to ask their railroads—to precipitate a war of extermination on behalf of a principle which is opposed to all established rules of trade. Such a contest would permanently injure the roads, derange all business during its continuance, and result in no good in the end."

\*—ESTABLISHED 1848.—\*

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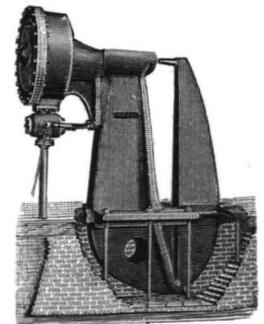
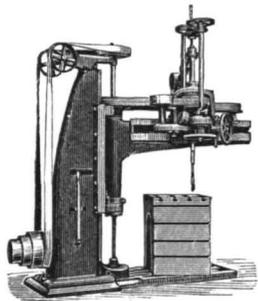
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# THE VANDERBILT SYSTEM.

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

## WEST SHORE RAILROAD.

The next acquisition made by the New York Central & Hudson River Railroad Company was the West Shore Railroad, and this result was of such magnitude, and accomplished after a series of events so important, as to justify some details of statement. The New York, West Shore & Buffalo Railroad Company was formed on the 14th of June, 1881, and was made up by a consolidation of several New York and New Jersey corporations, for the avowed purpose of building a parallel and competing road to the New York Central & Hudson River line between New York City and Buffalo. The capital stock of the company was fixed at \$40,000,000, and when it opened its line for through business, on the first of January, 1884, it had all that capital issued, and a bonded debt outstanding of \$50,000,000 first mortgage and \$20,000,000 income bonds. From its opening the line failed to pay expenses, and the official report for the year ending September 30, 1885, shows that the road and equipment had cost \$101,552,487; that its gross earnings were \$3,493,416, and its operating expenses, including taxes, were \$4,531,096. The deficit for 1885 was \$1,488,948; for 1884 it had been \$3,714,883; and the total deficit up to the date of the report was \$7,707,890. In 1884, default being made in the payment of interest, on application of the United States Trust Company, trustees of the first mortgage, receivers were appointed, and on November 24, 1885, the property was sold under foreclosure, and purchased by a committee of the bondholders for \$22,000,000. The sale was confirmed December 5, 1885, and the property transferred to the purchasers, who on that day filed articles of incorporation under the title of the "West Shore Railroad Company," with a capital stock of \$10,000,000 and a funded debt of \$50,000,000 first mortgage 475 year bonds, dated January 1, 1886, bearing four per cent. interest, payable January and July at the office of the New York Central & Hudson River Railroad Company. On the same day an agreement was entered into for the lease of the entire property, rights and franchises of the company to the New York Central & Hudson River Railroad Company for 475 years from January 1, 1886, with the privilege of a further term of five hundred years, the rental being the interest on the \$50,000,000 of bonds. The old mortgage bonds of the New York, West Shore & Buffalo Railroad Company were retired by exchange for \$25,000,000 of the new West Shore guaranteed bonds, at the rate of \$2,000 of the old for \$1,000 of the new, and the remaining \$25,000,000 were applied to the expenses of reorganization; the retirement of receivers' certificates and other

liens prior to the old first mortgage; the settlement with the North River Construction Company; the purchase of rolling stock previously covered by car trusts, and the acquirement of the terminal property at Weehawken. The stock was surrendered to the lessee as a consideration for the lease and guarantee.

Thus, after a struggle covering only four years, the New York Central & Hudson River Railroad Company completely absorbed, at less than half its cost, an intended rival which had paralleled its entire main line from New York to Buffalo. The new road met no existing requirement of travel or traffic. Its creation was a wild scheme of financiering, which, in its ending, brought loss to thousands. The great company, that in self defense, acquired it when it had become bankrupt in the hands of its builders, obtained a well constructed and equipped line which is now, by judicious management, more than self sustaining, and must in time, as population and trade increase, become of essential value as an auxiliary to its through system.

With the acquisition of the West Shore, the New York Central & Hudson River Railroad Company has three distinct roads between New York city and Albany. It is singular that, where no road was deemed necessary a little more than forty years ago—the river being considered sufficient for all purposes—triple lines are now in full operation. These lines give the company five complete tracks between the capital and the metropolis, and it is safe to say that no portion of America can rival the scenic attractions and memorable associations that cluster along the hundred and fifty miles traversed by the Hudson River, the Harlem and the West Shore lines. The name of almost every station upon them is historic, and the very atmosphere along them is redolent of romance. Here the most protracted portion of the struggle for American Independence took place; here Arnold planned his treason and Andre suffered its penalty; here Washington, Putnam and Wayne met the British enemy in many contests; here the worst specimens of Tory freebooters roamed, leaving legends of their bloody work in every hamlet; here the first boat successfully propelled by steam skimmed the bosom of the Hudson; here is the military school which formed the great leaders of the mightiest civil contest of modern times; and here were created the undying legends of Irving and the ever melodious songs of Morris.

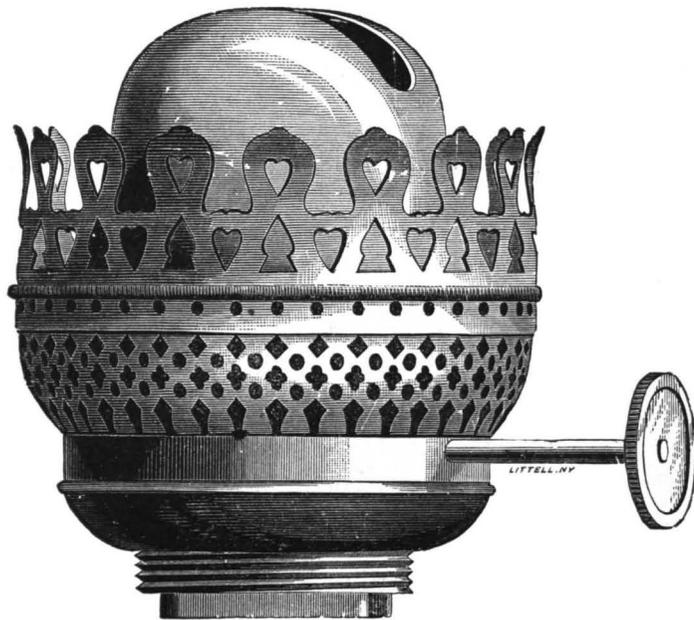
WILLIAM H. VANDERBILT.

William H. Vanderbilt succeeded to the Presidency of the New York Central & Hudson River Railroad Company on the death of his father, which

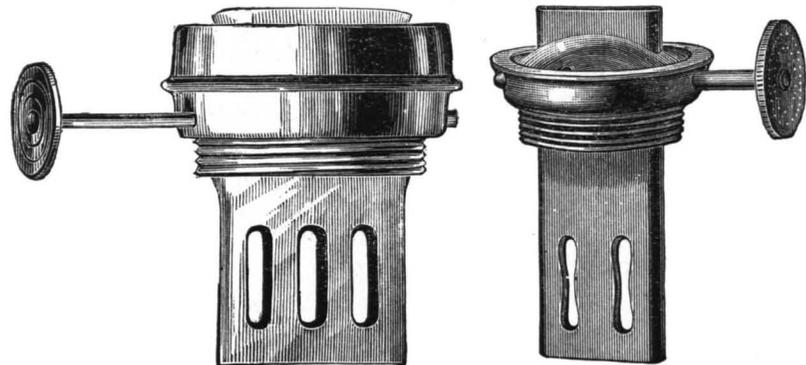
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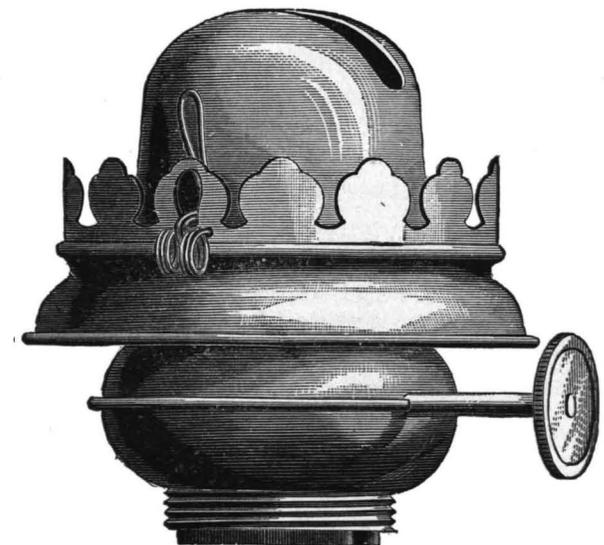
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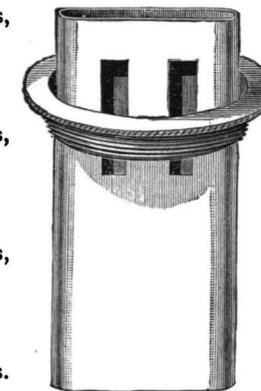
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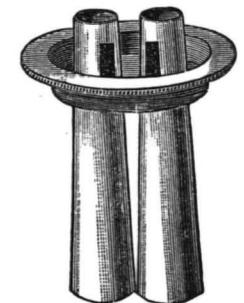
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# THE VANDERBILT SYSTEM.

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

occurred January 4, 1877, and, by inheritance, he retained control of the majority of the stock of the company. On November 26, 1879, he closed a contract with a syndicate of United States and English bankers for the sale of 250,000 shares of the capital stock of the New York Central & Hudson River Railroad Company, the price to be paid being \$120 per share. The first installment of 150,000 shares was taken at once, and the second of 100,000 shares was taken in January, 1880. The shares were absorbed so rapidly by the public that in the spring of 1880 the syndicate offered to buy 100,000 shares more from Mr. Vanderbilt, and on the first of March he accepted the proposition. For this 100,000 shares he received \$132 per share. After this great sale of stock had been effected—the largest, probably, ever made by a single individual—Mr. Vanderbilt explained the reasons which induced him to part with such an interest in the corporation so closely identified with the history of his family. He said:

“A public sentiment has been growing up opposed to the control of such a great property by a single man or a single family. It says, we rule by might. We certainly have controlled this property by right. But no matter, this public feeling exists. We are charged with controlling legislators; with using our power in a manner injurious to the interests of this great city, as if it were not absurd to suppose that we could hope to better ourselves by working against New York merchants.

“Another object: There was an antagonistic railway interest, which was seeking alliances in other directions. I believed it would be better to harmonize this interest with the New York Central, and all thus work in the interest of the city of New York. It can no longer be said that I am the owner of New York Central. I have disposed of less than half my interest, but it now rests with the stockholders to say who shall be at the head of the management of their affairs. There is a great public outcry against one-man power. But, in reality, it is the only efficient power in great affairs, like the management of a great newspaper or a great railroad, provided, of course, that you have the right kind of a man to wield the one-man power. If you haven't the man, it is all wrong. When I owned a controlling interest in the road I could serve the interest of the other stockholders even better than I can now, for in doing most for them I did most for myself.

“I am glad to be relieved personally of the responsibility of the means employed to protect such a great property as the New York Central. People have called me grasping, when to protect the New York Central, which was principally my property, I had to obtain control of lines of railroad connect-

ing the New York Central with the West, such as the Lake Shore & Michigan Southern, the Canada Southern and the Michigan Central. It was necessary for me to make these roads a part of the New York Central system, to prevent their passing under the control of a railway combination which would have used them in a way prejudicial to the New York Central's best interests. It was a choice between continuing the competition for western connections and making its members my friends. I thought it wise to do the latter. A number of gentlemen interested in the combination have now come into the New York Central Company. The two systems will now work together harmoniously, and strengthen one another.

“I think it will be better for the Central to have the stock more widely distributed; and, as for myself, I had to yield to public sentiment. There is no use attempting to resist growing public opinion. It is very easy for a few persons, who have private ends to serve, to start a feeling or a public prejudice by a skillful use of circulars, newspaper items, meetings and committees. They have used my principal ownership of New York Central as a starting point for a cry against the propriety of so much property being controlled by one man. I have distributed the power I held, and let us see if they will be better satisfied. I believe that, under the circumstances, I have done right, and that the public will say that I have acted wisely.”

Although Mr. Vanderbilt had thus disposed of more than a third of the shares of the company, and thereby widely distributed the controlling power he formerly held, neither his position in the corporation, nor that of his family, was in the slightest degree affected by the transaction. No opposition evinced itself to the control of the great corporation remaining in the hands of those who were mainly instrumental in creating it, and who had, for nearly a score of years, guarded its interests with such marked fidelity and prudence. Mr. Vanderbilt continued in official position until May 5, 1853, when he voluntarily resigned the Presidency. For a year previous he had gradually relinquished much of the onerous routine work with which he had been so long burthened, turning it over to the faithful assistants whom he knew so well and trusted so implicitly, and when he formally resigned, a new system of management was inaugurated, patterned after that in use in England: the president being the practical manager, while the responsibilities and duties of the directors were largely increased. The office of Chairman of the Board of Directors was created, the occupant not to be charged with the routine business of the road, but, in connection with the directors and committees, to shape the general financial and other policies of the company. Under this

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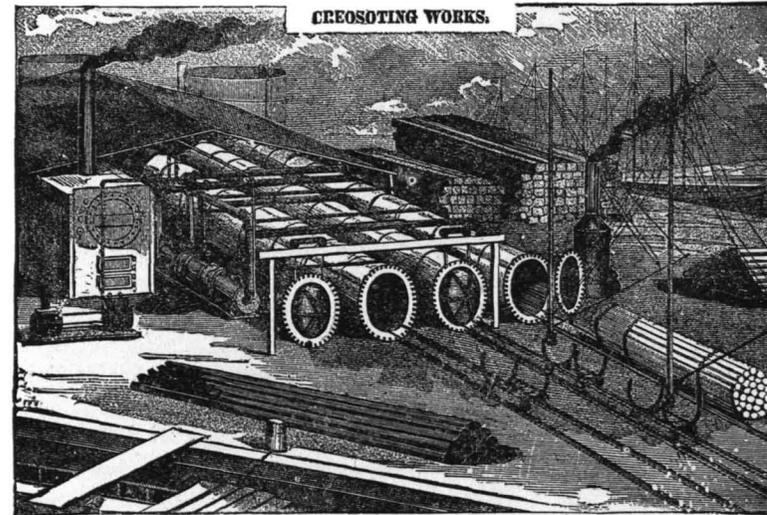
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# *THE VANDERBILT SYSTEM.*

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

arrangement, Cornelius Vanderbilt was elected Chairman of the Board, and James H. Rutter President of the Company. In announcing his retirement, Mr. Vanderbilt used the following language :

"The companies of which I have had the honor to be President for many years past, are now about to elect new officers for the ensuing year. The meetings of all of them have been called at this office at this time to thank you as directors and officers, and also the shareholders of the several companies, for the confidence they have always reposed in me as their President. It is my belief that these corporations are all in sound condition, and that all the prominent positions in them are filled by gentlemen who understand their duties and who will discharge them to the satisfaction of the stockholders. This fact has had great influence with me in determining the course of action which I have, after due deliberation, decided upon.

"In my judgment the time has arrived when I owe it as a duty to myself, to the corporations, and to those upon whom the chief management will devolve, to retire from the Presidency. In declining the honor of a re-election I do not mean to sever my relations or abate the interest I have heretofore taken in these corporations. I also wish to express my sincere thanks to all the employés of the different companies for the assistance and co-operation they have rendered me in the performance of my duties. It is very gratifying to recall the steady and healthful growth of these companies, and their present stability and strength. The system of which they form a part is now operating in such a manner as to render the most satisfactory service to the public and the best returns to the stockholders. Covering the territory between New York and the West, on both the South and North sides of the lakes, it holds, and will continue to hold, a first class relation to the Trunk Line traffic of the country.

"It is my purpose and aim that these several corporations shall remain upon such a basis for their harmonious working with each other, and for the efficient management of each, as will secure for the system both permanency and prosperity."

It is but just to William H. Vanderbilt to say that in his career as manager of great and complicated railway interests, extending over a very important period of transportation history, he displayed every qualification requisite to fit him for the exalted positions he occupied. Just in his judgments, prompt in his decisions, courteous in his demeanor, honest as the sun in his dealings, zealous in the performance of every duty, he became famous on two continents as a leader in financial and business enterprises. His personal integrity was never questioned, and his private life was as unpretentious as his charities were extensive. Many instances might be cited, were this a proper place for personal reminiscences, proving the unselfish grandeur of his nature, and the profound human sympathies that animated him in dealing with the unfortunate. In every emergency he rose to its full demands, and the estimate placed upon him by his contemporaries grew with their knowledge of the man.

Mr. Rutter continued in office until his death, on the 12th of June, 1885. He had been connected with the great corporation, in various capacities, for many years, and was thoroughly familiar with all its interests. Chauncey

M. Depew was chosen to succeed him, and the choice met with general and marked approval. Like his predecessor, Mr. Depew had long been officially connected with the company, and his name was familiar, in all portions of the Union, as a brilliant representative of the great railway system and an able champion of its rights. Since his accession to the Presidency he has devoted himself to the welfare of the corporation with a zeal that has been productive of the best results; and it is speaking entirely within bounds to say that he has proven himself a worthy successor of the able and brilliant line of executives who have presided over the New York Central & Hudson River Railroad Company.

As Chairman of the Board, Cornelius Vanderbilt has charge of the financial policy of the great corporation which his grandfather created and his father perpetuated. Trained in the service of the company from his youth, he has displayed not only a marked capacity for railway management, in its more comprehensive sense, but the most liberal philanthropy for its employés of every grade. While his official life is retiring, and his control stamped with the seal of conservatism, he thoroughly appreciates the power and importance of the great transportation system he so largely influences; and his desire is to see it not only maintain the position it has so long held, but steadily advance to absolute perfection. Mr. Vanderbilt is Chairman of the Committee of Management of the Railroad Branch of the Young Men's Christian Association, and takes an active personal interest in the workings and welfare of the Associations connected with the New York Central & Hudson River Railroad, of which there are four in New York city—all in a flourishing condition, and all liberally assisted by the corporation. Recently Mr. Vanderbilt proposed to the company that, if they would donate a valuable piece of ground on Madison Avenue, adjacent to the Grand Central Depot, for the purpose, he would, at his own cost, erect thereon and furnish complete, a commodious and substantial building for the free use, comfort, and benefit of the employés of the corporation. It is needless to say that the proposition was accepted, and during this season the edifice will probably be completed.

William K. Vanderbilt is the second Director of the New York Central & Hudson River Railroad Company, and participates actively in its management. Like his brothers, he was trained in the details of railway business under his father and grandfather, and at an early age developed traits which have made him a conspicuous and influential figure in the great railway system bearing the Vanderbilt name. He is at the head of some of the most

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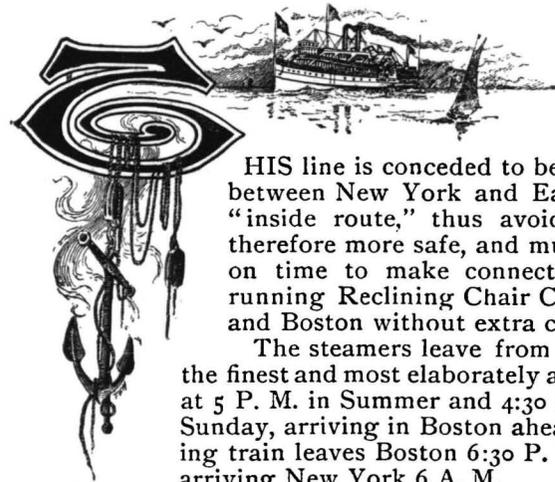
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GRAND STAIRWAY.

# THE VANDERBILT SYSTEM

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

important railways included in the system, and participates actively in the management of all.

Frederick W. Vanderbilt is also a Director of the company, and is prominent in the direction and control of several important auxiliary lines, devoting to all the characteristic energy and ability which have made the family the most conspicuous in America, connected with transportation enterprises.

## ROUTE AND CONNECTIONS.

The main line of the New York Central & Hudson River Railroad extends from New York city to Buffalo, 442 miles, traversing the eastern and middle portions of the Empire State from the Atlantic Ocean to Lake Erie. It is the only railroad, terminating at the harbor of New York, which reaches the Great Lakes over the territory of a single State, and it is the only one having depots on Manhattan Island, or whose rails reach the waters of Long Island Sound.

So much has already been said about the peculiarities of the Hudson River Division, that to detail them here would be superfluous. Leaving the Grand Central Depot, in the center of the city of New York, it passes over the most perfect urban tracks in America, crosses the Harlem River on an iron bridge, follows that stream and Spuyten Duyvil Creek, which forms the northern boundary of Manhattan Island, until it reaches the Hudson, where it joins the original tracks, extending along the river's bank to the heart of the business portion of the city, now used for freight trains and for local passenger travel south of Spuyten Duyvil. Having escaped from the boundaries of the metropolis at Yonkers, it hugs closely the eastern shore of the American Rhine—through tunnels piercing mountain after mountain and over bridges spanning numerous streams—past cities, towns and villages, many of them celebrated over more than one continent—never practically deviating from the dead level of tide flow along its margin, until it crosses the mighty river and enters the capital of the State, 142 miles from its point of departure. In addition to a double track throughout, the Hudson River Division has about 20 miles of third track and 76 miles of sidings. Having the river as an unbridged barrier all the way, the railroad has no immediate westerly connections. Ferry connections are made at Tarrytown to Nyack; at Garrison's to West Point; at Dutchess and Columbia Junction and at Fishkill to Newburg; at Rhinebeck to Kingston, and to the Ulster

and Delaware Railroad through the Catskills; and at Catskill to the Catskill Railroad. Railroad connections are made at Dutchess and Columbia Junction with the Newburg, Dutchess & Connecticut Railroad; at Poughkeepsie, with the Poughkeepsie, Hartford & Boston Railroad; at Rhinebeck, with the Rhinebeck & Connecticut Western Railroad; at Hudson, with the Hudson and Chatham Branch of the Boston & Albany Railroad; at Albany, with the Boston & Albany Railroad; and at Troy, six miles above Albany, with the Troy & Boston and the Hoosac Tunnel Routes into Massachusetts. Connections are also made at Troy with lines to Montreal and all points on the St. Lawrence river and in Canada; to Saratoga; to the Adirondacks; and, through Vermont and New Hampshire, to the White Mountains.

At Albany the line turns almost due West, and follows the natural route of communication between the Hudson and Lake Erie. The only heavy grade, and that insignificant when compared with those on other trunk lines, occurs between Albany and Schenectady, where the Mohawk & Hudson found it necessary to commence operations with inclined planes, but this is soon overcome, and the valley of the Mohawk is reached at Schenectady. This beautiful river is followed for 92 miles to near Rome, and there it is deserted for the waters of Oneida Lake, and at Syracuse, 38 miles further, Onondaga Lake is touched. Both of these lakes are drained into Lake Ontario by the Oswego River. Skirting the Seneca River and its tributaries, which drain Seneca, Cayuga, Owasco, and Skaneateles Lakes into the Oswego River, the line reaches Rochester, on the Genesee River, near Lake Ontario, 81 miles from Syracuse. The mountain range, which bars the continent from near the Canadian border down to the waters of the Gulf of Mexico, and which is such a serious barrier to every other line of railroad connecting the Atlantic seaboard with the Mississippi Valley, is imperceptibly passed at Little Falls station, midway between Albany and Syracuse, where the Mohawk flows through a natural break in the chain. From Rochester the main line runs direct to Buffalo, 90 miles distant, while a second line runs, by way of Lockport, to Niagara Falls and Suspension Bridge, connecting there with the Canada railroads, and thence to Buffalo. Between Albany and Buffalo there are four tracks on the main line, and most of the branches have double tracks. At Buffalo the New York Central & Hudson River Railroad unites with the Lake Shore & Michigan Southern, the central link in the VANDERBILT SYSTEM,—which runs through Pennsylvania, Ohio and Indiana, with branches penetrating all portions of central and southern Michigan, to Chicago, Illinois. At Cleveland, the Lake Shore line connects with the Cleveland,

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# *THE VANDERBILT SYSTEM.*

## *NEW YORK CENTRAL & HUDSON RIVER RAILROAD.*

Columbus, Cincinnati & Indianapolis Railway, the Indianapolis & St. Louis Railway, and the Dayton & Union Railroad, which, united under the popular title of the "Bee Line," form the southwestern extension of the VANDERBILT SYSTEM, reaching all the cities named, and, by connections, every portion of the Mississippi Valley. At Dunkirk, the Dunkirk, Alleghany Valley & Pittsburg Railroad, one of the lines leased by the New York Central & Hudson River Railroad Company, connects with the Lake Shore.

Connection is also made at Buffalo with the Canada Southern and Michigan Central Railroads—another link in the VANDERBILT SYSTEM, which traverses the Dominion of Canada for 226 miles; crosses into the State of Michigan at Detroit; extends northward to the straits of Mackinac which unite Lakes Huron and Michigan; throws out branches to Toledo, in Indiana, and to most of the important towns in Michigan, and continues on to Chicago and Joliet, in Illinois.

Minor branch lines of the New York Central & Hudson River Railroad Company are intersected between Albany and Buffalo as follows: Geneva to Lyons, connecting the Auburn and the main line; Rochester to Charlotte, on Lake Ontario; Rochester to Buffalo, *via* Batavia; Rochester to Canandaigua, connecting with the Northern Central Railroad of the Pennsylvania System; Batavia to Attica; Lockport to Tonawanda; and Suspension Bridge to Lewiston, a port on Lake Ontario.

The Harlem Division follows closely the eastern boundary of the State, skirting Connecticut and Massachusetts, and traverses a picturesque country closely dotted with towns and villages. At Brewsters, 52 miles from New

York, it connects with the New York & New England Railroad; at Miller-ton, 92 miles, with the Hartford & Connecticut Western, and at Chatham, 127 miles, with the Boston & Albany, and with the New York, Rutland & Montreal. Here the Harlem Railroad terminates, and Albany, 24 miles distant, is reached over the Boston & Albany. Branch lines run from Boston Corners, 99 miles from New York, to Poughkeepsie and to Rhinebeck. Across the Hudson from the last named is Kingston, the terminus of the Ulster & Delaware Railroad, penetrating the wilds of the Catskill Mountains. Branch lines also run from Katonah, 42 miles, to Lake Mahopac, and from Chatham to Lebanon Springs.

The West Shore line starts from Weehawken, on the New Jersey bank of the Hudson. Its depot is reached by ferries from Jay street and from Forty-second street, in the city of New York. Connection is formed, on the New Jersey side, with the Pennsylvania and the Central Railroad of New Jersey. The West Shore connects at Cornwall, 52 miles from Weehawken, with the New York, Ontario & Western Railroad; at Newburg, 56 miles, with the New York, Lake Erie & Western, and the Newburg, Dutchess & Connecticut Railroads; at Kingston, 88 miles, with the Ulster & Delaware, and the Walkill Valley Railroads; at Catskill, 110 miles, with the Catskill Mountain Railroad; and reaches Albany in a distance of 141 miles from its initial point. It passes by tunnel under the United States Military Academy of West Point, and its track is cut out of the solid rocks overhanging the Hudson between that station and Cornwall. From Albany to Buffalo the West Shore parallels the New York Central Railroad.



FREEDOM IN OCCUPATION, TRAVELING, AND CHOICE OF RESIDENCE,

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ASSETS, January 1st, 1887, . . . . \$75,510,472 76	OUTSTANDING ASSURANCE, . . . . \$411,779,098 00
LIABILITIES, (4 per cent. basis,) . . . . <u>59,154,597 00</u>	NEW ASSURANCE, 1886, . . . . 111,540,203 00
SURPLUS, (4 per cent. basis,) . . . . <u>16,355,875 76</u>	TOTAL INCOME, 1886, . . . . 19,873,733 19
Surplus, 4½ per cent. basis, \$20,495,175.76.	PREMIUM INCOME, 1886, . . . . 16,272,154 62
The Surplus, on every basis of valuation, is larger than that of any other Life Assurance company in the world.	Increase of Premium Income, . . . . \$2,810,475 40
IMPROVEMENT DURING 1886,	Increase of Surplus, (Four per cent. basis,) . . . . 2,493,636 63
	Increase of Assets, . . . . 8,957,085 26

ALL POLICIES ARE INDISPUTABLE AFTER TWO YEARS.

# THE VANDERBILT SYSTEM.

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

## TABULAR STATEMENT

SHOWING

MILEAGE, CAPITAL, BONDED DEBT, EARNINGS,  
EXPENSES AND DIVIDENDS.

### NEW YORK CENTRAL R. R. CO.

Year ending Sept. 30.	Miles operated.	Capital Stock.	Funded Debt.	EARNINGS.			Operating Expenses.	Dividend.
				Passenger.	Freight.	Total.		
1854.....	562½	\$23,085,600	\$11,047,121	\$3,151,513	\$2,470,820	\$5,918,334	\$3,088,041	8%
1855.....	555	24,154,860	14,462,742	3,242,229	3,189,602	6,563,581	3,401,455	8%
1856.....	555	24,136,660	14,763,897	3,207,378	4,328,041	7,707,348	4,097,867	8%
1857.....	555	24,136,660	14,607,510	3,147,636	4,559,275	8,027,251	4,453,515	8%
1858.....	555	24,182,400	14,402,634	2,532,646	3,700,270	6,528,412	3,487,292	8%
1859.....	555	24,000,000	14,333,771	2,566,369	3,337,148	6,200,848	3,349,429	7%
1860.....	555	24,000,000	14,332,523	2,569,265	4,095,933	6,957,241	4,278,840	6%
1861.....	555	24,000,000	14,613,205	2,315,932	4,664,448	7,309,042	4,647,979	6%
1862.....	555	24,000,000	14,279,593	2,389,724	6,607,330	9,356,827	5,607,750	6%
1863.....	555	24,209,000	13,779,648	2,930,341	7,498,508	10,897,631	6,842,632	7%
1864.....	555	24,386,000	13,211,341	3,923,151	8,543,370	12,997,889	9,346,184	9%
1865.....	555	24,591,000	14,627,442	4,521,454	8,776,027	13,975,524	10,882,358	6%
1866.....	555	24,801,000	14,095,804	4,360,248	9,671,919	14,596,785	11,013,441	6%
1867.....	593	28,537,000	12,069,820	4,032,023	9,151,750	13,979,514	10,653,692	6%
1868.....	593	28,730,000	11,458,904	4,063,791	9,491,427	14,381,303	9,238,162	7%
1869.....	593	28,795,000	11,398,425	4,228,470	10,457,581	15,586,616	9,055,485	8%

### NEW YORK CENTRAL & HUDSON R. R. CO.

1870.....	740	\$45,000,000	\$13,681,807	\$6,738,592	\$14,327,418	\$22,201,521	\$14,068,079	8%
1871.....	740	45,000,000	15,231,718	6,224,739	14,647,580	21,972,105	13,578,572	8%
1872.....	740	89,428,300	16,496,020	6,662,006	16,259,646	25,580,675	16,446,436	8%
1873.....	858	89,428,300	27,725,533	6,999,456	19,616,017	29,126,851	17,641,987	8%
1874.....	1,000	89,428,300	38,484,742	7,497,356	20,348,725	31,650,386	18,388,297	8%
1875.....	1,000	89,428,300	40,003,667	7,276,847	17,899,701	29,027,218	17,262,107	10%
1876.....	1,000	89,428,300	39,844,733	6,762,966	17,593,264	28,046,588	16,124,172	8%
1877.....	1,000	89,428,300	39,801,233	6,576,816	16,424,316	26,579,085	14,946,161	8%
1878.....	1,000	89,428,300	39,801,233	6,022,955	19,045,829	28,910,555	16,135,977	8%
1879.....	1,000	89,428,300	39,801,133	5,953,101	18,270,250	28,396,583	16,123,072	8%
1880.....	1,001	89,428,300	41,473,033	6,611,159	22,199,965	33,175,913	17,849,894	8%
1881.....	993	89,428,300	43,473,033	6,958,038	20,736,749	32,348,396	19,464,786	8%
1882.....	993	89,428,300	48,473,033	7,816,519	17,672,251	30,628,781	19,395,974	8%
1883.....	993	89,428,300	49,997,233	8,526,843	20,142,433	33,770,721	20,750,594	8%
1884.....	993	89,428,300	56,497,233	7,533,813	16,434,983	28,148,669	17,849,313	8%
1885.....	993	89,428,300	56,424,333	6,219,639	14,702,538	24,429,441	16,319,372	3½%
1886.....	1,441	89,428,300	56,424,333	8,786,123	18,470,532	30,506,360	18,610,376	4%

NOTE.—Increase of capital stock in 1872 caused by capitalizing \$44,428,300 "consolidation certificates" issued, as elsewhere stated, at the time of consolidating the New York Central and the Hudson River Railroad Companies. In 1875 the system of quarterly dividends was adopted.

## ROADS OWNED AND LEASED.

### MILEAGE, TRACKS AND SIDINGS.

LINES OWNED.	MILEAGE.					Total Track.
	Main Line.	2d Track.	3d Track.	4th Track.	Sidings.	
Hudson River Div.—N. Y. to Albany.....	144.00	144.00	18.68	.....	76.27	382.95
N. Y. Central Div.—Albany to Buffalo.....	297.75	297.75	294.92	294.92	475.15	1,660.49
Total Main Line.....	441.75	441.75	313.60	294.92	551.42	2,043.44
Total Branch Lines.....	306.99	44.69	.....	.....	.....	351.68
LINES LEASED.						
West Shore—Weehawken to Buffalo and Branches.....	498.17	350.41	.....	.....	151.01	999.59
Harlem—New York to Chatham.....	126.96	22.44	3.85	3.85	32.97	190.07
Niagara Bridge & Canandaigua.....	98.46	.....	.....	.....	5.50	103.96
Dunkirk, Allegheny Val. & Pittsburg.....	90.06	.....	.....	.....	13.00	103.06
Troy & Greenbush.....	6.00	6.00	.....	.....	0.13	12.13
Spuyten Duyvel & Port Morris.....	6.04	6.04	.....	.....	.....	12.08
New York & Mahopac.....	7.09	.....	.....	.....	.....	7.09
Total Leased Lines.....	832.78	384.89	3.85	3.85	201.61	1,427.98
Total Mileage of all Lines.....	.....	.....	.....	.....	.....	3,823.10

### EQUIPMENT, STATIONS, BRIDGES AND EMPLOYÉS.

Locomotives.....	853
Passenger Cars.....	737
Baggage, Mail and Express Cars.....	203
Freight Cars.....	32,280
Boats, all kinds.....	65
Passenger Stations.....	262
Freight Stations.....	228
Iron Bridges, number, 392; aggregate length, feet.....	95,317
Wooden Bridges, number, 205; aggregate length, feet.....	19,486
Average Employés.....	19,260
Aggregate Salaries.....	\$10,502,460

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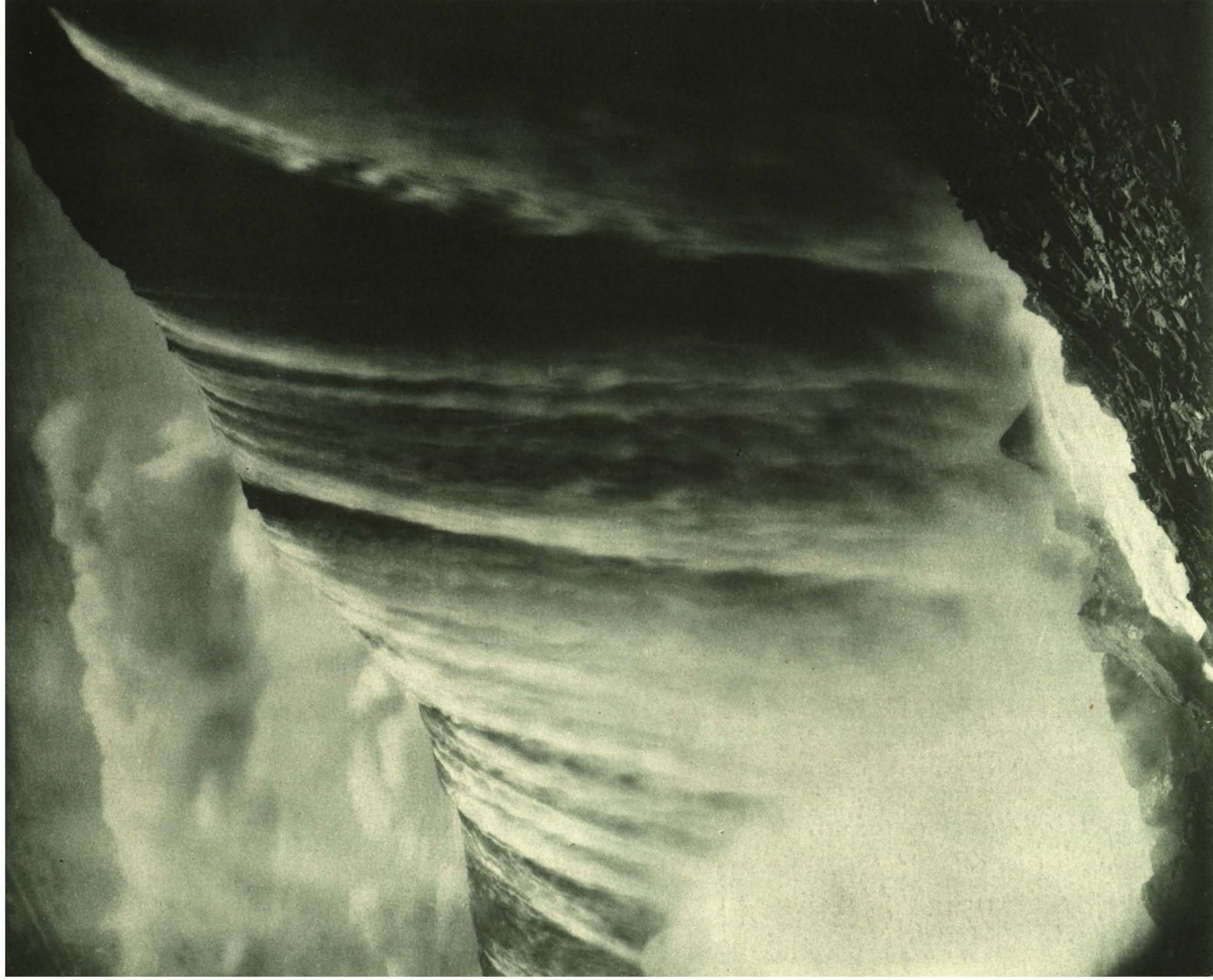
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## THE "LIMITED" OVER THE NEW YORK CENTRAL & HUDSON RIVER R. R.

FOR several years the fastest train in the world has been running regularly over the New York Central & Hudson River Railroad, between New York and Chicago. It leaves the magnificent Grand Central Depot, in the heart of the great Metropolis, made up of a "Buffet Smoking and Reading Room Car," furnished with elegantly upholstered movable chairs, tables, writing desk, and other appliances of comfort and luxury, supplied with daily newspapers and periodicals, and stocked with appetizing viands, choice cigars and wines; of a superbly appointed Sleeping Car; of luxurious Drawing Room Cars, and of a Dining Car, running between New York and Buffalo, serving Lunch and Dinner—both meals being perfect in viands and appointments. The Buffet and Sleeping Cars run through to Chicago. The Drawing Room Car is replaced at Buffalo by a "Sleeper" for Chicago, and another "Sleeper" is attached at Cleveland for Detroit. At Elkhart, an important junction in Michigan, a Dining Car is again attached in which a sumptuous Breakfast is served while the "Limited" covers the home-stretch into Chicago. While flashing on its way, this perfect train receives passengers from the New England States by the Boston & Albany; from Pittsburg and the oil regions of Pennsylvania by the Dunkirk & Allegheny Valley; from Ohio by the Bee Line; and from Indiana by the network of roads centering at Toledo. It also delivers its contingent to lines of the Vanderbilt System reaching Cincinnati, St. Louis, Columbus and a score of other cities, and passes over to connecting lines travelers for every point in the North, the Northwest, the Southwest and the West.

All this reads simple enough; and in actual experience the journey is so regular and enjoyable that one might well ask, What is there remarkable about it? Let us see. Observe the rhythmic sound of the wheels as they roll on and on in steady progression: there is no jarring, jolting or grinding, and the horizontal of the car is unchanged. These prove the solidity of an old, well ballasted road bed; the smoothness of perfectly laid steel rails on a track free from heavy grades and sharp curves; and the perfection of the car builders' art. Observe, again, that the rate of progression is uniform—that cities, towns and stations are passed in a flash, and that the throb of the mighty engine drawing the train is heard with the measured pulsations of fixed machinery. "The Limited" is annihilating distance at the rate of fifty miles an hour, and the journey of near a thousand miles is being made with breaks of an average of more than a hundred miles apart: that in two portions of the trip—between New York and Albany, and between Dunkirk and Cleveland—the locomotives run over a hundred and forty miles without a pause. Observe, once more, that the whole distance between New York and Buffalo, through some of the most beautiful scenery in the world, is traversed by daylight, and that in twenty-four hours, without fatigue or annoyance, surrounded with comforts and provided with luxuries that a few years ago were undreamed of, a journey has been accomplished as great as that from London to Rome!

Luxurious as the cars are which now make up this splendid train, the New York Central & Hudson River Railroad Company is determined to replace them with others even more elegant. New Buffet Cars will soon be running, provided with Bath Room and Barber Shop, and all cars forming the "Limited" will be illuminated with electric lights and warmed by steam.

## THE ACME OF LUXURY AND COMFORT IN TRAVELING HAS BEEN ATTAINED OVER



## The New York Central & Hudson River R. R.



FAST EXPRESS TRAINS, with SPLENDIDLY APPOINTED DRAWING ROOM and SLEEPING CARS, through to BUFFALO, NIAGARA FALLS, CLEVELAND, DETROIT, CHICAGO, CINCINNATI and ST. LOUIS, with connections for all points NORTH, WEST, SOUTHWEST and NORTHWEST.

THE NEW PASSENGER CARS, PARLOR CARS, SLEEPING CARS, BUFFET SMOKING CARS and DINING CARS, now in use on the NEW YORK CENTRAL AND HUDSON RIVER R. R., the MICHIGAN CENTRAL R. R., the LAKE SHORE AND MICHIGAN SOUTHERN R. R., and the BEE LINE, are unequaled in elegance of finish and appliances for comfort.

For information respecting through fares, time of trains, connections, etc., call on nearest agent of New York Central and Hudson River Railroad, or address M. C. ROACH, Gen'l Eastern Passenger Agent, No. 413 Broadway, New York.

**E. J. RICHARDS,**  
Ass't Gen'l Passenger Agent.

**HENRY MONETT,**  
Gen'l Passenger Agent.

GRAND CENTRAL STATION.

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THE Bank acts as Reserve Agent for Banks throughout the country, and solicits correspondence and the accounts of Banks, Bankers, Merchants, &c., and is prepared to act as transfer and financial Agent for States and Corporations.

Collections made promptly and economically.

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# *THE VANDERBILT SYSTEM.*

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

## INFORMATION FOR TOURISTS.

### SUMMER RESORTS.

#### WEST POINT,

The site of the United States Military Academy, and a spot noted in the war for American independence, commands one of the grandest combined mountain and river views in the world. The buildings and grounds of the Military School occupy a plateau 180 feet above the Hudson, and the institution was



HIGHLANDS OF THE HUDSON.

founded in 1802. During the Revolutionary war the place was fortified and a ponderous chain stretched across the river. The fort was captured by the British, and the chain severed, but they abandoned the place after Burgoyne's surrender. Stronger works were then erected by the Americans, and these

Arnold bargained to betray to the enemy, but his treachery was foiled by the capture of André.

West Point is located in the very bosom of the Highlands, and is their chief attraction. It is a bulwark of the Nation in more senses than one, and a favorite resort with Summer pleasure seekers. Its traditions, its relics, its monuments, its dead and living heroes, its glamour of youth and beauty, its romantic "flirtation walk," where lovely maidens listen to the soft whisperings of embryo warriors, all make it a peculiarly fascinating spot. The vicinity abounds in delightful walks and drives, and within easy access are the ruins of Forts Montgomery and Clinton, on opposite sides of Popoloken Creek. Near by, too, is Bloody Pond, which the simple country folk still believe to be guarded by the ghosts of Hessian soldiers, while Sugar Loaf and Anthony's Nose raise their lofty crests in the background. An object of much interest to visitors is an old furnace, used during the Revolution for casting cannon and other warlike material for the patriot army. West Point is 50 miles by rail from New York, and is accessible by both the West Shore and the New York Central & Hudson River Railroads.

#### STATE CAMP AT POUGHKEEPSIE.

Immediately back of this beautiful city, on a plain of considerable extent, from which the grand scenery of the Hudson opens in all its attractiveness, the Camp of Instruction of the National Guard of the State of New York is located. The extensive grounds are owned by the State, and are fitted up with everything necessary for the comfort of the hardy citizen soldiery. The camp continues during the Summer months, and regiments and companies of the National Guard are ordered there, by turns, for a week's instruction and experience in actual field life. Exacting as the duty is, the experience is enjoyed by both officers and men, and the camp is always interesting to visitors. Poughkeepsie is a station on the New York Central & Hudson River Railroad.

**A magnificent Drawing Room Car** is run between New York and Niagara Falls, attached to the "Limited" over the New York Central & Hudson River Railroad. This car passes over the entire line, going and returning, by daylight, and affords a magnificent panoramic view of the Hudson and Mohawk Valleys, and other scenic beauties on the route.

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NIAGARA—WINTER SCENE ABOVE THE FALLS.



# THE VANDERBILT SYSTEM.

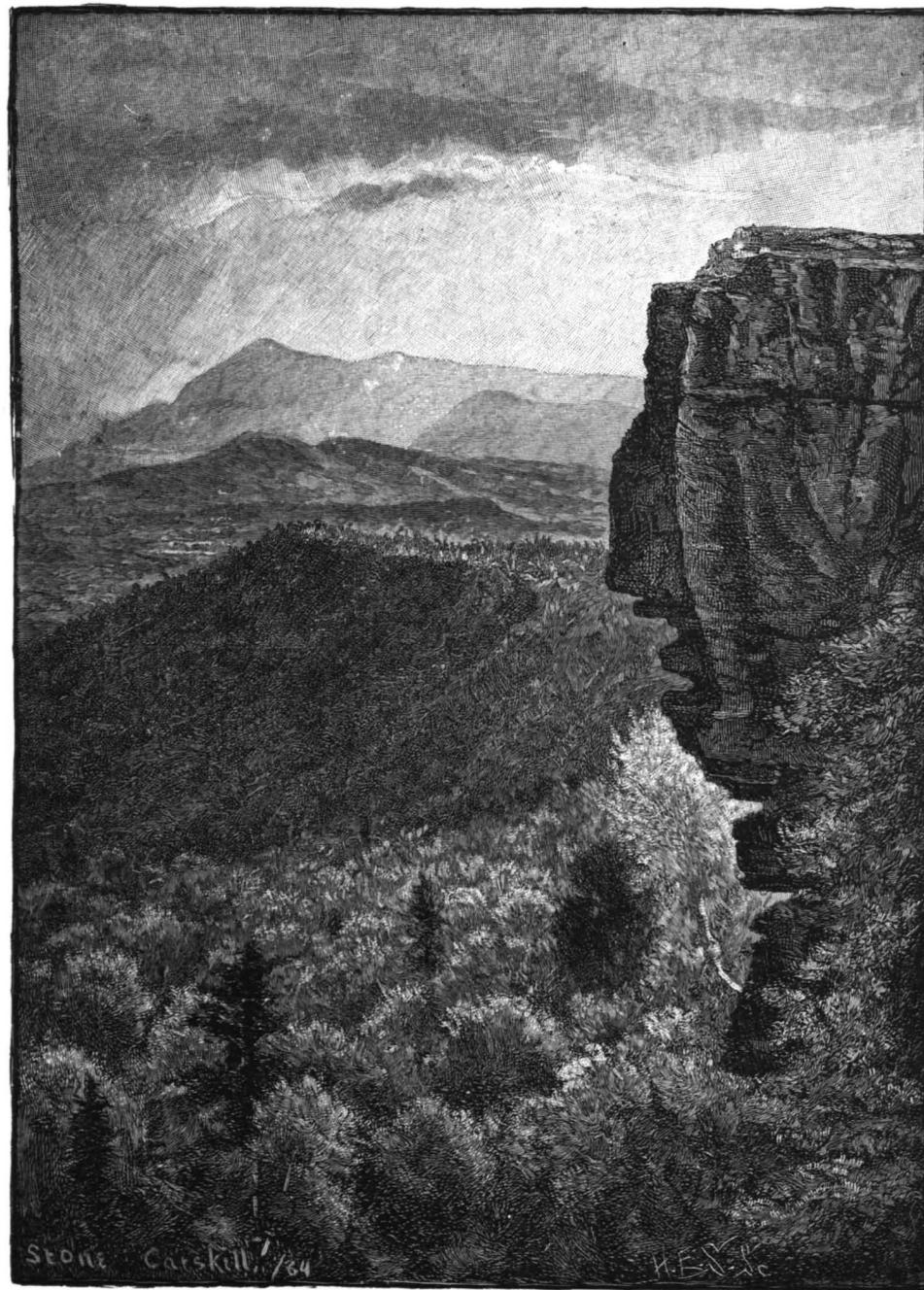
NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

## THE CATSKILL MOUNTAINS.

Every searcher for Summer recreation and recuperation—every lover of mountain scenery, of legend and of romance—is familiar with the name of Catskills. This isolated collection of mountains is a spur of the Appalachian range, running parallel with the Hudson river, at an average distance of about eight miles from its western bank. Altogether the range embraces some thirty square miles of territory, and it is no exaggeration to assert that within this limited area are embraced as many grand and beautiful natural attractions as can be found in any similar space of the world's surface. Mountain peaks tower above the Hudson river more than 4,000 feet; precipices sink sheer down from hotel verandas 2,000 feet; waterfalls tumble in foam and spray through densely wooded valleys; boundless views embrace hills, ravines, plains, cities, towns and hamlets—these, and countless other attractions, make the entire region a scene of endless interest and enjoyment.

Year after year the Catskills grow in popularity, and it is estimated that the number of persons who now spend their Summer vacations there aggregates nearly, if not quite, 50,000. To accommodate this vast multitude every portion of the region is utilized. Some of the largest and finest hotels in the world crown the summits of giant peaks, or overhang precipices which look down into wooded gorges ever musical with resounding cataracts. Roadways are opened into all portions of the mountains, so that every view is accessible and scores of picturesque rambles can be enjoyed. All tastes and every purse can be suited; fashion and gaiety abound, while quiet and repose are easily obtained. Each recurring season brings to the Catskills peculiar charms. Spring touches them with fairy fingers and covers the rocks and trees with mantles of beauty; Summer matures without impairing the adornments of nature; Autumn spreads a gorgeous robe of many hues over all; and Winter stamps upon the region an impress of grandeur undreamed of by those who dwell upon the plains.

This wonderful region is only a hundred miles from New York City, and is reached by both the Hudson River and the West Shore Railroads, the Passenger Departments of which issue Summer Excursion Books containing complete information about the Catskills, their hotels and other accommodations, their local excursion routes, and the rates at which all can be reached and enjoyed.



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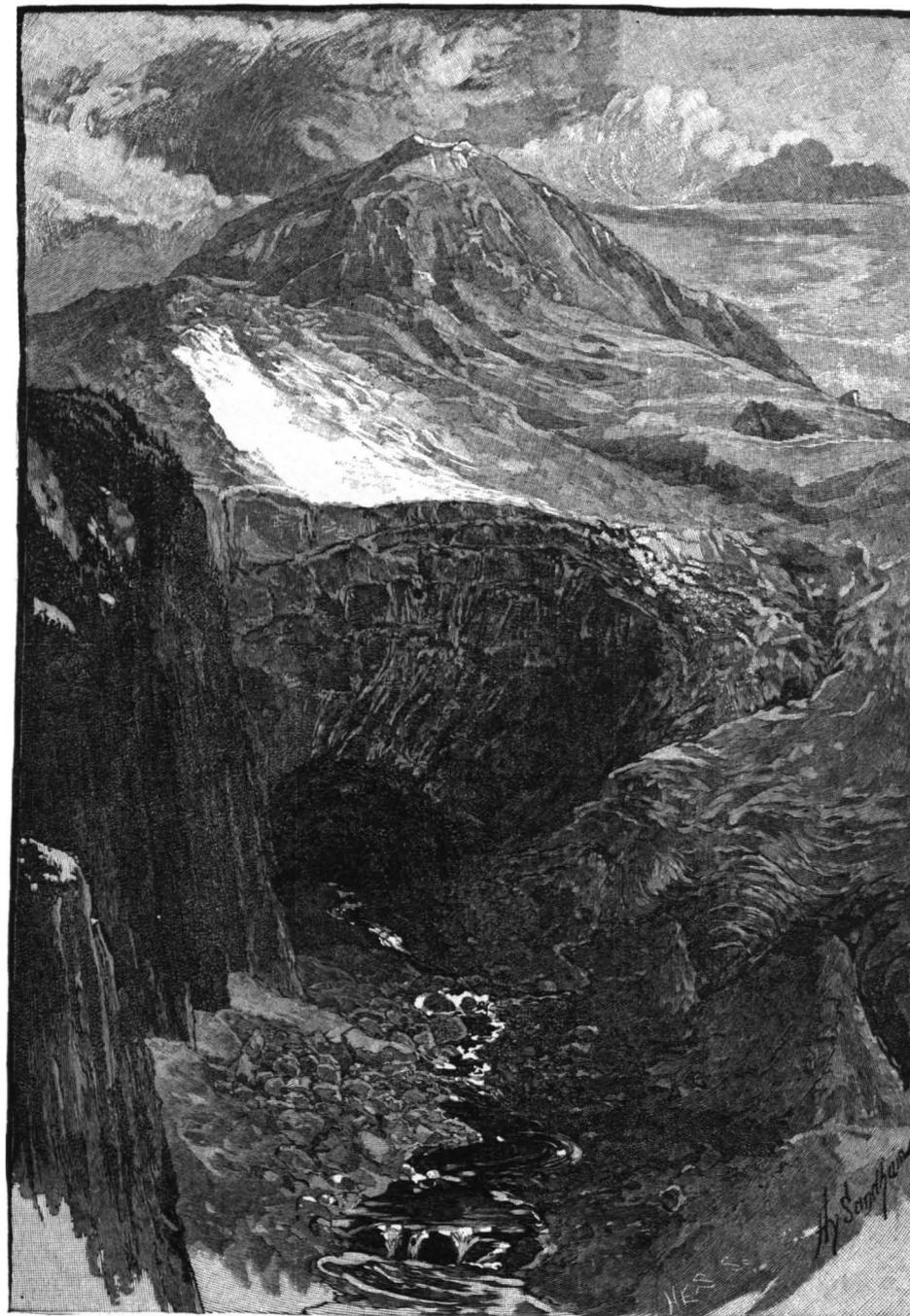
# THE VANDERBILT SYSTEM.

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

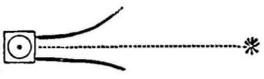
## SARATOGA.

This "Queen of American Watering Places," 180 miles from New York, enjoys a greater distinction, probably, than any other resort on the American continent. Its resident population is about 9,000, but during the season of pleasure travel, which extends from early June to late September, its population frequently exceeds 30,000. In all there are twenty-eight springs (including six spouting), and they are the most remarkable to be found at any one place in the world. The waters have become a staple article of commerce, and are purchased by almost every nation on the globe. Their constituent qualities are: chloride of sodium, carbonate of lime, carbonate of magnesia, carbonate of soda, hydriodate of soda, carbonate of iron, silica and alumina, carbonic-acid gas, and atmospheric air. Traces of iodine and potassa are found in some of the springs; but the above, in greater or less proportions, are common to all. According to these proportions, they have been divided into chalybeate, acidulous, and saline waters. Each spring has its local history, peculiar reputation, and especial admirers. While the waters of Saratoga, and the clear balmy atmosphere of the entire region, have proved valuable auxiliaries in the development of that far-famed resort, the magnificent hotels, of which there are many, have contributed largely to the name and fame of Saratoga. These hotels are located principally on Broadway, a broad and well-kept boulevard, lined with tall and stately elms and picturesque promenades. The hotels are managed with great liberality, and are furnished throughout in the most sumptuous manner. At the height of the season hops are held at each of the large hotels every night, while from sunrise to sunset the sweet and melodious strains of music vibrate upon the ear at every turn, rendering a sojourn at this resort one of indescribable pleasure.

Here was fought the battle of Saratoga, in 1777, between the American forces, under Gen. Gates, and the British, under Gen. Burgoyne, terminating in the surrender of the latter, and marking a turning point in the struggle for American independence. The vicinity of Saratoga abounds in beautiful drives, among the most enjoyable of which are those to Glen Mitchell and Saratoga Lake. Lake Lorely is a sequestered spot among the hills in the near vicinity. Mt. McGregor, made memorable by the suffering and death of Gen. Grant, is ten miles from Saratoga, with which it is connected by a narrow-gauge railway.



IN THE CATSKILLS.

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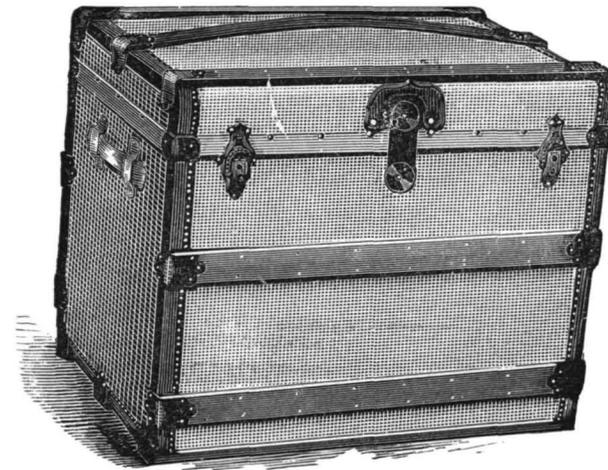
A new Summer Hotel, 1,200 feet above tide water.

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 NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

Glen's Falls is a beautiful town of about 8,000 inhabitants, at the termination of a branch of the Rensselaer & Saratoga Railroad. The town is located near the famous Falls of the same name. The beauty of its turbulent waters has gained a world-wide reputation. Fort Edward is six miles beyond; and between the two points is a succession of waterfalls, whose descent in the aggregate amounts to 130 feet.

Saratoga is the initial point of the Adirondack Railway, which is completed as far as North Creek, a point on the Hudson river where it emerges from the great forest. From this terminus a stage line runs to Blue Mountain Lake, where there are excellent hotels; and to Raquette Lake, famous for its camps, its canoes, its guides, its fishing, its gunning, and for Summer enjoyment generally. From this point the tourist, if prepared to "rough it," can penetrate at will into the interminable ranges of forest-hemmed and forest-clad lakes and mountains. From Riverside, a station on the Adirondack Railway, stages depart for

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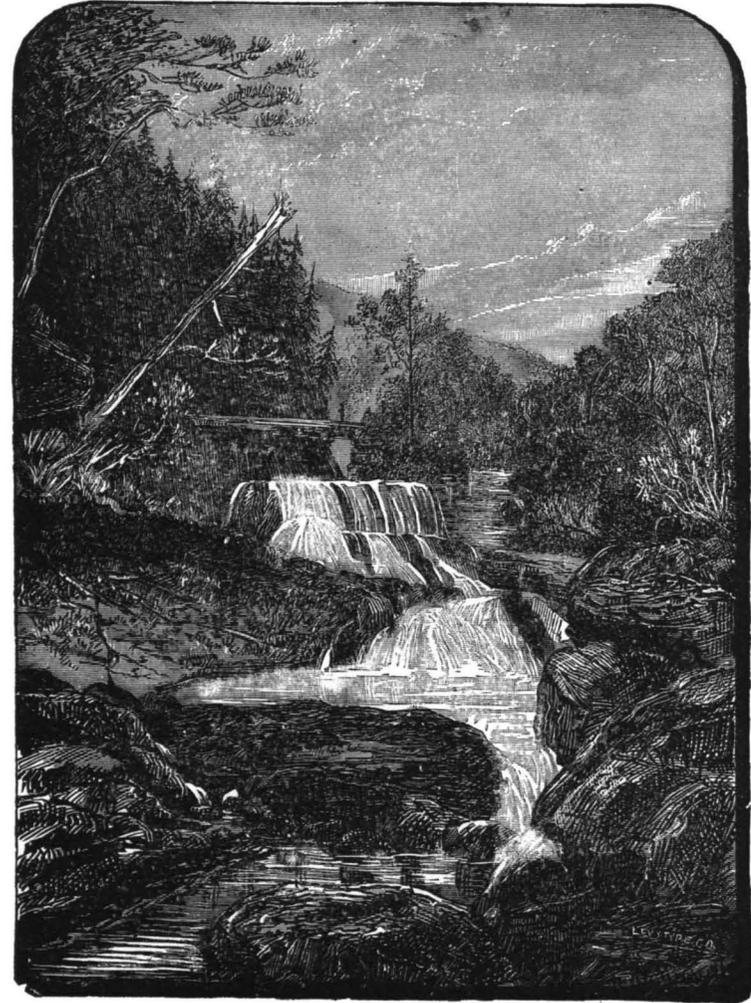
## SCHROON LAKE.

This lake has long been renowned as a Summer resort, and many hotels dot its borders. Its pellucid reaches, winding through rounded headlands and romantic forests, furnish innumerable views of picturesque beauty, whether enjoyed from drives on the land or boats on the water. Schroon is a favorite of authors and artists, and many pictures have been drawn of it by pen and pencil. The lake is well stocked with gamey fish, and the disciples of Isaak Walton find abundant sport in its cool waters and in the innumerable streams and lakelets around it.

Saratoga, and the attractive regions beyond it, are reached by trains over the New York Central & Hudson River system, run in connection with those over the Delaware & Hudson Canal Company's lines. The accommodations furnished over these connecting roads are unrivaled.

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**It is a well known fact** that the New York Central & Hudson River Railroad charges lower local passenger rates than any other great company in the United States. This fact, added to the excellent accommodations furnished, is sufficient to account for the rapid increase of suburban travel on all its lines.



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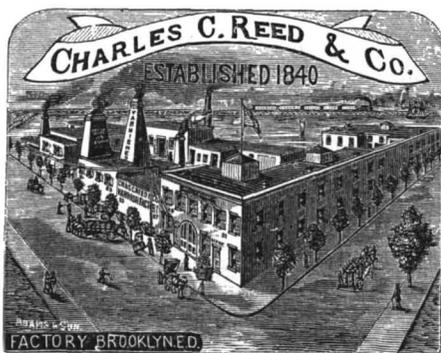
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# THE VANDERBILT SYSTEM.

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

## WALLKILL VALLEY, LAKES MOHONK AND MINNEWASKA.

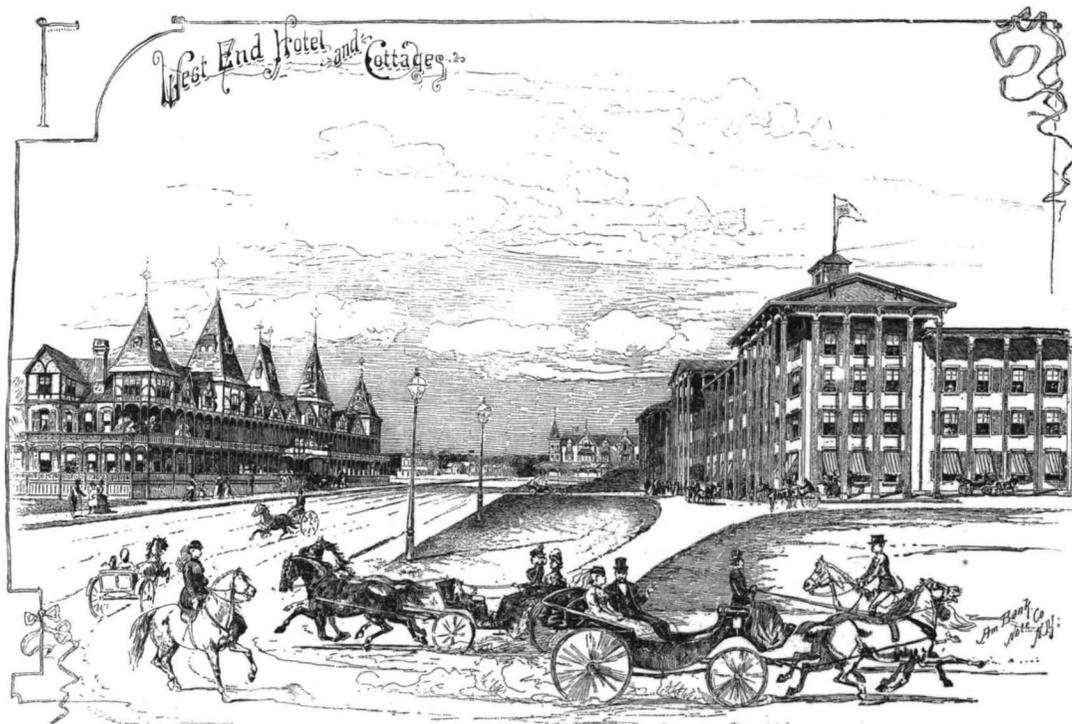
Wallkill Valley is one of the most fertile and beautiful in the Eastern States, and is in Ulster county, New York, some eighty miles from the Metropolis. It was settled in the last quarter of the seventeenth century by Huguenot refugees from France, and the names they gave to localities as well as many of their quaint dwellings still remain. Much of the scenery is really grand, and the many resorts throughout the valley and the mountains hemming it in are easily accessible. Sky Top, near New Paltz, is one of the highest summits of the Shawangunk mountains. Behind it lies Lake Mohonk, a veritable mountain gem, inclosed in a tremendous setting of rugged rocks. It is reached from New Paltz by a charming drive of five miles across the rich valley of the Wallkill, and up a newly built mountain road, which, by easy gradations, reaches a height of 1,200 feet, and affords many wonderful views over a landscape that ever broadens as the elevation increases. The arrival at the lake is a surprise as sudden as it is pleasing, for the glimmering waters are not seen until one stands on the very edge of a rocky plateau and gazes down upon them. On the right is the hotel, a most picturesque collection of buildings, erected at different periods, as the exigencies of travel demanded.

Lake Minnewaska, another marvelous lake set on a mountain top and surrounded by sheer walls of everlasting rock, is six miles from Lake Mohonk. The views from the margin of this lake are magnificent, embracing as they do the Housatonic mountains of Connecticut on the east, the Berkshire Hills of Massachusetts and the Green mountains of Vermont on the northeast, the Helderbergs on the north, the Catskills on the northwest, and the Neversink and Shawangunk mountains on the southwest. Between these lofty heights of living green, misty purple and dimmest blue lie outspread an infinity of deep rent ravines, broad smiling valleys dotted with many villages, and shimmering stretches of river or bits of gleaming lake and tumbling waterfalls.

Within half a mile of the lake the beautiful Awosting Falls leap over a precipice sixty feet in height, and half a mile farther down the same stream falls one hundred feet by a series of most fascinating cascades. In another direction, within easy walking distance, are a number of rents in the mountain side, some covered by natural bridges, others open to the light, and many of them a hundred feet and more in depth. In them snow and ice often remain



LAKE MINNEWASKA.



## THE WEST END HOTEL AND COTTAGES,

ONE of the largest Summer Resorts on the Atlantic coast, having accommodations for over 1,000 guests, are delightfully located on the Bluff, about 40 feet above tide water, within two hundred feet of the beach, and commanding an uninterrupted view of the ocean from all points. All routes and trains land passengers at the West End station, three hundred yards back of the WEST END HOTEL, where stages meet the trains. The Hotel is furnished with all modern conveniences—electric bells, gas, water, electric lights, elevator, a hot and cold sea-water bathing establishment, etc. A fine orchestra furnishes music in the morning and evening for the entertainment of guests. A large ballroom and theater is also connected with the Hotel, with bowling alleys, ladies' billiard room, etc.

The Cuisine of the West End has long been favorably known to its many patrons. Besides the regular table d'hote system, there is also a fine and fully equipped restaurant, with private dining rooms adapted to dinner parties. In the Cottages the rooms are rented on either the American or European plan, as guests may desire.

Open from the middle of June until the middle of September.

For further particulars, etc., apply to

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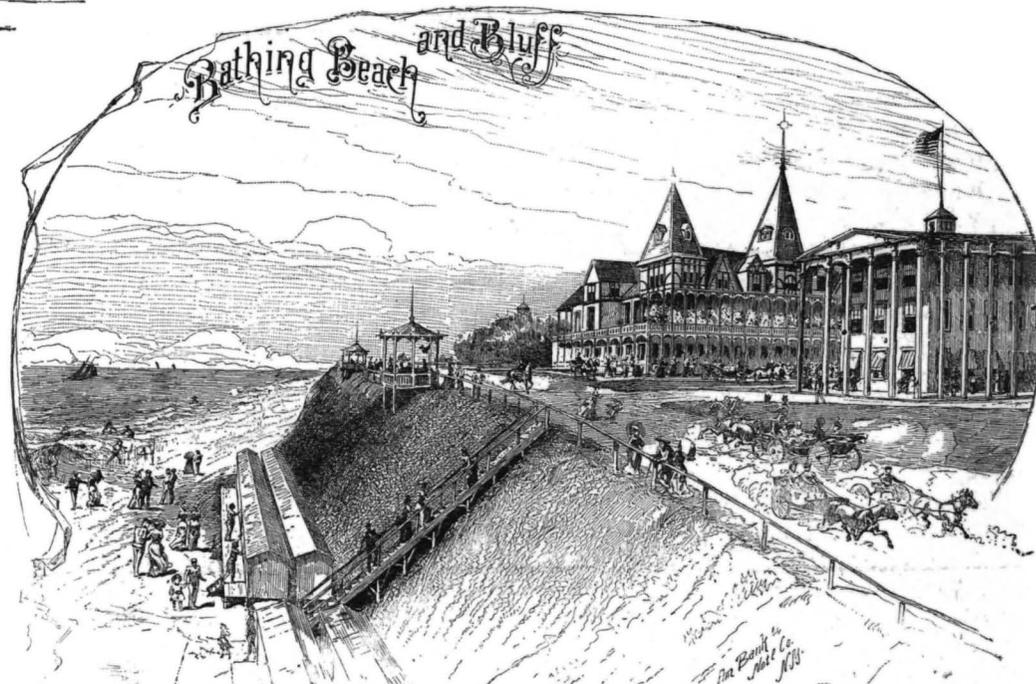
WEST END HOTEL,  
West End P. O., LONG BRANCH, NEW JERSEY.

# LONG BRANCH, NEW JERSEY.

\*\*\*\*\*

## West End Hotel and Cottages.

D. M. & W. E. HILDRETH, Proprietors.



# THE VANDERBILT SYSTEM.

NEW YORK CENTRAL & HUDSON RIVER RAILROAD

during the entire Summer. Other attractions are the Caves, the Bluffs, the Primeval Forest of Hemlocks, and Lake Awosting, which is reached by a good carriage road.

Seven miles from New Paltz, towards Kingston, on the Wallkill Valley Railroad, is Rosendale, famous throughout the length and breadth of the land for its cement. The cement mines honeycomb the hills for miles in every direction, and will afford the tourist who is interested in subterranean delvings days of adventurous and profitable exploration.

This valley and its resorts is reached by through trains over the West Shore and Wallkill Valley Railroads, and by the New York Central & Hudson River Railroad to Rhinebeck, where connection is made by ferry to Kingston, and thence by the Wallkill Valley Railroad to destination.

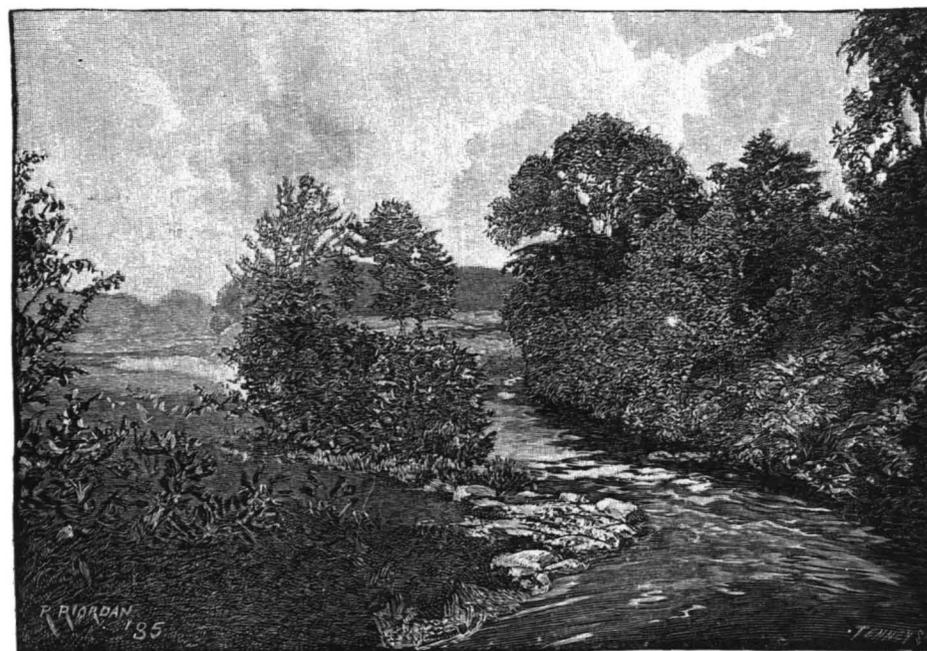
## LAKE MAHOPAC.

This charming resort, long known and appreciated by the lovers of scenic beauty, has the additional advantage of being the nearest of all similar retreats to the great Metropolis of New York. It is only distant 51 miles by the Harlem Railroad, and is reached by a delightful ride of about two hours duration. The lake, which has an elevation of nearly 1,000 feet above the sea, covers an area of 700 acres, interspersed with lovely islets, and abounding in such rare fish as black bass, white and yellow perch, pickerel, etc. Mosquitoes are unknown here, and boating, which at all times is an attractive feature, is, by moonlight, a reminder of fairyland. The charm of its scenery; its unsurpassed drives, including the grand boulevard, which entirely encircles the lake; its healthful atmosphere, the variety of pastimes to be enjoyed, free from any unpleasant surroundings, together with the superior accommodations to be obtained at reasonable terms, make Lake Mahopac a place of resort that has few equals. Lakes Waccabuc, Oscawana and Peach, each with its own especial charm, are all within easy driving distance. Situated in the midst of so much that is interesting, it is not surprising that one of the prettiest little lakes in the State should, every Summer, attract crowds of visitors.

**Special trains for the Catskill Mountains** are run over the West Shore Railroad during the Summer season, combining the highest degree of comfort with the greatest rate of speed. Parlor cars attached to express trains are run to Saratoga and Niagara Falls.

## WACCABUC LAKES.

These beautiful little sheets of water are about four miles from Golden's Bridge, the station on the Harlem Railroad where the branch is taken to Lake Mahopac. The drive from the station to the Lakes is enjoyable for its natural beauty and historical associations, for all this region is marked with indelible records of the Revolutionary struggle. Old buildings still stand which sheltered Washington and Putnam, and in many of the secluded ra-



ON THE BRONX—HARLEM RAILROAD.

vinces the Tories had hiding places from which they emerged on their bloody expeditions through the surrounding country. Amid a region thus storied the three Waccabuc Lakes lie, strung like glittering jewels on a stream so shaded by overhanging boughs that the sun never reaches its waters. The city authorities of New York have deepened the channel connecting them, so as to have a free flow of water into the last lake, which flows into the Croton River near by. The passages between the Lakes are from half a

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CANTILEVER BRIDGE—NIAGARA FALLS.



# THE VANDERBILT SYSTEM.

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

mile to a mile in length, and each Lake is from four to six miles in circumference. Choice varieties of fish are plentiful, and the country abounds with small game. The region is rich with Indian legends and many traces of the latter are still to be seen. In the center of one of the lakes is the little island of Juan Fernandez, with its curious Indian ovens; and a little beyond it is Cedar Grove, a small hill, beautifully shaded, and almost surrounded by water—a spot deservedly popular with picnicking tourists. The locality is the very home of rural quiet, and is deservedly popular with that class of city dwellers who seek Summer rest.

## LEBANON SPRINGS.

For more than a century this resort has been known to health and pleasure seekers. The Springs are 19 miles northeast of Chatham, the terminus of the Harlem Railroad, and are reached by connecting trains over the New York, Rutland & Montreal Railroad. Few portions of the continent of America surpass, or even rival, the region surrounding Lebanon Springs in attractiveness. The famed Berkshire Hills of Massachusetts crowd closely the celebrated Highlands which hem in the Hudson, and, by their juxtaposition, form pictures of scenic grandeur that, once seen, can never be forgotten. Such famous resorts of fashion as Lenox and Stockbridge are within easy reach, and the Springs are visited daily by many of the sojourners at those places. Taghkanick Mountain, Perry's Peak, Douglas Knob, and other noted summits, are within the reach of excursionists, and from any one of them the eye almost wearies with the boundless views embracing miles of richly varied landscape. The valleys rival the mountains in loveliness, and lakes and streams combine to make the drives and rambles enjoyable for the present and memorable for all time.

The Spring, which first gave Lebanon its celebrity and has remained the principal attraction of the place since colonial days, has a temperature of 73° and a uniform flow of 500 gallons per minute. Its waters are deemed a specific for certain diseases, particularly those of a cutaneous nature, and are highly recommended for rheumatic and nervous disorders. The temperature and constituents of the water render bathing an enjoyable as well as beneficial luxury, and the facilities provided for so utilizing it are excellent. The hotel accommodations at Lebanon Springs are of the highest order.

Two miles from the Springs is the renowned "Shaker Settlement" of

New Lebanon. The singular modes of worship and the peculiar methods of life practiced by these people have made them a study for philosophers and a novelty for the curious, and thousands visit their village every season. They receive visitors kindly. Their workshops and gardens can always be seen on weekdays, and their Sabbath services are free to all.

## RICHFIELD SPRINGS.

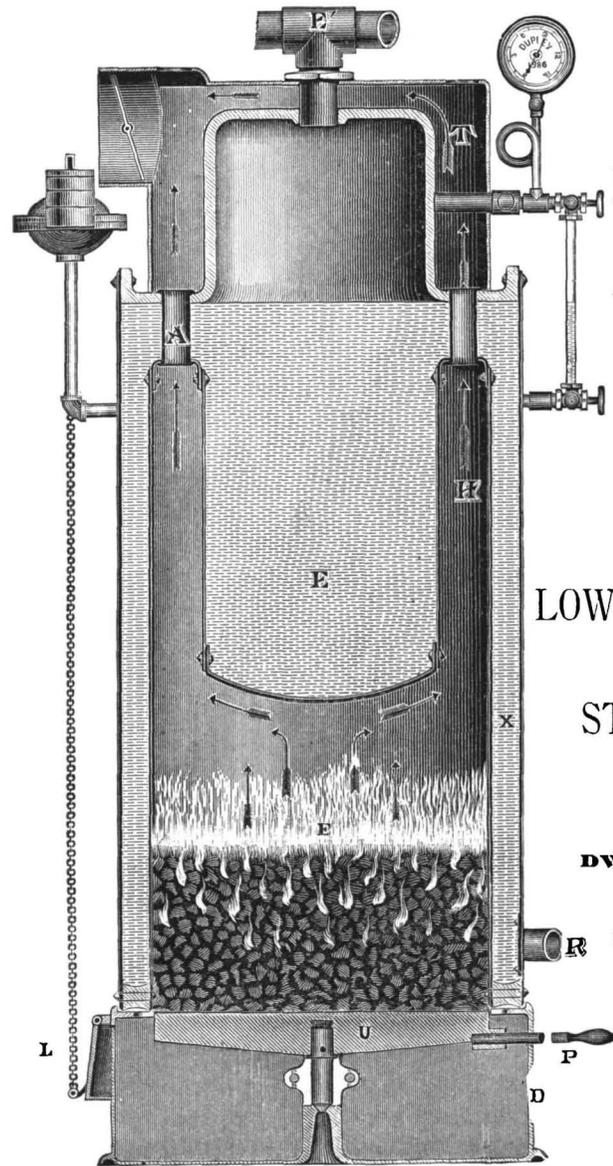
This celebrated sanitarium is in Otsego county, New York, distant 319 miles from the Metropolis. The village attached to the resort is situated upon a narrow plain near the head of Schuyler's Lake, a small but charming sheet of water. From one high point—"Rum Hill," in the vicinity of Richfield—can be seen the waters of five lakes, two of these, Otsego and Canadadaga, being pretentious in both size and beauty.

One of the principal components of the waters of these springs is sulphuretted hydrogen, and they are especially valuable in rheumatic complaints, neuralgia, cutaneous diseases, various forms of catarrh, indigestion, and paralysis. But Richfield Springs is popular not only among those who seek the benefit of its health-giving waters, but also among the devotees of fashion and gayety, who find relaxation and amusement in its morning promenades, its afternoon sails and drives, and its nightly social attractions.

Cooperstown, the county seat of Otsego county, is situated at the foot of Otsego Lake, and is one of the most attractive towns in the State. It takes its name from America's greatest fiction writer, James Fenimore Cooper, whose "Leather Stocking Tales" have invested the whole region hereabout with an undying halo of romance. Otsego Lake is a body of water whose beauties are worthy of the descriptive powers of even a Cooper, and the surrounding country is equally attractive. Richfield Springs and Cooperstown are reached by connection with the Delaware, Lackawanna & Western Railroad at Utica.

**There is not a more charming or interesting region** in the vicinity of New York than that traversed by the Harlem Railroad. The scenery is varied but always beautiful, and the healthfulness of the region is proverbial. Every taste can be gratified, and every purse suited, among the numerous resorts extending from Long Island Sound to the Berkshire Hills. Special fast trains, with Drawing Room Cars attached, are run during the Summer.

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**ALWAYS GIVE  
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**STEAM HEATING,**

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When the Union Pacific R. R. Bonds were being negotiated in New York in 1870 and 1871, my firm, UTLEY & DOUGHERTY, sold over \$3,000,000 of these bonds within six months.



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Estimates furnished upon application.

Owing to our small expenditure for rent, etc., we are able to do fine work at very reasonable rates.

We have a specially fine line of inexpensive papers for country and seaside residences.

Contracts made for decorating hotels, stores and residences in city or country.

42d STREET CARS PASS THE DOOR, also GRAND STREET AND BELT LINE.

# THE VANDERBILT SYSTEM.

*N* NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

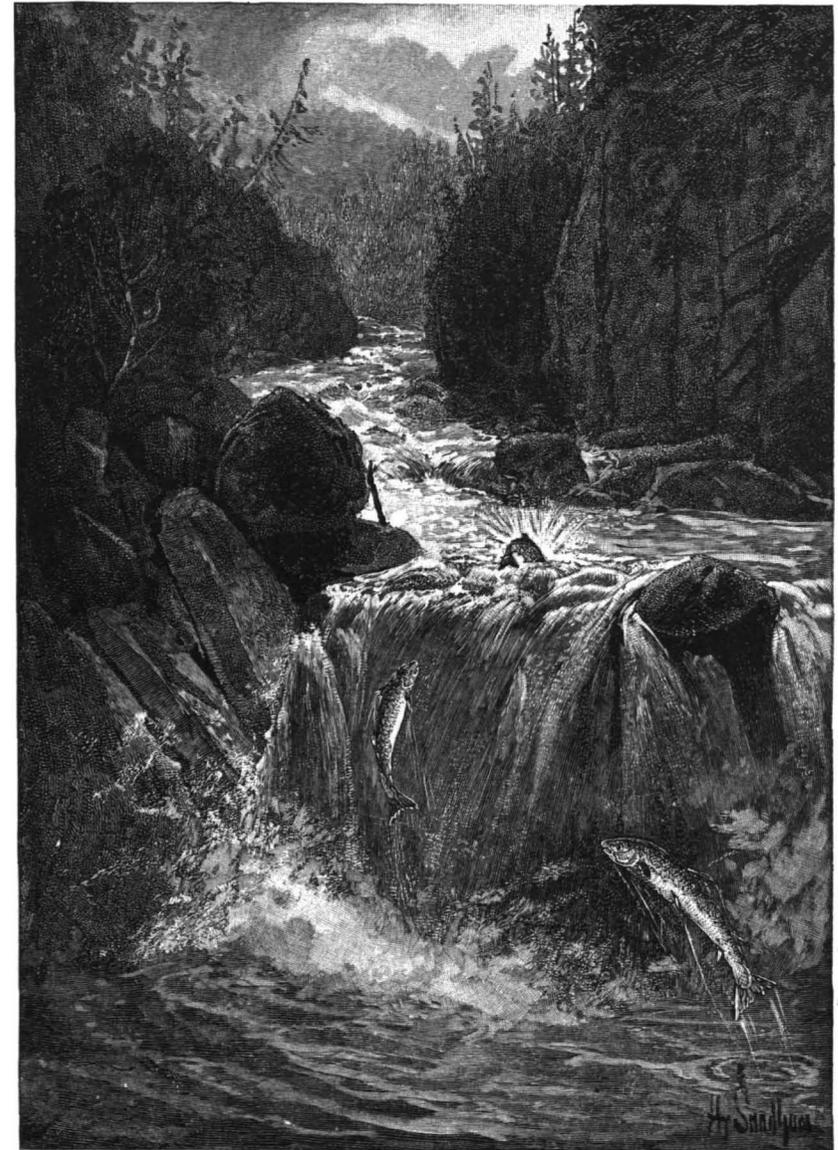
## LAKE CHAMPLAIN

Is a picturesque and interesting sheet of water lying between the States of New York and Vermont, and extending into Canada for a short distance. It is about 130 miles in length, and varies in breadth from half a mile to fifteen miles. At some places the water is 300 feet in depth. The Richelieu river, which empties into the St. Lawrence about fifty miles below Montreal, is its principal outlet. Tributaries of the Hudson river have their origin within a few miles of the lake. Its shores on the Vermont side are generally fertile and well cultivated, while those of New York are rocky, wild, and barren, rising into mountains, and containing rich iron deposits. The lake is connected with the St. Lawrence river by the Chambly Canal, and with the Hudson river and Erie Canal by the Champlain Canal.

Not only are the shores of Lake Champlain attractive in themselves, but they contain many places of celebrity and historical interest. At the confluence of the outlet of Lake George with Lake Champlain, the ruins of old Fort Ticonderoga loom up upon a high rocky bluff. The remains of the fortress of Crown Point are still visible. The localities where Burgoyne held his council with the Indian tribes, and where Arnold and Carlton fought, are pointed out to the tourist. The naval battle in which Commodore McDonough gained his signal victory over General Macomb and the British flotilla was fought off Plattsburg, and many other points of nearly equal interest are within easy reach.

Several elegant and commodious steamers ply to and fro over the waters of the lake, and land passengers at the many points of interest upon its shores. Starting from Whitehall, situated at the southern extremity of the lake, a ride of twenty-four miles brings the traveler to the site of Fort Ticonderoga, a spot replete with historical interest. This celebrated fortification was built by the French in 1756, and named Fort Carillon. It subsequently fell into the hands of the British, from whom it was wrested in 1775 by a force of American patriots under the command of General Ethan Allen. Most of the ramparts, the gateway, the walls of the barracks, the battery, the glacis, and the redoubt known as the water battery, are still to be seen.

Lake Champlain is accessible by the New York Central & Hudson River Railroad, and by both of its leased lines—the West Shore and the Harlem—in connection with the Delaware & Hudson Canal Co.'s line, and the Vermont Central, north of Albany, Troy, Schenectady and Chatham.



SALMON FALLS—ADIRONDACKS.



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"Crescent," "Crescent Extra," "Crescent Special," and "Crescent Double," are warranted equal in quality and in uniformity of temper to any standard brands of foreign production.

CRESCENT HARDENED.—Requires no hardening.—After forging must be cooled in a dry place.

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Of Crescent Special high grade Steel. 106 different sizes below one inch diameter, for taps, punches, drills, watchmakers' tools, etc., warranted unsurpassed in quality, finish and performance.

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42 sizes between .020 and .192 of an inch diameter, for making needles, and for similar purposes, requiring the finest possible quality of steel wire and exact sizes.

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For clock springs, saws, knives, scissors, shovels, etc., to 30 gauge.

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Edge rolled, equal bar, round and flat bar, nest, volute, etc., exclusively from crucible cast steel.

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Of superior quality, for locomotive and car springs, machinery, shafting, hammers, picks, vises, pike and cant hooks, wedges, forks, rakes, hoes, shovels, etc.

Steel Forgings, up to Three Tons Weight.

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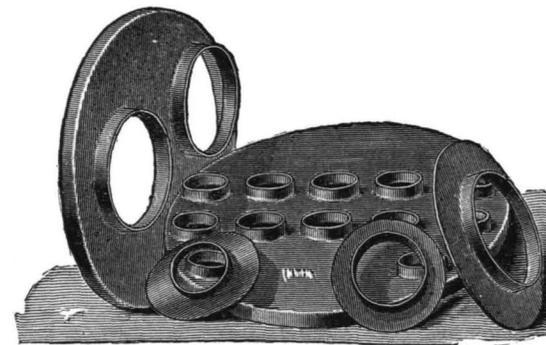
SLIGO STAY BOLT IRON,

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Below Smithfield Street Bridge, South Side,

PITTSBURGH.

# *THE VANDERBILT SYSTEM.*

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

## LAKE GEORGE.

This lake, which is 210 miles from New York city, is a picturesque sheet of water in Warren and Washington counties, N. Y. It is 346 feet above sea-level, is about thirty-five miles long and from three-quarters of a mile to four miles wide. It is one of the most famous and popular of American lakes, and deservedly so. With the varied scenery on its banks—here precipitous hills, with their wooded crests fading in the distance; there rugged cliffs lifting high their massive and time-worn bulks above the clear depths of the placid lake; smiling valleys hollowed out between the hills, revealing the proud majesty of more distant heights and the enchanting multitude of tiny islets (said to equal in number the days of the year) lying on its surface—one feels transported with the sublimity of the scene. But even the natural grandeur of its scenery cannot equal the interest excited by the historic legends of the locality. At either end of the lake are situated Forts William Henry and Ticonderoga. These were the outposts of the great struggle between France and England in the New World, in the middle of the eighteenth century, which terminated in the surrender of Canada to England by France. At Caldwell, on Lake George, are many magnificent hotels and superior boarding houses, while the Summer homes of New Yorkers are to be seen on every island and along the borders of the lake. Custom long since made it a condition binding upon those who visited Saratoga to spend some part of the season at Lake George, and hence it is that one, in his rambles about the lake, meets so many faces that were familiar at Saratoga.

Lake George is reached by through trains over the New York Central & Hudson River System, and the Delaware & Hudson Canal Company's line.

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**During the season** the New York Central & Hudson River Railroad Company runs a weekly Limited Express between New York and Saratoga. This train, which is made up of elegant Parlor Cars, leaves the Grand Central Depot at a convenient hour in the afternoon of every Saturday, and after a continuous run over the most beautiful and perfect line of railway in America, arrives at the Queen of American Summer Resorts in time for dinner. Returning on Monday morning, it is so timed as to accommodate those having business in the Metropolis. No more enjoyable trip can be made anywhere than by the "Saratoga Limited."

## THE ADIRONDACKS.

This great wilderness, although it has upon its borders ten of the populous cities and as many large villages of the State of New York, and is surrounded, and even at points penetrated, by great rail and water routes of travel and traffic, still retains all the characteristics of the primeval forest. Few fully understand what this wilderness really is. It is a mystery even to those who have crossed and recrossed it by boats along its avenues—the lakes—and on foot through its vast and silent recesses, by following the long line of blazed or axe-marked trees which the daring searcher for the fur of the sable or the mink has chopped in order that he may find his way again in that deep and often desolate forest. It is a peculiar region; for though the geographical center of the wilderness may be readily and easily reached in the light canoe-like boats of the guides, by lakes and rivers, which form a labyrinth of passages, the core, or rather cores of this wilderness extend on either hand from these broad avenues of water, and, in their interior, spots remain to-day as untrodden by man, and as unknown and wild, as when the Indian paddled his birchen boat upon those streams and lakes.

Much has been said and much has been written about the great healthfulness of this charming country. The pure mountain air, fragrant with the balmy odors of cedar and spruce; the cool, sparkling water, bubbling from a thousand hidden springs; the freshness and charm of nature, unsullied by the art of man; are here offered as a free gift to any who will enjoy them. Truly here is the fountain of perennial youth. Many who have tasted its joys can bear glad testimony to the benefits derived from a temporary sojourn in this wilderness. Constitutions enfeebled by too close application to the common affairs of every day life, and brains exhausted by excessive mental work, are here speedily restored to health and vigor. Pulmonary complaints are greatly relieved by the soothing properties of the balsamic air.

Year after year this entrancing region is attracting an increased number of visitors. The Hon. Verplanck Colvin, Superintendent of the New York Adirondack Survey, in his report dated in 1879, says: "A few Summers since I stood for the first time on the cool, mossy shore of the mountain springlet, Lake Tear-of-the-Clouds. Almost hidden between the gigantic mountain domes, this lovely pool, lifted on its granite pedestal toward heaven, the loftiest water mirror of the stars, beseeching, not in vain, from each low, drifting cloud some tribute for the sources of the Hudson; fresh, new, unvisited, save by wild beasts that drank, it was a gem more pure

# THE HARDMAN PIANO.

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SUPERIOR TO GRANDS IN RESOURCES OF TONE AND TOUCH. —————

————— EQUAL TO GRANDS IN QUANTITY AND QUALITY OF TONE.

With its Newest and Greatest Patented Improvements, the NEW METAL KEY FRAME SUPPORT and the NEW HARP STOP, is now conceded by the best judges in this country and Europe to be the **only perfect Piano** manufactured.

The popularity of the “**HARDMAN**” is due to its intrinsic value. This, combined with the fact that it is sold at an HONEST PRICE, makes it the **Leading Piano of the World.**

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*FACTORIES: 48th & 49th STREETS, 11th and 12th AVENUES.*

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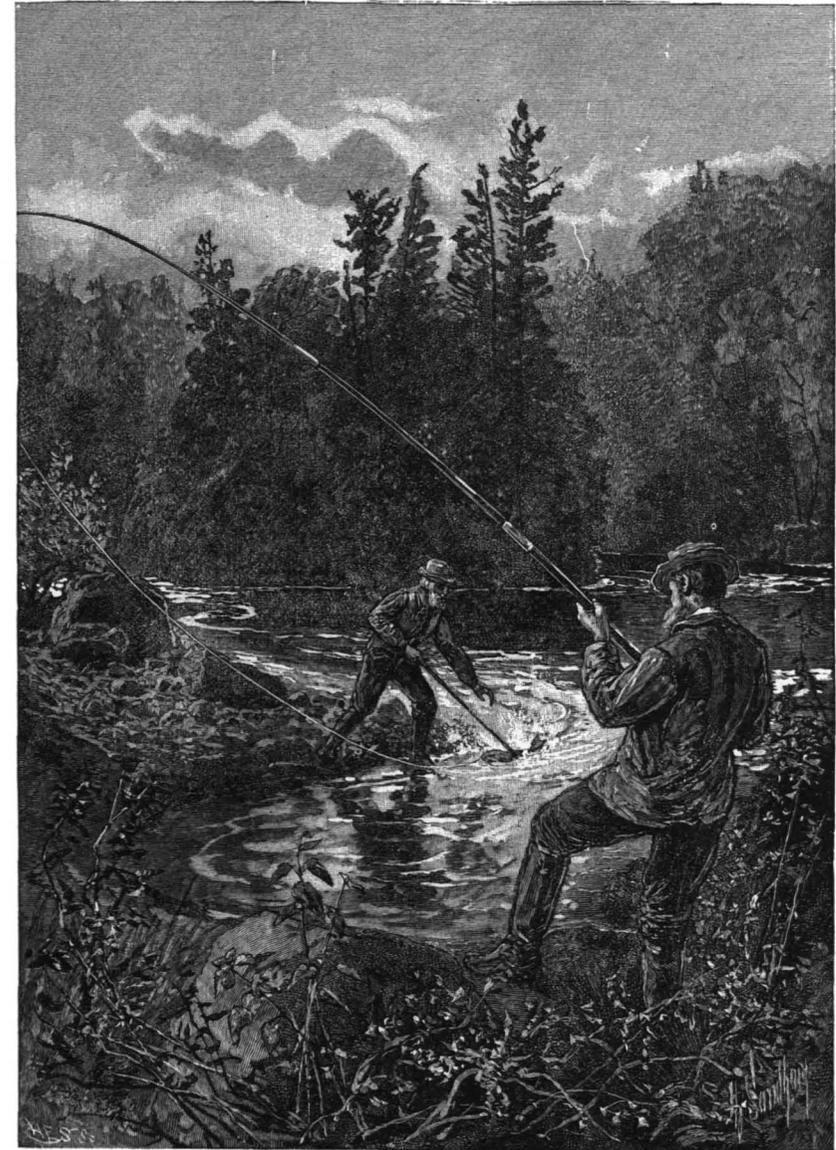
**HARDMAN, PECK & CO., MANUFACTURERS.**

# *THE VANDERBILT SYSTEM.*

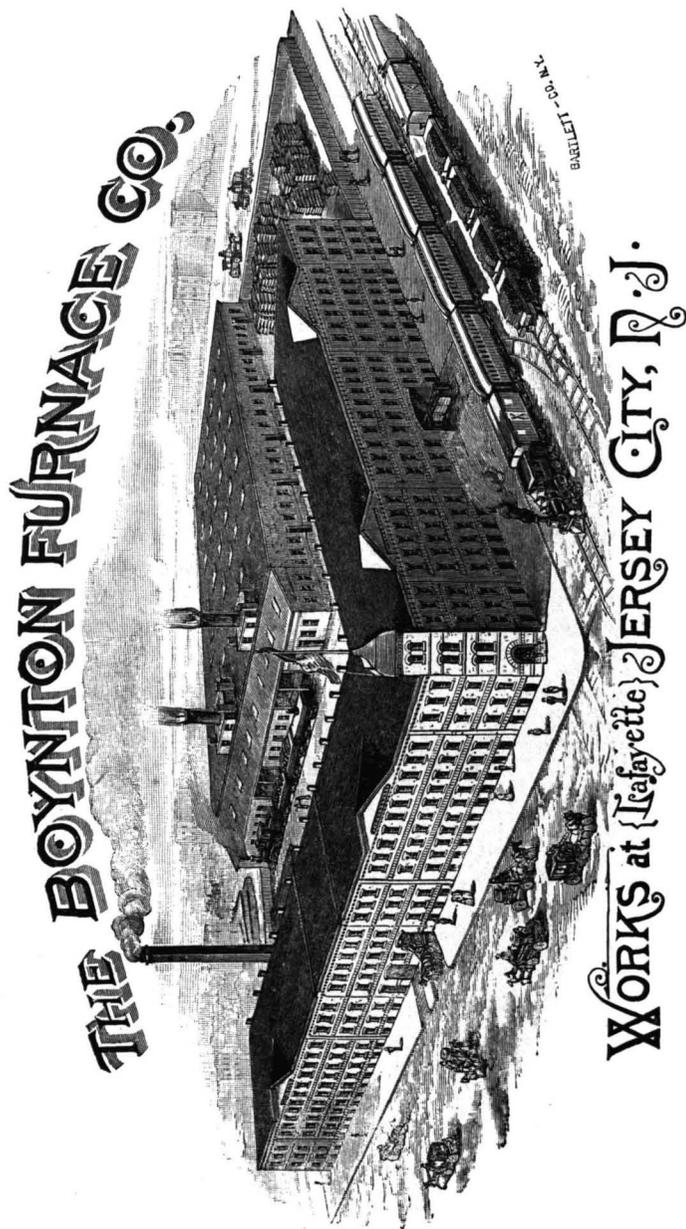
NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

and more delightful to the eye than the most precious jewel. It is still almost as wild and quite as beautiful; but close behind our exploring footsteps comes the 'blazed line' marked with axe upon the trees; the trail, soon trodden into mire; the bark shanty, picturesque enough, but soon surrounded by a grove of stumps. And so glancing over the field of former labors I find following in the footsteps of my explorations the blazed line and the trail, then the ubiquitous tourist, determined to see all that has been recorded as worth seeing. Where first comes one, the next year there are ten; the year after full a hundred. The woods are thronged; bark and log huts prove insufficient; hotels spring up as though by magic, and the air resounds with laughter, song and jollity. The wild trails, once jammed with logs, are cut clear by the axes of the guides, and ladies clamber to the summits of those once untrodden peaks. The genius of change has possession of the land; we cannot control it. When we study the necessities of our people we would not control it if we could.

"This change—this new revelation of fresh, exhilarating mountain Summer life, is having too important and beneficial an influence upon society at present not to demand the sympathy of the government. To the wealthy dwellers of cities, debilitated by a tainted atmosphere, the breezes and the mountain springs bring life, while the free, joyous exercises of their children in these Summer homes lay for them the foundations of continued health. But while these changes have opened to travel many of the most interesting nooks, they have only rendered more marked by contrast the wildness of the remainder, and the unvisited wilderness centers or cores are still left in all their sylvan purity. The bear and deer, though somewhat reduced in numbers, still haunt these remote places; panthers still roam untrammelled, and the wolf alone, persecuted by traps and poison, begins to be relatively scarce. Therefore, save to the hermits of the forest, whose semi-savage life cannot always be maintained, these changes are for the better, and no unselfish person will for a moment regret that his once solitary pleasures are now shared by the many. The sportsman has still a thousand unfrequented recesses—if he will seek them—where he may travel unmolested. Though the waters of the Raquette now flash responsive to the oars and paddles of ten boats where they once saw but one, and though its shores, once rendered less desolate by even the howl of the wolf, are now dotted with the Summer cabins of the new dispensation, the panther and the bear still visit it; the deer, also, still driven by the hounds, seek a false safety in its waters, and to my own knowledge, in midwinter the wolf does not disdain to travel on its ice.



TROUT FISHING—ADIRONDACKS.



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The  
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OVER 40 YEARS IN THIS LINE OF BUSINESS.

# THE VANDERBILT SYSTEM.

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

Though a wee steamer now plows the waters of the Saranac, the huge lake trout still leap at evening from the surface, and deer still drink at its shores."

Through trains run into the Adirondacks over the New York Central & Hudson River and the Delaware & Hudson Canal Co.'s Railroads.

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## TRENTON FALLS.

This strikingly beautiful resort is situated in Central New York, 319 miles from the Metropolis. The Falls are on West Canada Creek, a considerable stream, which rises in the Adirondacks and empties into the Mohawk. The charms of the place have often been described, but never more truthfully or beautifully than by George William Curtis in "Lotus Eating." "Poets' fancies," he says, "should image the Falls, they are so rich and rare a combination of quiet picturesqueness of beauty and a sense of resistless force in the running water. You descend from a lofty wood into a long rocky chasm, which the Germans would call a *grund*, for it is not a valley. It is walled and paved with smooth rocks, and the thronging forest fringes the summit of the wall. Over this smooth pavement slips the river in those long, swift, still, foamless bounds, which vividly figure the appalling movement of a titanic serpent. The chasm almost closes up the river, and you see a foamy cascade. Then, as if the best beauty and mystery were beyond, you creep along a narrow ledge on the rock side of the throat of the gorge and reach the first large fall. A slight spray enfolds you as a baptism in the spirit of the place. Before you is a level parapet of rock; and the river, after sliding very shallowly over the broad bed above, concentrates and plunges in a solid amber sheet. Close by the side of this you climb, and pass along the base of the overhanging mountain, and, stooping under the foot of an impending cliff, stand before the great fall, which has two plunges, a long one above, from which the river sheers obliquely over a polished floor of rock, and again plunges. The river bends here; and a high, square, regular bank projects from the cliff, smooth as a garden terrace, and perpetually veiled and softened by spray. It is one of the most beautiful and boldest points in the long ravine, and when the late light of afternoon falls soft upon it, there is a strange

contrast in your feelings as visions of Boccaccio's garden mingle with the wilderness of American woods.

"You will recall the European falls of fame. The thousand Alpine cascades of Switzerland will flicker through your memory. Slight avalanches of snow dust shimmering into rainbow mist; and the Rhine will plunge once more over its little rocky barrier, sending its murmur far into the haunted depths of the Black Forest beside you. Or, farther on and fainter still, the rapids of the Nile and the rills of Lebanon will rush and gurgle as you did not dream to hear them again; nor will your fancy rest until it sinks in the Oriental languor of the banks of Abana and Pharpar, rivers of Damascus."

Lyon's Falls, twenty-seven miles north of Trenton Falls, is located at the junction of the Moose with the Black river. The scenery in the vicinity is of a very picturesque character. The village takes its name from a cascade in the Black river, the latter plunging over a rocky ledge sixty-three feet in height. The precipitous banks, at and below the falls, are so colored by the iron gradually washed from the ledge that they seem to have been painted artificially, and in this manner have acquired the name of the "Pictured Rocks."

This wonderfully beautiful region is on the line of the Rome, Watertown & Ogdensburg Railroad, which connects with the New York Central & Hudson River Railroad at Utica.

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## THE THOUSAND ISLANDS.

No region has grown in popularity more rapidly, or held its reputation more securely, than that stretching along the St. Lawrence river, from Cape Vincent to Alexandria Bay and beyond, the channel in some places being twelve miles broad, where more than 1,800 emerald gems are clustered, which are collectively known as the "Thousand Islands." They vary in size from a small mass of rock, seemingly burdened to lift its bosky crest above the clear, deep water, to picturesque islands, miles in extent, covered with a rich and luxuriant vegetation. Within a few years many of the most desirable of these islands have been purchased, and elegant residences and villas erected upon them, which, with the magnificent hotel accommodations at Cape Vin-

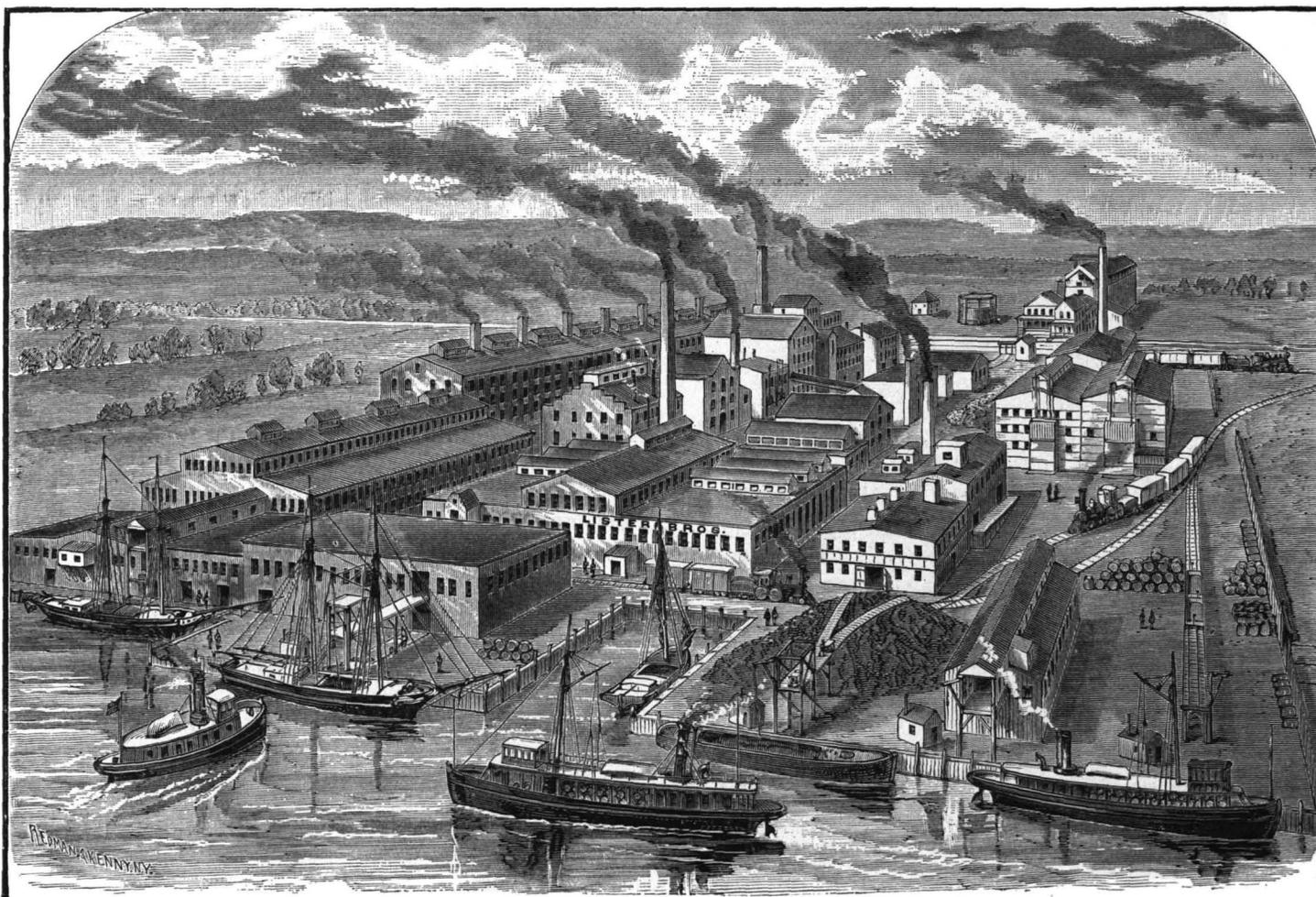
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LARGEST MANUFACTURERS OF BONE BLACK, GLUE, GREASE, Etc.

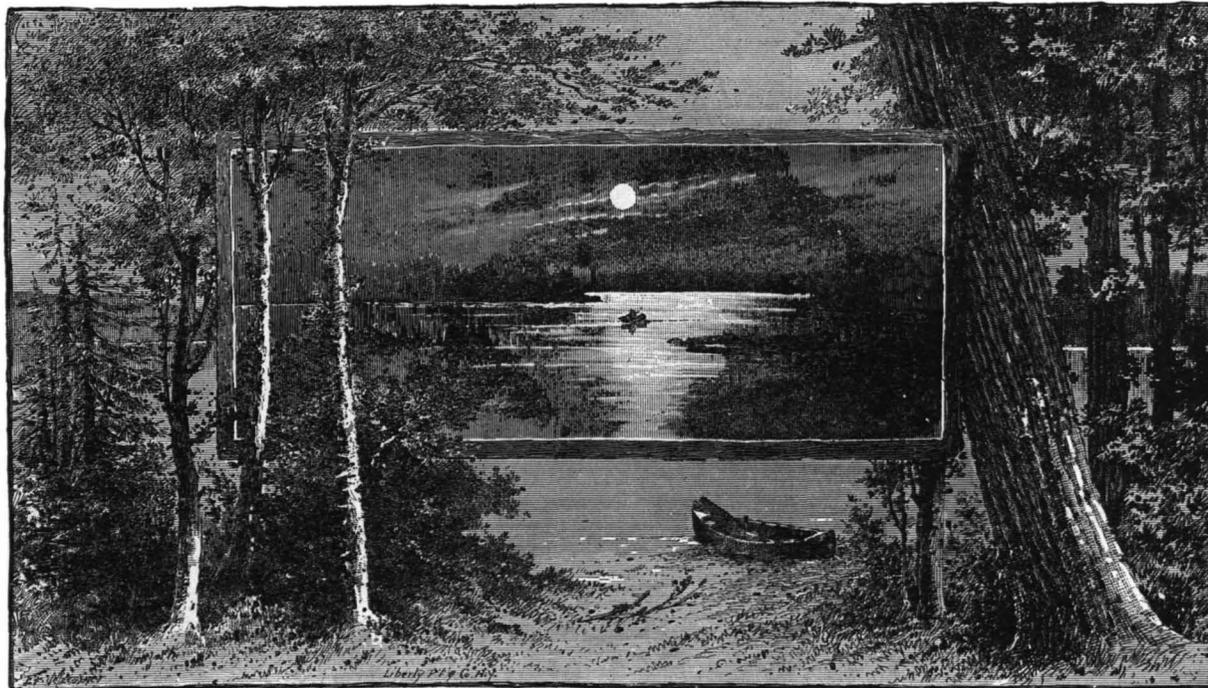
# THE VANDERBILT SYSTEM.

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

cent, Clayton, Round Island Park, Thousand Island Park, Westminster Park, and Alexandria Bay, have made this region one of the most popular pleasure resorts on the continent. During the Summer season the Islands teem with life, and the reticulated channel of the river is flecked with the little sailing yachts and pleasure boats which ply among the islands like gondolas among the palaces of water-bound Venice. Nor does the scene close with the wane

about" the sport of fishing. Good gunning can be found in accessible localities all the year; but in the Spring and Autumn, when many varieties of ducks frequent the bays and inlets, the sportsman can find abundant use for his gun.

The Thousand Islands are reached by connections with the New York Central & Hudson River Railroad at Utica, Rome and Syracuse.



MOONLIGHT IN THE ADIRONDACKS.

of day; as the setting sun gilds the nestling isles with his parting ray, and the evening shades draw on apace, the glow of lights from one island is soon followed by the friendly response of another, then another, until the illuminated spectacle rivals even Venice herself in the splendors of a carnival dress.

This region is a paradise for fishermen. Muskallonge, pickerel and bass are caught of a size that astonishes the novice. Eel spearing, by the light of blazing torches, is a novel recreation to many who think they "know all

**The passenger engines on the West Shore Railroad** burn anthracite coal, and are provided with special arrangements to prevent the escape of smoke or cinders. The entire passenger equipment of the road was specially designed and built by the Pullman Palace Car Company, and is complete in all details pertaining to elegance of finish, comfort and safety. The smoking cars are finished in figured oak and provided with revolving chairs upholstered in leather, and are perfect specimens of the car builder's art.

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UNDER THE POND PATENTS.

## Some Advantages of the Self Winding Clocks:

They are entirely automatic, self winding at intervals by electricity, thus obviating all care and attention necessary in ordinary Clocks.

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By reason of this principle these Clocks are very superior as accurate timekeepers.

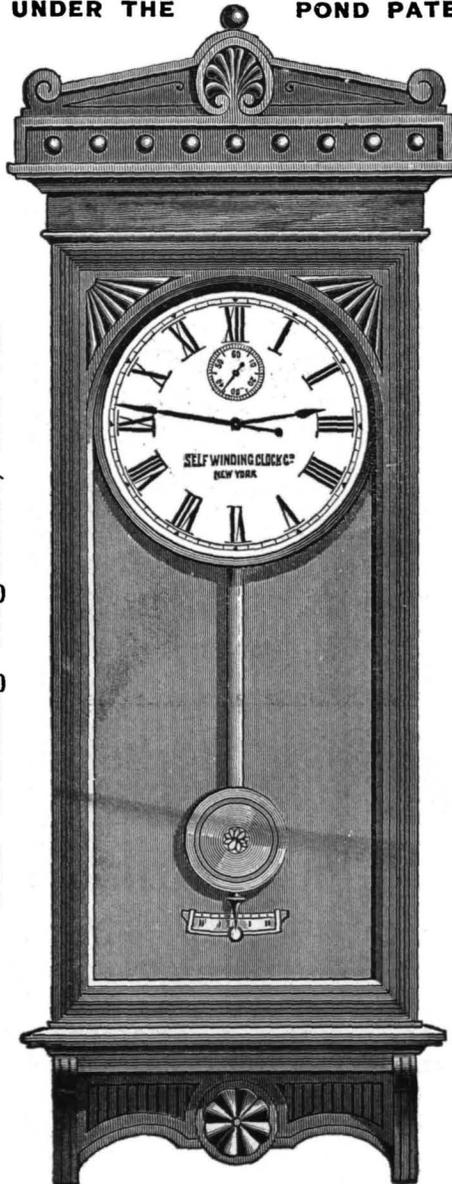
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We guarantee the Battery to do the work required for one year without removal, and will furnish material to renew same for twenty-five cents.

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A full line of Hanging and Gallery Clocks, suitable for Offices, Churches and Public Buildings.

Self Winding Regulator, No. 7B.



Made in Oak, Cherry and Ash.

A few references, to show our claims of Superior Merit have a firm foundation:

### **New York Central & Hudson River R. R. Co.**

GENERAL SUPERINTENDENT'S OFFICE,  
GRAND CENTRAL STATION,  
NEW YORK, Nov. 9th, 1886.

*Dear Sirs:* Replying to your inquiry, would say that the large Self Winding Clock purchased of you March 10th for our Incoming Passenger Station has never failed to wind, and has proven entirely satisfactory.

The small Regulator placed in this office in June has performed equally well. Yours truly,  
J. M. TOUCEY, Gen'l Supt.

### **The Boston & Albany R. R. Co.**

GENERAL SUPERINTENDENT'S OFFICE,  
SPRINGFIELD, MASS., March 15th, 1887.

*Dear Sirs:* The Self Winding Regulator which you placed in this office March 5, 1885 (now over one year), has given us the greatest satisfaction.

The Battery has not been renewed or touched within the year, and it appears to be in as good condition now as when first installed. Yours truly,  
H. T. GALLUP, Gen'l Supt.

### **Baltimore & Ohio Telegraph Co.**

OFFICE OF THE PRESIDENT AND GEN'L. MANAGER,  
63 BROADWAY, NEW YORK, Nov. 5th, 1886.

*Dear Sirs:* In reply to your inquiry, the Self Winding Regulator which you kindly placed in my office on February 8th, 1886, has, up to date, recorded accurate time without attention, and has given satisfaction in all respects.

Yours truly,  
D. H. BATES, Pres't and Gen'l Manager.



NIAGARA—WINTER SCENE BELOW THE FALLS.



# THE VANDERBILT SYSTEM.

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

## SHARON SPRINGS

Are in Schoharie county, 200 miles from New York city. They are situated in a picturesque valley 1,100 feet above sea level, and have long been famous. The most noted is the White Sulphur Spring, the water of which is used both internally and externally, and is particularly efficacious in rheumatic complaints, gout, neuralgia, paralysis, indigestion, and cutaneous diseases. Malarial difficulties may also be eliminated from the system by the use of this water in bathing and drinking. Sharon Springs is well supplied with accommodations for guests at reasonable rates. The village streets are beautifully shaded, and the air is pure and bracing. The springs are easy of access, and the surrounding country abounds in pleasant walks and interesting drives. Sharon Springs are accessible by trains over the New York Central & Hudson River and the West Shore Railroads, connecting with the Delaware & Hudson Canal Company's line at Albany.

## SENECA LAKE AND WATKINS GLEN.

At Geneva, on the Auburn branch of the New York Central & Hudson River Railroad, the tourist can take a boat of the Seneca Lake Steam Navigation Company for one of the most picturesque excursions that can be enjoyed on the American continent. Seneca Lake, a remarkable body of water, is 40 miles in length. The water is of great purity and in many places ordinary soundings have failed to reach bottom. The shores are varied, showing beautiful pastoral scenes and towering promontories, many of them densely wooded. The region at one period must have undergone a tremendous convulsion, which left its impress indelibly fixed upon the country adjacent to the lake.

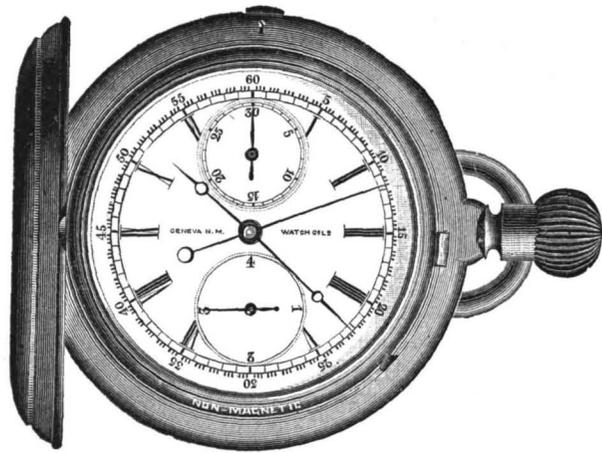
Watkins, a charming village, is the point at which passengers land for Watkins Glen. Passing up the main street of the village, a walk or ride of a half-mile brings one to a bridge which spans a shallow stream. This stream has cut its way through the lower slope of the mountain range, and forms for itself a short pass, which terminates abruptly at a distance of a few hundred yards in a lofty wall that stretches across the pass and appears to bar all further progress. The wall is not, however, continuous on the same line, but falls back in the center, and forms a cavernous recess from one angle of which

the stream issues. Behind this solid gateway of natural masonry, broken and abraded in places by time and the action of the elements, lie the wonderful ravines, the infinite variety of waterfalls and foaming rapids. "There is not to be found in this country," says a writer on this series of natural curiosities, "a more strikingly wonderful and beautiful freak of nature than Watkins Glen. It consists, properly, of a number of glens or sections, rising one above another and extending several miles in all, forming a series of rocky arcades, galleries and grottoes, subterranean at times, and again widening out to vast amphitheaters, the grandeur and magnificence of which cannot be fully realized by description. It forms the channel for a limpid stream, which follows its eccentric course, making a descent of about eight hundred feet, from section to section, by a myriad of cascades and rapids, the beauty and variety of which are unequalled."

Havana Glen is one of the remarkable freaks of nature clustered in the vicinity of Seneca Lake, and fairly rivals Watkins Glen in attractiveness and mysterious beauty. The features of this glen resemble while they vary in detail widely from those of its neighbor. Every visitor should see them both, so that a clear comprehension can be had of the Power that works unseen, and leaves monuments that humanity cannot rival.

## CHAUTAUQUA LAKE.

This, the farthest west of the New York lakes, is situated in Chautauqua county, and is the highest navigable body of water east of the Rocky Mountains, being 1,400 feet above the sea. The lake is eighteen miles long, and from one to three miles wide. Its invigorating air, clear waters, excellent bathing, boating and fishing, and the charming drives which the vicinity affords, have all combined to make it a very popular resort. Here the Chautauqua Assembly, organized in 1874, holds its annual meeting every July and August. It is an enterprise designed to combine the recreations of a Summer resort with intellectual culture and improvement. It comprises a series of diversified exercises in popular lectures and concerts, brilliant stereopticon exhibitions, organ recitals, Athenian watch fires, etc. The Chautauqua Assembly also implies a well graded system of education, leading up from its "Teachers' Retreat" and "School of Languages" to the Chautauqua Literary and Scientific Circle and Chautauqua University. The "Teachers' Retreat" is a three



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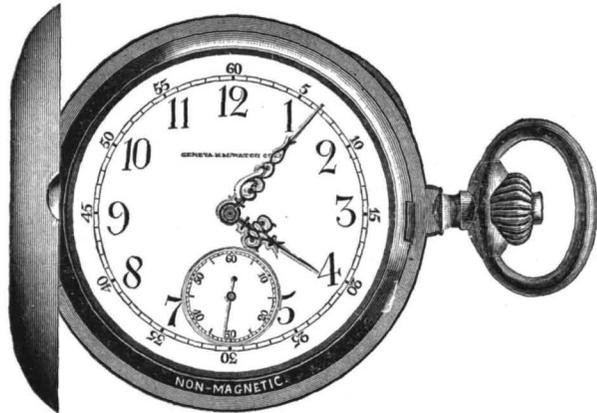
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NIAGARA FALLS—GENERAL VIEW



# *THE VANDERBILT SYSTEM.*

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

weeks' meeting, held every Summer, at which lectures are given and scientific subjects discussed by able specialists, while the School of Languages is a Summer school of six weeks, designed to illustrate the best methods of teaching languages. The C. L. S. C. is an association for social and intellectual improvement, with a four years' course of reading in history, literature, science and art, so judiciously arranged as to embrace the principal subjects of a college curriculum. Chautauqua University is a provision for non-resident students who desire to take a thorough university education while at home and engaged in business, and who are able to devote two or more hours daily to earnest study. But the reader must not be impressed with the idea that life at this beautiful lake is all study, nor must he expect to meet with serious faced people only. While Point Chautauqua and Chautauqua are preferred by the more serious, Lakewood, a few miles distant, is more congenial to the lover of harmless gaiety. The stranger will enjoy the shady drive from Jamestown to Mayville, and he will miss a beautiful sight should he omit to take the trip by steamer from Jamestown through The Narrows.

Long Point, Bemus Point, Griffith's Point, and Lakewood, further down the lake, are charmingly situated and have large and well appointed hotels. Charming, picturesque, and well kept drives encircle the lake.

The New York Central & Hudson River Railroad, connecting with the Lake Shore & Michigan Southern Railroad at Buffalo, forms a direct route to Chautauqua Lake via Brocton, and via Buffalo, with the Buffalo, New York & Philadelphia Railroad to Mayville.

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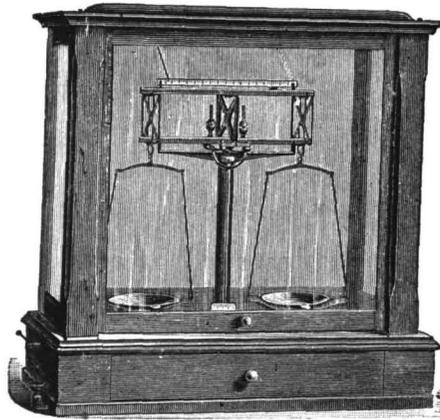
**No great Railroad** in America offers advantages for Summer travel and enjoyment equal to the New York Central & Hudson River. Starting from New York, around which are clustered more pleasure resorts than any other city in the world can show, it parallels the grandest river on the continent; traverses valleys celebrated in song and story; reaches many crystal lakes reposing like gems in their settings of picturesque rocks; furnishes access, by branches and connections, to renowned forests, noted sanitariums and natural curiosities, and terminates at the World's wonder, Niagara Falls.

## NIAGARA FALLS.

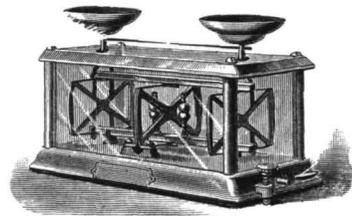
This greatest of nature's wonders, whose fame has extended to the remotest portions of the world, is on the dividing line between the Dominion of Canada and the United States. It is at one of the termini of the New York Central & Hudson River Railroad, and on the line of the Vanderbilt System between the Northwest and the Atlantic. The Niagara river, extending from Lake Erie to Lake Ontario, a distance of thirty miles, has a total fall of three hundred and thirty-four feet; the greater part of the descent is confined to a distance of seven or eight miles. The rapids are so strong, two miles above the Falls, as to entirely prevent navigation. There are three distinct cataracts. The Horseshoe Fall, on the Canada side, so called from its crescent shape, is by far the largest, and is in the direct course of the river; it is two thousand feet wide and one hundred and fifty-four feet high. The American Fall is six hundred and sixty feet wide, and the Central Fall two hundred and forty-three feet, each having a fall of one hundred and sixty-three feet. The latter two are separated from each other and from the former by Goat Island. The aggregate width of the descending water is two thousand nine hundred feet, and the flow unceasing and nearly uniform throughout the year. The amount of water descending is computed to be one hundred millions of tons per hour. Many attractive points are near the great cataract, and the surroundings are historically interesting. The establishment of Niagara Park by the State of New York has made all these attractions, on the American side and on the islands, free to visitors.

Niagara Falls cannot be described or pictured. Its greatness is beyond the power of words or pencil. Charles Dickens gives his first impressions of it in the following language: "I could see an immense torrent of water tearing headlong down from some great height, but had no idea of shape or situation, or anything but vague immensity. When we were seated in the little ferry-boat and were crossing the swollen river, immediately before both cataracts, I began to feel what it was. But I was in a measure stunned and unable to comprehend the vastness of the scene. It was not until I came on Table Rock and looked—great Heaven, on what a fall of bright green water!—that it came upon me in its full might and majesty.

"Then, when I felt how near to my Creator I was standing, the first effect, and the enduring one—instant and lasting—of the tremendous spectacle, was Peace. Peace of mind, tranquility, calm recollections of the dead, great



No. 281.



No. 270.

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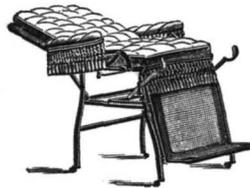
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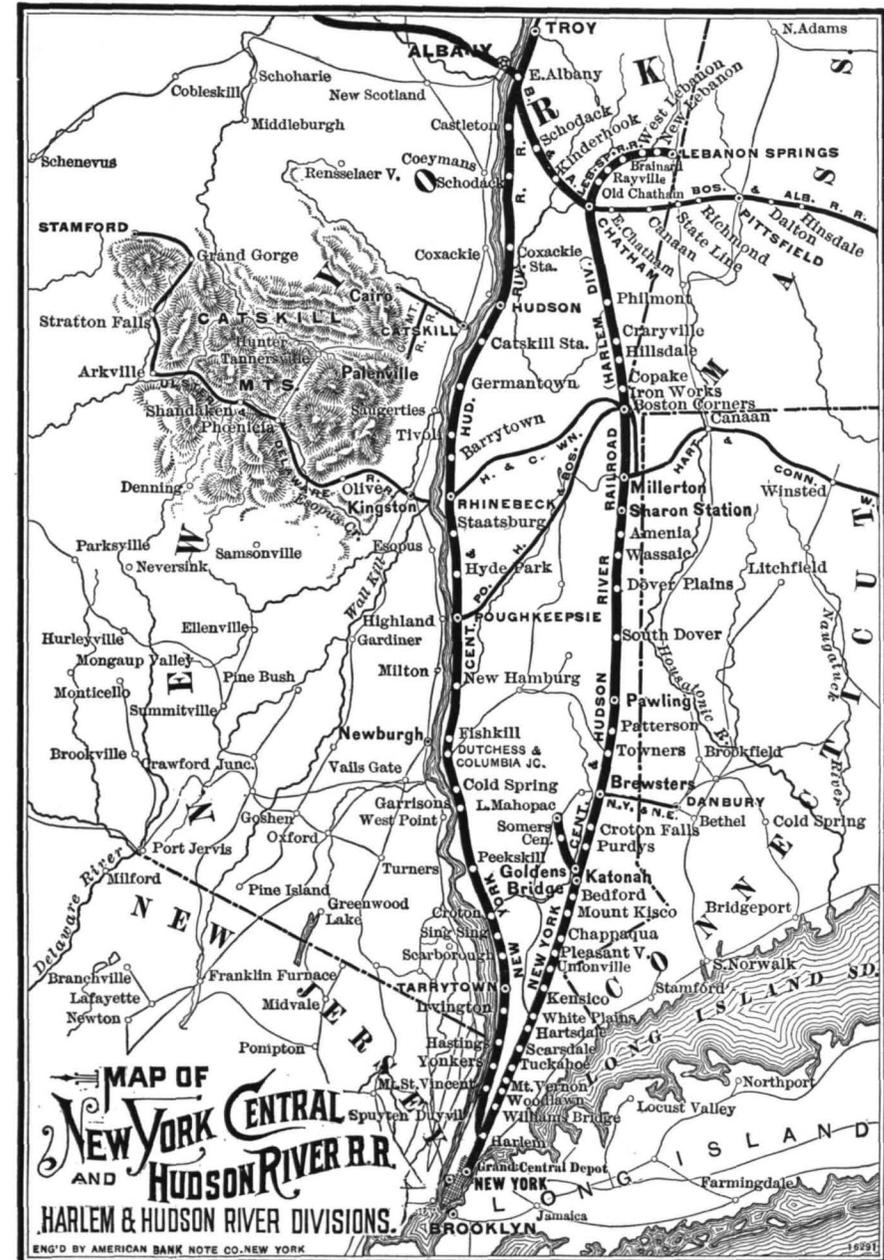
STEEL AND IRON WARES.

# THE VANDERBILT SYSTEM.

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

thoughts of eternal rest and happiness ; nothing of gloom and terror. Niagara was at once stamped upon my heart, an image of Beauty ; to remain there changeless and indelible until its pulses cease to beat forever."

Anthony Trollope, the great English novelist, says : "Of all the sights on this earth of ours which tourists travel to see—at least, of all those which I have seen—I am inclined to give the palm to the Falls of Niagara. In the catalogue of such sights I intend to include all buildings, pictures, statues, and wonders of art made by men's hands, and also all beauties of nature prepared by the Creator for the delight of His creatures. These are strong words ; but, as far as my taste and judgment go, they are justified. I know no other one thing so beautiful, so glorious, and so powerful. \* \* \* At Niagara there is that fall of waters alone. But that fall is more graceful than Giotto's tower, more noble than the Apollo. The peaks of the Alps are not so astounding in their solitude. The valleys of the Blue Mountains in Jamaica are less green. The finished glaze of life in Paris is less invariable ; and the full tide of trade round the Bank of England is not so inexorably powerful."



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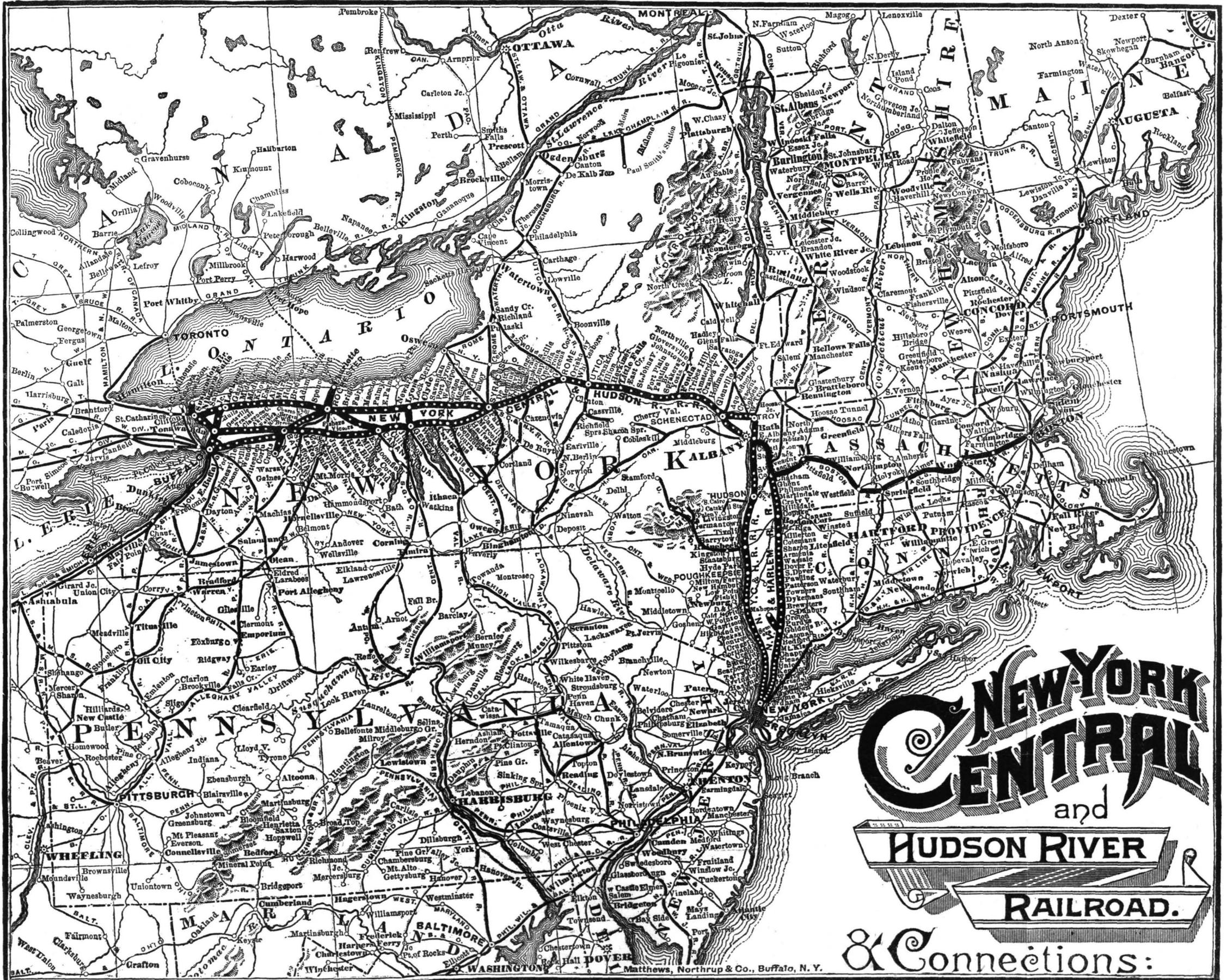
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WEST SHORE RAILROAD.

## INFORMATION FOR SHIPPERS.

*Officer in charge of Car Distribution: C. W. BRADLEY, General Superintendent, Weehawken, N. J.*

### ROLLING STOCK IN FREIGHT SERVICE:

Locomotives, 189; Box Cars, 3,773; Stock Cars, 393; Flat Cars, 1,180; Coal Cars, 300; Miscellaneous, 64. Total, 5,712.

### FAST FREIGHT LINES:

WEST SHORE LINE.

HOOSAC TUNNEL LINE.

### FREIGHT CONNECTIONS AND JUNCTIONAL POINTS.

BOSTON, HOOSAC TUNNEL & WESTERN—Rotterdam Junction, N. Y.  
BUFFALO CREEK—East Buffalo, N. Y.  
BUFFALO, NEW YORK & PHILADELPHIA—Buffalo, N. Y.; Genesee Junction, N. Y.  
BUFFALO, ROCHESTER & PITTSBURGH—East Buffalo, N. Y.; Maplewood, N. Y.  
DELAWARE & HUDSON CANAL CO.—Albany, N. Y.; South Schenectady, N. Y.; Voorheesville, N. Y.  
DELAWARE, LACKAWANNA & WESTERN—East Buffalo, N. Y. (via B. C. Ry.); Utica, N. Y.; West End Junction, N. J. (via N. Y., S. & W. Ry.).  
ELMIRA, CORTLAND & NORTHERN—Canastota, N. Y.  
FALL BROOK COAL CO.—Lyons, N. Y.  
GRAND TRUNK—Clifton, Ont.; Suspension Bridge, N. Y.  
LAKE SHORE & MICHIGAN SOUTHERN—East Buffalo, N. Y. (via B. C. Ry.).  
LEHIGH VALLEY (G., I. & S. Div.)—Lyons, N. Y.  
MICHIGAN CENTRAL—Suspension Bridge, N. Y.  
NEW YORK & GREENWOOD LAKE—West End Junction, N. J. (via N. Y., S. & W. Ry.).  
NEW YORK & NEW ENGLAND—Newburgh, N. Y.  
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\* NEW YORK CENTRAL & HUDSON RIVER—Canastota, N. Y.; Churchville Junction, N. Y.; East Buffalo, N. Y.; Fairport, N. Y.; Harbor, N. Y.; Kirkville, N. Y.; Lyons, N. Y.; N. Y. C. Junction, N. Y.; Oswego Junction, N. Y.  
NEW YORK, LAKE ERIE & WESTERN—East Buffalo, N. Y.; Newburgh, N. Y.; Red Creek, N. Y.; Weehawken, N. J.; West End Junction, N. J. (via N. Y., S. & W. Ry.).  
NEW YORK, ONTARIO & WESTERN—Cornwall, N. Y.; Clark's Mills, N. Y.; New Hartford, N. Y.; Oneida Castle, N. Y.; Utica, N. Y.  
NEW YORK, SUSQUEHANNA & WESTERN—Little Ferry Junction, N. J.; New Durham, N. J.  
NORTHERN CENTRAL—Newark, N. Y.  
NORTHERN R. R. OF NEW JERSEY—New Durham, N. J.  
PENNSYLVANIA R. R.—West End Junction, N. J. (via N. Y., S. & W. Ry.).  
ROME, WATERTOWN & OGDENSBURG—Syracuse, N. Y.  
SOUTHERN CENTRAL—Weedsport, N. Y.  
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ULSTER & DELAWARE—Kingston, N. Y.  
\* WALKILL VALLEY—Kingston, N. Y.

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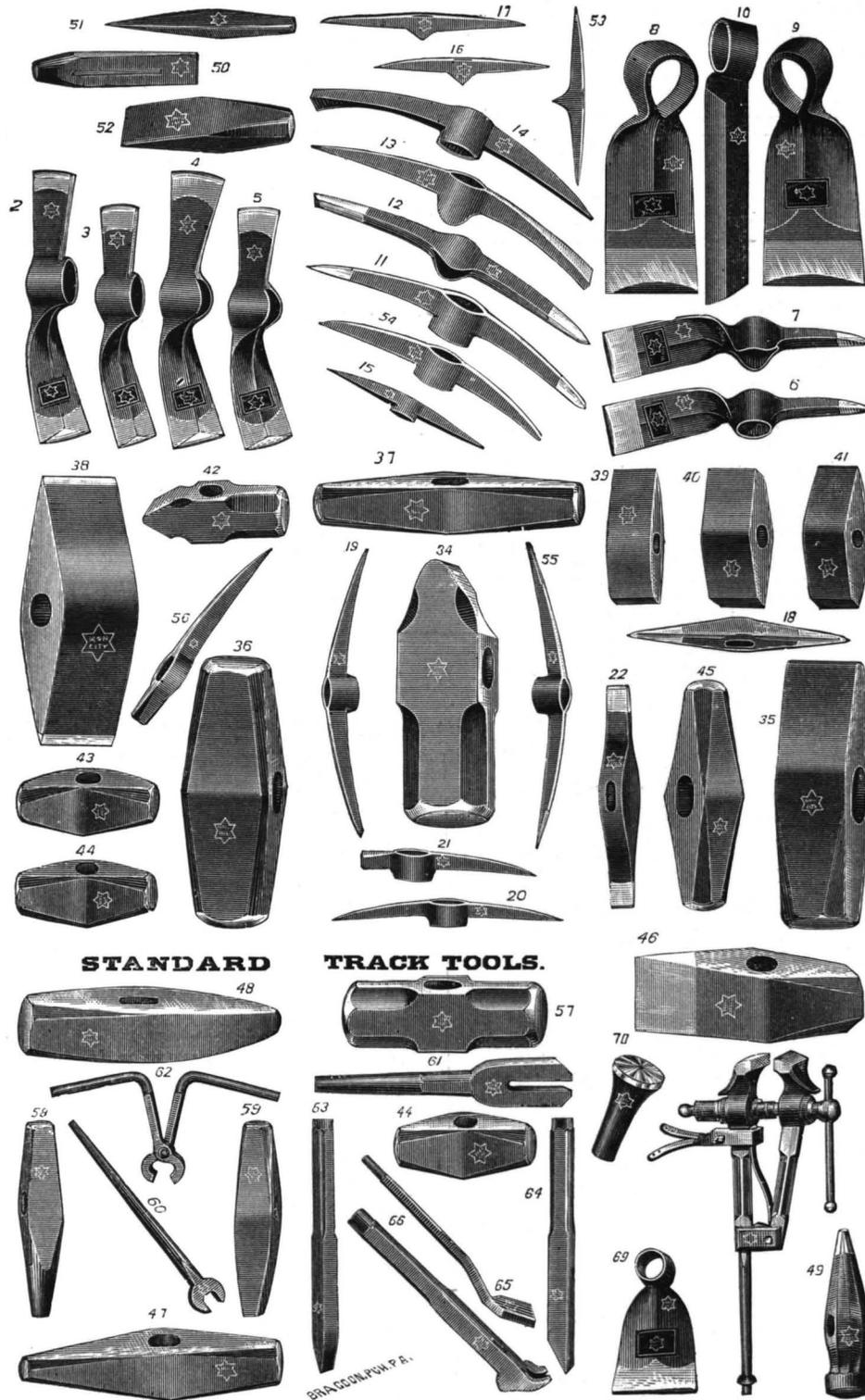


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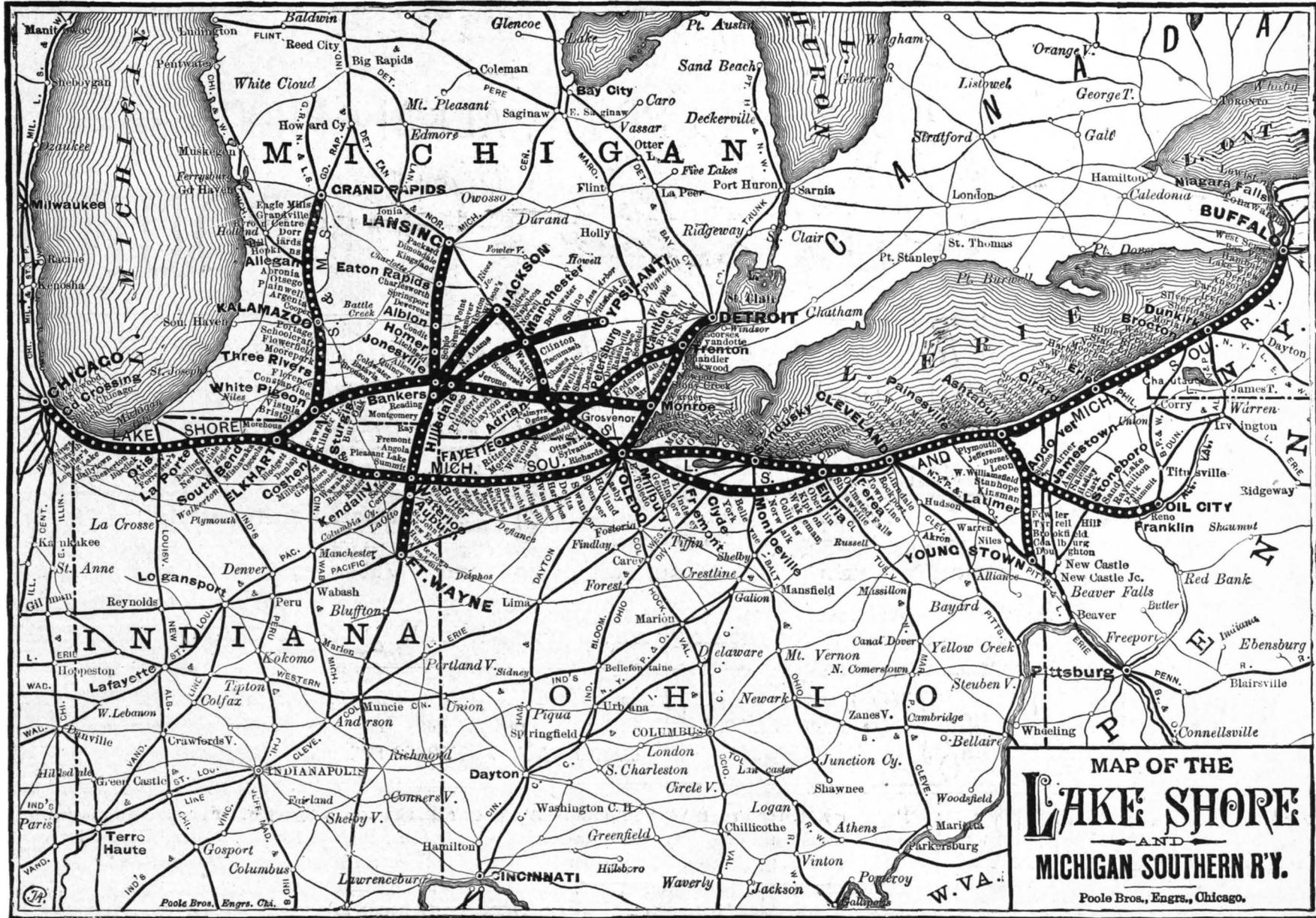
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# THE VANDERBILT SYSTEM.

LAKE SHORE & MICHIGAN SOUTHERN RAILROAD.

## INFORMATION FOR SHIPPERS.

Officer in charge of Car Distribution: \_\_\_\_\_, Cleveland, O.

### ROLLING STOCK IN FREIGHT SERVICE:

Locomotives, 535; Box Cars, 5,461; Stock Cars, 1,540; Flat Cars, 2,358; Coal Cars, 2,302; Miscellaneous, 263; Total, 11,924.

### FAST FREIGHT LINES:

RED LINE.                      WHITE LINE.                      MIDLAND LINE.                      EMPIRE LINE.

### FREIGHT CONNECTIONS AND JUNCTIONAL POINTS.

ASHTABULA & PITTSBURGH (PA. CO.)—Ashtabula, O.  
 BALTIMORE & OHIO—Auburn Junction, Ind.; Chicago, Ill.; Monroeville, O.; Sandusky, O.; South Chicago, Ill.  
 BUFFALO CREEK—Buffalo, N. Y.  
 BUFFALO, NEW YORK & PHILADELPHIA—Brocton, N. Y.; Buffalo, N. Y.; Oil City, Pa.; Stoneboro, Pa.  
 BUFFALO, ROCHESTER & PITTSBURGH—Buffalo, N. Y.  
 CHICAGO & ALTON—Chicago, Ill.  
 CHICAGO & ATLANTIC—Chicago, Ill.  
 CHICAGO, BURLINGTON & QUINCY—Chicago, Ill.  
 CHICAGO BELT—Chicago, Ill.; South Chicago, Ill.  
 CHICAGO & EASTERN ILLINOIS—Chicago, Ill.  
 CHICAGO & GRAND TRUNK—Chicago, Ill.; Lansing, Mich.; Schoolcraft, Mich.; South Bend, Ind.  
 CHICAGO, MILWAUKEE & ST. PAUL—Chicago, Ill.  
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\* GRAND RAPIDS & INDIANA—Grand Rapids, Mich.; Kalamazoo, Mich.; Kendallville, Ind.; Plainwell, Mich.; Sturgis, Mich.  
 GRAND TRUNK—Grand Trunk Junction, Mich.  
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 INDIANA, BLOOMINGTON & WESTERN—Clyde, O.; Sandusky, O.  
 LAKE ERIE & WESTERN—Fremont, O.; Sandusky, O.  
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 MICHIGAN CENTRAL—Albion, Mich.; Chesterton, Ind.; Chicago, Ill.; Grand Trunk Junction, Mich.; Jackson, Mich.; Kalamazoo, Mich.; South Bend, Ind.; Three Rivers, Mich.; Toledo, O.; Trenton, Mich.; Ypsilanti, Mich.; Wyandotte, Mich.  
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 NORTHWESTERN OHIO (PA. CO.)—Toledo, O.  
 OHIO CENTRAL—Toledo, O.  
 PHILADELPHIA & ERIE (P. R. R.)—Erie, Pa.  
 PITTSBURGH, CINCINNATI & ST. LOUIS—Chicago, Ill.  
 PITTSBURGH, CLEVELAND & TOLEDO (P. & W.)—Youngstown, O.  
 PITTSBURGH, FORT WAYNE & CHICAGO—Chicago, Ill.; Fort Wayne, Ind.; Youngstown, O.  
 PITTSBURGH & LAKE ERIE—Youngstown, O.  
 TERRE HAUTE & LOGANSPOUT—South Bend, Ind.  
 TOLEDO, ANN ARBOR & NORTH MICHIGAN—Dundee, Mich.; Pittsfield Junction, Mich.  
 VALLEY—Cleveland, O.  
 WABASH, ST. LOUIS & PACIFIC—Adrian, Mich.; Auburn Junction, Ind.; Butler, Ind.; Chicago, Ill.; Fort Wayne, Ind.; Grand Trunk Junction, Mich.; Laporte, Ind.; Toledo, O.  
 WHEELING & LAKE ERIE—Clyde, O.; Huron, O.; Monroeville, O.; Norwalk, O.

AMERICAN EXPRESS.

# THE VANDERBILT SYSTEM.

“BEE LINE” (C. C. C. & I. R'Y AND I. & ST. L. R'Y, D. & U. R. R.)



MAP OF THE "BEE LINE."

J. M. SCHOONMAKER, President.

W. C. MAGEE, General Agent.

S. L. SCHOONMAKER, Sec'y and Treas'r.

# J. M. SCHOONMAKER COKE CO.,

MANUFACTURERS AND SHIPPERS OF

GENUINE

# CONNELLSVILLE · COKE.

---

Capacity of Mines, 2,500 Tons Daily.

---

*The Coal Lands owned by this Company are all located directly in the Connellsville Coking Coal Measure.*

---

SPECIAL ATTENTION GIVEN TO FURNACE AND FOUNDRY TRADE.

---

Lowest Railroad Rates Obtained, and Prompt Shipment Guaranteed, having Direct Communication with our Mines by Private Wire.

OFFICE: 120 WATER ST.,

PITTSBURGH, PA.

# THE VANDERBILT SYSTEM.

— "BEE LINE" (C., C., C. & I. R'Y AND I. & ST. L. R'Y, D. & U. R. R.)

## ORGANIZATION

OF THE

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS  
RAILWAY COMPANY.

— 1887. —

DIRECTORS.

C VANDERBILT.....	NEW YORK.
W. K. VANDERBILT.....	NEW YORK.
HAMILTON McK. TWOMBLY.....	NEW YORK.
CHAUNCEY M. DEPEW.....	NEW YORK.
A. G. DULMAN.....	NEW YORK.
W. BAYARD CUTTING.....	NEW YORK.
J. D. LAYNG.....	NEW YORK.
STEVENSON BURKE.....	CLEVELAND.
JAMES BARNETT.....	CLEVELAND.
T. P. HANDY.....	CLEVELAND.
AMOS TOWNSEND.....	CLEVELAND.
G. H. RUSSELL.....	CLEVELAND.
B. S. BROWN.....	COLUMBUS.

DAYTON & UNION RAILROAD.

OFFICERS.

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W. F. STARK.....	SUPERINTENDENT.....	DAYTON, O.
R. D. MARSHALL.....	GENERAL ATTORNEY.....	DAYTON, O.

INDIANAPOLIS & ST. LOUIS RAILWAY COMPANY.

DIRECTORS.

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STEVENSON BURKE.....	CLEVELAND.
AMOS TOWNSEND.....	CLEVELAND.
JAMES BARNETT.....	CLEVELAND.
T. P. HANDY.....	CLEVELAND.
H. H. POPPLETON.....	CLEVELAND.
JOHN T. DYE.....	CLEVELAND.

General Offices: CLEVELAND, OHIO.

OFFICERS AND HEADS OF DEPARTMENTS.

J. D. LAYNG.....	PRESIDENT.....	CLEVELAND.
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P. A. HEWITT.....	AUDITOR.....	CLEVELAND.
H. H. POPPLETON.....	GENERAL ATTORNEY (C. C. C. & I. RY.).....	CLEVELAND.
JNO. T. DYE.....	GENERAL ATTORNEY (I. & ST. L. RY.).....	CLEVELAND.
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EDGAR HILL.....	GENERAL FREIGHT AGENT.....	CLEVELAND.
ALBERT S. WHITE.....	ASSISTANT GENERAL FREIGHT AGENT.....	CLEVELAND.
D. M. CALKINS.....	GENERAL BAGGAGE AGENT.....	CLEVELAND.
W. F. TURREFF.....	GENERAL MASTER MECHANIC.....	CLEVELAND.
W. C. IRWIN.....	CHIEF ENGINEER.....	CLEVELAND.
J. L. YATE.....	PURCHASING AGENT.....	CLEVELAND.
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# THE VANDERBILT SYSTEM.

"BEE LINE" (C. C. C. & I. R'Y AND I. & ST. L. R'Y.)

## INFORMATION FOR SHIPPERS.

*Officers in charge of Car Distribution: Superintendents of the Several Divisions.*

### ROLLING STOCK IN FREIGHT SERVICE:

C., C., C. & I. R.:—Locomotives, 180; Box Cars, 1,996; Stock Cars, 604; Flat Cars, 500; Coal Cars, 1,332; Miscellaneous, 124; Total, 4,556.  
I. & ST. L. R.:—Locomotives, 49; Box Cars, 921; Stock Cars, 159; Flat Cars, 100; Coal Cars, 509; Miscellaneous, 48; Total, 1,746.

### FAST FREIGHT LINES:

WHITE LINE.   EMPIRE LINE.

### FREIGHT CONNECTIONS AND JUNCTIONAL POINTS: CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS RAILWAY.

BALTIMORE & OHIO—Columbus, O.; Shelby, O.  
CHICAGO & ATLANTIC—Marion, O.  
CINCINNATI, HAMILTON & DAYTON—Cincinnati, O.; Dayton, O.; Indianapolis, Ind.  
CINCINNATI, INDIANAPOLIS, ST. LOUIS & CHICAGO—Cincinnati, O.; Indianapolis, Ind.  
CINCINNATI, JACKSON & MACKINAW—Ansonia, O.  
CINCINNATI, NEW ORLEANS & TEXAS PACIFIC—Cincinnati, O.  
CINCINNATI, WABASH & MICHIGAN—Anderson, Ind.  
CINCINNATI, WASHINGTON & BALTIMORE—Cincinnati, O.  
CLEVELAND & PITTSBURGH (PA. CO.)—Cleveland, O.  
CLEVELAND, AKRON & COLUMBUS—Columbus, O.  
CLEVELAND, LORAIN & WHEELING—Grafton, O.  
COLUMBUS & CINCINNATI MIDLAND—Columbus, O.  
COLUMBUS & EASTERN—Columbus, O.  
COLUMBUS, HOCKING VALLEY & TOLEDO—Columbus, O.; Delaware, O.; Marion, O.

\* DAYTON & MICHIGAN (C., H. & D.)—Sidney, O.  
DAYTON & UNION—Dayton, O.; Union, O.  
FORT WAYNE, CINCINNATI & LOUISVILLE—Muncie, Ind.  
GRAND RAPIDS & INDIANA—Winchester, Ind.  
INDIANA, BLOOMINGTON & WESTERN—Bellefontaine, O.; Columbus, O.; Indianapolis, Ind.; Springfield, O.  
INDIANAPOLIS BELT—Indianapolis, Ind.  
INDIANAPOLIS & ST. LOUIS—Indianapolis, Ind.  
INDIANAPOLIS & VINCENNES—Indianapolis, Ind.  
INDIANAPOLIS, DECATUR & SPRINGFIELD—Indianapolis, Ind.  
INDIANAPOLIS, PERU & CHICAGO (W., ST. L. & P.)—Indianapolis, Ind.  
JEFFERSONVILLE, MADISON & INDIANAPOLIS—Indianapolis, Ind.  
LAKE ERIE & WESTERN—Muncie, Ind.  
LAKE SHORE & MICHIGAN SOUTHERN—Berea, O.; Cleveland, O.  
LITTLE MIAMI (P., C. & ST. L.)—Cincinnati, O.; Dayton, O.  
LOUISVILLE & NASHVILLE—Cincinnati, O. (via street connection).

\* LOUISVILLE, NEW ALBANY & CHICAGO—Indianapolis, Ind.  
MIDLAND (C., I. & ST. L.)—Anderson, Ind.  
NEW YORK, CHICAGO & ST. LOUIS—Cleveland, O.  
NEW YORK, PENNSYLVANIA & OHIO—Cleveland, O.; Dayton, O.; Galton, O.; Marion, O.  
NORTHWESTERN OHIO (PA. CO.)—Vernon, O.  
OHIO SOUTHERN (I., B. & W.)—Springfield, O.  
OHIO & MISSISSIPPI—Cincinnati, O.  
PITTSBURGH, CINCINNATI & ST. LOUIS—Anderson, Ind.; Columbus, O.; Indianapolis, Ind.; Milford, O.; Springfield, O.; Union, Ind.  
PITTSBURGH, FORT WAYNE & CHICAGO—Crestline, O.  
SCIOTO VALLEY—Columbus, O.  
TERRE HAUTE & INDIANAPOLIS (VAN. LINE)—Indianapolis, Ind.  
TOLEDO & OHIO CENTRAL—Columbus, O.; Edison, O.  
VALLEY—Cleveland, O.  
WHEELING & LAKE ERIE—Wellington, O.

### FREIGHT CONNECTIONS AND JUNCTIONAL POINTS:—INDIANAPOLIS & ST. LOUIS RAILWAY.

CHICAGO & ALTON—Alton, Ill.; Venice, Ill.  
CHICAGO & INDIANA COAL—Carbon, Ind.  
CHICAGO, BURLINGTON & QUINCY—Wann, Ill.  
CHICAGO & EASTERN ILLINOIS—Terre Haute, Ind.  
CHICAGO & OHIO RIVER (I., B. & W.)—Kansas, Ill.  
CINCINNATI, HAMILTON & DAYTON—Indianapolis, Ind.  
CINCINNATI, INDIANAPOLIS, ST. LOUIS & CHICAGO—Indianapolis, Ind.  
CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS—Indianapolis, Ind.  
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EAST ST. LOUIS CONNECTING RAILWAY—East St. Louis, Ill.  
EVANSVILLE & TERRE HAUTE—Terre Haute, Ind.  
ILLINOIS CENTRAL—Mattoon, Ill.; Pana, Ill.

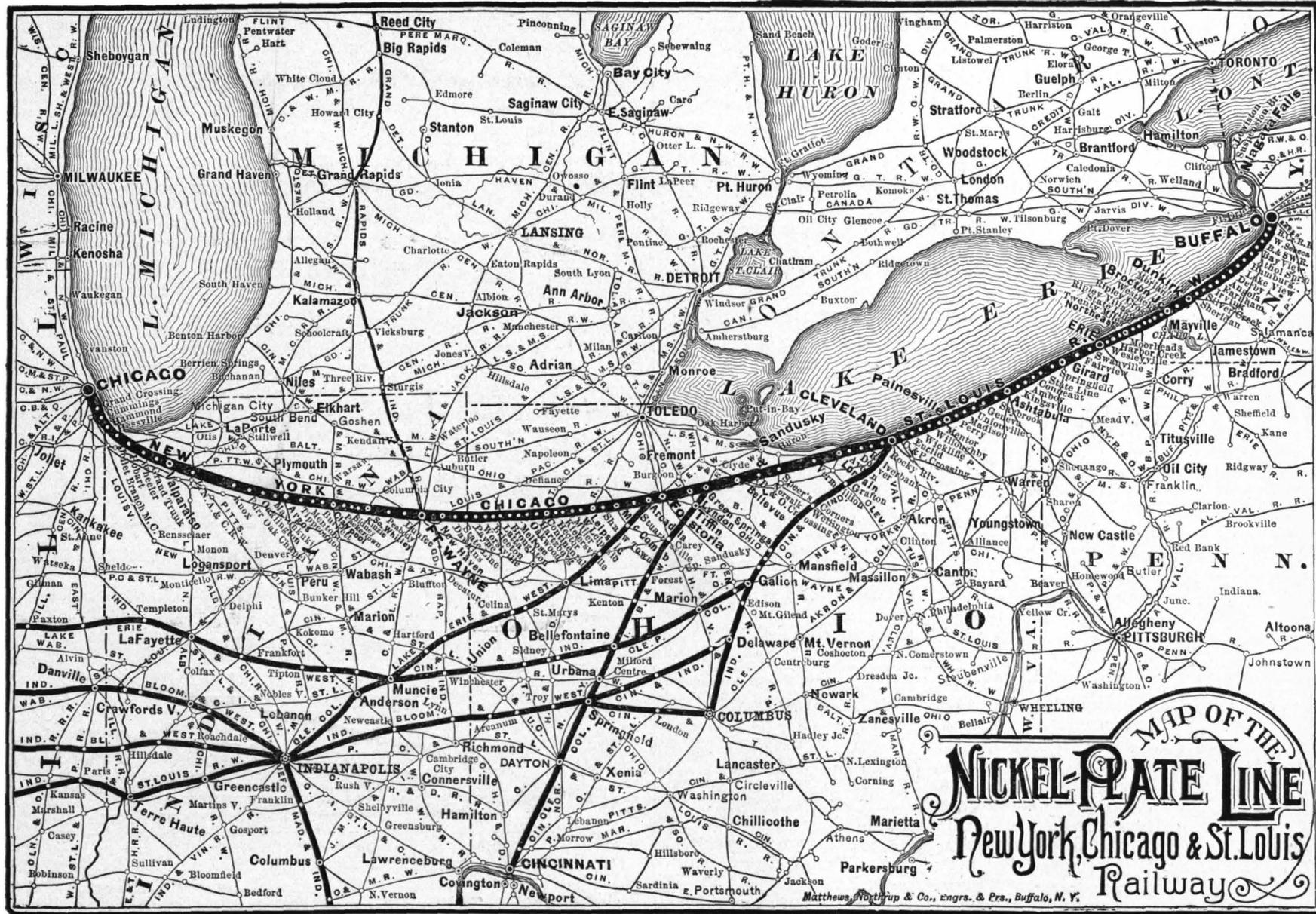
\* ILLINOIS MIDLAND—Paris, Ill.  
INDIANA, BLOOMINGTON & WESTERN—Indianapolis, Ind.  
INDIANAPOLIS & VINCENNES—Indianapolis, Ind.  
INDIANAPOLIS BELT—Indianapolis, Ind.  
INDIANAPOLIS, DECATUR & SPRINGFIELD—Indianapolis, Ind.  
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JEFFERSONVILLE, MADISON & INDIANAPOLIS—Indianapolis, Ind.  
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LOUISVILLE, NEW ALBANY & CHICAGO—Greencastle, Ind.; Indianapolis, Ind.  
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MISSOURI PACIFIC—East St. Louis, Ill. (via Bridge or Ferry).  
OHIO & MISSISSIPPI—Pana, Ill.

\* PEORIA, DECATUR & EVANSVILLE—Mattoon, Ill.  
PITTSBURGH, CINCINNATI & ST. LOUIS—Indianapolis, Ind.  
ST. LOUIS BRIDGE—East St. Louis, Ill.  
ST. LOUIS, BELLEVILLE & SOUTHERN ILLINOIS (ST. L., A. & T. H.)—East St. Louis, Ill.  
ST. LOUIS, IRON MOUNTAIN & SOUTHERN (M. P.)—East St. Louis, Ill. (via Bridge or Ferry).  
TERRE HAUTE & INDIANAPOLIS (VAN. LINE)—Indianapolis, Ind.; Terre Haute, Ind.; East St. Louis, Ill.  
TERRE HAUTE & SOUTHEASTERN—Terre Haute, Ind.  
VINCENNES & CARONDELET BELT—East St. Louis, Ill.  
WABASH, ST. LOUIS & PACIFIC—Edwardsville, Crossing, Ill.; Litchfield, Ill.; Paris, Ill.; Windsor, Ill.

### AMERICAN EXPRESS.

# THE VANDERBILT SYSTEM.

"NICKEL PLATE LINE" (NEW YORK, CHICAGO & ST. LOUIS R'Y.)



# THE VANDERBILT SYSTEM.

"NICKEL PLATE LINE" (NEW YORK, CHICAGO & ST. LOUIS R'Y.)

DUNKIRK, ALLEGHANY VALLEY & PITTSBURGH R. R.

## ORGANIZATION

OF THE

NEW YORK, CHICAGO & ST. LOUIS RAILWAY  
COMPANY.

—1887.—

### DIRECTORS.

WILLIAM K. VANDERBILT.	CHARLES HICKOX.
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FREDERICK W. VANDERBILT.	D. W. CALDWELL.
CHAUNCEY M. DEPEW.	JAS. TILLINGHAST.
H. McK. TWOMBLY.	JAS. P. CURRY.
ALLYN COX.	H. HAMMERSLEY.

(ONE VACANCY.)

*General Offices: CLEVELAND, OHIO.*

### OFFICERS AND HEADS OF DEPARTMENTS.

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JAMES P. CURRY.....	AUDITOR.....	CLEVELAND.
H. HAMMERSLEY.....	ASSISTANT TREASURER.....	CLEVELAND.
S. E. WILLIAMSON.....	GENERAL SOLICITOR.....	CLEVELAND.
G. B. SPRIGGS.....	GENERAL FREIGHT AGENT.....	CLEVELAND.
B. F. HORNER.....	GENERAL PASSENGER AGENT.....	CLEVELAND.
G. H. KIMBALL.....	SUPERINTENDENT EASTERN DIVISION.....	CLEVELAND.
M. M. RODGERS.....	PURCHASING AGENT.....	CLEVELAND.
E. A. CONGER.....	PAYMASTER.....	CLEVELAND.
JOHN MACKENZIE.....	SUPERINTENDENT MOTIVE POWER.....	CLEVELAND.
C. D. GORHAM.....	SUPERINTENDENT WESTERN DIVISION.....	FORT WAYNE, IND.

## ORGANIZATION

OF THE

DUNKIRK, ALLEGHANY VALLEY & PITTSBURGH  
RAILROAD COMPANY.

—1887.—

### DIRECTORS.

EDWIN D. WORCESTER.	CHAUNCEY M. DEPEW.
CORNELIUS VANDERBILT.	HORACE J. HAYDEN.
WILLIAM K. VANDERBILT.	DWIGHT W. PARDEE.
FREDERICK W. VANDERBILT.	DARWIN THAYER.
SAMUEL F. BARGER.	OSCAR W. JOHNSON.
CHARLES C. CLARKE.	RASSELAS BROWN.

(ONE VACANCY.)

*General Offices: DUNKIRK, N. Y.*

### OFFICERS AND HEADS OF DEPARTMENTS.

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SECRETARY AND TREASURER.....	DWIGHT W. PARDEE.
AUDITOR AND ASSISTANT TREASURER.....	WM. M. LESTER.
GENERAL SUPERINTENDENT.....	DARWIN THAYER.

# THE VANDERBILT SYSTEM.

“NICKEL PLATE LINE” (NEW YORK, CHICAGO & ST. LOUIS RY.)

## \* INFORMATION FOR SHIPPERS. \*

Officer in Charge of Car Distribution : \_\_\_\_\_, Cleveland, O.

### ROLLING STOCK IN FREIGHT SERVICE:

Locomotives, 108; Box Cars, 3,300; Stock Cars, 700; Flat Cars, 1,197; Coal Cars, 210; Miscellaneous, 80; Total, 5,687.

### FAST FREIGHT LINES:

NICKEL PLATE LINE.

TRADERS' DESPATCH LINE.

LACKAWANNA LINE.

### FREIGHT CONNECTIONS AND JUNCTIONAL POINTS.

ASHTABULA & PITTSBURGH (PA. CO.)—Ashtabula, O.  
BALTIMORE & OHIO—Chicago, Ill.; Higbee, O.; Fostoria, O.  
BUFFALO CREEK—Buffalo, N. Y.  
BUFFALO, NEW YORK & PHILADELPHIA—Brocton, N. Y.; Buffalo, N. Y.; Dunkirk, N. Y.; Silver Creek, N. Y.  
CHICAGO & ALTON—Chicago, Ill.  
CHICAGO & ATLANTIC—Chicago, Ill.; Hammond, Ind.  
CHICAGO, BURLINGTON & QUINCY—Chicago, Ill.  
CHICAGO BELT—Stony Island, Ill.  
CHICAGO & EASTERN ILLINOIS—Chicago, Ill.  
CHICAGO & GRAND TRUNK—Chicago, Ill.  
CHICAGO, MILWAUKEE & ST. PAUL—Chicago, Ill.  
CHICAGO & NORTHWESTERN—Chicago, Ill.  
CHICAGO, ROCK ISLAND & PACIFIC—Chicago, Ill.; Stony Island, Ill.  
CHICAGO, ST. LOUIS & PITTSBURGH—Chicago, Ill.  
CHICAGO & WEST MICHIGAN—Thomaston, Ind.  
CINCINNATI, HAMILTON & DAYTON—McComb, O.; West Leipsic, O.  
CINCINNATI, VAN WERT & MICHIGAN—Latty, O.  
COLUMBUS, HOCKING VALLEY & TOLEDO—Fostoria, O.  
CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS—Cleveland, O.  
CLEVELAND, LORAIN & WHEELING—Lorain, O.  
CLEVELAND & PITTSBURGH (PA. CO.)—Cleveland, O.

\* DELAWARE, LACKAWANNA & WESTERN—Buffalo, N. Y.  
\* ERIE & PITTSBURGH (PA. CO.)—Thornton, Pa.  
FORT WAYNE, CINCINNATI & LOUISVILLE—Fort Wayne, Ind.  
GRAND RAPIDS & INDIANA—Fort Wayne, Ind.  
ILLINOIS CENTRAL—Chicago, Ill.  
INDIANA, BLOOMINGTON & WESTERN—Green Springs, O.  
LAKE ERIE & WESTERN—Arcadia, O.; Fostoria, O.  
LAKE SHORE & MICHIGAN SOUTHERN—Bellevue, O.; Buffalo, N. Y.; Chicago, Ill.  
LEHIGH VALLEY—Buffalo, N. Y.  
LOUISVILLE, NEW ALBANY & CHICAGO—Chicago, Ill.; Wanatah, Ind.  
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NEW YORK, LAKE ERIE & WESTERN—Buffalo, N. Y.  
NEW YORK, PENNSYLVANIA & OHIO—Cleveland, O.  
NEW YORK, WEST SHORE & BUFFALO—Buffalo, N. Y.  
NORTHWESTERN OHIO (P. CO.)—Linden, O.  
OHIO CENTRAL—Fostoria, O.  
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ROCHESTER & PITTSBURGH—Buffalo, N. Y.  
TERRE HAUTE & INDIANAPOLIS (VANDALIA LINE)—Hibbard, Ind.  
TOLEDO & INDIANAPOLIS—Stuartville, O.  
WABASH, ST. LOUIS & PACIFIC—Argos, Ind.; Chicago, Ill.; New Haven, Ind.  
\* WHEELING & LAKE ERIE—Bellevue, O.

AMERICAN EXPRESS.

# RETSON MINING CO.,

**MINERS AND SHIPPERS OF SALT.**

Mines: Piffard, Livingston Co., N. Y.

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CHAS. Q. FREEMAN, *Vice-President.*

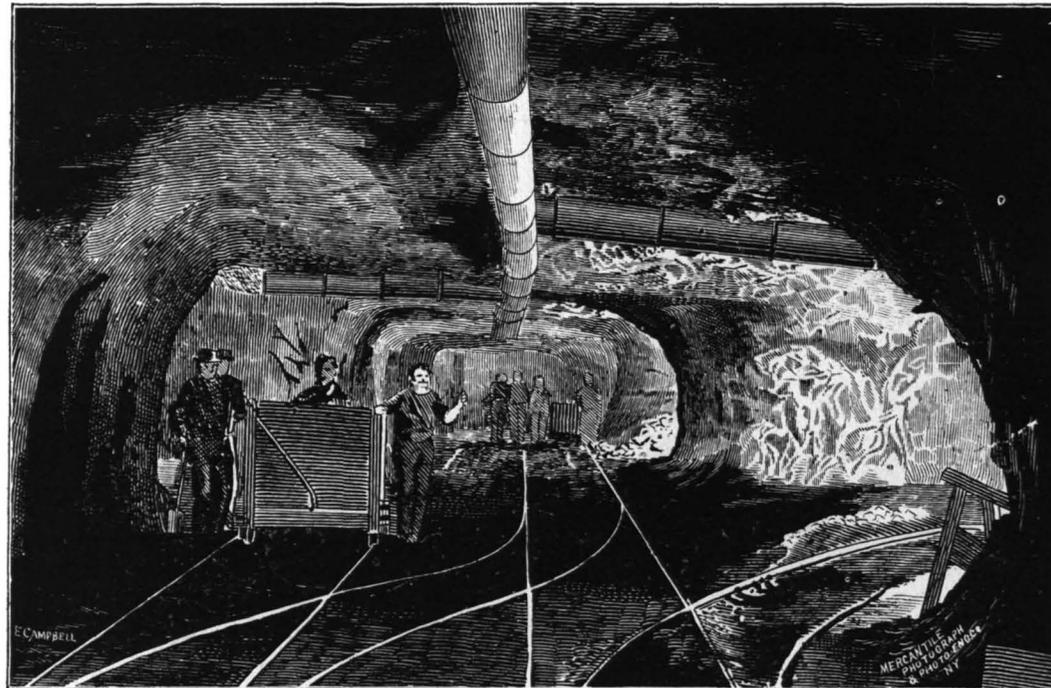
ROBT S. WALKER, *Treasurer.*

WM. R. VARKER, *Secretary.*

Office: 146 Broadway, N. Y. City.

## The Retson Salt Mines

are situated at Piffard, Livingston Co., New York, twenty-eight miles south of Rochester, on the Buffalo, New York and Philadelphia Railroad. The Salt Deposits are located about one thousand feet below the surface of the ground, and are practically inexhaustible.



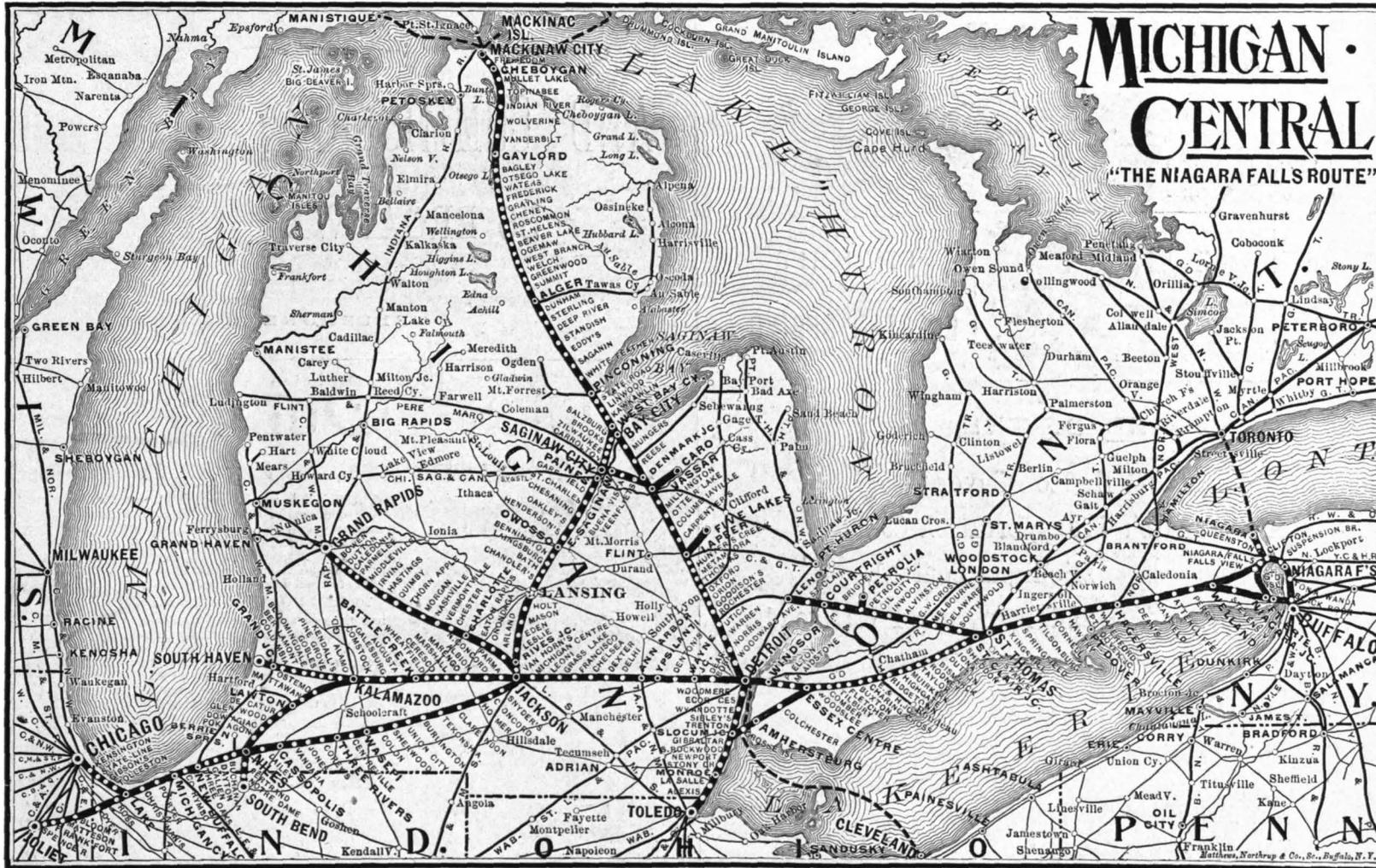
A shaft, twelve by eighteen feet, with three compartments, has been sunk to these deposits, and a plant of the most approved Hoisting and Crushing Machinery has been erected, and the Company is now prepared to furnish salt in any quantity, and of any size, from large lumps to the finest crushed.

*THE SALT IS ABSOLUTELY DRY, ALMOST CHEMICALLY PURE,*  
*and free from contaminations that are necessarily found in Salt manufactured from brine, and*  
*is therefore adapted for all purposes for which Salt is commonly used, especially for those in which*  
*PURITY is a desideratum.*

**ANALYSIS SHOWS 99.84 PURE.**

# THE VANDERBILT SYSTEM.

MICHIGAN CENTRAL RAILROAD.



# RICHARD VOSE,

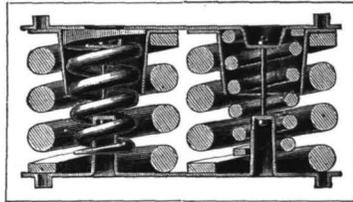
PATENTEE AND MANUFACTURER OF

## Graduated Springs

FOR

### RAILWAY CARS.

THE  
"TWIN"



FREIGHT  
BOLSTER SPRING.

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AND COMMISSION STOCK BROKERS,

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TELEPHONE 504 NEW.

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# THE VANDERBILT SYSTEM.

MICHIGAN CENTRAL RAILROAD.

## ORGANIZATION

OF THE

## MICHIGAN CENTRAL RAILROAD COMPANY.

1887.

### DIRECTORS.

CORNELIUS VANDERBILT.....	NEW YORK CITY.
HENRY B. LEDYARD.....	DETROIT, MICH.
SAMUEL F. BARGER.....	NEW YORK CITY.
ASHLEY POND.....	DETROIT, MICH.
WM. K. VANDERBILT.....	NEW YORK CITY.
EDWIN D. WORCESTER.....	NEW YORK CITY.
CHAUNCEY M. DEPEW.....	NEW YORK CITY.
WILLIAM L. SCOTT.....	ERIE, PENN.
JOHN V. FARWELL.....	CHICAGO, ILL.

*General Offices: DETROIT, MICHIGAN.*

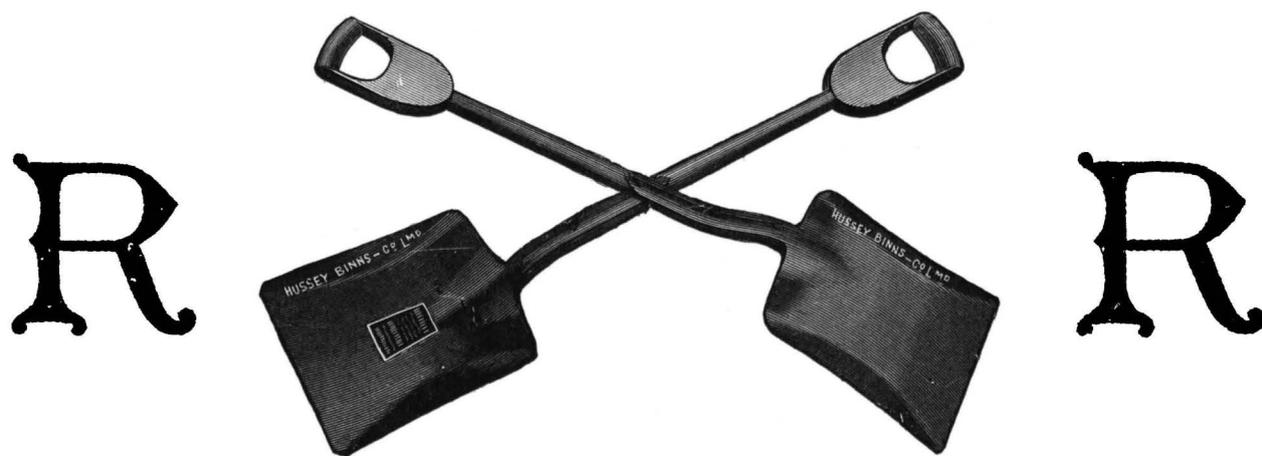
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CHAIRMAN.....	CORNELIUS VANDERBILT.
PRESIDENT.....	HENRY B. LEDYARD.
VICE-PRESIDENT AND SECRETARY.....	EDWIN D. WORCESTER.
TREASURER.....	HENRY PRATT.
GENERAL MANAGER.....	HENRY B. LEDYARD.
AUDITOR.....	D. A. WATERMAN.

### OFFICERS AND HEADS OF DEPARTMENTS—CONTINUED.

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HENRY RUSSEL.....	GENERAL ATTORNEY.....	DETROIT, MICH.
E. C. BROWN.....	GENERAL SUPERINTENDENT.....	DETROIT, MICH.
J. D. HAWKS.....	CHIEF ENGINEER.....	DETROIT, MICH.
ROBERT MILLER.....	ASSISTANT GENERAL SUPERINTENDENT.....	DETROIT, MICH.
A. MACKAY.....	GENERAL FREIGHT AGENT.....	DETROIT, MICH.
O. W. RUGGLES.....	GENERAL PASSENGER AND TICKET AGENT.....	CHICAGO, ILL.
W. R. BUSENBARK.....	ASSISTANT GENERAL PASSENGER AGENT.....	CHICAGO, ILL.
GEO. E. KING.....	ASSISTANT GENERAL TICKET AGENT.....	CHICAGO, ILL.
H. P. DEARING.....	GENERAL BAGGAGE AGENT.....	CHICAGO, ILL.
A. W. STREET.....	ASSISTANT GENERAL FREIGHT AGENT.....	CHICAGO, ILL.
C. J. HUPP.....	ASSISTANT GENERAL FREIGHT AGENT.....	DETROIT, MICH.
W. L. BENHAM.....	ASSISTANT GENERAL FREIGHT AGENT.....	BAY CITY, MICH.
F. BRAISTED.....	ASSISTANT AUDITOR.....	DETROIT, MICH.
R. J. PELTON.....	ASSISTANT AUDITOR AND ASSISTANT CASHIER.....	ST. THOMAS, ONT.
J. E. GRIFFITHS.....	CASHIER.....	DETROIT, MICH.
A. E. DAILEY.....	SUPERINTENDENT TRACKS AND BRIDGES.....	DETROIT, MICH.
C. E. SMART.....	GENERAL MASTER MECHANIC.....	JACKSON, MICH.
ALLAN BOURN.....	PURCHASING AGENT.....	DETROIT, MICH.
J. H. MASTEN.....	GENERAL CAR AGENT.....	DETROIT, MICH.
JOHN CRAMPTON.....	GENERAL EASTERN FREIGHT AGENT.....	BUFFALO, N. Y.

# Solid Crucible Cast Steel

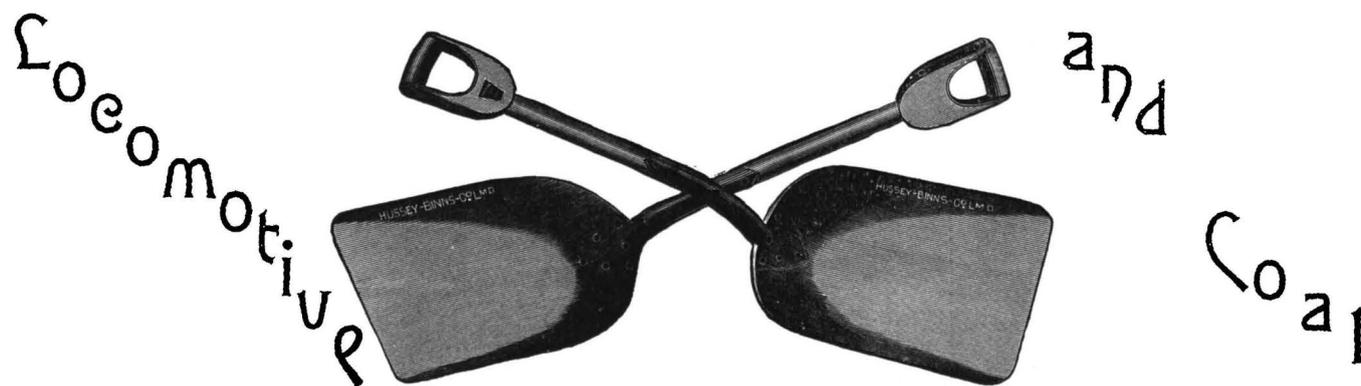


## HUSSEY, BINNS & CO., LIMITED,

—\*PITTSBURGH, \* PA.\*—

110

### PLAIN-BACK CAST STEEL



USED BY ALL LEADING RAILROADS,

AND SOLD BY ALL PROMINENT SUPPLY DEALERS.

# THE VANDERBILT SYSTEM.

MICHIGAN CENTRAL AND CANADA SOUTHERN R. R.'S.

## INFORMATION FOR SHIPPERS.

*Officer in charge of Car Distribution: I. H. MASTEN, General Car Agent, Detroit, Mich.*

### ROLLING STOCK IN FREIGHT SERVICE:

MICHIGAN CENTRAL—Locomotives, 284; Box Cars, 3,018; Stock Cars, 1,241; Flat Cars, 2,021; Coal Cars, 601; Total, 6,881.

CANADA SOUTHERN—Locomotives, 112; Box Cars, 745; Stock Cars, 158; Flat Cars, 429; Coal Cars, 69; Miscellaneous, 40; Total, 1,441.

### FAST FREIGHT LINES:

BLUE LINE.

CANADA SOUTHERN LINE.

ERIE & NORTH SHORE DESPATCH.

DIAMOND LINE.

### FREIGHT CONNECTIONS AND JUNCTIONAL POINTS.

DETROIT—With Detroit, Grand Haven & Milwaukee; Detroit, Lansing & Northern; Grand Trunk; Lake Shore & Michigan Southern, and Wabash, St. Louis & Pacific Railways, and Cleveland Steamers.  
WEST DETROIT—With Grand Trunk and Lake Shore & Michigan Southern Railways, and Detroit, Lansing & Northern Railroad.  
WAYNE JUNCTION—With Flint & Pere Marquette Railroad.  
YPSILANTI—With Lake Shore & Michigan Southern Railway.  
ANN ARBOR—With Toledo, Ann Arbor & North Michigan Railway.  
JACKSON—With Lake Shore & Michigan Southern Railway.  
HOMER—With Lansing Division Lake Shore & Michigan Southern Railway, and Michigan & Ohio Railroad.  
WASEPI—With Grand Rapids & Indiana Railroad.  
THREE RIVERS—With Kalamazoo Division Lake Shore & Michigan Southern Railway.  
CASSOPOLIS—With Chicago & Grand Trunk Railway.  
NILES—With South Bend Division; also, Cincinnati, Wabash & Michigan Railway.  
ALBION—With Lansing Division Lake Shore & Michigan Southern Railway.  
BATTLE CREEK—With Chicago & Grand Trunk Railway, and Michigan & Ohio R. R.  
MARSHALL—With Michigan & Ohio Railroad.  
KALAMAZOO—With South Haven Division Grand Rapids & Indiana Railroad, and Kalamazoo Division Lake Shore & Michigan Southern Railway.  
LAWTON—With Paw Paw and Toledo & South Haven Railroad.  
OXFORD—With Pontiac, Oxford & Port Austin Railroad.  
LAPEER—With Lapeer Branch Bay City Division, and Chicago & Grand Trunk Railway.  
VASSAR—With Caro Branch and Bay City Division.  
PAINES—With Saginaw Valley & St. Louis Railway.  
MACKINAW—With Detroit, Mackinac & Marquette Railroad, by Ferry.  
ALGER—With Detroit, Bay City & Alpena Railroad.  
BUCHANAN—With St. Joseph Valley Railroad.  
COURTRIGHT—With Steamers for St. Clair and up-river points.  
TOLEDO—With railroads diverging.  
ST. THOMAS—With Canadian Pacific Railway, and St. Clair Division.  
PT. DOVER JUNCTION—With Grand Trunk Railway.  
HAGERSVILLE—With Northern & Northwestern Railway.

WELLAND—With Welland Railway, and Fort Erie Division.  
NIAGARA JUNCTION—With Niagara Division.  
ESSEX CENTRE—With Amherstburg Branch.  
SUSPENSION BRIDGE—With New York Central & Hudson River; Delaware, Lackawanna & Western, and Rome, Watertown & Ogdensburg Railroads.  
BUFFALO—With railroads diverging.  
ERIE AND HURON JUNCTION—With Erie & Huron Railway.  
LENOX—With Grand Trunk Railway.  
NEW BUFFALO—With Chicago & West Michigan Railroad.  
MICHIGAN CITY—With Wabash, St. Louis & Pacific, and Louisville, New Albany & Chicago Railroads.  
LAKE—With Joliet Division.  
KENSINGTON—With Illinois Central Railroad.  
CHICAGO—With railroads diverging.  
RIVES JUNCTION—With Saginaw and Grand Rapids Divisions.  
CHARLOTTE—With Chicago & Grand Trunk Railway.  
GRAND RAPIDS—With Grand Rapids & Indiana; Detroit, Grand Haven & Milwaukee, and Chicago & West Michigan Railroads.  
LANSING—With Chicago & Grand Trunk, and Detroit, Lansing & Northern Railroads, and with Lansing Division Lake Shore & Michigan Southern Railway.  
OWOSSO—With Detroit, Grand Haven & Milwaukee Railway.  
SAGINAW CITY—With Saginaw Valley & St. Louis Railroad.  
EAST SAGINAW—With Flint & Pere Marquette Railroad.  
BAY CITY—With Flint & Pere Marquette Railroad, and Alpena Steamers.  
PINCONNING—With Pinconning Branch.  
BEAVER LAKE—With Beaver Lake Branch to Sage's Lake.  
BLOOM—With Chicago & Eastern Illinois Railroad.  
MATTESON—With Illinois Central Railroad.  
JOLIET—With Chicago & Alton; Chicago, Rock Island & Pacific, and Chicago, Pekin & Southwestern Railroads.  
SOUTH BEND—With Chicago & Grand Trunk; Vandalia Line, and Lake Shore & Michigan Southern Railways.

AMERICAN EXPRESS.

RESULT FROM EXCESSIVE PRESSURE CARRIED BY THE GAS CO.'S.

15 TO 40 PER CENT. REDUCTION GUARANTEED,

BY ATTACHMENT OF

# THE NATIONAL AUTOMATIC GAS-SAVING GOVERNOR TO YOUR METER.

They equalize the pressure at meter to Five-tenths—whether street pressure is Ten-tenths or Thirty-tenths—or whether

One or One Hundred Burners are Lighted.

The automatic action of valve also cuts off street pressure when lights are extinguished, thus preventing all wastage and bad odors from leaking pipes,

### INSURING

Greater Brilliancy, Steadier Flame.

### REFERENCES.

100-Light Machine. "Entirely satisfactory."  
W. S. WEBB,  
Pres't N. Y. Sleeping Car Co.  
(Vanderbilt System.)

3 Machines. "Saving 40 per cent."  
OFFICE OF 42D AND GRAND ST. FERRY R. R. CO.,  
NEW YORK, May 27th, 1887.

GENTS: We have 3 of your National Automatic Gas-Saving Governors in service and are thoroughly convinced of their great utility and economy in equalizing and controlling the excessive gas pressure. Added to which our record of fully 40 per cent. reduction in monthly gas bills is equally suggestive and satisfactory.

Very truly yours,  
CHARLES CURTISS, Pres'd't.

OFFICE OF 42D ST., MANHATTAN AND ST.  
NICHOLAS AVE. R. R. CO.

3 Machines. "Very satisfactory."  
JNO. S. FOSTER, Pres'd't.

12 Machines—2 years. "Saving \$600 per month."  
METROPOLITAN OPERA HOUSE, NEW YORK.

"Saving 21 per cent." 300-Light.  
N. Y. PRODUCE EXCHANGE.

"Very satisfactory." 4 Machines.  
AMERICAN EXPRESS CO., N. Y.

"Ditto." 5 Machines.  
U. S. EXPRESS CO., N. Y.

"Ditto." 7 Machines.  
ADAMS EXPRESS CO.

"Saving 33 per cent." 200-Light.  
NORTHERN PACIFIC R. R. CO., ST. PAUL, MINN.

ASTOR BUILDING, 10 Wall Street—three 150-Lights.

HOLMES, BOOTH, & HAYDEN—6 Machines.

SIXTH AVENUE RAILROAD CO.—3 Machines.

BROADWAY AND SEVENTH AVENUE R. R. CO.

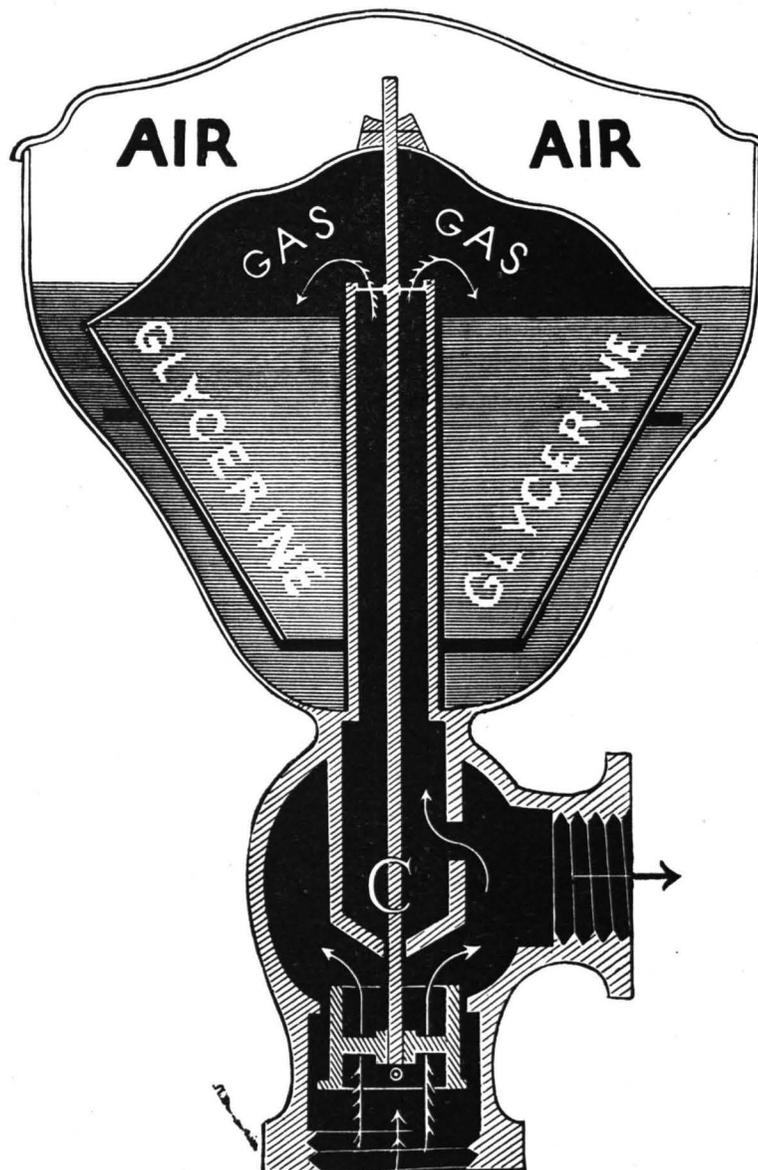
Three 500-Light Machines. "Entirely satisfactory."  
UNION LEAGUE CLUB, N. Y.

Three 150-Light Machines. "Saving 40 per cent."  
ERIE R. R. CO., N. Y.

6 Machines. "Saving 30 per cent."  
YALE & TOWNE M'F'G CO., STAMFORD, CONN.

2 Machines. "Saving 25 per cent."  
HATCH LITHOGRAPH CO., 49 Lafayette Place.

200-Light Governor. "Saving 40 per cent."  
N. Y. COTTON EXCHANGE.



OVER 8,000 IN SERVICE.

EXCLUSIVE AGENCIES CAN BE SECURED BY PROMPT APPLICATION TO

## THE UNION NATIONAL GAS-SAVING COMPANY,

No. 744 Broadway, New York City.

### SECURITY AGAINST FIRE.

No blowing nor smoking burners. No broken globes. Insurance risks greatly reduced.

### RELIABLE AND DURABLE.

Constructed entirely of Brass. No rubber nor leather "Diaphragms" to be eaten up by gas and acids. No mercury to poison the atmosphere.

### REFERENCES.

6 Machines. "Saving 33 per cent."  
POTTIER & STYMUS MANUFACTURING CO.,  
Artistic Furniture and Decorations,  
Lexington Ave., 41st and 42d Sts.

GENTS: We have thoroughly tested your Gas Governor at our warehouses and factory, and find that we have saved about 33 per cent. We have six machines in use. We are very much pleased with them.

Yours truly,  
POTTIER & STYMUS M'F'G CO.,  
AUGUSTE POTTIER, Pres't.

2 Machines. "Saving 25 per cent."  
OFFICE MANHATTAN STORAGE AND WAREHOUSE CO.,  
Lexington Ave. and 42d St.,  
NEW YORK, Oct. 26, 1886.

GENTS: We have two of your National Automatic Gas Governors upon our meters (a 100-light and a 60-light), and have pleasure in stating that the saving in our gas bills is fully 25 per cent.

Respectfully,  
LAWRENCE WELLS, Pres't.

A 500-Light—4 years—"40 per cent."  
OFFICE HOTEL LAFAYETTE,  
PHILADELPHIA, Nov. 10, 1886.

GENTS: After unsatisfactorily experimenting with various other machines we ordered one of your 500-Light Automatic Governors, subject to "satisfactory trial" before acceptance, and which resulted in its purchase. The machine has rendered constant and satisfactory service for past four years, and has demonstrated an average economy of 40 per cent. in reduced gas consumption. The machine is entitled to our most unqualified indorsement.

Very truly,  
L. U. MALTBY, Prop.

3 Years' Service—"25 per cent."  
VANDERBILT BUILDING,  
NEW YORK, June 19, 1884.

In October last we had connected one of the National Governors in this building. Since that time we have had a regular monthly saving of 25 per cent. It works beautifully, and we would not be without it under any consideration.

Yours truly,  
J. K. STEVENSON, Engineer.

From "The Profession."  
COLLEGE OF THE CITY OF NEW YORK,  
Lexington Ave. and 23d St.,  
NEW YORK, Jan. 30, 1885.

GENTLEMEN: Having tested the National Automatic Gas Governor during the past three months, my gas bills have been reduced over 20 per cent. by their service.

ALEX. S. WEBB, LL.D.

BOSTON & ALBANY RAILROAD DEPARTMENT.

# *THE VANDERBILT SYSTEM.*

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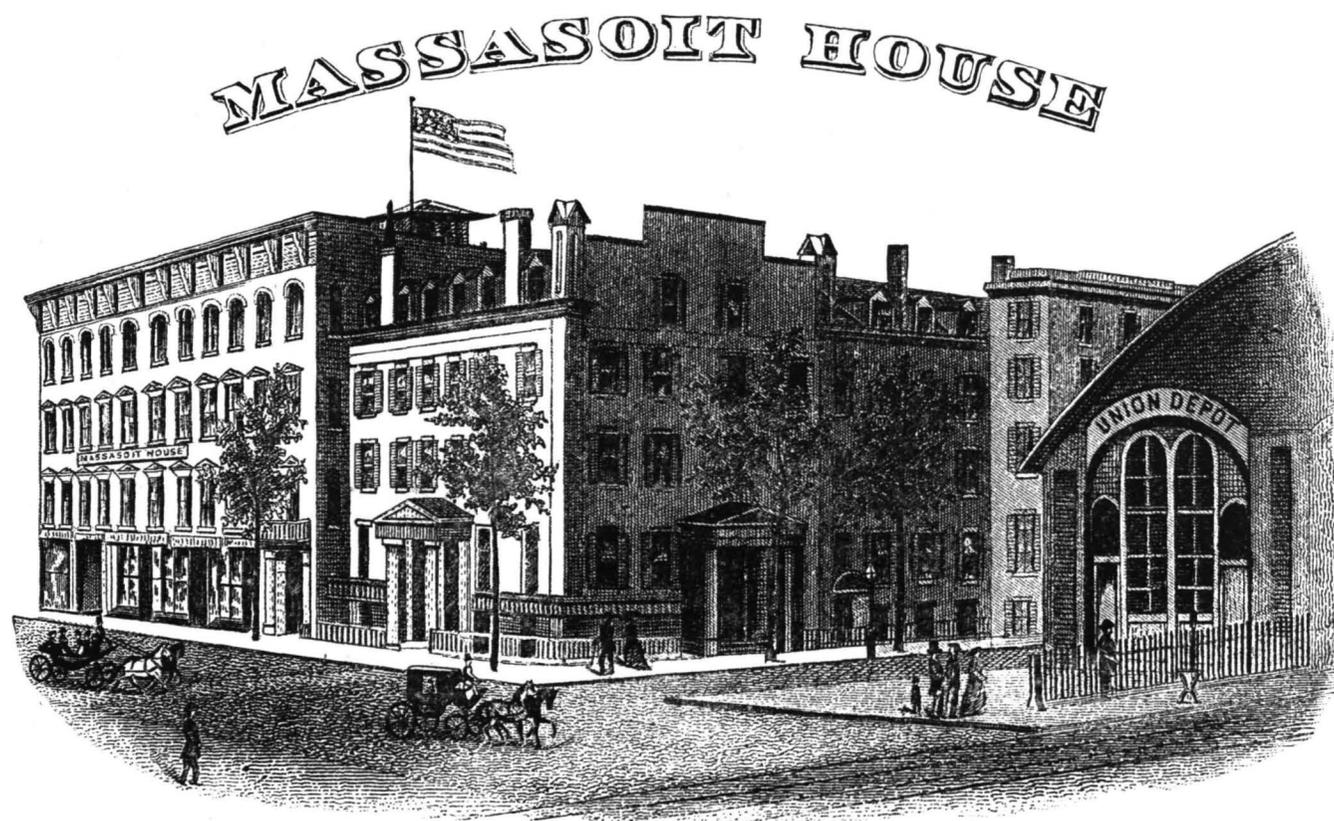
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W. H. CHAPIN.

SPRINGFIELD, MASS.



THE Massasoit House, near the 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. Special attention paid to ventilation and all sanitary improvements. The proprietor is determined that the world-wide reputation of the Massasoit shall be maintained in all respects.

# FORBES LITHOGRAPH MANF'G CO.,

181 Devonshire Street, Boston,

56 Worth Street, New York,      21 Wabash Avenue, Chicago.



*Lithographers, Photo-Lithographers*

*AND PRINTERS BY EVERY KNOWN PROCESS,*



Our Photo-Mechanical Printing (Albertype Process) stands pre-eminent for the Permanency, Beauty and Uniformity of its reproductions, and is especially adapted for Railroad Work as Show Cards and Book Illustrations. Photographs, Steel Engravings Paintings and Sketches faithfully reproduced.

THE BOSTON & ALBANY RAILROAD

IN CONJUNCTION WITH

THE VANDERBILT SYSTEM

FOR

SHIPPERS AND TRAVELLERS.



1887

# BERWIND-WHITE COAL MINING CO.,

COLLIERY PROPRIETORS, MINERS AND SHIPPERS OF THE

## EUREKA BITUMINOUS COALS,

216 South Third Street, Philadelphia,

55 Broadway, New York,

19 Congress Street, Boston.

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### SHIPPING WHARVES:

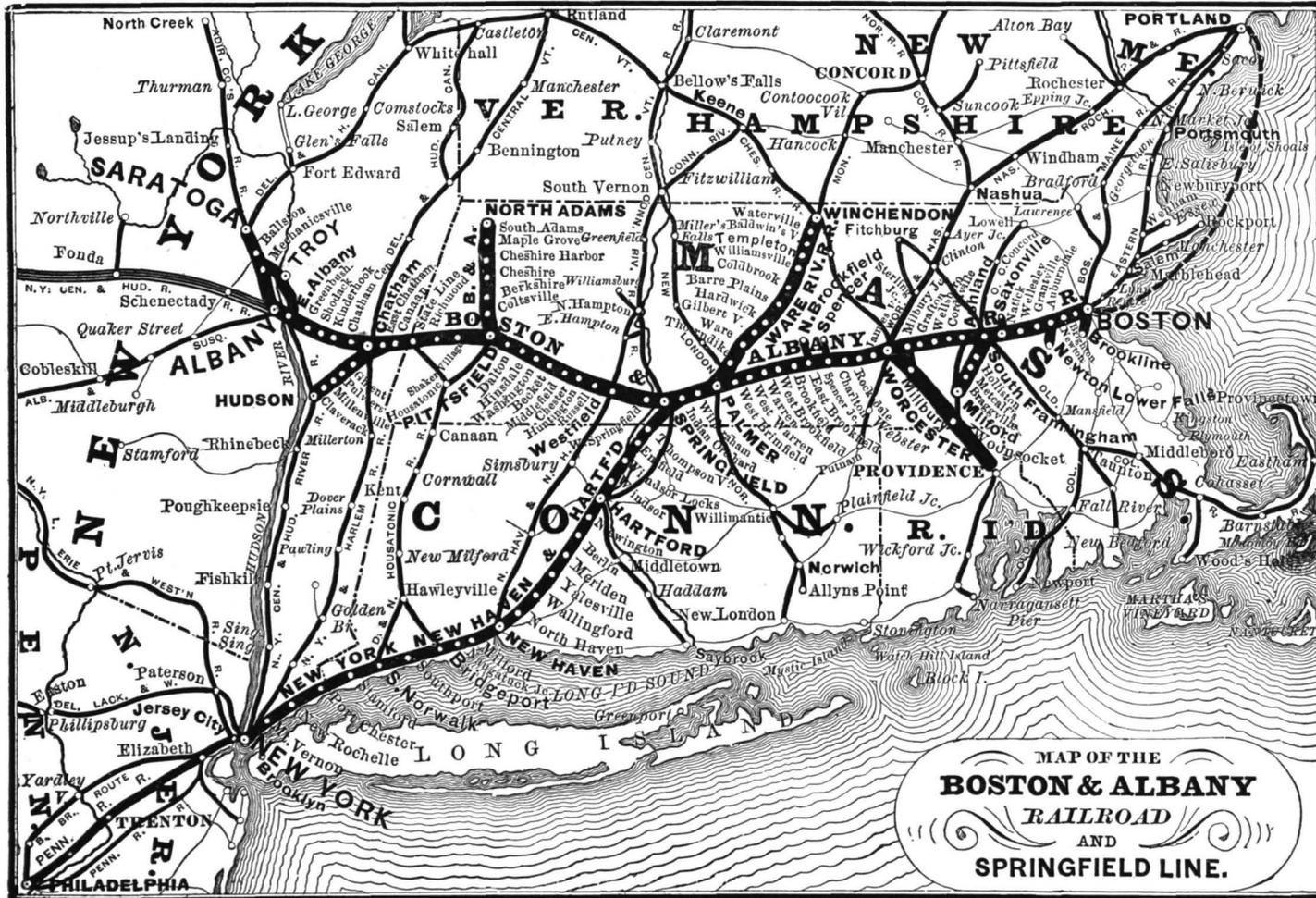
PHILADELPHIA, Greenwich Point.

NEW YORK, South Amboy, N. J.

BALTIMORE, Canton Piers.

# THE VANDERBILT SYSTEM.

BOSTON & ALBANY RAILROAD.



N. W. TALCOTT AXLE WORKS,  
McFETHRIES & LAWTON, PROPRIETORS.  
SPRINGFIELD, MASS.

---

FINEST WROUGHT IRON  
TENDER AND CAR AXLES EQUALIZING BARS  
LOCOMOTIVE DRIVING SHAFTS AND FRAMES.

---

HAMMERED SHAFTING AND BAR IRON, HEAVY FORGINGS IN GENERAL.  
ONLY BEST QUALITY SELECTED SCRAP USED.

---

WORK THOROUGHLY TESTED.

JOHN McFETHRIES, Supt.

ORDERS EXECUTED AT SHORT NOTICE.

WM. C. LAWTON, Agt. and Treas.

# THE VANDERBILT SYSTEM.

BOSTON & ALBANY RAILROAD.

## ORGANIZATION

OF THE

## BOSTON & ALBANY RAILROAD COMPANY.

1887.

### DIRECTORS.

WILLIAM BLISS.....	BOSTON.
HENRY COLT.....	PITTSFIELD.
GEORGE O. CROCKER.....	NEW BEDFORD.
JOHN CUMMINGS.....	BOSTON.
EDWARD L. DAVIS.....	BOSTON.
JARVIS N. DUNHAM.....	SPRINGFIELD.
EDWARD B. GILLETT.....	WESTFIELD.
MOSES KIMBALL.....	BOSTON.
JACOB C. ROGERS.....	BOSTON.
JAMES A. RUMRILL.....	SPRINGFIELD.
CHARLES S. SARGENT.....	BROOKLINE.
MAHLON D. SPAULDING.....	BOSTON.
AUGUSTUS L. SOULE.....	BOSTON.

General Offices: BOSTON, MASS.

### OFFICERS AND HEADS OF DEPARTMENTS.

WILLIAM BLISS.....	PRESIDENT.....	BOSTON.
J. A. RUMRILL.....	VICE-PRESIDENT.....	SPRINGFIELD.
WALTER H. BARNES.....	GENERAL MANAGER.....	BOSTON.
A. L. SOULE.....	GENERAL COUNSEL.....	BOSTON.
CHARLES E. STEVENS.....	TREASURER.....	BOSTON.
HENRY T. GALLUP.....	GENERAL SUPERINTENDENT.....	SPRINGFIELD.
W. H. RUSSELL, JR.....	DIVISION ".....	ALBANY.
EDWARD I. SACKETT.....	" ".....	SPRINGFIELD.
H. B. CHESLEY.....	" ".....	BOSTON.
ARTHUR MILLS.....	GENERAL TRAFFIC MANAGER.....	BOSTON.
HENRY B. CHAPIN.....	GENERAL FREIGHT AGENT.....	BOSTON.
A. S. HANSON.....	GENERAL PASSENGER AGENT.....	BOSTON.
J. M. GRIGGS.....	GENERAL TICKET AGENT.....	SPRINGFIELD.
A. B. UNDERHILL.....	SUPERINTENDENT MOTIVE POWER.....	SPRINGFIELD.
GEORGE A. MORTON.....	GENERAL BAGGAGE AGENT.....	BOSTON.
W. H. RUSSELL.....	CHIEF ENGINEER.....	SPRINGFIELD.
D. W. SEMPLE.....	EASTERN PASSENGER AGENT.....	BOSTON.
F. T. BROOKS.....	TRAVELLING AGENT.....	BOSTON.
M. E. BARBER.....	AUDITOR.....	SPRINGFIELD.
A. S. BRYANT.....	CASHIER.....	SPRINGFIELD.
ALBERT HOLT.....	PAYMASTER.....	SPRINGFIELD.

J. C. CONVERSE, President.

W. S. EATON, Treasurer.

P. W. FRENCH, Secretary.

J. H. FLAGLER, General Manager.

E. C. CONVERSE, Asst. Gen'l Manager.

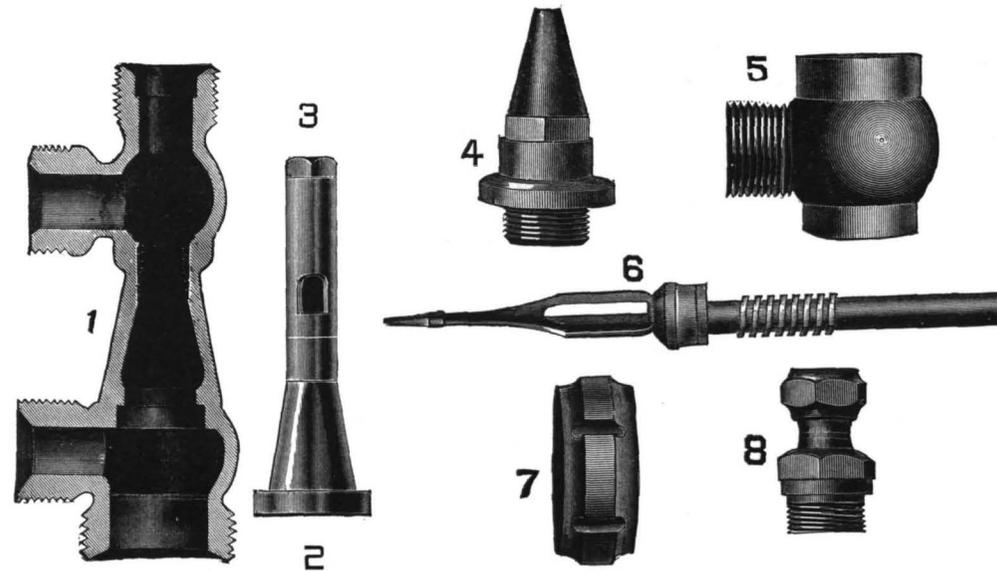
# National Tube Works Company,

NEW YORK:  
104 & 106 JOHN STREET.

BOSTON:  
70 FEDERAL STREET.

McKEESPORT, PA.

PITTSBURGH, PA.



PHILADELPHIA, PA.

CHICAGO:  
Cor. CLINTON and FULTON  
STREETS.

ST. LOUIS:  
802 NORTH 2d STREET.

MANUFACTURERS OF

## EVERY SIZE OF WROUGHT IRON PIPE,

ALSO,

SPECIAL LOCOMOTIVE BOILER TUBES OF STANDARD CHARCOAL  
IRON, FRANKLINITE AND SEMI-STEEL,

ALSO,

*MACK'S PATENT INJECTOR, OPERATED BY ONE LEVER AND WITH INTERCHANGEABLE PARTS.*

# THE VANDERBILT SYSTEM.

BOSTON & ALBANY RAILROAD.

## INFORMATION FOR SHIPPERS.

*Officer in charge of Car Distribution: ARTHUR MILLS, Traffic Manager, Boston, Mass.*

### ROLLING STOCK IN FREIGHT SERVICE:

Locomotives, 250; Box Cars, 1,353; Stock Cars, 526; Flat Cars, 505; Coal Cars, 1,423; Miscellaneous, 1,400; Total, 5,207.

### FAST FREIGHT LINES:

RED LINE.      WHITE LINE.      BLUE LINE.      CANADA SOUTHERN LINE.      NICKEL PLATE LINE.      MIDLAND LINE.

### FREIGHT CONNECTIONS AND JUNCTIONAL POINTS.

ATHOL BRANCH—Springfield, Mass.

BOSTON, BARRE & GARDNER—Worcester, Mass.

CONNECTICUT RIVER RAILROAD—Springfield, Mass.

DELAWARE & HUDSON CANAL COMPANY'S RAILROAD—Albany, N. Y.

HARLEM & HUDSON BRANCH—Chatham, N. Y.

HOUSATONIC—State Line.

LEBANON SPRINGS RAILROAD—Chatham, N. Y.

NORTH ADAMS BRANCH—Pittsfield, Mass.

NORWICH & WORCESTER—Worcester, Mass.

NEW HAVEN & NORTHAMPTON—Westfield, Mass.

NEW YORK, NEW HAVEN & HARTFORD—Springfield, Mass.

NEW YORK & NEW ENGLAND—Springfield, Mass.

\*

NEW LONDON NORTHERN—Palmer, Mass.

NORTH BROOKFIELD BRANCH—East Brookfield, Mass.

NORTHERN DIVISION OLD COLONY—South Framingham, Mass.

NEWTON LOWER FALLS BRANCH—Riverside, Mass.

PROVIDENCE & WORCESTER—Worcester, Mass.

MILFORD, FRANKLIN, PROVIDENCE & HOPKINTON—Ashland, Mass.

MILFORD BRANCH—South Framingham, Mass.

SPENCER BRANCH—South Spencer, Mass.

SAXONVILLE BRANCH—Natick, Mass.

WARE RIVER BRANCH—Palmer, Mass.

WEBSTER BRANCH—Worcester, Mass.

\*

WORCESTER, NASHUA & ROCHESTER—Worcester, Mass.

**AMERICAN EXPRESS.**



## THE VENDOME,

CORNER COMMONWEALTH AVENUE AND DARTMOUTH STREET,  
BOSTON.

**The Hotel Vendome** is one of the largest and finest hotel structures in this country. Its elegance, spaciousness, sanitary excellence and unequalled location make it most desirable for transient visitors and tourists. It is also peculiarly attractive as a residence for ladies and families.

It is situated in the Back Bay District, one of the grandest architectural sections to be found in any country, and surrounded by noteworthy public buildings,—the Art Museum, Public Library, Trinity, New Old South, First Baptist and other prominent churches, and schools, both public and private.

Commonwealth Avenue (extending from the Public Garden to the new Park), upon which The Vendome has its main front, is acknowledged to be the finest boulevard in America. It is two hundred and forty feet wide, and, through its center, is an improved Park one hundred feet wide, lined with trees and shrubs, while facing it are the most costly and beautiful residences in the city.

AMOS BARNES, } of Hotel Brunswick,  
J. W. DUNKLEE, } Boston.  
C. H. GREENLEAF, of Profile House.

C. H. GREENLEAF & CO.,  
Proprietors.

# THE PROFILE HOUSE,

WHITE MOUNTAINS, NEW HAMPSHIRE.

The Proprietors of the Profile House present their compliments to the traveling public, and invite their attention to one of the finest, best known and most beautifully located of Summer Resorts. It is situated in the Franconia Notch, on an open plateau nearly 2,000 feet above the sea, between two charming lakes, and amid more gems of scenery and points of interest to the traveler than can be found in any other section of New Hampshire.

The Profile, or Great Stone Face, is near the hotel, and is undoubtedly the most remarkable rock formation in this country, if not in the world.

Excursions on foot or by carriage may be made to Bald Mountain, Echo and Profile Lakes, Old Man of the Mountain, through the Franconia Notch to the Flume (which is the object of a pilgrimage to every White Mountain tourist), the Flume House, Pool, Basin, and several minor points of interest. Also by rail to Bethlehem, Maplewood, Jefferson, Mount Washington, or through the White Mountain Notch to North Conway, and return the same day.

A fine Steam Yacht upon Echo Lake takes passengers to the best points from which to obtain the marvellous echoes which reverberate among the hills. Good row-boats on both lakes and excellent bass and trout fishing attract the lovers of aquatic and piscatorial sports.

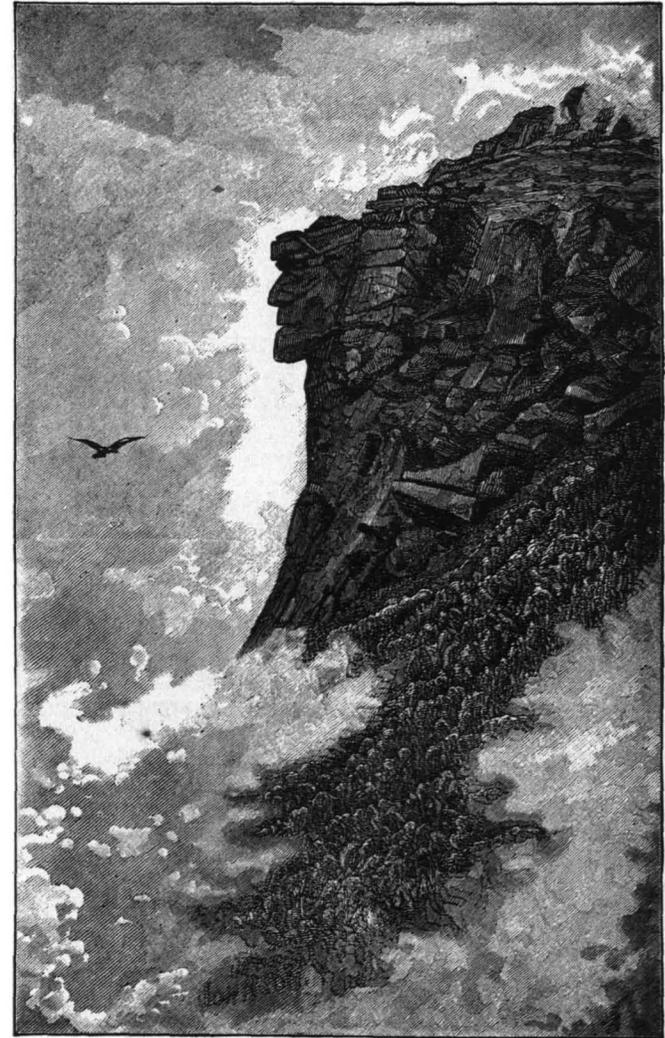
A first class Orchestra, new Ballroom and fine Tennis grounds are among the attractions for the young; while shady woodland paths and well kept roads invite those who lead a less active life to exhilarating walks and pleasant drives in the cool bracing air.

The House is the largest Summer hotel in New England. It is heated, when necessary, by steam and open wood fires, and has Post and Telegraph Offices, Elevator, Gas, and every modern convenience. The table is supplied with fresh milk and vegetables from our own farm and greenhouses, and with every luxury which the markets afford. All the popular amusements are furnished, and every effort made to provide a pleasant home for seekers of health, rest or pleasure. Open from June 25th to October 1st of each year.

Our New Flume House, open from June 1st to November 1st, has accommodations for one hundred guests, and is well adapted to the wants of those who desire to make a long season in the mountains.

Respectfully,

TAFT & GREENLEAF.



# THE VANDERBILT SYSTEM.

BOSTON & ALBANY RAILROAD.

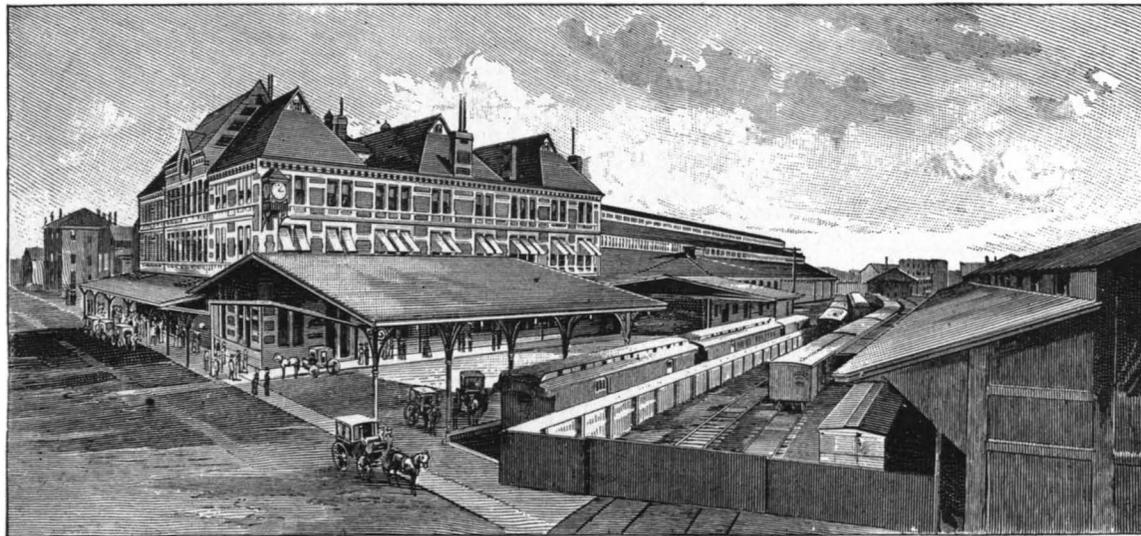
## THE BOSTON & ALBANY RAILROAD CO.

ITS SPLENDID FREIGHT TERMINAL FACILITIES—EQUIPMENT—PASSENGER SERVICE—ROAD, STATIONS AND TOWNS.

IN what might properly be termed a family of railroads, familiarly known as the "Vanderbilt System," and as a connection to these properties and a feeder of large proportions, must be mentioned the well known and thor-

ters of trade, and with the very extensive system of street railways, and the complete, effective and low priced means of conveyance afforded by the Armstrong Transfer and Boston Cab Companies, all the other stations, the hotels, the places of amusement, the suburbs and almost any particular point within a radius of five miles may be easily reached from the doors of this station.

It is a fine building of pressed brick and granite, occupying the block bounded by Kneeland, Lincoln and Utica streets; on the Lincoln street side a covered carriage way leading to the train house and baggage room doors. The main structure is 118½ by 140 feet, in the center of which is a vestibule



PASSENGER STATION—BOSTON & ALBANY R. R.

oughly equipped Boston & Albany. Unlike almost any other city in the country, especially of like proportions, Boston has no union station; the nine railways centering there have each their own and separate terminals, owing to the singular and peninsular form of the city, dividing the stations equally on the northern and southern sides. Under these rather unfortunate conditions, the passenger station of the Boston & Albany Railroad is most fortunately situated, being within a few minutes' walk of the Post Office, cen-

42 by 120 feet on either side, being provided with spacious and handsomely furnished waiting rooms, retiring rooms, a model restaurant, parcel room and ticket offices, all lighted throughout with arc and incandescent electric lights, and embracing all the requirements travel of to-day expects and demands. The second floor is most conveniently arranged for and occupied by the General and Executive Offices and Operating Departments of the company. The train house is 444 feet long and 118½ feet wide, with arrangements for

# THE VANDERBILT SYSTEM.

BOSTON & ALBANY RAILROAD.

arriving and departing trains such as avoid every confusion and facilitate the convenience of the patrons of this road.

To accommodate the enormous freight traffic of the Boston & Albany R. R. five very large warehouses are conveniently located for the shipper and receiver of freight. Some idea of the magnitude of this traffic may be formed from the statement as taken from the Railway Commissioner's reports for Massachusetts, for the year 1886, that there were transported 1,826,384 tons locally, and 1,680,092 tons of through freight, or a total of 3,506,476 tons, to do which gives shippers an assuring and convincing fact, that with the local facilities possessed, double track, and in connection with the New York Central and Vanderbilt System, the demand of to-day for quick transit and prompt delivery is accomplished with unusual satisfaction.

To supply the city trade a grain elevator is located at the corner of Chandler and Berkely streets, having a capacity of 500,000 bushels.

In point of equipment, the Boston & Albany Railroad is well known to the traveling public as combining all the comforts, conveniences and securities against accidents known to American railroads, and the prompt application of every modern device and appliance, bearing the test of merit, that would lead one step towards the grade of perfection, prove conducive to speed, the comfort and safety of its patrons and reduction of manual labor to its employés, are at once adopted. All switches in the Boston yard, as well as in all those of any importance and at intersecting points, are operated by the interlocking system, while the entire line of road is protected by automatic electric signals.

The suburbs of Boston are its chief attraction, not only in the possession of its innumerable beautiful drives, but in the homes of the residents, embracing almost every style and character of architecture. While the spacious lawns and beautiful gardens surrounding them denote a character of thrift, culture and luxury to which visitors are pointed with pardonable and commendable pride by all Bostonians.

Through and into the most beautiful of the city's outlying surroundings runs the "Circuit Line" of the Boston & Albany Railroad, a double track line some twenty-four miles in length, devoted exclusively to the accommodation of its suburban business.

In keeping and in harmony with each of the villages, we might properly say them, although municipal as to police, water, light and school facilities, the railroad company have erected very handsome stations, nearly all of brown stone and granite, or pressed brick with stone trimmings, and beautified their approaches and surroundings by a system of landscape gardening

at once pleasing and attractive. While a vast amount of money has been expended to make the suburban service of this company all that its patrons could possibly expect or require, equaling, if not actually surpassing, any similar service in the country, yet a judicious care and fostering of its local business have been the means of building up, over the entire length of the road, enterprising, thrifty and growing towns and cities, devoted to manufactures of almost every kind, and which are increasing in number and importance annually.

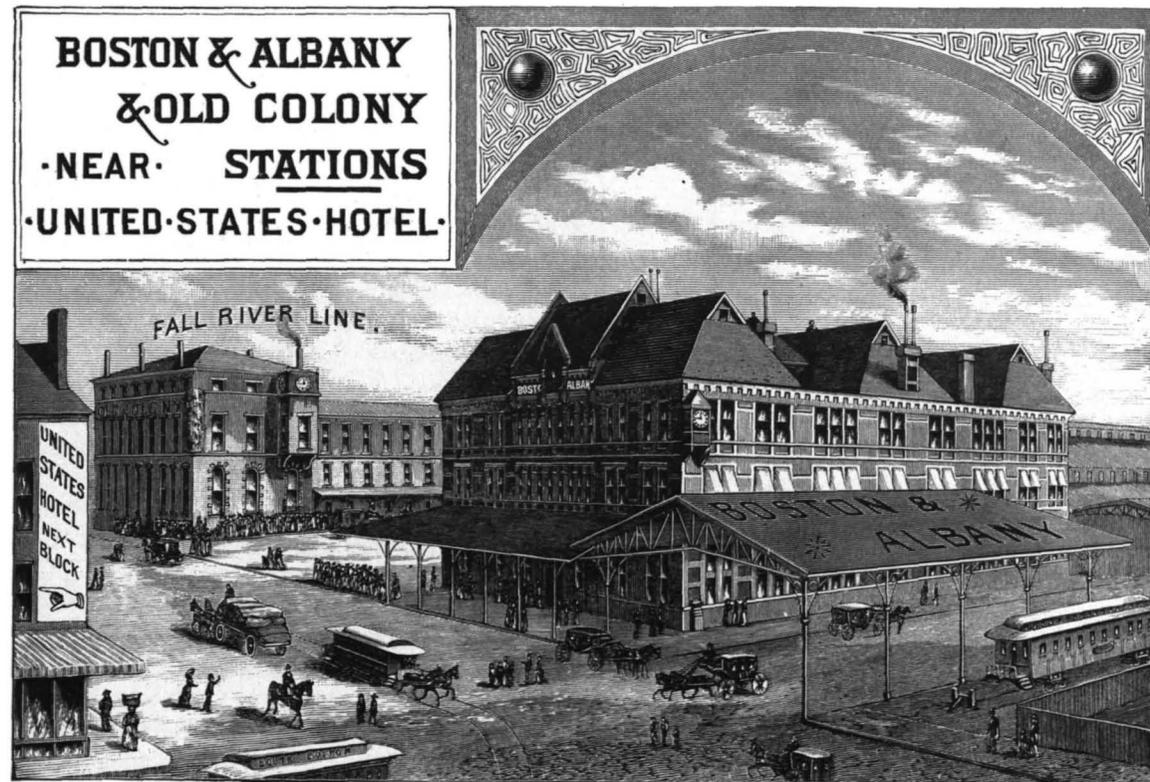
One of the most attractive places on the line is the town of Wellesley, in which is located Wellesley College, an educational institution exclusively for young ladies, accommodating in the neighborhood of 1,000 students, attending from almost every part of the United States. The location is a high and exceptionally healthy one, while the tuition ranks with the best educational institutions in the country.

One of the most enterprising and rapid growing cities in Massachusetts is Worcester, 44 miles from Boston, on the Boston & Albany Railroad, and which has within the past two years taken such rapid strides in growth as to astonish even its own residents, and from its social, political and commercial influence is termed the "heart of the Commonwealth." Its industries are many and varied—nearly 80 in number—and it is a significant fact that they are owned and carried on by actual residents. The largest interest is that of wire, there being three mills devoted to the manufacture of iron, steel and copper wire, producing 150 varieties, and amounting in product annually to upwards of \$8,000,000, and nearly one-fifth of the city—now about 80,000 inhabitants—is dependent upon this industry. Worcester is the principal city in the country for the manufacture of envelopes, there being three establishments employing 350 hands and making 3,000,000 daily. The industries of Worcester embrace the manufacture of boots and shoes, machinists' tools, being the second city in the country in this line; cabinet-organs, looms, cassimeres and woolens, carpets, etc., consuming annually in its manufactories over 160,000 tons of coal.

Springfield, the capital of Hampden county, a beautiful, industrial and progressive city, on the east bank of the Connecticut River, is located about equally distant from Boston and Albany; is a very important and prominent railroad center, and varied in its manufactures, such as cotton and woolen goods, mechanics' tools, hollow ware, steam engines and boilers, railroad coaches, buttons, military goods, firearms, etc., and enclosed within a square of twenty acres is the United States Arsenal.

# THE VANDERBILT SYSTEM.

EASTERN TERMINUS—BOSTON.



**B**OSTON, or Three Mountains, as BOSTON was originally called, is a peninsula of about seven hundred acres, almost entirely surrounded by the sea. Its climate in the hottest of seasons is deliciously cool, bracing and invigorating; and it is undoubtedly one of the healthiest cities in the world.

Its harbor, one of the best on the coast, is about twenty miles long by eight wide. Its many islands and coast are lined with thousands of delightful Summer Resorts, reached by numerous Railways and Steamboats at every hour of the day, forming a panorama of busy life and pleasure to be seen nowhere else.

Its drives inland are none the less interesting and picturesque, whether we visit the classic shades of old Harvard, the romantic walks at Wellesley, or the hundred delightful suburban villages, whose well kept

streets, bright lawns and elegant gardens simply reflect the elegance and taste within the homes of those who have made Boston what it is.

The excellent Horse Car service of Boston is one of its best institutions. Nowhere else in the country is this important conveyance to visitors so complete as here. The broad, handsome open cars reach all points within ten miles of the City Hall, and give visitors a most delightful opportunity to see the attractions at the least possible charge.



## RECENTLY ENLARGED AND GREATLY IMPROVED.

*Altogether the Most Accessible and Convenient Hotel in Boston.*

Being directly opposite the Boston & Albany and only one block from the Old Colony & Fall River Lines.

Three blocks only from the New York & New England or Providence and Stonington Stations.

Passengers to or from all Southern or Western Points, by either boat or rail, will save all carriage fare. Careful Porters meet all Through Trains at the Station, or passengers can bring their checks directly to the Hotel Office, and Light Baggage will be transferred free.

### SIXTEEN HUNDRED HORSE CARS,

Passing three sides of the Hotel, bring it in direct and close connection with every NORTHERN and EASTERN RAILWAY STATION and STEAMBOAT as well as many attractions of **City, Seashore and Suburbs**, giving guests every possible facility and convenience of rapid and economical transfer from all points

### UNEQUALED BY ANY HOTEL IN BOSTON.

Guests arriving by the Boston & Albany have only to cross the street. Those arriving by the Old Colony and Fall River, New York & New England, or Providence and Stonington Lines, will have about three minutes' walk. Those arriving by the Northern and Eastern Lines can take carriage, or horse cars marked "*Boston & Albany and Old Colony*," which pass all Stations and the **Hotel** every five minutes.

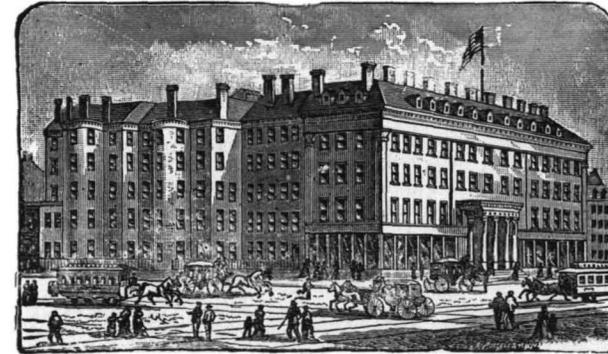
#### REGULAR TRANSIENT CHARGES WILL BE:

For full Day's Board, - - - - -	\$2.50 and upwards.	} According to Size, Location and Convenience, and whether occupied by one or more persons.
Rooms only - - - - -	1.00 " "	
Single Meals, - - - - -	.75 " "	

For Special Rates, full particulars will be given, with maps, circulars, etc., on application to

**TILLY HAYNES, United States Hotel, BOSTON.**

Excellence \* Without \* Extrava-gance.



**The United States Hotel, Boston.**

THE old United States Hotel is one of the oldest and best of the well established hotels of Boston. Its fame is widespread. Its seal dates back to 1826, and from that early date to the present it has been

### MAINTAINED UP TO THE BEST STANDARD,

but never better than now. It is situated directly opposite the Boston & Albany, within two blocks of the Old Colony, and only a short distance from the New York & New England, and Providence Railroad Stations, and is the **nearest hotel to the retail portions of the city, and the great commercial centers.**

The "United States" is occupied largely in the winter by families owning their own private residences in the adjoining towns, who come into the city and make their residence at this famous old house for the winter months.

### DURING THE SUMMER SEASON, THEREFORE, THEIR GREAT FAMILY ROOMS ARE AVAILABLE FOR TOURISTS, FAMILIES AND PLEASURE PARTIES,

giving accommodations that could not otherwise be afforded, and so allow guests the most extensive variety of rooms at the lowest possible charges. During the summer months the rates are reduced to \$2.50, \$3.00 and \$3.50 per day, according to accommodation, with board by the week at from \$12.00 to \$25.00, thus giving visitors an opportunity of making this hotel their permanent headquarters, from which to make daily excursions to the thousand places of historical interest with which the city and suburbs abound, and to the great manufacturing cities which surround it; while the fifteen hundred summer resorts and boarding houses down the harbor and along the coast are available every fifteen minutes by boat or rail. Thus the "United States" will be found not only a most accessible and convenient hotel on arriving at Boston, but will be found equally comfortable and economical for permanent as well as transient guests, while the facilities for reaching all the suburban localities and various seashore resorts are unequalled by any hotel in Boston.

# THE VANDERBILT SYSTEM.

BOSTON & ALBANY RAILROAD.

While the views and scenery along the line of the Boston & Albany Railroad between Boston and Springfield afford much pleasure, it is from the Connecticut to the Hudson River the scenic portion begins, which commands the continual attention of all travelers over this route. The famous old "Berkshire Hills" have gratified the pleasure and admiration of thousands upon thousands of sightseers, as well as thousands upon thousands now residing between the Atlantic and Pacific oceans, and in every clime, who yet, when opportunity affords, love to come back, to just take one more look at those grand old hills, for it should be remembered that the Boston & Albany is the only railroad running "Over the Mountains," and by which they may be seen. Winding around their rocky sides, the road affords to the traveler a perfect kaleidoscope of nature, combining scenery at once picturesque and grand, while located here and there, taking advantage of the water powers afforded, are the pretty little, thrifty manufacturing towns, containing in some the oldest established and largest paper manufactories in America; while at times, as far as the eye can reach, may be seen the well tilled fields of the richest and finest agricultural portion of Massachusetts.

Apace and even a little in anticipation of the times has the Boston & Albany Railroad progressed in giving to its patrons a train service which, in elegance, luxury and comfort, would meet their requirements, and to produce which neither efforts or means have been spared, which must commend itself alike to the business man and tourist. The latest addition to this branch of the service being the equipment of trains on evening or night runs, with incandescent electric lights—sixteen lamps to a car—and making a brilliant illumination of the interior. Another practical innovation, of which this company was the first in the country to adopt, is the heating of cars by steam direct from the locomotive. The advantages of these novel yet practical devices will be obvious. During the cold or Winter months no lamps or fires are carried on any part of the train except that below the boiler of the locomotive, while during the Summer months the sometimes disagreeable odor, as well as the heating propensities of kerosene lamps, are agreeably dispensed with through the happy medium of electricity, while the *safety* in the methods adopted will commend itself at once.

The business man is specially provided for in the happy connection of such lines as the Boston & Albany with the New York Central & Hudson River and Vanderbilt System of Railways, for to him time and *sure* connections are an important factor in his daily avocation. By means of their superior facilities and equipment the larger cities of the country are brought into close

communication by the means of fast trains, and time reduced to a minimum. From Boston, Albany is reached in six hours; Buffalo in fifteen; Detroit in twenty-one; Cleveland in nineteen; Toledo in twenty-three; Chicago in thirty; Cincinnati in twenty-eight, and St. Louis in about forty; through cars being run between Boston and the above named cities, *via* the Boston & Albany; New York Central & Hudson River; Michigan Central; Lake Shore and Michigan Southern, and Cleveland, Columbus, Cincinnati and Indianapolis & St. Louis Railways.

The Boston & Albany Railroad Company's docks and warehouses were the first attempt to provide for an increasing commerce, as now conducted in large foreign steamships. These docks are familiarly known under the title of "Grand Junction," which were opened with great enthusiasm and a three days' jubilee, in 1851, attended by the President of the United States, the Governors of all the New England States, Governor-General of Canada, and other national dignitaries. Since the amalgamation of the old Boston & Worcester and Western Railroad Company in 1869, forming the Boston & Albany of to-day, the development and improvement of the "Grand Junction" property located in East Boston (a cut of which is here presented) has been steady and constant, until to-day it is one of the most admirably adapted properties for its purpose that exist in America, and capable of accommodating twelve of the largest ocean steamships at one time, while no port of entry offers the same unexcelled conveniences for the handling of freight, the discharging and loading of first class and emigrant passengers. The increase in size of steamships, from the time the wharves and docks were first planned, has rendered necessary frequent alterations, and the proprietors have been ready to meet the demands of trade, although involving enormous expenditures.

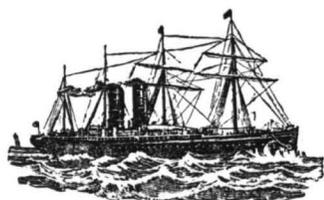
Without entering into a discussion of New York city as a great commercial center, its reasons therefor, etc., which will be readily conceded, it must be patent to all, whether as observers only or having business associations therewith, the disadvantages of its facilities, particularly as relates to transatlantic intercourse. Naturally and physically it cannot be otherwise, owing to the system of barges, transfer and ferriage made necessary through the medium of Castle Garden, where emigrants are massed, and thence distributed in accordance with allotted percentages of the Trunk Line Pool Association to the various lines, to the stations of which they must again be transferred in barges or otherwise. At the steamer docks of the Boston & Albany Railroad Co. there is at ordinary low water a depth of twenty-five feet. There are six

# CUNARD

LINE OF

ROYAL MAIL STEAMERS

GALLIA,  
SCYTHIA,  
BOTHNIA,



CEPHALONIA,  
PAVONIA,  
CATALONIA.

SAILING DIRECT FROM

**BOSTON**

FOR

QUEENSTOWN AND LIVERPOOL

EVERY THURSDAY.

PASSENGERS LAND AND EMBARK AT CUNARD WHARF,

Foot of Clyde St., EAST BOSTON.

Cabin Passage, According to Accommodation Desired.

FOR PARTICULARS SEE THE

BOSTON DAILY NEWSPAPERS

Or for Further Information, Apply at the Company's Office,

99 STATE STREET, - BOSTON.

ALEXANDER MARTIN, Agent.

# Warren Line Steamships

BETWEEN

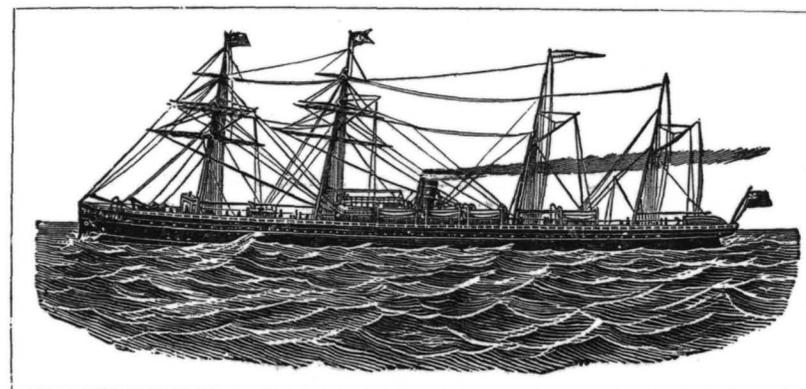
\*—> Boston and Liverpool. <—\*

From BOSTON:

Every Tuesday.

From LIVERPOOL:

Every Saturday.



KANSAS, - - - - 5,276 Tons.		ROMAN, - - - - 4,491 Tons
MICHIGAN, - - - 5,200 "		NORSEMAN, - - - 4,386
IOWA, - - - - - 4,329 "		PALESTINE, - - - 2,867

Loading Berth, Pier 6, Boston, and Albany Wharves  
(Grand Junction), East Boston.

FOR FREIGHT AND STEERAGE PASSAGE, APPLY TO

WARREN & CO., AGENTS,

18 Post Office Square, BOSTON.

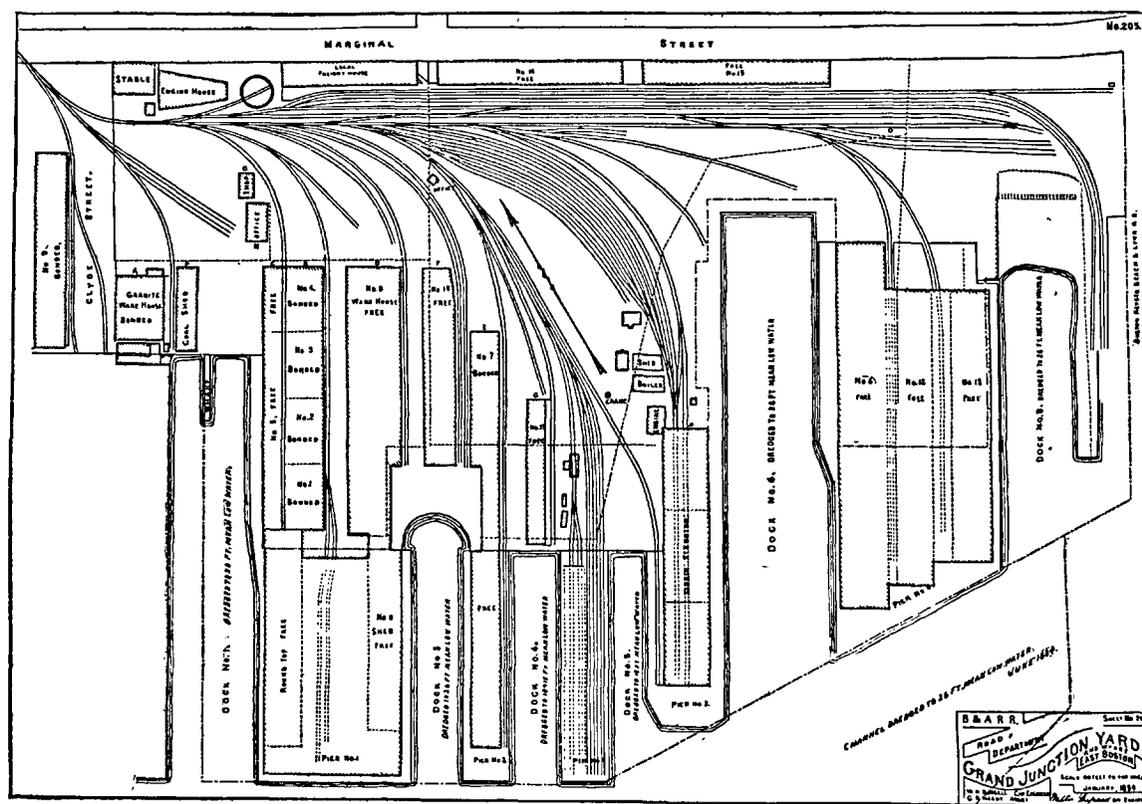
# THE VANDERBILT SYSTEM.

BOSTON & ALBANY RAILROAD.

(6) docks with a water frontage of fifty-three hundred (5300) feet. All of the sheds or warehouses are built with their floors level with the car floors, and the tracks, where they run through the buildings, are sunk so that merchandise is loaded into or unloaded from cars at a great saving of labor, and with much less injury than the old process of lifting.

Dock No. 5 .....	350x80
Dock No. 6 .....	765x173
Dock No. 8 .....	760x80

At these docks the Boston and Liverpool service of the well known "Cunard Line" find accommodations for their steamers, having one certainly



DIMENSIONS OF DOCKS.

	Area in feet.
Dock No. 1 .....	650x83
Dock No. 3 .....	450x82
Dock No. 4 .....	350x80

and at times two or more of their ships discharging or loading every week in the year. Passengers are here landed; their baggage and effects pass the usual custom house examination; the cars of the Boston & Albany Railroad are run on to their dock, within a few feet of the steamer, so that a ship docked any time previous to, say two o'clock P. M., her passengers for any point West

# Celebrated Star Brand Tackle Blocks,

—MANUFACTURED BY—

## THE BAGNALL & LOUD BLOCK CO.,

162 COMMERCIAL STREET,  
BOSTON, MASS.

**Imp. Self Locking  
Link Snatch Block.**



These make of Blocks are justly celebrated on account of being made of the best material, and size of Hooks and Straps up to *standard sizes*, which enable them to stand more strain than any other make of Blocks in the market.

**The Celebrated Five Roll Self Adjusting Roller Bushed Sheave**

Will increase the purchase by hoisting twice as easy as the Iron Bushed Blocks, thus saving labor, and has three times the strength of any other style of Roller Bushed Blocks in the United States. *The Rolls are perfectly solid* and cannot break down, being made of the best steel. They are only to be tried to be appreciated by all those using them.

**Iron Strapped  
Wood Tackle Block.**

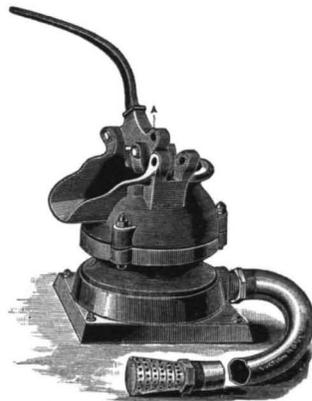


**Imp. Non-Chokable Diaphragm Hand Power  
Pump.**

Capacity, 4,000 gallons per hour.

Will pump gravel, sand, sewerage matter, &c., without injury to the pump, having no plunger or cylinder, and is the easiest working pump in the market.

SEND FOR CIRCULAR.



Send for our Illustrated Catalogue.



**Wrought Iron Tackle Block**

With Rolled Edges to Save Wear of Rope, which is a great item to those using Iron Blocks.



*Heavy Blocks for Wrecking Cars a Specialty  
with Lashing Shackles.*

# THE VANDERBILT SYSTEM.

BOSTON & ALBANY RAILROAD.

are rapidly placed in the cars provided, ticketed to destination, and that same evening are on their journey, without trouble of any kind.

The manner and rapidity with which this business is here conducted, is evidenced by the arrival recently of a "Cunarder," having on board 985 passengers, at nine o'clock in the morning, and at 3:30 in the afternoon the train was speeding out of Boston with over 300 Minnesota and other Western passengers on board with their baggage, the customs and clerical work having all been done in five and a half hours.

These admirable facilities, which will be apparent for the convenient method of handling passengers, apply equally to freight cargoes, for import or export by the "Cunard" as well as the "Warren Line" steamers, which company also avail themselves of these capacious docks; the latter line having one or two steamers of the largest floating tonnage every week, with large and profitable cargoes of freight, and a considerable emigrant business.

There are at the Grand Junction Yards in East Boston seven (?) piers. Pier 8 is 600x80 feet, and used exclusively for handling crude and refined petroleum, which is thus isolated at the most remote point in the harbor where tracks can reach deep water. A better idea may be had of the provision made for conducting the transatlantic business handled by this company by giving here, in full, a tabulated statement of the number and dimensions of the

## WARE AND STORE HOUSES.

	Area in feet.
Four story granite block, 4 stores. U. S. bonded warehouse, containing the office of U. S. Storekeeper.....	100x80
Nos. 1, 2 and 3. Two story brick block, 3 stores, each 100x60.....	300x60
No. 4. One story, iron, bonded.....	100x60
No. 5. Two story, iron, free store.....	300x38
No. 6. One story, iron, free discharging shed.....	557x78
No. 7. One story, iron, bonded.....	332x48
No. 8. One story, iron, free store.....	430x78
No. 9. One story, iron, bonded.....	300x50
No. 10. One story, slated, free store.....	300x50
No. 11. One story, slated, free store.....	220x30
No. 12. One story, tinned, free discharging shed.....	448x71
No. 13. One story, tinned, free discharging shed.....	421x93

	Area in feet.
No. 14. Two story, tinned, free store.....	300x38
No. 15. Two story, tinned, free store.....	300x38
"K." One and two story, iron and slated.....	225x40

Located here also is one of the largest grain elevators east of Chicago, with a capacity of 1,000,000 bushels. Every modern convenience and appliance has been utilized in its construction that would facilitate time and economize labor, so that 120 cars of grain can be discharged per day, and 20,000 bushels per hour delivered to vessels.

At the company's coal run on pier 4, vessels are discharged at the rate of one hundred tons per hour.

A peculiarity of Boston, which gives it a great advantage to foreign ship owners, is the low rate of port charges of all descriptions; no wharfage or dockage charge is made to the ship loading or discharging cargoes at any wharf. By the action of the Boston and Albany Railroad, since conformed to by all the other railroads having Western connections, all merchandise from points west of Buffalo is delivered to any vessel at their docks at the same rate of freight for export as is charged to New York.

A fact worthy of note, also, is that the same rate per passenger applies on emigrant business ticketed by the steamship companies to any point in the United States via Boston as from New York. The "yard" facilities of the Boston and Albany Railroad in East Boston are very complete and cover some forty acres, and are connected by a double track by Grand Junction with the main line at Cottage Farm.

In the city of Boston proper, centrally situated, are the freight houses and yards, utilized for local and western transit, with ample track room for handling the immense traffic moved by this road.

The sole Depository of the Boston & Albany Railroad Company, in all of its departments, is the *Shawmut National Bank*, located at No. 60 Congress street, Boston, one of Boston's most conservative and solid financial institutions, with a capital of \$1,000,000, a cash surplus of \$167,500, and undivided profits of \$84,000, and of which Mr. John Cummings, a Director in the Boston & Albany Railroad, is President.



# R. F. Hawkins' Iron Works.

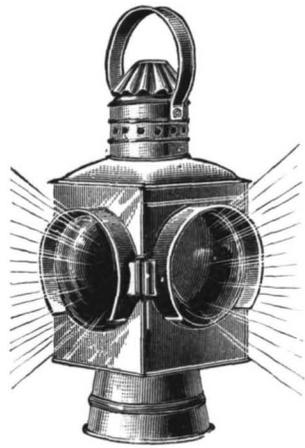


*Iron and Wooden Bridges and Turn Tables,  
Steam Boilers, Iron Castings, Bolts, &c.*



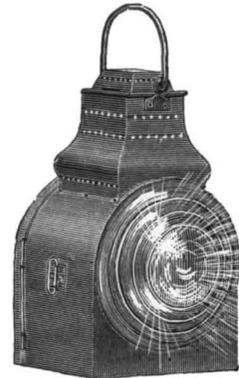
R. F. HAWKINS, Proprietor.  
C. H. MULLIGAN, Supt.  
E. B. JENNINGS, Engineer.

Springfield, Mass.

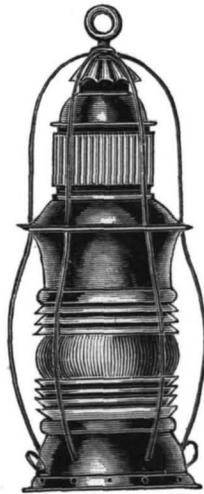


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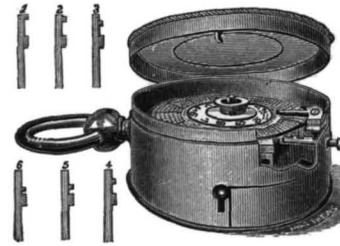
Carriage, Fire Engine,  
Factory & Hunting Lanterns.  
JAPANNING & ORNAMENTING.



PETER GRAY,  
Manufacturer of all kinds of  
RAILROAD, SHIP, STREET  
AND STATION  
**LANTERNS.**



No. 12 Marshall Street,  
BOSTON.  
NEAR DOCK SQUARE.



## BUERK'S Watchman's Time Detector.

Important for Large Corporations and Manufacturing Concerns.

CAPABLE of controlling with the utmost accuracy the motion of a watchman or patrolman, as the same reaches different stations of his beat. The instrument is complete in itself, portable and as reliable as the best lever watch. It requires no fixture or wires communicating from room to room, as is the case with ordinary watch clocks. The instrument will, in all cases, be warranted perfect and satisfactory.

J. E. BUERK, Proprietor,

230 Washington St., Boston, Mass.

## R. R. SUPPLIES.

R. WOODMAN,  
MANUFACTURER,  
169 High Street, BOSTON, MASS., U. S. A.



Patent Lead Seals  
and Sealing Presses,

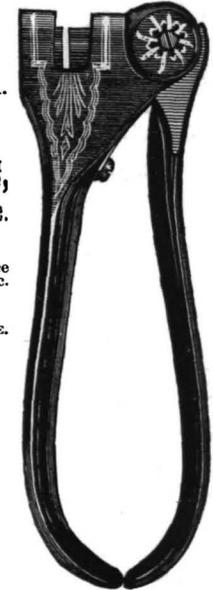
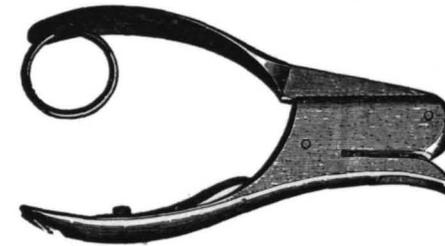
TICKET PUNCHES, for all kinds of R. R. Service.

**BAGGAGE CHECKS,**

Hat and Breast Badges, Perforating and Office  
Stamps of every description, Speed Indicators, &c.

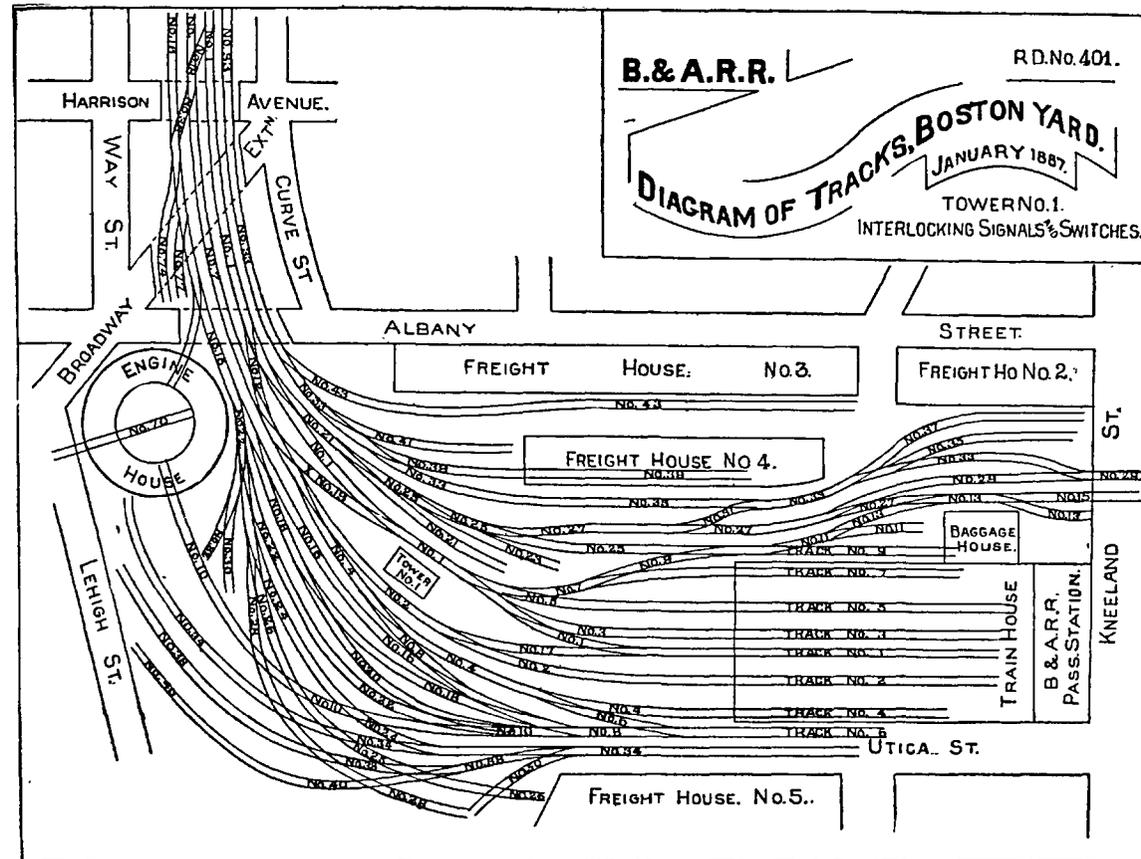
CORRESPONDENCE SOLICITED.

Please send for Catalogue and mention this GUIDE.



# THE VANDERBILT SYSTEM.

BOSTON & ALBANY RAILROAD.

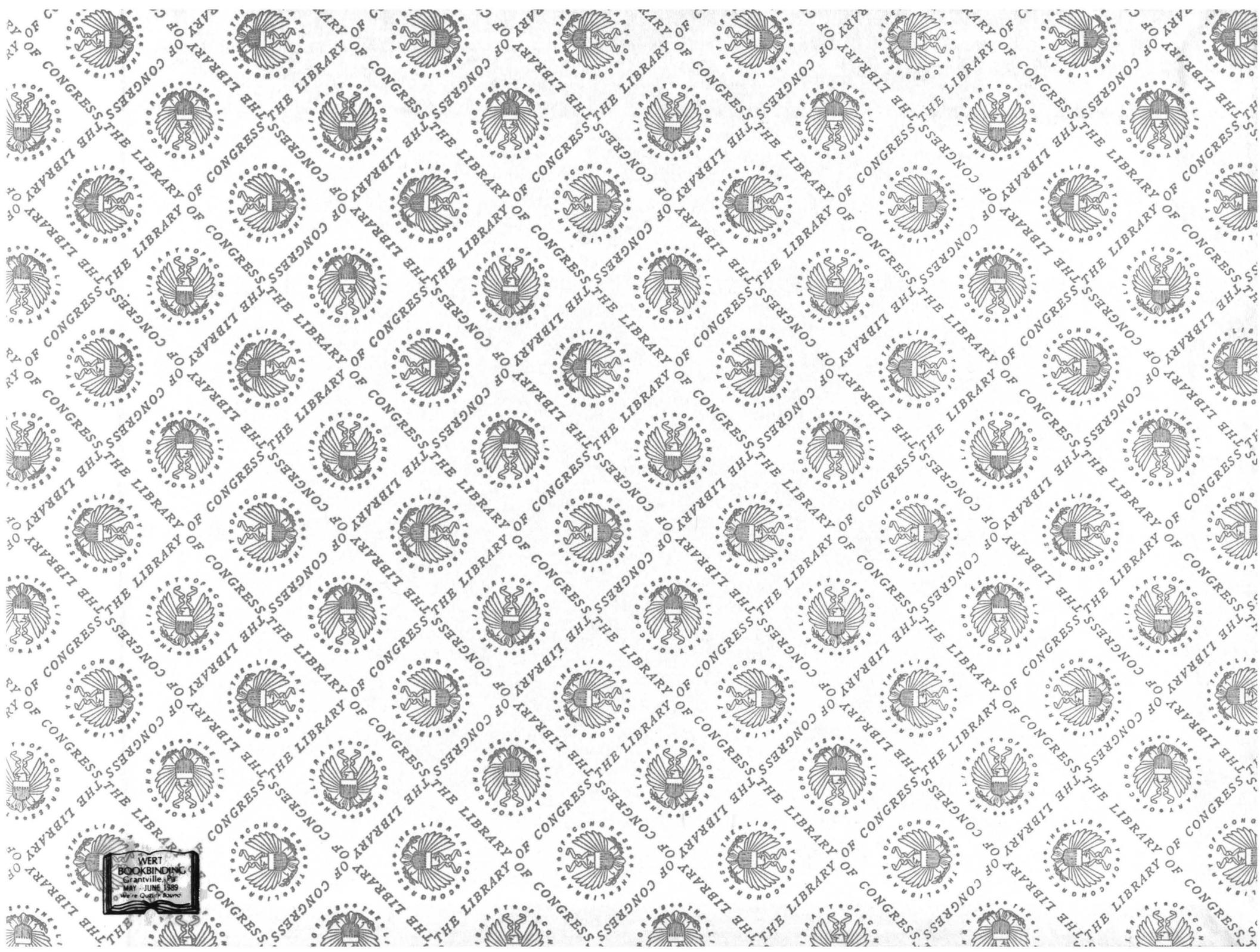


## MILEAGE OF THE BOSTON AND ALBANY RAILROAD.

Main Line, Boston to Albany.....	201 Miles.
Circuit Line, Boston to Boston.....	24 "
Newton Lower Falls Branch, Riverside to N. L. Falls.....	1 "
Grand Junction Branch, East Boston to Cottage Farm.....	9 "
Saxonville Branch, Natick to Saxonville.....	3 "
Milford Branch, South Framingham to Milford.....	12 "
Millbury Branch, Millbury Junction to Millbury.....	3 "

Webster Branch, Worcester to Webster.....	17	"
Spencer Branch, South Spencer to Spencer.....	2	"
North Brookfield Branch, East Brookfield to North Brookfield....	4	"
Ware River Branch, Palmer to Winchendon.....	49	"
Athol Branch, Springfield to Athol.....	48	"
North Adams Branch, Pittsfield to North Adams.....	21	"
Hudson Branch, Chatham to Hudson.....	17	"
Total Miles.....	411	





WERT  
BOOKBINDING  
Grantville, PA  
MAY - JUNE 1989  
We're Quality Bound

