

"The cable office here is manned by the finest telegraph talent in the world—75 per cent. Canadians. Rose Coghlan and her brother entertain theatre-goers in a manner never before dreamed of by *them*, simply as the result of a few months sojourn upon the Gem of the Gulf. But in all their sensational press notices or upon the stage one looks in vain for even one small footprint of the red clay of the garden isle. Hence the great difference between Boston and New York.

"New York life is an education in itself. One has only to stand at the ferry entrance and watch the continuous stream of humanity pouring into New York for hours in the morning, and remember that the same thing is taking place at every inlet—the Brooklyn Bridge—the Elevated Road—a dozen trolley lines and thirty odd ferries—to get some idea of the amount of business done here in a day. These millions all subscribe their mite to New York's existence—ten cents car fare, twenty or thirty cents for lunch, a few cents for newspaper "extras" (which everyone have even if they have to forego the pleasures of eating). And although this same multitude marches from the city again at nightfall, there still remain people enough to fill scores of the theatres, halls, and the various places of amusement throughout the city to such an extent that one would imagine that there was a Prince Edward Island Exhibition being held in every block.

"New York can please the most fastidious in regard to transportation. The latest arrival, who is at all dubious about the modern inventions in the way of locomotion, can of course secure the old fashioned cab, but, whether it is because the soldiers have eaten up the supply of horses, or whether the ever-rushing, never-satisfied American has made a quicker means of travelling a necessity, it is much easier to secure the modern equipages. The ordinary electric trolley lines are being turned into electric cable roads, the current being received from an underground cable instead of from overhead. The Air Motor line which has been run with much success on a small scale, has decided to extend its lines throughout the city. And the horseless cab system of getting around the city in a hurry, and which, a short time ago was such a novelty, even to New Yorkers, accustomed as they are to the latest novelties in everything, has already become such a recognized factor to the success of city life, that the street gamins have accepted it as a means of escaping the cops and making quick time in delivering parcels, etc., and have become experts at 'sticking on behind.'

"Besides these various modes of travel there is the never failing elevated road—twenty to eighty feet above the street—rain or shine—blizzard or drought, running its trains every three to eight minutes, and making the trip from the Battery to Harlem River, (8 miles) with its thirty odd stations, in three-quarters of an hour.

"As yet there are no regular balloon lines in operation, but if you seriously think of visiting us, drop me a line and I will use my every effort to rush work upon some of the proposed schemes for balloon travel.

"There are many interesting sights in New York—all the way from Trinity Church, with its magnificent Astor memorial doors and ancient English tombstones, to the Concert Halls, Turkish Parlors and Opium joints along the Bowery and Mott Street."