



GRAND ARMY OF THE REPUBLIC

ANNUAL
ENCAMPMENT

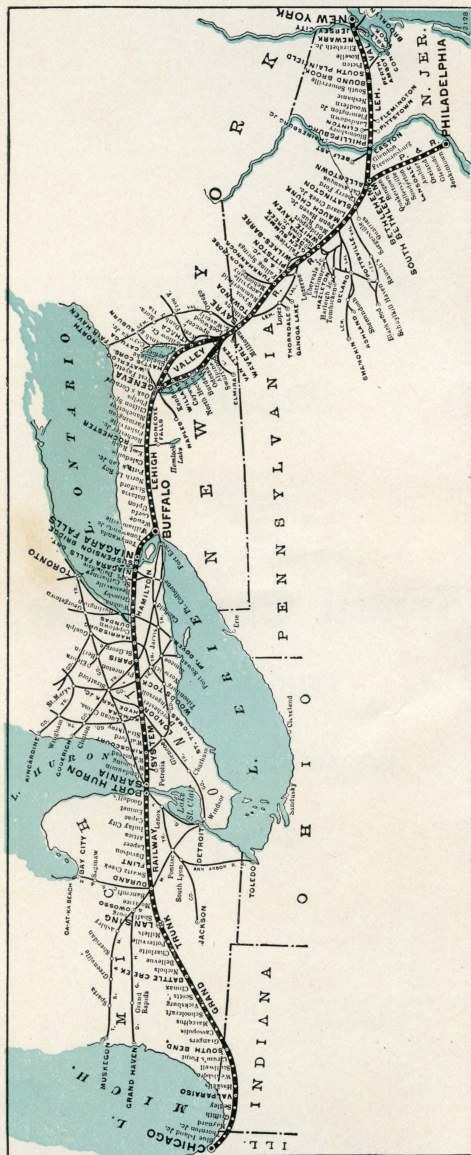
PHILADELPHIA,
SEPTEMBER
4th to 9th

1899

Grand Army
of the
Republic.



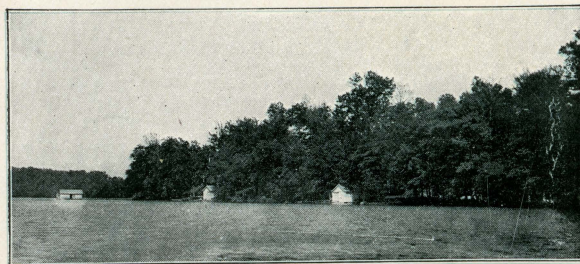
Annual Encampment,
Philadelphia,
September 4th to 9th,
1899.



Annual Encampment G. A. R.

DURING September 4th to 9th, 1899, the Grand Army of the Republic will hold their annual encampment in the beautiful City of Philadelphia, and thousands will be in attendance at this yearly gathering. One of the first thoughts which come to the prospective traveler will be, which is the best and most interesting route to take me there? There are several ways of reaching Philadelphia from the West, but only one which holds out to the tourist such an abundance of scenic grandeur and magnificent sights as the through-car line operated by the Grand Trunk Railway System, and Lehigh Valley Railway, via Niagara Falls and Buffalo. The rates via this route are as low as by any other line, and it is the only line via Niagara Falls and Buffalo running through cars Chicago to Philadelphia.

The superb and well-equipped trains of the Grand Trunk leave Chicago at convenient hours daily, and up-to-date Pullman wide Vestibule Sleeping Cars run on these trains. The route carries the passenger through a small portion of the State of Illinois and the northern part of the State of Indiana, passing through South Bend, a prominent town in the latter State, and thence runs into the State of Michigan, Cassopolis being one of the first stations we stop at, and where is situated Diamond Lake, well known as a resort for summer tourists and cottagers, and where many go for the fishing, hunting, exercise and rest which may be had there.

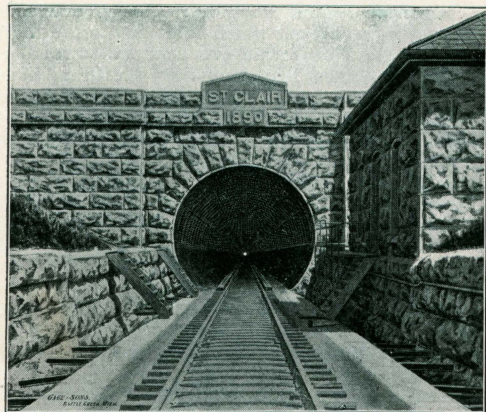


EAGLE POINT, DIAMOND LAKE.

That part of Michigan through which the Grand Trunk passes is a fertile and good farming country, and prosperity is seen on every hand. Many flourishing towns and cities are passed, including Vicksburg, Battle Creek, Lansing, Durand, Flint and Lapeer, and before reaching Canadian territory, Port Huron is reached, the western end of the famous St. Clair Tunnel, through which the trains of the Grand Trunk pass to the Canadian side.

ST. CLAIR TUNNEL.

The crossing of a navigable stream by a railway train when a bridge is out of the question is attended with great difficulty, especially when such a waterway is a busy artery of inland commerce, and a ferry is generally brought into requisition. This means of transporting railway trains is bad enough during the summer months, but during the winter it



PORTAL OF ST. CLAIR TUNNEL.

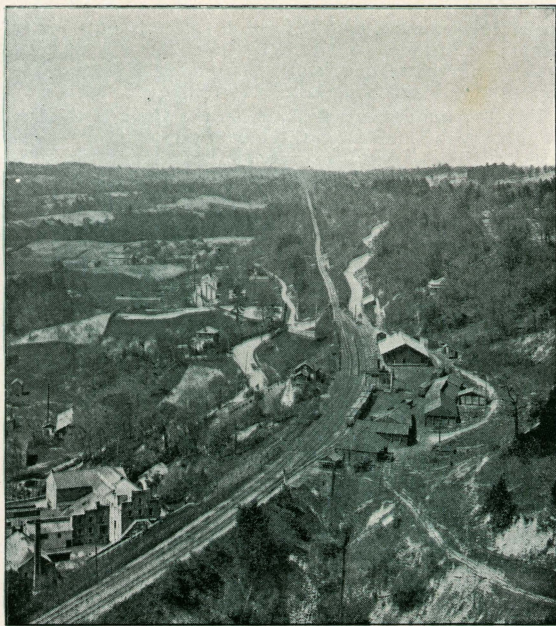
is infinitely worse, as the stream is filled at times with broken ice and often frozen solid. The Grand Trunk Railway System had for many years been using this mode of transport between Port Huron and Sarnia until the traffic increased so that it was next to impossible to handle it, and necessitated a better and safer mode of transit, the outcome being the construction of that wonderful engineering feat known as the famous St. Clair Tunnel, which is in many respects the most wonderful in the world. Over it flows all the water from the Great Lakes, which later tumble over the cliff at Niagara Falls, and finally reach the Atlantic Ocean by the St. Lawrence River.

A few statistics of this mighty work may be interesting to the traveler. The tunnel proper is 6,025 feet, and of the open portals or approaches 5,603 feet additional, or more than two miles in all. It is the longest submarine tunnel in the world. It is a continuous iron tube, nineteen feet ten inches in diameter, put together in sections as the work of boring proceeded, and firmly bolted together, the total weight of the iron aggregating 56,000,000 pounds.

The work was commenced in September, 1888, and it was opened for freight traffic in October, 1891; a little more than three years being required for its completion. Passenger trains began running through it December 7, 1891.

The work was begun at both sides, and carried on until the two sections met in mid-river, and with such accuracy that they were in perfect line as they came together. Throughout its entire length it perforates a bed of blue clay, and with the exception of an occasional "pocket" of quicksand and water, with once in a while a rock or boulder, the clay was the only material met. The borings were made by means of cylindrical steel shields, with cutting edges, driven forward by hydraulic rams, and as fast as the clay was cut away a section of the iron wall of the tunnel was bolted to its fellow-section, and thus the wall was completed as the work progressed.

The cost of this great tunnel was \$2,700,000, and when it is understood that 4,000 cars can be daily moved through it, and this is contrasted with the slow and laborious transfer by



DUNDAS VALLEY, NEAR HAMILTON, ONT.

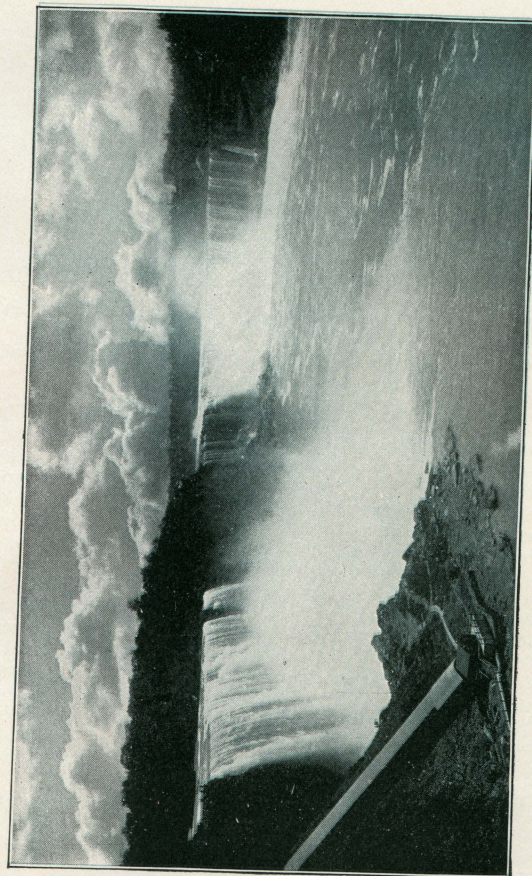
ferry, it will readily appear that the enormous expenditure was one which will yield a quick and profitable return.

This marvel of engineering skill has well been designated "the link that binds two nations." At the eastern extremity of the tunnel Sarnia is reached, a flourishing Canadian frontier town with prominent shipping and manufacturing interests. From Sarnia the line extends eastward to Niagara Falls, through one of the finest sections in Canada. *En route* to Niagara Falls we pass several prosperous towns, among them Wyoming, Watford and Strathroy, and fifty miles from Sarnia we arrive at London, one of the most flourishing cities of the Dominion of Canada, with a population of 45,000. This is an important railway and manufacturing centre. Continuing eastward we pass several smaller towns and villages, and traverse a country rich in agricultural pursuits until we reach Paris, an attractive town having sulphur springs of recognized curative virtue, as well as picturesque scenery and pleasant drives.

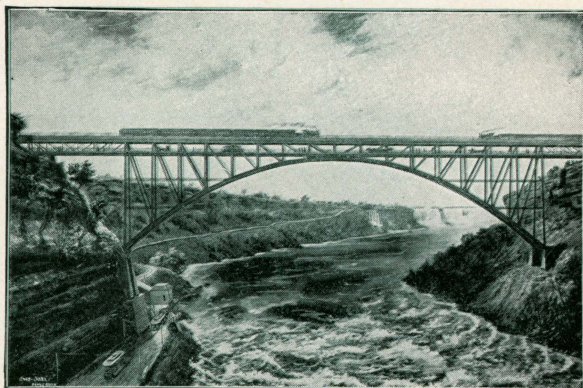
Just before reaching Hamilton, one of the most beautiful and picturesque views that can be found in Canada is had while the train is speeding along. For miles the road skirts the side of a mountain, at the base of which lies the pretty Dundas Valley, with the town of Dundas nestling in its quiet retreat, with the valley stretching away on both sides of the town, the view making a panorama of surpassing beauty.

HAMILTON is next reached. This city has a population of 50,000 people and is one of the most important centres in Canada. It is beautifully situated on Burlington Bay at the head of Lake Ontario. The city occupies a level plateau at the base of Hamilton Mountain, which overlooks the town and the situation affords a rare combination of beautiful scenery.

From Hamilton eastward to Niagara Falls much of the journey is along the shore of Lake Ontario, through what has been rightly called "The Garden of Ontario." Fruit farms and vineyards are beholden on every side, with here and there a lake or bit of woodland scenery to lend diversity to the surroundings. Stoney Creek, a small village a few miles from Hamilton on our route, is interesting as being the location of the Stoney Creek battle ground. Grimsby, Beamsville, St. Catharines and Merriton are passed before reaching that ever-famous and renowned natural wonder of the universe, Niagara Falls. Next in sublimity and grandeur to the waterfall itself is the gorge through which the waters, after their awful plunge over the cliff, rush onward to Lake Ontario. For a little distance from the foot of the falls the stream is comparatively placid, but gathering momentum as its channel narrows it fills the gorge and rushes over the rocks in foamy rapids; here breaking into spray and there springing high in the air, as it dashes against some rocky obstruction in its mad race for the calmer reaches of the bed below.



GENERAL VIEW OF NIAGARA FALLS.



SINGLE ARCH DOUBLE TRACK STEEL BRIDGE OVER NIAGARA RIVER.

Over this tumultuous stream, reaching from bank to bank in a single graceful span, is the

NEW STEEL ARCH BRIDGE.

Second in wonder and sublimity only to the great cataract itself, it lends an added interest to a visit to Niagara by its beauty and grace as a feature of the landscape, and as a triumph of engineering skill—a worthy companion piece of man's handiwork to be associated with the great works of Nature among which it is placed. It stands exactly where for more than forty years the world-renowned Suspension Bridge had spanned this gorge, and was so long regarded as the crowning triumph of engineering skill. Scarcely less wonderful than the bridge itself is the fact that its construction was completed without the interruption of traffic, the old bridge serving its regular uses until the new bridge was sufficiently advanced to allow of its removal. The above illustration will give a good general idea of the structure, and the principles involved in its construction. From abutments on either bank springs a steel arch, spanning the gorge, with its highest point 226 feet above the water. The span between the piers is 550 feet, and a trussed span at each end 115 feet long connects the arch with the bluff. The total length of the bridge with its approaches is over 1,100 feet. It has two decks or floors, the upper one, thirty feet wide, occupied by the double track of the Grand Trunk Railway System, the lower comprising a broad carriage-way in the centre, with trolley tracks each side, and foot-walks outside of all, making a total width of fifty-seven feet. The sustaining strength of the structure is enormous, being six times that of the old bridge.

Leaving Suspension Bridge, on the Lehigh Valley Railroad, one passes in more or less rapid panorama the Falls of Niagara, the beautiful lake region of New York State, and the magnificent heights and valleys of the Alleghenies in Pennsylvania, 'till historic old Philadelphia, the cradle of our Nation's Liberty, is reached.

Many are the points of supreme interest along this route, beginning with Niagara Falls, that marvelous creation of nature's handiwork, in writing of which Dickens said:

"Niagara was at once stamped upon my heart an image of beauty, to remain there, changeless and indelible, until the pulse ceased to beat forever.

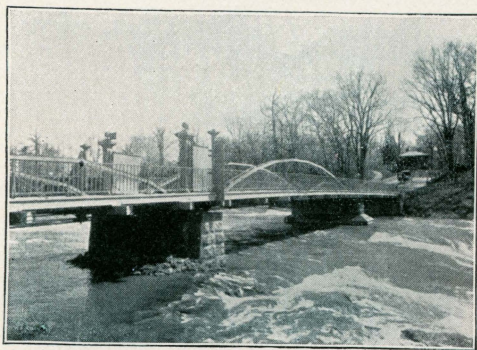
"Oh, how the strife and trouble of daily life receded from my view, and lessened in the distance, during the ten memorable days I passed upon that enchanted ground.

"What voices spoke from out the thundering waters; what faces faded from earth looked out upon me from its gleaming depths; what heavenly promise glistened in those angel's tears, and drops of many hues, that showered around and twined themselves about the gorgeous arches which the changing rainbow made.



NIAGARA FALLS FROM BELOW (AMERICAN SIDE).

"To wander to and fro all day and see the cataracts from all points of view; to stand upon the edge of the great Horseshoe Falls, marking the hurried water gathering strength as it approached the verge, yet seeming to pause before it shot into the gulf below; to gaze from the river's bank up at the torrent as it came streaming down; to climb the neighboring heights and watch it through the trees and see the wreathing water in the rapids hurrying on to take the fearful plunge; to linger in the shadow of the solid rocks, three miles below, watching the river, as, stirred by no visible cause, it heaved and eddied and awoke the echoes, being troubled yet far down beneath the surface by its giant leap.

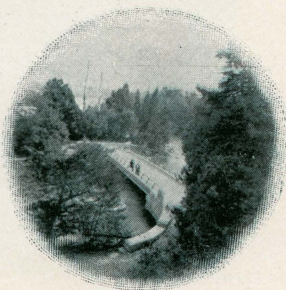


BRIDGE TO GOAT ISLAND.

"To have Niagara before me, lit by the sun and by the moon, red in the day's decline and gray as evening slowly fell upon it; to look upon it every day and wake up in the night and hear its ceaseless voice, this was enough.

"I think in every quiet season now still do the waters roll, and leap, and roar, and bubble all day long, still are the rainbows spanning a hundred feet below. Still, when the sun is on them do they shine and glow like molten gold. Still, when the day is gloomy do they fall like snow or seem to crumble away like the foot of a great chalk cliff, or roll down the rock like dense light smoke.

"But always does the mighty stream appear to die

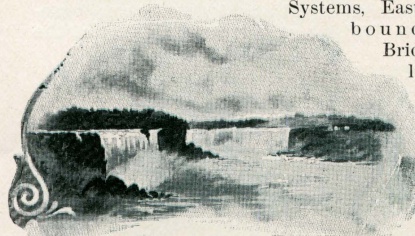


BRIDGE TO LUNA ISLAND.

as it comes down, and always from its unfathomable grave arises that tremendous ghost of spray and mist which is never laid, which has haunted this place with the red solemnity since darkness brooded on the deep, and the first flood before the deluge—light—came rushing on creation at the word of God."

STOP-OVER AT NIAGARA FALLS.

Passengers holding first or second class limited tickets over the Grand Trunk Railway or Lehigh Valley Railroad Systems, East-bound or West-bound, via Suspension



NIAGARA FALLS.

Bridge, have the privilege of stopping off at Niagara Falls under conditions which can be obtained from ticket agent or train conductor. On certain limited tickets an extension of

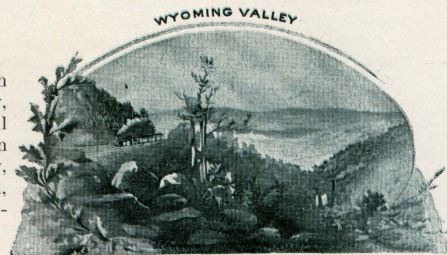
time not exceeding ten days is also granted. To obtain this privilege passengers will deposit their ticket with ticket agents of the Grand Trunk Railway System at Niagara Falls, Ont., Suspension Bridge, N. Y., or Niagara Falls, N. Y., or with the ticket agent of the Lehigh Valley Railroad at Niagara Falls, N. Y., immediately on arrival, and will be furnished within thirty minutes of departure time of train on which they resume their journey with continuous passage ticket to destination via same route and class as original ticket.

THE LAND O' LAKES.

The scene from the car window when the lake region of central western New York State is reached is like a glimpse of paradise. A more captivating view of one of America's most Arcadian spots is rarely seen.

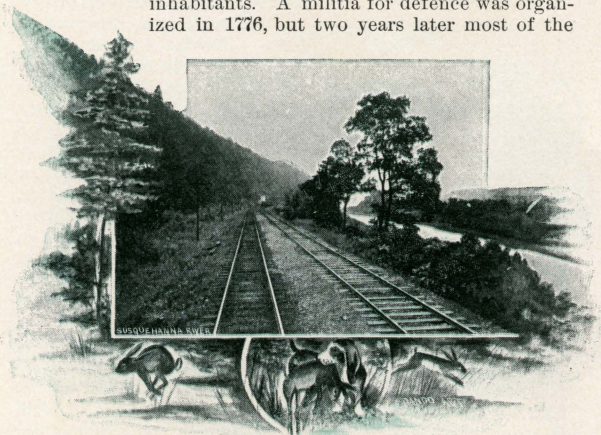
WYOMING VALLEY,

Made famous in song and story, is a beautiful fertile valley in Luzerne County, Pennsylvania, on the Susquehanna River, twenty-one



miles long by three miles wide, surrounded by mountains 1,000 feet high.

The Delaware Indians, then in possession, sold this valley to a Connecticut company about 1765, but the settlers were soon dispersed by hostile savages. In 1769, forty families came from Connecticut, but found a party of Pennsylvanians in possession, and a contest between the settlers and Indians and among the settlers themselves kept up for several years. The colony from Connecticut came off victorious, and they built the town of Westmoreland, which had two thousand inhabitants. A militia for defence was organized in 1776, but two years later most of the



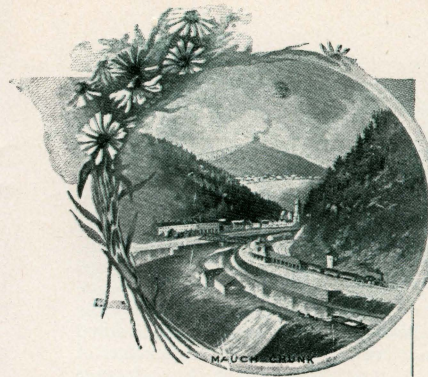
SUSQUEHANNA RIVER, ON THE LEHIGH VALLEY.

troops joined the army under Washington. On June 30, 1778, a force of eleven hundred British and Indians entered the valley, and on July 3d drove the settlers to the shelter of Fort Forty. At this time occurred the "Massacre of the Wyoming," which has been commemorated by the erection of a monument on the spot where so many helpless families were struck down by savage hands.

After this terrible work of Indian hatred and savagery the valley was left a smoking solitude, but time, with its ready hand of progress, has set its seal upon the valley and defaced the cruel work of slaughter, and it is now one of the most flourishing districts of the State.

In this valley is located the City of Wilkes-Barre, which is beautifully situated at the base of the mountain. The iron and steel plants, coal operations and textile mills make Wilkes-Barre a busy place.

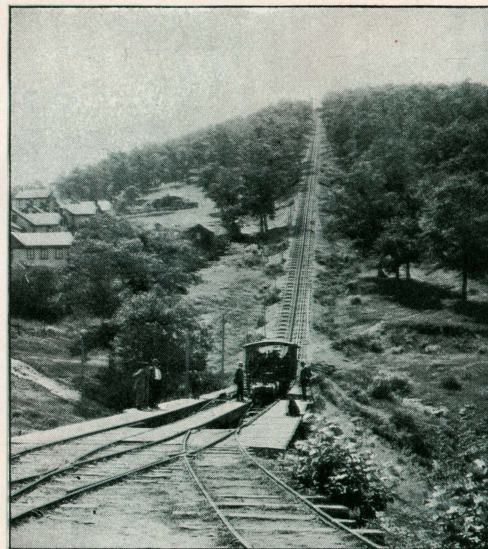
From Wilkes-Barre to Glen Summit, a distance of about nineteen miles, the scenery is grand and beautiful. As the



train ascends the mountain, Wyoming Valley lies behind; and the City of Wilkes-Barre, nestling in the peaceful valley, with its white houses gleaming in the sunlight, greets the eye at every turn, making a most picturesque sight, never to be forgotten.

THE SWITZERLAND OF AMERICA.

Mauch Chunk is strikingly wild and impressive, being one of the most picturesque places on this continent, and well deserving of the name that has been applied to it by so many tourists — The Switzerland of America.



MOUNT PISGAH PLAIN.

TRAIN SERVICE.

In the train service of this line, the highest standard is maintained, all through trains being made up of solid vestibule sleeping cars and day coaches, which are lighted by Pintsch gas and heated by steam. A dining-car service, *a la carte*, is maintained, affording passengers the privilege of obtaining meals to their liking. Everything in connection with this dining-car service is strictly first-class, and the attention given to patrons is most courteous.

SOUTH BETHLEHEM.

The diverging point to Philadelphia and New York, while having within its boundaries much that is beautiful, is noted chiefly for its immense iron and steel works, the products of which have a world-wide reputation. But a short distance from the station is the forge, and the ordnance works of the Bethlehem Steel Company, the largest steel forge in the world. Here can be seen, in all stages of construction, guns of all sizes and pattern, from the four and five-inch rapid-fire types to the twelve and thirteen-inch breech-loading rifles, for coast defence and naval service. Also the sixteen-inch, 126-ton army gun, the largest ever made, and the Gathmann eighteen-inch dynamite gun, of which so much is expected. Much of the armor-plate used in naval construction is rolled in these works.



PHILADELPHIA.

So many historic recollections cluster around Philadelphia that it is useless to attempt to go into the detail of any in this circular; but members of the Grand Army of the Republic, whose patriotism was so fully proven in the "sixties," could have selected no better place to renew their camp-fire comradeship than this, amidst the influences of the scenes and places made memorable by those who fought in that other great war — that which gave us independence.

Here is located Fairmount Park, which embraces within its confines 2,805 acres of ground. Among the many notable spots in Fairmount Park are the following:

Penn House, which is the first brick structure erected in Philadelphia, in 1682, and for many years used as the State

House for the Province of Pennsylvania; Horticultural Hall, Memorial Hall, George's Hall, Belmont Mansion, Tom Moore's House (this being the house occupied by Tom Moore, the sweet Irish poet, while sojourning in this country), Fountain Green, Mount Pleasant, Rockland, Ormister, Strawberry Mansion, Woodford Mansion and the Zoological Gardens.

On Chestnut Street, a few doors from Broad Street, is the United States Mint, one of the city's great attractions to visitors. Visitors are admitted to the mint, daily except Sundays, from 9 A. M. to 12 Noon, and are escorted from the door throughout the building, free, by conductors provided for that purpose.

The League Island Navy Yard lies in the Delaware, just off the mouth of the Schuylkill River, and is about seven miles from Broad and Chestnut streets. Street cars run frequently from the centre of the city to the navy yard. In the harbor of the back channel at League Island are moored a large number of vessels of the Civil War, and other warships out of commission.

INDEPENDENCE HALL.

There is, undoubtedly, no building in the United States better known, or more venerated, than Independence Hall, with its sacred memories. It is situated on the south side of Chestnut Street, between Fifth and Sixth streets, and no visit to Philadelphia is complete without the itinerary includes this building.

Congress Hall, second only to Independence Hall in historic interest and association, is located at the southeast corner of 6th and Chestnut streets. Many other historical points abound in Philadelphia and Germantown, among them being the Betsy Ross House, Chew House, Carpenter's Hall, Franklin's burial place, etc., etc.

A trip to the seaside from Philadelphia is a very easy matter, and the railroad rate is very moderate. Among the numerous seaside resorts on the New Jersey coast within easy reach of Philadelphia, Atlantic City, Cape May, Ocean City and Sea Isle City are the most popular. These places, of late years, have gained for themselves a world-wide popularity, and a visit to either one of them in the September days is most pleasurable, as at that time the temperature of the ocean is the mildest of any time in the year.

SIDE TRIPS.

Special rates will be in effect for side trips from Philadelphia, including trips to Gettysburg, Pa., Washington, D. C., and Old Point Comfort, Va., for those wishing to avail themselves of a visit to any of these places.

For all information, rates, routes, etc., apply to any agent of the Grand Trunk Railway System, or the Lehigh Valley Railroad, or to the following :

Buffalo, N. Y.....	J. D. McDonald...	City Pass'r and Ticket Ag't G. T. R'y Sys., 285 Main St. (Ellicott Sq. B'ld'g).
Buffalo, N. Y.....	A. A. Heard.....	Western Pass'r Ag't Lehigh Valley R. R., cor. Main and Seneca sts.
Buffalo, N. Y.....	W. B. Wheeler...	Traveling Pass'r Ag't Lehigh Valley R. R., cor. Main and Seneca sts.
Chicago, Ill.....	J. H. Burgis.....	City Pass'r and Ticket Ag't G. T. R'y Sys., 249 Clark St., cor. Jackson Boulevard.
Chicago, Ill.....	Chas. A. Parker...	Northwestern Pass'r Ag't Lehigh Valley, 218 So. Clark Street.
Cincinnati, O.....	R. McC. Smith....	Southern Pass'r Ag't G. T. R'y Sys., 417 Walnut St.
Detroit, Mich.....	Geo. W. Watson...	City Pass'r and Ticket Ag't G. T. R'y Sys., 124 Woodward Ave.
Hamilton, Ont.....	C. E. Morgan.....	City Pass'r and Ticket Ag't G. T. R'y Sys., 11 James St. North.
Kansas City, Mo....	C. H. Heller.....	Traveling Pass'r Ag't, Room 8, The Exchange.
Kingston, Ont.....	J. P. Hanley.....	City Pass'r and Ticket Ag't G. T. R'y Sys.
London, Ont.....	E. De la Hooke...	City Pass'r and Ticket Ag't G. T. R'y Sys., cor. Richmond and Dundas sts.
Los Angeles, Cal....	W. F. Botsford...	Pacific Coast Ag't G. T. R'y Sys., 126 West Second St.
Milwaukee, Wis....	B. C. Meddaugh...	City Pass'r and Ticket Ag't G. T. R'y Sys., cor. Wisconsin and East Water sts.
Niagara Falls, N. Y..	D. Isaacs	Ticket Ag't G. T. R. Sys., Prospect House.
Niagara Falls, N. Y..	Geo. W. Wood....	Ticket Ag't G. T. R'y Sys., 122 Falls St.
Ogdensburg, N. Y....	J. H. Phillips....	Ticket Ag't G. T. R'y Sys., 62½ Ford St.
Port Huron, Mich....	C. R. Clarke.....	Ticket Ag't G. T. R. Station, and 917 Military St.
St. Paul, Minn.....	David Brown, Jr.,	Traveling Pass'r Ag't G. T. R'y Sys., 111 Endicott Arcade.
Toronto, Ont.....	M. C. Dickson....	District Pass'r Ag't G. T. R'y Sys., Union Station.
Toronto, Ont.....	Robert S. Lewis..	Canadian Pass'r Ag't Lehigh Valley R. R., 33 Yonge St.
Toronto, Ont.....	J. W. Ryder.....	City Pass'r and Ticket Ag't G. T. R'y Sys., N.W. cor King and Yonge sts.

HENRY H. KINGSTON.

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CHAS. S. LEE,

Gen'l Pass'r Ag't,
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CHAS. M. HAYS,

Gen'l Manager,
Grand Trunk Railway System,
MONTREAL.

GEO. B. REEVE,

Gen'l Traffic Manager,
Grand Trunk Railway System,
MONTREAL.

W. E. DAVIS,

Gen'l Pass'r and Ticket Ag't,
Grand Trunk Railway System,
MONTREAL.

GEO. T. BELL,

Ass't Gen'l Pass'r and Ticket Ag't,
Grand Trunk Railway System,
MONTREAL.

E. H. HUGHES,

Ass't Gen'l Pass'r and Ticket Ag't,
Grand Trunk Railway System,
CHICAGO.

