

remains of antiquity in the Old World studied with profounder interest and delight than by pilgrims from America to the world's ancient seats of civilization. It is this feeling that gives the charm to the exploration of the older parts of our few historic cities—Quebec, Boston, Albany, Philadelphia, and St. Augustine, and to the graves of Burial Hill and Old Cambridge. It is this feeling that heightens the interest with which we visit the scenes commemorated by the genius of Moore, of Irving, or of Campbell—that gives to the Rapids of St. Anne, the gnome-haunted Catskills, the soft-flowing Susquehanna their abiding charm.

To reach the Susquehanna from the city of Philadelphia—the route we shall now describe—we take the sumptuous palace cars of the Pennsylvania Railway. The adoption of what is technically known as the Block Signal System, on this road, gives a sense of security that adds greatly to the pleasure of travel. A word of explanation of this system may here be given.

The road is divided into sections between telegraph stations, these sections being technically known as “blocks.” The telegraph stations are ornamental towers, two stories high—the second story, which is the operating room, being surrounded by windows, giving a clear outlook in all directions. The signals, so arranged that the engineer of an approaching train in either direction cannot fail to see them are three in number; *red* being the danger signal, *green* the caution signal, and *white* the safety signal. These signals are illuminated at night, and show the same colours as by day. A train, say, approaches the station from either direction, and the engineer sees the *white* signal displayed. This indicates that the track before him, to the next station, be it one mile or be it ten miles, is clear, and the train dashes on. Instantly the operator lets go the cord (for he is obliged to hold the red or danger signal out of view by hand) and the red disk is displayed again. The object of this rule is, that if the operator *should* fall asleep the red signal would drop into view by its own weight, and so stop the trains. Immediately on a train passing, the operator telegraphs the fact each way, and enters on a record sheet the train number and the exact time of its passing the station. The train having passed, the block it