

an impenetrable mountain-wall, which allows no outlet, save by the narrow thread which winds around the flank and up to the brow of Mount Washington. At every point, too, this regal mountain stands the monarch of the hills in the centre of his court.

The mountain railroad is nearly three miles long, and ascends 3,625 feet, starting from a point 2,668 feet above tide-water. The maximum grade is 1,980 feet to the mile, or a little more than one foot in three; while the average is very nearly one foot in four. The road is built in the most substantial manner, of timber, interlaced and bolted, resting on the solid rock of the mountain-side. Besides the usual rails, there is a centre rail of peculiar construction to receive the motive-power. It consists of two bars of iron, with connecting cross-pieces at a distance of every four inches. A centre cog-wheel on the locomotive plays into this rail, and secures a sure and steady mode of ascent and descent.

The locomotive, as it first comes out of the house, has the appearance of being ready to fall over. As soon as it commences the ascent it stands upright, the slant being given to it to secure more uniform action. The driving-wheel is geared into a smaller wheel, which connects directly with the crank. Four revolutions of the engine are required to make one of the driving-wheel, thus sacrificing speed to power. The engine is not connected to the car, but simply pushes the car up the track. On the return it allows the car to follow it down at a slow rate of speed. To protect the train from accident, a wrought-iron "dog" constantly plays into notches on the driving-wheel, so that, if any part of the machinery gives way, the train is arrested where it is.

The time occupied by the ascent on the railroad is about an hour and a half. At first starting, this method of travelling being, to say the least, novel, the attention is naturally directed to the manner in which you are gradually forced up hill. Almost from the moment when you leave the depôt, a series of views is spread out before you of unsurpassing loveliness. The elevation of the track, which is nowhere absolutely on the ground, is sufficient to enable you to see over the tops of the trees and enjoy an uninterrupted view of all the country spread at your feet.

At first you look back upon the valley through which you have