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(3) *Brooklyn, Coney Island*, and other resorts on *Long Island*, see R. 3.

Among other points to which excursions are easily made from New York are *Long Branch* and the other seaside resorts of the New Jersey coast (see R. 33); *Yonkers, Dobbs Ferry, Tarrytown*, and other points on the Hudson (see R. 21); *Glen Island* (p. 75), *New Rochelle*, and other places on Long Island Sound (R. 4); and *Greenwood Lake* (p. 217).

FROM NEW YORK TO PUTNAM JUNCTION (BREWSTER), 54 M., railway (*Putnam Division of N. Y. C. & H. R. R.*) in 2-2¼ hrs. This line, passing the suburban resorts of *Westchester County*, begins at the 155th St. station of the Sixth Ave. Elevated Railroad (comp. p. 54). — 1 M. *High Bridge* (p. 54); 2 M. *Morris Heights*. — 3 M. *Fordham* or *University Heights*, with the handsome new buildings of *New York University* (comp. p. 35). These buildings, splendidly situated on a high bluff commanding a fine view of the Harlem, the Hudson, the Palisades, and Long Island Sound, include a beautiful Library, designed by Stanford White (40,000 vols.; especially rich in Oriental and Germanic literature), a Hall of Languages, a Chemical Laboratory, a gymnasium, etc. The university, which was founded in 1831 as an uudenominal corporation on a liberal basis, is now attended by 1300 students, taught by 150 instructors. — 5 M. *Van Cortlandt*, the station for Van Cortlandt Park (p. 54), is the junction of a branch-line to (3 M.) *Yonkers* (p. 166). — At (8 M.) *Dunwoodie*, with a large Roman Catholic college, we pass over the Croton Aqueduct (p. 54). — 10½ M. *Nepperhan*. — 13 M. *Mt. Hope* and (15 M.) *Ardsey* are the seats of two of the leading golf-clubs of the United States. — 18 M. *Elmsford*; 21½ M. *Tarrytown* (p. 166). At (33½ M.) *Croton Lake* we cross the lake by a lofty bridge. 42 M. *Baldurn*, the junction for (2 M.) *Mahopac Falls*; 45 M. *Lake Mahopac*, a summer resort; 49½ M. *Carmel*, on *Lake Gleneida*. At (54 M.) *Putnam Junction (Brewster)* we join the line described below.

FROM NEW YORK TO CHATHAM, 127 M., railway (*Harlem Division of N. Y. C. & H. R. R.*) in 3½-4½ hrs. This line is much used by residents of the suburban districts to the N. of Manhattan Island. — From New York to (12 M.) *Woodlawn*, see p. 64. Our line crosses the boundary of Greater New York (p. 22) and follows the course of the *Bronx River* (to the left). 22½ M. *White Plains*; 25 M. *Kensico*, near *Lake Kensico*; 37 M. *Mt. Kisco*; 44 M. *Golden's Bridge*, the junction of a line to (7 M.) *Lake Mahopac* (see above); 52 M. *Brewster* (p. 68), junction of the N. E. R. to Hartford (see p. 65); 64 M. *Pauling* (700 ft.); 76 M. *Dover Plains*; 92½ M. *Millerton*; 104½ M. *Copake Iron Works*, 5 M. from Mt Washington (p. 144). At (127 M.) *Chatham* we reach the Boston and Albany R. R. (see p. 148).

3. Brooklyn and Long Island.

Coney Island. Rockaway Beach.

Brooklyn. — Hotels. MARGARET, 97 Columbia Heights, from \$ 2½; ST. GEORGE, Clark St., \$ 2½-5, E. from \$ 1; PIERREPONT HOUSE, Montague St., cor. Hicks St., from \$ 2½, E. from \$ 1; MANSION HOUSE, Brooklyn Heights, opposite Wall St., \$ 3-5, all near Brooklyn Bridge; CLARENDON, Washington St., E. from \$ 1; BRANDON, 292 Washington St., E. P.

Railway Stations. *Flatbush Avenue Station*, Flatbush Ave., cor. 4th Ave. and *Bushwick Station*, for the trains of the Long Island Railroad (for all points on Long Island); *Union Depot*, Fifth Ave., cor. 36th St., for Coney Island, Unionville, West Brighton, etc.; *Brooklyn & Brighton Beach Station*, cor. Atlantic and Franklin Avenues, for Brighton Beach.

Elevated Railroads. Six lines of Elevated Railway, similar to those in New York (p. 10), traverse Brooklyn in various directions (fare 5c.). Four of these begin at the New York end of Brooklyn Bridge (with branches to Fulton Ferry), and one starts at the foot of Broadway (opp. Grand St., New York).

Tramways, propelled by electricity ('trolley lines'), traverse Brooklyn

in all directions and extend to the Ocean resorts at Coney Island, etc. Most of them now start at the New York end of the East River Bridge (p. 31), the toll for crossing which is included in the fare of 5 c. In 1897 these street-railroads carried over 200 million passengers.

Ferries to New York, see p. 14 — Bridge Cars, see p. 14.

Brooklyn, with an estimated population (1898) of 1,200,000, was formerly the fourth city of the United States in size and industrial interest, but now forms one of the boroughs of Greater New York (see p. 22). It lies immediately opposite New York, at the W. end of Long Island, and covers an area of about 65 sq. M. It is popularly known as the 'City of Churches', containing no fewer than 450 ecclesiastical edifices, and has also been called the 'Dormitory of New York' from the fact that so many of its residents are New York business men, returning to Brooklyn in the evening.

Brooklyn (Breuckelen) was founded by Walloons in 1623, the first settlement being near Wallabout Bay (p. 74). The most outstanding event in its history is the battle of Long Island (Aug. 26th, 1776), fought on the heights behind the town, in which the British defeated the Americans (see p. 60). It was incorporated as a town in 1783, when its population did not exceed 1500, and as a city in 1834 (pop. about 30,000). — The value of Brooklyn's manufactures in 1890 was \$ 253,000,000 (50,600,000%). They include sugar and oil refining, ship-building, meat-packing, and the making of chemicals, cordage, carpets, and boilers. Its commerce is also very important. In 1890 Brooklyn contained 833,547 inhabitants.

FULTON STREET, the Broadway of Brooklyn, begins at Fulton Ferry (p. 14), almost under the shadow of Brooklyn Bridge, and runs hence first to the S. and then to the E., with a total length of 6 M. It is traversed by the Elevated Railroad and several tramways. Following it from the bridge or ferry, we soon reach (10 min.) an open space in front of the **Borough Hall** (Pl. A, 5), a white marble building, with an Ionic portico and a tower. Opposite is a spirited statue of *Henry Ward Beecher* (see p. 59), by J. Q. A. Ward. To the E. of Borough Hall is the **County Court House**, a handsome edifice in a Corinthian style. Behind Borough Hall, adjoining the Court House, are the *Municipal Buildings* and the **Hall of Records*. — At the corner of Washington St. and Johnson St., a little to the N. of Borough Hall Square, is the ***Post Office**, a really fine building, but not seen to advantage. Adjacent is the tall building of the *Brooklyn Daily Eagle*, a model newspaper office, to which visitors are welcome.

From Borough Hall Square *Montague Street*, containing the *Academy of Music* (good concerts), the *Art Association Building* (exhibitions of pictures), and the *Brooklyn Library* (140,000 vols.), leads W. to the river, ending in a terrace which commands an excellent *View of New York and the harbour. The district in which we now find ourselves, known as ***Brooklyn or Columbia Heights**, is, perhaps, the pleasantest part of the city and contains many of the finest residences. In this quarter are the three hotels mentioned at p. 57, numerous large apartment-houses, and many of the leading clubs (Hamilton, Jefferson, Brooklyn, Excelsior,

Crescent Athletic). In front of the Hamilton Club (cor. Remsen and Clinton Sts.) is a *Statue of Alex. Hamilton*, by W. O. Partridge, erected in 1898. The 'Heights' rise abruptly from the river to an elevation of 70-100 ft., leaving at their base room for a single narrow street. Stores and residences have been sunk into the front of these bluffs, forming a series of unique 'cave dwellings'. The chief street of the 'Heights' and a fashionable Sunday promenade is CLINTON STREET, extending from Fulton St. (crossing Montague St.) to *Gowanus Bay*. In this street, at the corner of Pierrepont St. (the street before Montague St.), is the handsome building of the **Long Island Historical Society**, which possesses a library of 60,000 vols. and a small museum. In Pierrepont St. are the *Dutch Reformed Church* and the *Unitarian Church of the Saviour* (cor. of Monroe Place). At the corner of Montague St. is *Holy Trinity Church*, the leading Episcopal church of Brooklyn, with a spire 275 ft. high. In Remsen St., the next cross-street, at the corner of Henry St., is the *Congregational Church of the Pilgrims* (Rev. Dr. Storrs), with a piece of the original 'Plymouth Rock' (see p. 98) immured in its façade. A little farther on in Clinton St., at the corner of Livingston St. (left), is the handsome *Church of St. Ann* (Episcopal). Clinton St. then crosses ATLANTIC AVENUE, a wide and busy street descending on the right to the ferry for Whitehall St., New York (p. 14).

Plymouth Church, the most famous ecclesiastical edifice in Brooklyn, where the late *Henry Ward Beecher* (d. 1887) drew crowds for 40 years, stands at the N. end of the Heights, in Orange St., between Hicks St. and Henry St., $\frac{1}{3}$ M. from Brooklyn Bridge. It is a large building without architectural pretensions.

Returning to Borough Hall and continuing to follow Fulton St. towards the E., we soon reach, at the corner of Bond St. (right), the building of the *Young Men's Christian Association*, with a fine gymnasium. Fort Greene Place, $\frac{1}{2}$ M. farther on, leads to the left to the small (3 min.) *Fort Greene Park*, laid out on the site of the Revolutionary earthworks known as Fort Greene. To the right Fort Greene Place leads to the (5 min.) *Flatbush Station* (p. 57). CLINTON AVENUE, nine blocks farther on, is, perhaps, the handsomest street in Brooklyn.

In Eyerson St., between Willoughby and De Kalb Avenues, about $\frac{1}{4}$ M. to the E. of Clinton Ave., are the extensive buildings of the *Pratt Institute*, one of the best equipped technical institutions in the world, founded and endowed in 1884-87 by Mr. Charles Pratt, 'to promote manual and industrial education, and to inculcate habits of industry and thrift'. Its schools of technology, domestic science, art, music, mechanics, etc., are attended by 3400 students. Visitors are admitted on Mon., Wed., & Frid., 10-12 and 3-5 (in winter also 7.30-9.30 p.m.); the Technical Museum is open on Mon. and Frid., 7.30-9.30 p.m., and on Wed., 3-5. The Library, built in 1895, contains 65,000 vols. and a large collection of prints. None interested in technical education should fail to visit this institution (schools closed, June 15th to Sept. 15th). The *Froebel Academy*, 686 Lafayette Ave., is under the direction of the Pratt Institute.

Clinton Avenue ends on the N. at the **U. S. Navy Yard** on *Wallabout Bay*, the chief naval station in the country, employing 2000 men (open on week-days, 8-5; entr. at cor. of Sands St. and Navy St.). The yard proper covers about 45 acres, while 43 acres more belong to it. Among the most prominent features of the yard are two Dry Docks, 465 ft. and 307 ft. long respectively. Some war vessels are generally moored here, while others are on the stocks. To the E. is the *U. S. Naval Hospital*, with its pillared front. — Between the Navy Yard and the Hospital is the immense *Wallabout Market*, covering an area of 45 acres. Its buildings are of brick, in the Dutch style, and include a quaint clock-tower.

The largest of the Docks of Brooklyn is the *Atlantic Basin*, about $1\frac{1}{2}$ M. to the S of the Bridge, with an area of 40 acres and 2 M. of wharfage. About $\frac{3}{4}$ M. farther S., on Gowanus Bay, are the *Erie Docks*.

Perhaps Brooklyn's chief attraction for strangers is the beautiful ***Prospect Park**, finely situated on an elevated ridge in the S. W. part of the city and commanding excellent views of Brooklyn, New York, the harbour, the ocean, and Long Island.

The principal entrance is at the end of Flatbush Ave. (tramway from Fulton Ferry), and the Plaza in front of it is adorned with a *Memorial Arch* for soldiers and sailors of the Civil War, surmounted by a fine quadriga, by Fred. Macmonnies (b. at Brooklyn in 1864), and with a fine statue, also by Macmonnies, of *James Stranahan* (1808-98). Drive through the park in the park-carriages 25 c. each. The water-tower near the main entrance furnishes the finest view of the city and island.

Prospect Park, which has an area of 520 acres, is not so elaborately laid out as Central Park, but has, perhaps, more natural beauty. It contains many fine trees. The lake at the S. side is 60 acres in extent. On the slope of *Look-Out Hill* (185 ft. above the sea) is a *Monument* (erected in 1835) in memory of the Maryland troops who fell in the battle of Long Island (p. 58), which is also commemorated by a tablet in *Battle Pass*. Concerts are given here on Sat. and Sun. afternoons in summer. In other parts of the park are a bust of *John Howard Payne* (1792-1852), author of 'Home, Sweet Home', statues of *Lincoln* and *Gen. G. K. Warren*, and several other monuments. — From the Plaza the *Eastern Parkway*, a fine boulevard, 200 ft. wide, runs E. to the ($2\frac{1}{2}$ M.) part of Brooklyn known as *East New York*. Near the S. entrance begins the **Ocean Parkway*, a similar boulevard, which runs all the way to (5 M.) *Coney Island* (p. 62) and forms one of the pleasantest approaches to that resort. It is flanked on either side by a broad cycle-path. The **Drive from Prospect Park to Fort Hamilton* ($1\frac{1}{2}$ hr.; Crescent Club House) affords continuous views of New York Harbour.

Ninth Avenue and other streets adjoining Prospect Park contain some of the finest residences in Brooklyn. Among the largest and handsomest buildings bordering on the Park are the huge *Riding and Driving Club* (near the Plaza) and the **Montauk Club* (cor. 8th Ave.).

Brooklyn Forest Park, in the N. E. part of the borough, is 540 acres in area and deserves a visit for its fine trees and beautiful views.

Following Ninth Avenue towards the S. from the S. W. entrance of Prospect Park, we soon reach ($1\frac{1}{2}$ M.) the N. E. entrance of ***Greenwood Cemetery**, one of the most beautiful cities of the dead in America, rivalling Prospect Park in the charms of its undulating surface and extensive views. It is 475 acres in extent.—Carriages take passengers round the chief points for 25 c. each.

The principal (N.) entrance is in Fifth Ave. (cor. 25th St.). The entrance gateway is an elaborate structure of brown stone, 142 ft. wide, with bas-reliefs and a tower 100 ft high. Plans of the cemetery may be obtained here (10 c.), showing the positions of the graves. Among the monuments of special interest, either from their subject or treatment, are those to the *New York Volunteers* (Section H), *Roger Williams* (p. 72; Sec. 130), *De Witt Clinton* (p. 171; 103), *Elias P. Howe* (the inventor of the sewing machine; H), *S. F. B. Morse* (inventor of the electric telegraph; 25), *Henry George* (1839-97), the founder of the 'Single Tax' movement (at the top of Ocean Hill), the magnificent mausoleum of *John W. McKay*, *Horace Greeley* (p. 30; 35), *Henry Ward Beecher* (p. 59; 140), *Lola Montez*, *John Matthews* (64), the *Pilots* (111), the *Firemen* (2), *Peter Cooper* (p. 33; 101), *A. S. Scribner* (160), *James Gordon Bennett* (107), and the *Brooklyn Theatre Fire Victims* (N). The expensive monument of *Charlotte Canda* (92) scarcely justifies its reputation. One of the chief attractions of Greenwood is the beauty of the blossoming of the dog-wood (*Cornus Florida*) at the end of May or beginning of June.

Among other points of more or less interest not included in the above rapid survey are the *Roman Catholic Cathedral* (cor. Lafayette and Vanderbilt Aves.); the *Equestrian Statue of General U. S. Grant*, by W. O. Partridge, erected in front of the *Union League Club*, Bedford Ave., in 1896; the *Fire Headquarters*, in Jay St.; the *Germania Club*, in Schermerhorn St.; the *Armouries* of the 13th and 23rd Regiments, in Sumner Ave. and Bedford Ave.; the *Long Island College Hospital* and *St. Peter's Hospital*, in Henry St.; *St. Mary's Hospital*, in Buffalo Ave.; the *Brooklyn Public Library*, Bedford Ave., established in 1896; the handsome Roman Catholic church of *St. Augustine*, cor. Sixth Ave. and Sterling Place; the *Reformed Church*, cor. Seventh Ave. and Carroll St.; the *Polytechnic Institute*, Livingston St.; the *Young Men's Christian Association*, 502 Fulton St.; the *Young Women's Christian Association*, cor. Flatbush Ave. and Schermerhorn St.; and the *Cemetery of the Evergreens*. — The BROOKLYN INSTITUTE, founded in 1824 and rechartered in 1890, is an academy of arts and sciences with about 4000 members. It contains 25 departments, each of which holds regular meetings and courses of lectures. A grant of 8 $\frac{1}{4}$ acres of Prospect Park land has been made to the Institute, which has erected on it a large building, 425 ft. square, containing lecture-halls, class-rooms, laboratories, art galleries, and a restaurant.

To the N. of Brooklyn, and separated from it by *Newtown Creek*, lies *Long Island City* (*Long Island City Hotel*, R. from \$ 1), a place of no particular interest, with (1890) 30,506 inhabitants. It is made up of *Hunter's Point*, *Astoria*, and *Ravenswood*, the last of which contains pleasant residences and extensive nurseries. In Hunter's Point (ferry to 34th St., New York) is the terminus of the *Long Island Railroad* (trains for all points in Long Island; comp. Pl. G, 5).

Long Island, a narrow, fish-shaped island, 120 M. long and 8-20 M. wide, extends along the coast of New York and Connecticut from the mouth of the Hudson to a point beyond the mouth of the Connecticut River, enclosing between itself and the mainland the comparatively sheltered waterway of *Long Island Sound* (p. 74). Its area is 1680 sq. M. and its population (1890) 1,029,097 (incl.

Brooklyn; now about 1,400,000). The surface is generally level. A sandy barrier, at some distance from the main shore, extends along nearly the whole S. coast of the island, broken at intervals by narrow inlets; and here are situated Coney Island and other popular seaside-resorts of the New Yorkers. The N. shore is hilly and well wooded. In the E. part of the island are several summer-resorts of a higher class than Coney Island, affording good sea-bathing, sailing, fishing, shooting, and golfing. Some of the oldest settlements in the state are on Long Island, and the historical student will find many points of interest. Comp. the annual guidebook of the Long Island R. R., by *H. F. Gunnison*.

Coney Island, the name given to the westernmost section of the flat sand-bar above mentioned, is a strip of white sand, 5 M. long and $\frac{1}{4}$ -1 M. wide, separated from the mainland by a small creek and from the next section of the bar (Rockaway Beach) by a narrow inlet opening into Jamaica Bay. The island is divided into four distinct parts: *West End* or *Norton's Point*, *West Brighton*, *Brighton Beach*, and *Manhattan Beach*. Those who merely wish to see Coney Island for a few hours should go to West Brighton and return viâ Manhattan Beach. The hotels at the latter are the best places to pass the night. It is estimated that at least 10 million visitors resort to Coney Island every season (June-Sept.), and hundreds of thousands are sometimes there on the same day. The prices at the hotels and restaurants are highest at the E. end, and lowest at the W. end of the island; but at the dearer houses one portion is generally ample for two persons.

West End or *Norton's Point* (*Norton's Hotel*), the old original Coney Island, now known as *Sea Gate*, has a number of pleasant residences and the headquarters of the Atlantic Yacht Club. It is connected with Brighton and West Brighton by electric cars.

West Brighton, about the middle of the island, is the most crowded and characteristic, though not the most fashionable part of it; and the scene here on a fine Sunday in summer beggars description. The beach swarms with all the peripatetic shows of a popular seaside-resort; and among the permanent attractions are two iron *Piers* (1100-1300 ft. long) and a tall *Observatory* ("View). West Brighton may be reached from New York by steamer from Pier 1 (at the Battery) or from W. 23rd St. (return-fare 50c.), or by steamer from Whitehall St. to *Bay Ridge* and thence by the Sea Beach R. R. (same fare); from Brooklyn by the Prospect Park and Coney Island R. R. (return-fare 25c.), by the Bath and Coney Island R. R. (same fare), by electric car, by the Brooklyn Elevated R. R., or by the Ocean Parkway (p. 63). It is connected with ($\frac{3}{4}$ M.) Brighton Beach by a fine drive called the *Concourse* and by an elevated railroad (5 c.).

Brighton Beach (*Hotel Brighton*) consists of a huge hotel, a refreshment pavilion, several bathing-houses, and a theatre, in which variety actors perform in summer. It is specially frequented by the Brooklynites, who reach it either viâ West Brighton (see above) or by the Brighton Beach and Brooklyn Railway (10 c., return-fare 20 c.).

Manhattan Beach (*Manhattan Beach Hotel*, on the European plan, a huge wooden structure, 660 ft. long; *Oriental*, Amer. plan, for more permanent guests) is the most fashionable part of Coney Island and the most comfortable for ordinary tastes. The hotels have large pleasure-grounds and bathing accommodations for many hundreds of visitors (adm. to amphitheatre overlooking the Manhattan bathing enclosure, 10 c.), and music is furnished afternoon and evening by a good band. Light opera is given in summer. The beach is illuminated by electricity, and a display of fireworks is given almost nightly. Manhattan Beach may be reached from New York by ferry to Hunter's Point (see p. 14) and thence by train; from the Flatbush Ave. station at Brooklyn (return-fare 20 c.); or by

electric cars from Brooklyn Bridge and from Broadway and Fulton St. Ferries.

Rockaway Beach (*Carman House*), the next section of the sand-bar is a less crowded and somewhat cheaper edition of Coney Island. The trip to it from New York by steamer (1½ hr.; return-fare 50 c.; see advts. in daily papers) affords an excellent survey of New York Harbour and Coney Island. It may also be reached by railway from Long Island City (34th St. ferry; comp. p. 61). A tubular iron pier extends into the ocean for 1200 ft. — Farther to the E. are the summer-resorts of *Arverne*, *Edgemere*, and *Far Rockaway*.

Long Beach (*Long Beach Hotel*, \$ 4-5), the next sand-strip, is one of the best bathing-beaches on Long Island, and is frequented by summer residents rather than by excursionists. It is reached by railway via Long Island City (comp. p. 61; return-fare 50 c.). Farther to the N. is the *Great South Beach*, a curious strip of sand 40 M. long and ¼-5 M. wide. *Fire Island* (*Surf House*), at its W. extremity, is reached by ferry from (8 M.) *Bay Shore*. The light of Fire Island Lighthouse is often the first object in America seen by the visitor from Europe, and the signal-station here announces the approach of the steamers 4 hrs. before they reach their docks (comp. p. 2). The *Great South Bay*, between the South Beach and the main coast, is a favourite shooting (wild-fowl) and fishing ground, and the villages along its shores (on the S. division of the Long Island R. R., see below) are much frequented in summer by New Yorkers.

The other points on Long Island are all reached by the Long Island Railway, the chief divisions of which are given below.

FROM BROOKLYN TO GREENPORT, 94 M., railway in 3-3½ hrs. (fares \$ 2 80). This is the main line; the trains start at Flatbush Ave. Station (p. 57), and are joined at Jamaica (see below) by simultaneous sections from Long Island City (p. 61). — From (7 M.) *Woodhaven Junction* a branch-line runs to *Rockaway Beach* (see above). — 9½ M. *Jamaica*, the junction of the Montauk Division (see below); 13 M. *Queens*, the station for *Creedmoor* (p. 18). Beyond (15 M.) *Floral Park* we quit the *Borough of Queens* (Greater New York). — 18½ M. *Mineola*, the junction of lines running N. to *Glen Cove* (with the fine mausoleum of Mr. Charles Pratt, founder of the Pratt Institute, p. 59), *Sea Cliff*, and *Oyster Bay* (good yachting), and S. to *Valley Stream* (see below). Just to the S. lies *Garden City* (*Garden City Hotel*, from \$ 4), laid out by A. T. Stewart as a model suburban residence for New Yorkers and containing a handsome Episcopal cathedral built by him. Adjacent is *Hempstead*, with *Camp Black*, a large cantonment established for the mobilisation of New York troops in the war with Spain (1898) and as a permanent encampment for the reserve forces of the East. Hard by are the headquarters of the *Meadowbrook Hunt Club*, with a good golf-course. — 25 M. *Hicksville* is the junction of a branch-line to *Setauket*, *Port Jefferson*, *Wading River*, and other resorts on the N. shore. — 41 M. *Brentwood*, a pleasant resort among the pines; 48 M. *Ronkonkoma*, station for the lake of that name (The Gables); 65 M. *Manor*, junction of a short line to Eastport (p. 64); 73 M. *Riverhead*. We now skirt the N. shore of *Peconic Bay*. — 94 M. *Greenport* (*Wyandank Hotel*, \$ 2-2½), a fishing-village and sea-bathing resort near the E. end of Long Island. — A steam-ferry plies hence to *Shelter Island* (*Prospect Ho.*, *Manhasset Ho.*, \$ 4; *Bay View Ho.*, \$ 2½-3), in *Gardiner's Bay*, much frequented by New Yorkers in summer. The early records of the Quakers here are full of interest.

FROM BROOKLYN TO MONTAUK, 116 M., railway in 4 hrs. (fares \$ 3.45). This line, which gives access to the resorts on the S. shore of Long Island, diverges to the right from that above described at (9½ M.) *Jamaica*. — 16½ M. *Valley Stream* is the junction of the branch to *Far Rockaway* (see above), etc. At *Woodsburg*, on this branch, is a monument to Culluloo Telawaxana (d. 1818), the last of the Rockaway Indians. — 23 M. *Freeport* (Woodcleft Inn); 28½ M. *Massapequa* (The Massapequa). — 37 M. *Babylon* (*Argyle Ho.*, \$ 3½-4; *Watson Ho.*, \$ 3-3½), a small town (3000 inhab.) and seaside resort. — 43 M. *Istip* (Lake House); 48 M. *Oak*

dale, with the fine estate of Mr. W. K. Vanderbilt. — 52 M. *Bay Shore* (Prospect House), another fashionable resort, is connected by ferry with *Fire Island* (p. 63). — 54 M. *Patchogue* (*Roe's Hotel*, \$3-4; *Laurel Ho.*, \$2½-3½, *Ocean Avenue Ho.*, \$2½-3), with 4000 inhab., is one of the largest summer resorts on the island. *Blue Point*, the S. extremity of *Patchogue Bay*, lends its name to the well-known oysters. — 58 M. *Bellport* (*Hotel Bellport*; *Goldthwaite Ho.*, \$2½-3; *Wyandotte*, \$2½) and (66½ M.) *Moriches* (*Hotel Brooklyn*, \$2½-3; *Beach View*, \$2½; *Ocean Ho.*, \$2, etc.) are two other favourite resorts. — 70 M. *Eastport*; 74½ M. *Westhampton*. — 85½ M. *Shinnecock Hills* is well known as the seat of one of the leading golf-clubs in the United States (18 holes). It takes its name from the Shinnecock Indians, a remnant of whom still occupies a reservation close by. — 89½ M. *Southampton*, sometimes called the 'Newport of Long Island', is the summer home of many wealthy New Yorkers. — 95 M. *Bridgehampton* is the junction of a short branch-line to *Sag Harbor* (*American Ho.*, *Nassau Ho.*, \$2). once one of the chief whaling ports in America. — 101 M. *Easthampton* (*Gardiner's Hotel*), one of the quaintest and most interesting villages in the state, is visited annually by many artists, who paint its picturesque wind-mills and other sights. It was the home of *John Howard Payne* (p. 80), and the *Rev. Dr. Lyman Beecher* was pastor here from 1798 to 1810. — The railway ends at (118 M.) *Montauk*, which is about 7 M. from the bold bluffs of *Montauk Point* (lighthouse), the E. extremity of the island. Here lies *Camp Wikoff*, established in 1898 for the troops returning from Cuba. To the N. is *Gardiner's Bay* (p. 63), with *Gardiner's Island*, one of the innumerable claimants to being the hiding-place of Capt. Kidd's treasures, and the only one in which treasure was really found.

The only other point on Long Island that need be mentioned is *Flushing*, with 8436 inhab., which lies 8 M. to the W. of Long Island City (railway) and contains the residences of many New Yorkers.

4. From New York to Boston.

a. *Viâ* New Haven, Hartford, and Springfield.

234 M. RAILWAY (*New York, New Haven, and Hartford Railroad* to Springfield; *Boston and Albany Railroad* thence to Boston) in 5½-7¼ hrs. (fare \$5, sleeping-berth \$1-1½, seat in drawing-room car \$1); four express trains daily, including one at night (11 p.m., arriving at 6.15 a.m.). Dining-car on the afternoon train (D. \$1) and buffet-cars on other day-trains.

The train starts from the *Grand Central Depot* (p. 6), runs through the long tunnels under Park Avenue (see p. 40), crosses the *Harlem River*, and traverses the somewhat unkempt environs of New York. We have a glimpse of *Columbia University* (p. 52) to the left. To the right, at (9 M.) *Fordham*, are the large buildings of the Jesuit *St. John's College* and the cottage occupied by *Edgar Allan Poe* in 1844-49. A little farther on, to the left, lies *Woodlawn Cemetery* (with the large mausoleum of Jay Gould), and beyond (12 M.) *Woodlawn* our line diverges to the right from the New York and Harlem R. R. and skirts *Long Island Sound* (p. 74). — 16½ M. *New Rochelle*, founded by Huguenot refugees in 1691. *Thomas Paine* (1737-1809) had a farm here, granted to him by New York State, and is commemorated by a monument. *Leland Castle*, on Castle Hill, erected in 1857 and elaborately decorated inside with frescoes and coloured marbles, is now used as a seminary by Ursuline nuns. — 24 M. *Rye*, the station for (2 M.) *Rye Beach* (*Hotel*, \$3), a summer-resort on the Sound. — Beyond