

and the Delaware, which last alone has received an English name. Several of these have worn their way through the mountain ranges in deep and narrow cauyons or gorges, which exhibit scenery of the most picturesque and romantic character, and sometimes of the utmost grandeur and sublimity.

Forty years ago De Tocqueville described the United States as a giant without bones. Since then its great railway system has developed the bones of this young giant of the West, and the Pennsylvania Railroad, connecting the "Far West" with the tide waters of the Atlantic, may justly be considered the backbone of the railway system east of the Mississippi. The difficulties opposed by nature to the construction of this road, through the rugged character of the country which in many places it traverses, were apparently almost insurmountable. But indefatigable energy, trained engineering skill and the employment of vast capital have produced triumphs of achievement in comparison with which the building of the pyramids shrinks into insignificance. The completion of a practicable route across the Alleghany mountains in 1854, till then deemed impossible, was the crowning feature in this achievement.

The management of a great railway requires an extraordinary combination of qualities—the qualities of a great general, of a shrewd financier, of a skilled executive officer and administrator, and of a great "captain of industry." The supreme head must be prompt to decide, firm to command, and endowed with that marvellous power which succeeds in getting its commands executed. These qualities meet in a remarkable degree in Colonel Thomas A. Scott, President of the Pennsylvania Railway Company. For nearly forty years he has been in the service of the Company, advancing from the grade of clerk to that of its chief officer. His wonderful executive ability was especially manifested during the terrible years of the civil war. At the call of the War Department he took supreme charge of all the Government railways and telegraphs of the United States, and of all those appropriated for Government use, and was made Assistant Secretary of War. Upon him devolved the tremendous responsibility of forwarding with the utmost despatch regiments, batteries, and military supplies; and the constructing, maintaining