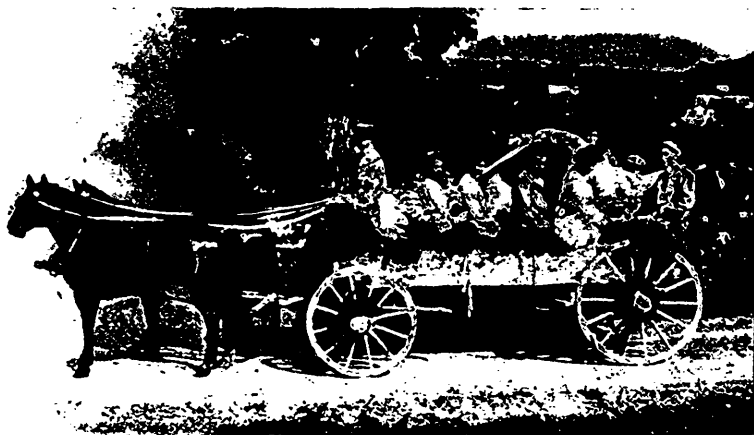


Methodist Magazine and Review.

MAY, 1904.

ON THE LACKAWANNA.



SUMMER CARNIVAL AT WATER GAP.



PROFESSOR BRIGHAM in his book on the effects of geology and geography on history and progress shows by relief maps how the great Appalachian range for nearly one hundred and fifty years cut off in a large degree communication between the old

colonial sea-board and the interior. When General Braddock's army advanced to the Ohio valley thousands of men were engaged for months in cutting a road over the Alleghanies. When the railway era dawned, even the sea of mountains that tossed their lofty crests against the sky were compelled to give way to the advance of the iron horse. Now, from the

Chesapeake and Ohio Railway in the south to the Lackawanna in the north, there are no less than seven railway systems crossing this mountain barrier.

While the conditions make railway building difficult and costly, it adds greatly to the picturesqueness and pleasure of travel. On our Northwest prairies the Canadian Pacific was built at the rate, in places, of two miles a day; in parts of the Alleghanies, two miles a month would be nearer the rate of progress. To travel over the prairies is almost as monotonous as a voyage over the liquid plains of ocean—not without, of course, a majesty of its own. A ride through the Alleghanies presents a panorama of endless variety of mountain and valley, shining river reaches, and snowy waterfalls.