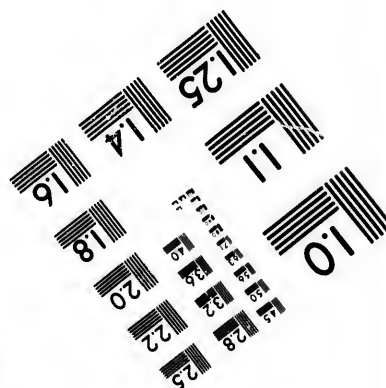
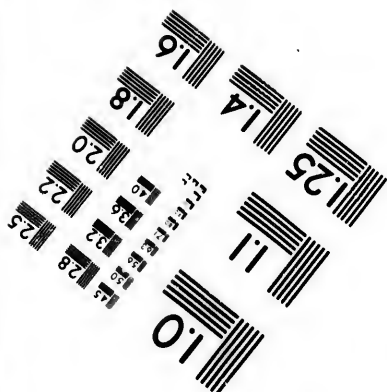


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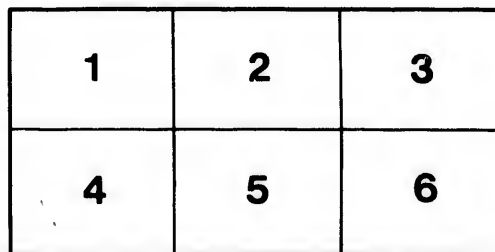
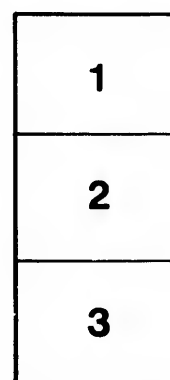
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EXTRACTS
FROM A SUMMER CRUISE

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ON BOARD THE

FAMOUS STEAM YACHT,

ANNIE LAURIE,

DURING THE SEASON OF 1874.

ON THE

Inland Waters of New York State

AND CANADAS.

Mo

BY AN "OLD SALT."

"Like an Eagle caged, I pine,
On this dull, unchanging shore ;
Oh, give me the ocean's brine,
And the sea's unceasing roar !"

SYRACUSE.

Printed by Fred. LeC. Dillaye, 58 South Salina Street.

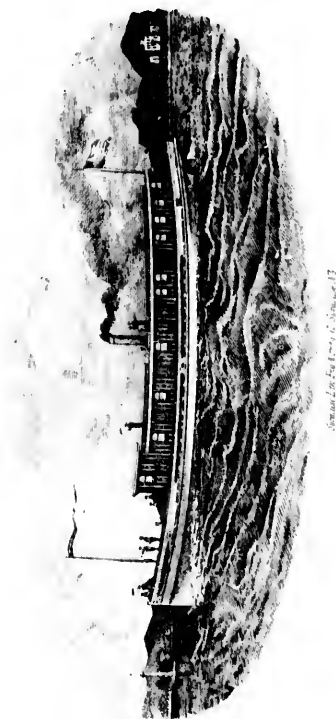
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Steamship at Sea, 1877

MR. GREENWAY'S NEW YACHT.

THE ANNIE LAURIE.

THE new steam yacht of our townsman, Mr. John Greenway, built at Buffalo, was launched the other day, and is now about ready for service. A gentleman of this city, who "happened in" at the launch, says the new craft is a beauty of model, magnificent finish, elaborate in all her appointments, and takes to the water as gracefully as a young duck. She is named *Annie Laurie*, after Mr. Greenway's youngest daughter, a fact that brought out a complimentary note from a gentleman [Mr. Hugh McKay] who had visited and admired the beautiful yacht. We are allowed to quote from the note:

And she is to be christened ANNIE LAURIE. Above the pleasure it gives me to see a beautiful vessel with a feminine name, that of Annie Laurie (that is the song), is associated in my mind with pleasant scenes in a far off land. Perhaps you know its history, and that it was written about two hundred years ago in the highlands of Scotland, by James Douglass, a poor shepherd, who was in love with a lady of high degree, and who, like the Highland Mary of Burns, died before she could

redeem her promise. It has been a favorite love song from that day to this. But few are aware that as a WAR SONG it contributed to the fall of Sebastopol. I was at Constantinople at the time when the troops were returning from that famous campaign, and heard from a soldier the story. Since that the song of "Annie Laurie" has been doubly attractive. He said that on the morning that the final assault was made on the Redan the troops were drawn up in line of battle, and while they were waiting for the signal to advance, the Highlanders struck up the song of "Annie Laurie," at first low and uncertain, but gaining strength as it rolled down the line, it rose from hill and valley in a volume of sound as terrible as it was sweet, for it spoke of men who could fight as well as sing in harmony. Ten thousand voices rang as one, ten thousand hearts throbbed as one; ten thousand weapons flashed as one; the foe withheld their fire and listened, with terror and astonishment, to the men who could sing on the eve of death, until the last echoes of the beautiful chorus had died away. A moment of silence, and then the terrible advance that caused the fall of Sebastopol, after a siege of three hundred and sixty-eight days."



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A MODEL STEAMBOAT.

MR. JOHN GREENWAY'S STEAM YACHT

"ANNIE LAURIE"

MECHANISM AND BEAUTY OF FINISH—THE ENGINE
AND MACHINERY, &c., &c.

IN the multiplicity of business which was crowded upon our reporter during the closing hours of the Editorial Convention, a suitable notice of GREENWAY'S steam yacht "Annie Laurie," which arrived in this city Thursday afternoon, was inadvertently omitted in yesterday's JOURNAL. Her appearance at the dock above the locks attracted crowds of our people to the spot, eager to gaze upon her elegant and superbly finished wood-work and conveniently arranged rooms. The knowledge too, that her engine and machinery were furnished by the Pound Manufacturing Company of Lockport, was particularly gratifying to the visitors and added very much to the interest with which the boat was looked upon by the great crowds who examined her while laying at the dock. The boat is a model of her kind, and was built in Buffalo during the past winter and spring, by Mr. E HAIGHT,

one of the most experienced and successful boat and ship builders in the country. Her engine and machinery were furnished by the PORTER Manufacturing Company of Lockport. The "Annie Laurie," has a 14x16 inch cylinder first class upright engine, finished in the most superior manner, by skillful mechanics. We made a minute examination of all its parts, and in point of durability and beauty of finish, we can safely say that it is not excelled by any similarly constructed piece of machinery in the United States. This engine drives a propeller wheel 6 feet in diameter, and is capable of running the boat 14 to 15 miles an hour, whenever the depth of the water will permit it to be safely done. The boat has been built with reference to great speed, and to-day she is regarded as one of the fastest crafts on western waters.

Mr. JOHN GREENWAY, the celebrated brewer of Syracuse, first projected the building of this boat last fall. He determined, without reference to expense, to have one of the swiftest sailing, as well as magnificently got up boats of this kind to be found anywhere in the country. With that end in view, he sought out the most experienced, skillful and successful boat and ship builders that the State could produce, and after extensive observations and close examinations, at various places, he determined to give the building of his boat to E. HAIGHT, boat and ship builder, of Buffalo. The same precautions and scrupulous care Mr. GREENWAY observed in selecting the parties best qualified to supply the most powerful and suitable engine and ma-

successful boat and engine and machinery. The "Pound Manufacturing Co. Laurie," has a light engine, finish, skillful mechanism of all its parts, quality of finish, we have seen by any similarly situated in the United States. The boat 14 to 15 feet in diameter of the water will be found to-day she is the best on western

operated brewer of this boat reference to excellence, as well as kind to be found at end in view, need, skillful and that the State have observations places, he determined to E. HAIGHT, The same present. GREENWAY observed qualified to supervise engine and ma-

chinery for his boat. His friend, Capt. C. MACKAY, an experienced mariner, to whom the immediate supervision of the construction of the boat and her entire outfit has been entrusted was charged to give particular attention to the character, construction and general finish of the engine and machinery. With the eye of a connoisseur, the Captain made extensive examinations of engines and machinery in steamboats in the harbors of Buffalo and other places. He noticed that a great number of boats were furnished with engines and machinery from the Pound Manufacturing establishment of Lockport, and in all cases had given entire satisfaction. He came to Lockport an entire stranger, and determined upon furnishing the "Annie Laurie" with engine and machinery from the Pound Manufactory.

The order was accordingly given, and it was filled in due time. The engine and machinery were built under the supervision of Mr. R. P. BUTTRICK, who has charge of that department of the Pound Manufacturing establishment. They were placed in the boat and set in running order by Mr. W. W. BUTTRICK, late canal Superintendent, and on the 11th of June the craft was launched in Buffalo. Several trial trips on the lake were made all of which were eminently successful and highly gratifying to Mr. GREENWAY, the owner of the boat. The wood-work of the boat is beautifully finished in the latest and most approved style of marine architecture. The finish of the engine and machinery is in keeping with that of the wood-work. Mr. JOHN GREENWAY, as we have already said, has *superintended*

expense to make this boat a model of its kind and not to be excelled in any part of the country.

His highest anticipations have been fully realized in the beautiful boat of which he is now the owner. Indeed, his enterprise and success in this particular is only second to that which he has manifested in his other business relations. It is a well-known fact that Mr. GREENWAY has, within the past twenty years, established and built in the city of Syracuse, one of the largest malt houses and breweries in the United States. The combined buildings are 400 feet long by 85 feet wide, a credit to the projector, and a lasting monument to an enterprising and public-spirited man. The products of GREENWAY's extensive Syracuse malt house and brewery are shipped to and used in all parts of the United States.

Indeed, it is at his establishment that the best quality of ales and beer to be found anywhere in the country are manufactured. It is needless to add that in all the relations of life, Mr. GREENWAY has sustained the character of a high minded, honorable gentleman, genial and unostentatious in his demeanor. He fully deserves the great success which has attended him in life.

The steam yacht "Annie Laurie" left Lockport for the East, Thursday evening, with Mr. GREENWAY on board. She was under command of Captain MACKAY, and had on a full crew, nicely uniformed. May success attend her in her future career as a navigator.

Lockport Daily Journal, Saturday, June 20th., 1874.

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1874, Saturday, June 20th., 1874.

THE NEW STEAMER.

AT half-past 12 o'clock yesterday forenoon an elegant steam yacht made its appearance on the Erie canal, at Exchange street bridge. It proved to be the *Annie Laurie* owned by JOHN GREENWAY, the celebrated manufacturer, of Syracuse. This gem of the water was built at Buffalo by E. HAIGLE, under the personal supervision of Captain C. MACKAY, who will command her. She was launched in Buffalo on Wednesday of last week, with appropriate ceremonies, the christening being done by Miss GRATTON of that city. The craft is named after the youngest daughter of Mr. GREENWAY, who, with her father, mother and a few friends, accompany the vessel to its destination at Syracuse. We believe it is the design of her owner to use the *Annie Laurie* both as a pleasure and business yacht, she having the capacity of carrying over 100 barrels of ale in her hold. She will probably run as far east as Schenectady, north to Oswego, south to Watkins, on Seneca lake, and west to Lockport. In

the fall it is Mr. Greenway's intention to take a trip to Florida, she being considered entirely seaworthy. She is built of white oak, finished inside with walnut and ash. The engines are what is known as high pressure, having a one-fourth bore and a sixteen inch stroke, and were made by the pound Manufacturing Company at Lockport. The boiler is five and one half feet in diameter and nine feet long, built by Farrar & Threft of Buffalo. The propeller is a six-foot screw with an eight and one half foot pitch and was also made by Farrar & Threft, and cost \$20,000.

The steamer left the weigh lock at 1 o'clock and made the run to Fairport in a little less than three hours. Running at the speed of five miles an hour, there is little or no swell, but at a higher rate of speed it raises something of a swell. Through the wide water east of the city, and again near the oxbow just this side of Fairport, the speed was increased to ten miles an hour without much washing of the banks. There was a large crowd of citizens of the village gathered at the wharf to see the steamer, and the captain blew a salute on entering the town. The boat seems to be managed by the wheelman with great ease, and in passing boats he readily ran her in places where there was less than a foot of space to spare, without touching either side. It is expected that the boat will reach Syracuse this afternoon.

Rochester Democrat and Chronicle, Friday, June 19th, 1874.

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Friday, June 19th, 1874.

THE ANNIE LAURIE.

THE new steam yacht "Annie Laurie," built by E. Haight, of Buffalo, under the supervision of Capt. C. Mackay, for John Greenway, the well-known brewer of Syracuse, arrived in this city, from the west, at half-past 10 o'clock this forenoon. The yacht was launched in Buffalo on Wednesday of last week, and christened "Annie Laurie" after a daughter of Mr. Greenway. The young lady, with her brother, father and mother are on board the boat. The "Annie Laurie" is one of the largest and finest boats of the kind ever seen on our inland waters. Her dimensions are as follows: Length over all, 90 feet; breadth of beam, 14½ feet, depth of hull, 6 feet. There are two cabins, kitchen, wheel-room, wash-room, engine-room, water closets, &c., &c., and all the conveniences to be found on a first-class steamer. The inside wood-work is of ash and black walnut, and the outside of

curled maple and black walnut. The boat is supplied with water-works, the water being forced by a pump connected with the engine. The berths are arranged in one of the cabins or dining room, similar to those of a PULLMAN sleeping car.

The boiler and engine are nearly in the centre of the boat. The boiler cost \$3,300. The boiler was manufactured by FARR & TRETT, of Buffalo.

The screw is six feet direct circumference with eight and a half feet pitch, also manufactured by the last named firm.

The boat draws with even keel, four feet and eight inches of water. Its entire cost is \$20,000. It is the best boat of its tonnage (50) in the United States.

Mr. GREENWAY, the enterprising proprietor, has spared no expense in her construction, and fitting up. She will carry 200 persons, and will be used the most of the time in Mr. GREENWAY's business, transporting ale from his celebrated brewery to Utica, Schenectady, Watkins, Ithaca, Rochester, Lockport, and other places. She will carry 200 barrels of ale at one time. The *Annie Laurie* will also be used as a pleasure boat. Mr. GREENWAY intends to take a trip in her to Florida this fall. She will run fifteen miles an hour in deep water, and an average of seven miles in shallow water. Between Lockport and Albion she made eight miles per hour, and from the latter place to this city, seven miles.

The vessel started east at 1 o'clock this afternoon. A representative of the EXPRESS is on board, and will remain with the Captain and owner until they reach their destination at Syracuse.

Rochester Evening Express, Friday, June 19th, 1874.

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The boat is superior being forced by steam. The berths are in the dining room, similar to a sleeping car.

ly in the centre of the boiler was built, of Buffalo. The circumference with the boiler manufactured by

four feet and eight inches. It is the largest in the United States. The proprietor, has had it auctioned, and fitting out will be used the vessel for his business, transshipping to Utica, Rochester, Lockport, and will also be used for the purpose of taking passengers. She will run fifteen miles an hour, and from the city.

lock this afternoon. The vessel is on board, and the owner until they leave.

Standard, Friday, June 19th, 1874.

THE ANNIE LAURIE.

MR. GREENWAY'S NEW STEAM YACHT.

READERS of the STANDARD are already aware that our townsman, Mr. JOHN GREENWAY has been having built a steam yacht, ostensibly for the purpose of better serving his customers along the line of canals, with his ales, porter and lager; at the same time in its get up bearing in mind the necessities of pleasure as well. Keeping in mind the two-fold purpose of business and pleasure, no pains or expense has been spared in the building and fitting out of the new craft; and a result has been accomplished of which Syracuse may well be proud as the "home" of the *Annie Laurie*, as well as Buffalo, the place of her building—as will readily be evident to any one examining the yacht, now lying in the packet dock opposite the Wieting Block.

The *Annie Laurie*, built by Mr. E. HAIGHT, of Buffalo, under the immediate oversight of Captain C. MACKAY, was commenced in January last, and

Lunched week before last, in the presence of an immense crowd of spectators; Miss Emma Gratton, of Buffalo, broke the bottle over the prow and christened the new craft, in remarks as follows:

Ladies and Gentlemen:

The honor you have conferred upon me, in selecting me, from amidst this choice assemblage of ladies and gentlemen, to do the honors at the christening of this beautiful little craft, makes me feel proud indeed. Being no orator, I trust you will look kindly upon my public effort and pass over, with clemency, any and all imperfections. This is the first time in my life that I have taken an active part in an occasion of this kind, and I feel proud and happy in the thought that I should be selected to christen this noble little vessel, destined to be one of pleasure—a pleasure to her builder, Mr. Haight, a pleasure to her owner, Mr. Greenway, of Syracuse, the popular brewer—a gentleman whose well known popularity is spread from east to west, from north to south—a pleasure to her captain, Mr. Mackay, and last though not least, a pleasure to her good crew and this large assemblage. May her journey ever be a happy one. May the sun of prosperity always shine upon her as she glides gracefully over the blue water, an honor to the master hand that formed her in such graceful beauty, and an honor to her enterprising owner, and an honor to this beautiful city, from which she this day starts upon her silent yet busy journey; and, when time rolls on, and she is moored to her last resting place, weather-beaten by time, old in honorable age, may those of us, who live to see it be able to proclaim, "She has nobly served her mission. She was good she was staunch she was true." In christening her Annie Laurie, well may she be proud of her name; and, as the old and well-known ballad says:

"Max Welton's braes are bonny
Where early falls the dew,
'Twas there that bonnie Laurie
Gave me a promise true,
That ne'er forgot shall be,
And for bonny Annie Laurie
I would lay me down and die."

presence of an
Emma Gratton,
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And now, in the breaking of this bottle, do I christen thee
"Annie Laurie." May you float smoothly over the troubled
waters. May the All-Seeing Eye of the great Architect of the
Universe ever be upon your good crew. His protecting hand
guide you safely to your destined harbor, and His choicest bless-
ing rest upon him, who this day so proudly calls you his own.

She is named after Mr. Greenway's youngest
daughter, a Miss of eleven. A genial Scot, who
was present at the launch, and admired the beauti-
ful craft, had memories of the past called up by her
name, and wrote her owner thus:

And she is to be christened ANNIE LAURIE. Above the
pleasure it gives me to see a beautiful vessel with a feminine
name, that of Annie Laurie (that is the song), is associated in
my mind with pleasant scenes in a far off land. Perhaps you
know its history, and that it was written about two hundred
years ago in the highlands of Scotland, by James Douglass, a
poor shepherd, who was in love with a lady of high degree, and
who, like the Highland Mary of Burns, died before she could
redeem her promise. It has been a favorite love song from that
day to this. But few are aware that as a WAR SONG it contribu-
uted to the fall of Sebastopol. I was at Constantinople at the
time when the troops were returning from that famous campaign,
and heard from a soldier the story. Since that the song of
"Annie Laurie" has been doubly attractive. He said that on
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thousand weapons flashed as one; the foe withheld their fire and
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sing on the eve of death, until the last echoes of the beautiful

chorus had died away. A moment of silence, and then the terrible advance that caused the fall of Sebastopol, after a siege of three hundred and sixty-eight days."

The new yacht being ready, Mr. Greenway went to Buffalo to receive her. On Thursday of last week the *Annie Laurie* started to "come home" in charge of her commander, Capt. C. Mackay and crew: C. H. Perry, chief mate; F. F. Terry, engineer; Robert Dugard, steward; Malcomb McDonald, deck hand, and Joseph Pfohl, fireman—with the following as passengers: Miss Annie Laurie Greenway, Mr. and Mrs. John Greenway, Master Willie N. Greenway, Mr. E. Haight, builder, and wife, Hattie B. Wilcox, a little grand-daughter of Mr. Haight, and Miss Kittie N. Haight. From Buffalo to Lockport, a distance of thirty-one miles, clear sailing, was made in three hours. She lay by Thursnay and Friday nights, and reached Jordan at half-past ten o'clock Saturday morning, where the following party was added to the passenger list:

Mr. Geo. H. Greenway and wife, Miss Gertrude Greenway, Miss Josie Adams, Mrs. A. Hall, Messrs. Milton S. Price, Charles Leonard, John Greenway jr., C. Fred. Herbst, W. H. Bennett, S. H. Zenner, Jacob Brown, S. W. Sherlock, F. A. Marsh, of the STANDARD, Jas. Sneeshy, N. B. Broughton, Stephen Bastable, Alex. Henderson, D. L. Pike, J. H. Costello, M. T. Reynolds, Jas. Gore, Jacob Amos, T. H. McGrath, all of Syracuse; Richard Niles, and Mr. Lisky.

After giving time for inspection to the crowd of

Jordanites who gathered at the dock, the *Annie Laurie* took position diagonally of the canal a short distance east of Main street bridge, by request of a Jordan artist, for a photograph, and started again at half-past eleven.

The run to Syracuse was a delightful time to all on board. Cutting free from formal strains, all readily entered into that free and easy social state that brings real enjoyment—reminding the writer of the good old days when travel by canal packet boats, with their good cheer and geniality, was the order.

The larder of the *Annie Laurie* is evidently a capacious one. After sumptuously dining the party *en route*, there were baskets full left. An incident at the dinner table was the following toast by City Clerk Sherlock, in this wise:—

Stand bye! boys, a cheer, for this little craft here,
And one for her owner, John Greenway,
He pays like a man, and he gives like a Prince,
And he hasn't about him one meanw'y.

May the good *Annie Laurie* ne'er know what it is
To encounter rough winds or foul weather;
And the trim little boat on the waters still float
As long as her planks hold together.

As time will advance, she must carry her ales;
But her friends, be they saintly or sinner,
O'er her *beer* need not weep—there's an *ice* place to keep
A cool glass of lager for dinner.

So here's to the man who knows how to plan,
And who scatters prosperity round him,
May his luck never cease, nor his shadow grow less,
And as for the envious—confound them.

Arrived at Geddes another party of Syracusans, and Maurer's band, came aboard the new yacht for the come in home. Here was another little surprise for her owner, he not being informed of the party to meet him at Jordan, or the band and those

at Geddes. All the way the handsome craft, whose sonorous whistle gave warning of approach, was the admired of many people who came out to see her pass. As she gracefully steamed into the city, the band playing the tune "Annie Laurie" men in proximity to the canal came for a good sight, and windows were filled with sight-seers. As the yacht came past Mr. Greenway's eight hundred feet, six story brewery and malt house, the employees therein, who had gathered at doors and windows, gave her greeting huzzas, and as she came to the dock, at twenty minutes before three p. m., the bridges on either side were filled with people, and a throng speedily assembled on the dock to examine her more closely. From this time till late evening, and all day yesterday, visitors to the *Annie Laurie* were going to and coming from the dock where she was moored.

The *Annie Laurie* is a beauty of model, and rides the water as gracefully as a swan. She is 90 feet in length over all, 14½ feet beam, and six feet depth of hold. Her keel is a solid drop, fifteen inches deep at the stern and eight inches at the bow; frames two and one-half inches double, and sixteen inches from center to center, planked with two inch Michigan white oak, and ceiled with the same. The deck is of Georgia yellow pine two and a quarter inches square, plugged with black walnut. Her rail and bulwarks rise nineteen inches from the deck. Her cabin and house, rising seven feet above deck, are finished outside, formings grained black walnut and panels vaneered with birdseye maple, with an ebony

some craft, whose approach, was the e out to see her into the city, the "Laurie" men in proximity, and winners. As the yacht, hundred feet, six employees there- and windows, gave ame to the dock, at the bridges on ple, and a throng k to examine her ll late evening, and *Annie Laurie* were dock where she was

of model, and rides n. She is 90 feet in and six feet depth of fifteen inches deep he bow; frames two sixteen inches from two inch Michigan ame. The deck is d a quarter inches out. Her rail and om the deck. Her et above deck, are ed black walnut and ple, with an ebony

border, and handsome scroll work cornice the whole length. The inside is real black walnut, and white ash panels, rubbed down with shellack. The blinds are cherry, same finish. The mouldings and trimmings are black walnut, including fine ornamental carvings of birds, fruits, fish, animals, etc. Her carlings are faced with black walnut mouldings, panels white with combined black walnut and gilt mouldings. The skylight rises one foot, running full length from wheel aft, also finished with white panels and combined mouldings of black walnut and gilt. The trimmings throughout are real bronze of latest pattern. The glass in windows and skylight is best French plate, the latter colored. The cabins forward and aft, are twelve feet long and eight feet wide in the clear. The galley (kitchen) is six by eight feet, and finished like the others. Off forward cabin are wine and store closets, and off aft cabin closets for china, glass and silver ware. Amidship is the wash room and the water closet, with marble slab and bowl, plated faucets and knobs, supplied with water from a two barrel tank overhead, kept full by the action of the engine pump—an ample supply for all purposes, as perfect as any first class hotel. The roof of the house is surmounted with brass railing, every threshold and companion-way fitted, the wale capped at intervals, fender lines guarded, bitts and bow posts covered, and hawser holes lined, all with a kind of brass that does not tarnish. The deck of the house and skylights is covered with galvanized iron, the scupper leading to inside waste pipes. The flag-staff has a minia-

ture ale barrel half-way up, painted blue, gilt loops and stars around the bilge. The upholstery is of the best crimson plush, the carpets tapestry, all furnished by M. S. Price; the chairs are camp, in a variety of colors and patterns of seat. The other furniture is in keeping, being made to order.

In the forward cabin is a clock cased in a miniature lager beer keg, presented by Zenner, the jeweler, and in the after cabin a handsome clock, presented by J. Dean Hawley, jeweler. The china ware, made to order of S. P. Pierce & Co., with the name of the boat on each piece distinct. Its pattern, as also that of the silver ware, was the selection of the late Capt. Wm. D. Stewart, the warm personal friend of Mr. GREENWAY. The table linen was imported by Mr. Price. The chandeliers are handsome.

The boiler, locomotive style fire box, regular marine return flue, is five feet in diameter, nine feet long, dome four feet in diameter and four feet high, with double sets of gauge cocks, made by Farren & Trefl, Buffalo, of No. 1 Sligo iron, government stamp 60,000 to the square inch, three-eighths of an inch thick, is cased with galvanized iron, and cost \$2,000. The engine is a high pressure, fourteen inch bore, sixteen inch stroke, manufactured at the Pound manufacturing works, Lockport, N. Y., and is as fine a piece of work as one would wish to see. Nothing is left undone that would add to its perfection in any part of mechanism, and its finish is elaborate, in black walnut and brass furlings, and handsomely painted. Cost \$3,300. It stands on

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thirty inches of solid oak, bolted from the bottom.
It has two pumps, both connected, so that if one
gets out of gig the other is ready. The pony pump
is there, too, ready for any emergency. The propel-
lor screw is six feet in diameter and eight and one-
half inch pitch. This was also manufactured by
Farren & Treft. Nor are the life preservers forgot-
ten. A goodly number of cork ones are conveni-
ently stowed on board. All these precautions for
safety under all circumstances are alike creditable
to owner, builder and supervising director of con-
struction. With even keel she draws eight feet four
inches; loaded probably five feet six inches. Her
total cost was \$20,000. Berths are to be put in one
of her cabins similar to Pullman sleeping car
berths.

The name, *Annie Laurie*, stands out in hand-
some, plain letters, and a gilt eagle fronts the pilot
house. Along either side, under the wale, may be
plainly read "GREENWAY'S Ales, Lager and Por-
ter."

Capt. Mackay is to command the craft, whose
construction he has watched from laying of keel to
completion; an officer of many years experience,
and highly esteemed, where known, as a gentleman.
Mr. Terry, her engineer, has been selected for the
place, on honorably earned character for competen-
cy, in his calling, and entire reliability under any
and all circumstances.

Whether Mr. GREENWAY uses his pretty yacht
for "trade or commerce," or for pleasure excur-
sions, it is all the same—the *Annie Laurie* is admi-

rably adapted to either—for she is pronounced by competent judges, who have watched her building, the strongest and best built craft of her tonnage in this country; and her beautiful finish and comely furnishing are evident to all. A brief pleasure trip not long hence, is probable, and it is understood that the *Laurie* may visit Florida in the fall.

Syracuse Morning Standard, Monday, June 21st, 1874



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Monday, June 21st, 1874

THE ANNIE LAURIE.

*THE BEAUTIFUL CRAFT ON THE
BLUE WATERS OF THE CAYUGA AND SENECA.*

A DELIGHTFUL EXCURSION—JUDGES, LAWYERS,
STATE OFFICERS, AND BUSINESS
MEN TAKING A RESPITE FROM THE DUTIES OF THE
DAY—THE PRINCELY HOSPITALITY OF
JOHN GREENWAY.

THE DEPARTURE.

ON Tuesday morning, a party of some forty gentlemen assembled in the Central railroad depot and took the morning train for Cayuga, to inaugurate what proved to be a delightful excursion. The excursion was gotten up by Mr. John Greenway, and the excursionists from the be-

ginning to the end of the trip were the guests of Mr. Greenway. The party was composed of the following gentlemen :

Syracuse—John Greenway, T. G. Alvord, S. W. Sherlock, N. Peters, Judge Wallace, Judge Pratt, Judge Morgan, Judge Reigel, Judge Woolworth, H. H. Stanton, C. Fred Herbst, B. E. Carpenter, S. H. Sweet, Charles A. Sweet, Charles Riegel, John S. Dye, John Carr, John H. Horton, William Summers, S. G. Lapham, W. M. Dallman, S. P. Pierce, R. W. Stroud, C. J. Halliday, Emueil Lecompte, P. P. Midler, F. W. Curran, George N. Kennedy, N. B. Broughton, Charles E. Fitch, Andrew D. White, W. E. Chamberlain, Allen Munroe, Ezra Downer, J. Dean Hawley, J. S. Conover, E. R. Plumb, J. T. Herrick, Alex. J. Henderson, Jacob Amos, Thomas Gale, George H. Greenway, D. H. Hull, Moses Summers, Parley Bassett.

Aurora—Kit Morgan, Richard Morgan, W. H. Bogart.

Geneva—W. W. Wright, S. H. Parker, Mallory, H. Ramsay, J. J. Doolittle, L. M. Miller.

After a short ride the party arrived at Cayuga, where the beautiful steamer *Annie Laurie* was in waiting to convey them up the lake. Without delay the excursionists embarked, the whistle sounded, and the staunch little steamer started on her voyage. The morning was a most delightful one, the air was cool and exhilarating, and the party were in the best of spirits in anticipations of pleasure that were realized in the fullest measure. Mr. Greenway never does anything by halves, and hardly had the steamer left

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the shores before the breakfast bell sounded, and his guests were seated at the tables in the cabins, where a most sumptuous and inviting breakfast was prepared for them. Josiah Tasker was the caterer, an announcement which is always a sufficient guarantee that the comforts of the inner man will be properly attended to.

The first landing was made at

THE VILLAGE OF AURORA.

which is one of the most inviting and lovely villages in the State. The excursionists were met and welcomed by Messrs. Henry Morgan, E. B. Morgan, Dr. Strong, W. H. Bogart, and Mr. Palmer, the sculptor, who is spending the summer at this delightful retreat. On invitation, a visit was paid to Wells' female college, an institution which occupies a front rank among the educational institutions of the State. It is most delightfully located on a beautiful slope that stretches down to the lake, while the grounds are large, capacious, and tastefully laid out and ornamented. The college is adorned with gems of art, a painting by Elliott of the late William H. Seward, being the most prominent. The buildings are exceedingly well adapted to the purposes for which they are used, and are supplied with the most modern and approved appliances for illustrations of science and art. Aurora is indeed a most lovely village. Its people are cultured, refined and intelligent, and are characterized by a hospitality that is proverbial. Here Mr. W. H. Bogart, the "Sentinel" of the *New York World*, resides—a gentleman to whose fine intellectual qualities and

rare mental attainments are added a courtesy and a dignity that are evidences of the cultured gentleman. Mr. Bogart joined the party at Aurora, and proceeded with them to Ithaca, which place was reached after a delightful ride of a few hours.

THE VILLAGE OF ITHACA

possesses a special interest for Syracusans, aside from its special attractions of scenery and locality. It is here that Cornell University is located, whose President is a citizen of Syracuse, in whom Syracusans justly take pride. We were very agreeably disappointed with Ithaca, and more particularly with Cornell University. The village is a prosperous, thriving town, whose streets bustle with activity, and whose business places denote a thrift and prosperity rarely found in inland vil'ages. The crowning attraction of the place is, of course, the university. Our stay was necessarily brief, and our observations but limited, and yet enough was seen to convince one that President White is the right man in the right place. His rare executive ability is seen in the admirable discipline that characterizes the institution. His æsthetical taste is displayed in the artistic embellishments of the various departments, while the rare and costly gems of art that crowd each other in their appropriate places denote the rare accomplishments of the cultured scholar and the refined gentleman. Although the college is new in years, it is superior to older institutions in rich collections of works of art, in a magnificent library, in scientific apparatus, and in everything that aids or illustrates the lecture or the text book.

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The excursionists were fortunate in finding President White at his home, and they received from him a genial and cordial welcome. His home is most delightfully located on the summit of the hill, overlooking the university and a panorama below, which is hardly equaled in the world. A half hour was most agreeably spent in the enjoyment of the hospitalities of President White and family, and the party reluctantly returned to the steamboat landing, summoned by the whistle of the *Annie Laurie*.

THE RETURN.

The ride back to Cayuga was even more delightful than the trip up the lake. Quite a breeze was blowing, and a good sea was running. The staunch little steamer rode the waves as gracefully as a thing of life. Grouped over the decks and in the cabins the excursionists gave themselves up thoroughly to the enjoyment of the magnificent panorama, spread out before them on both sides of the lake. Words are inadequate to convey any idea of the beauty of Cayuga lake. Its shores are lined with rich farms, whose well-kept fences, buildings and houses, denote the thrift and industry of the inhabitants that dwell thereon. Later in the evening the moon rose, and silvered the dark waters of the lake, and the ripples that feathered from the bow of the *Annie Laurie*, glistened under her bright beams like diamonds in the sunlight.

Cayuga was reached at half-past eight o'clock, and there the excursionists took the cars for Geneva, the boat proceeding by the river and canal. At Geneva the party took rooms at the Franklin House,

and thus ended the morning and evening of the first day.

SENECA LAKE.

At nine o'clock Wednesday morning the excursionists again embarked on board the *Annie Laurie*, for a trip to Watkins over the beautiful waters of the Seneca. The party was augmented by the arrival of President Andrew D. White, Judge W. J. Wallace, of Syracuse; Mr. C. E. Fitch, of the Rochester *Democrat*; Hon. W. W. Wright, S. H. Parker and S. S. Mallory, of Geneva.

The citizens of Geneva, attracted by the strange craft which had appeared by night as if by magic in the waters of the Seneca, congregated in large numbers on the pier, and amid the cheers of the gathering the *Annie Laurie* steamed out towards her destination. Watkins was reached after a ride of three hours and a quarter, and those to whom it was a novelty, set out for an inspection of the Glen. A stay of an hour was made at Ovid for the purpose of inspecting the Willard asylum for the insane.

The party was met at the dock and conducted through the grounds and buildings by Hon. D. A. Ogden and Captain Gilbert.

The dock at Geneva was reached at half-past nine o'clock, and thus ended the most delightful excursion that it has ever been our good fortune to participate in. It is a difficult matter to write the log of a trip as memorable as this one. No words can depict the keen enjoyment of each and every member of the party. That enjoyment was unbounded and unrestrained. It beamed from the countenances.

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the projector of the excursion, JOHN GREENWAY.
He was the happiest man in the party, and his sole
happiness seemed to be in making other people hap-
py. He had no time for any other enjoyment. It
was a jovial party, although composed of the sagest
and soberest men of our city. But for the nonce
judges forgot that they were judges—grave and rever-
end men—whose dignity is proverbial, gave them-
selves up unreservedly to enjoyment and pleasure.
Old friends renewed their youths in story and an-
ecdote, while new friendships were formed which
we trust may be lasting.

On arriving at Geneva the excursionists were
met by a delegation of citizens headed by the Ge-
neva brass band; and escorted to the Franklin house.
Although expressions of delight and enjoyment
were frequently conveyed to Mr. GREENWAY by the
excursionists during the two days passed upon the
Annie Laurie, yet so complete and thorough was the
enjoyment of the party that they were unwilling the
excursion should be brought to an end without a
more definite expression of their appreciation of
Mr. GREENWAY's generous hospitality. For the pur-
pose of giving unanimous expression of this feeling
a meeting of the excursionists was called in the par-
lors of the Franklin House, and an organization
was effected by the selection of Hon. Thos. G. Al-
vord as chairman, with Mr. C. E. Fitch, of the
Rochester *Democrat*, Mr. S. H. Parker, of the Gene-
va *Gazette*, and the representatives of the press of Syra-
cuse as secretaries. A committee on resolutions

was appointed, consisting of Judges Pratt, Wallace and Morgan. The committee, reported the following resolutions, which were adopted amid much enthusiasm and manifestations of applause :

THE RESOLUTIONS.

RESOLVED, That to our friend and fellow-townsmen, JOHN GREENWAY, Esq., we are indebted for an excursion, rendered delightful by fairest weather, exquisite scenery and genial companionship ; all made the more attractive and significant by the abundant but unobtrusive courtesies of a host who employs the gifts of a prosperous fortune as the minister of a beneficent heart.

RESOLVED, That we hereby tender our thanks to Mr. GREENWAY for the pleasure which he has afforded us, and our cordial wishes that his may be long and propitious years.

RESOLVED, That we avail ourselves of this opportunity to express our grateful appreciation of the kind attentions with which we have been favored by our friends of the several localities we have visited.

Then followed a short season of speech making, which was inaugurated by Mr. Thos. G. Alvord, and followed up by Chas. E. Fitch, Hon. George N. Kennedy, of Syracuse, and Mr. John S. Dye and S. H. Parker, of Geneva. The burden of the speeches was the liberality, the generosity, and the noble-heartedness of Mr. JOHN GREENWAY, which qualities were extolled, but none too highly, with eloquence and enthusiasm.

President Andrew D. White responded for Mr. GREENWAY. He said that Syracuse justly felt proud of such a citizen. He came there a poor boy, and by honest toil and legitimate business enterprise, he had amassed a generous competency. But he was not content with wealth. His aim

ges Pratt, Wallace reported the following amid much applause :

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ellow-townsmen, JOHN an excursion, rendered enery and genial com-e and significant by the host who employs the er of a beneficent heart, r thanks to Mr. GREEN-ed us, and our cordial ous years.

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of speech making, Thos. G. Alvord, ch, Hon. George N. John S. Dye and S. den of the speeches ty, and the noble WAVV, which quali- o highly, with elo-

responded for Mr. racuse justly felt came there a poor imate business en-erous competency. wealth. His aim

seemed to be to enable his fellow citizens to enjoy with him his fortune, and he was never so happy as when contributing to the happiness of others. Such a man was an honor to himself, and an honor to the community in which he lived. It was not for the speaker to recount the many acts of generosity and kindness to his fellow-men that had endeared JOHN GREENWAY to the citizens of Syracuse. His charity and his generosity were exercised in a quiet and unostentatious manner that were entirely characteristic of the man, and yet like bread cast upon the waters bore their fruit, and JOHN GREENWAY's reward is the esteem, respect and honor in which he is held by his fellow citizens.

We are indebted to this man of noble heart for two days of pleasure, unalloyed by a single thing which might mar the happiness of any. To the speaker the day passed on Seneca Lake had been one of the most enjoyable of his life. Old acquaintances had been renewed and old friendships had been freshly cemented. He spoke in a double capacity, to convey the thanks of the party to Mr. GREENWAY for the opportunity of enjoyment which the excursion had afforded, and to convey to the excursionist in behalf of Mr. GREENWAY his sincere appreciation of the kind expressions that had been made concerning him.

Mr. White's address was a most happy effort and was characterized by a sincerity and warmth of feeling that were particularly impressive.

Mr. Charles E. Fitch, in behalf of the press, expressed the thanks of the fraternity for the generous

hospitality that had been so freely extended. He very properly said that the press, while it would note the more general features of the excursion, would be totally unable to convey any idea of the magnificent scenery that lined the banks of the two beautiful lakes over which the excursionists had passed. It had been his good fortune to view some of the most beautiful scenery of the old world, but in variety and richness of beauty, in magnificence of outline and superlative of landscape the banks of the Cayuga and Seneca outrivalled the celebrated lakes of Europe that were fabled in story and in song. Of the kind hearted man whose generosity and public spirit gave an opportunity for the enjoyment of these beauties of scenery and landscape, Mr. Fitch could not speak in terms of praise too high. He could only say that his generosity was appreciated, and his kindness was universally recognized. His reward would lie in the generous appreciation by his fellow citizens of his laudable and successful attempt to contribute to their enjoyment. In Mr. GREENWAY was illustrated anew the saying of the poet that

"Kind hearts are more than coronets,"

The speeches of the other gentlemen were in the same vein, and the sentiments expressed were heartily applauded by the excursionists.

The party returned to Syracuse at one o'clock yesterday morning. We cannot refrain from adding our testimony of appreciation and enjoyment of the kind hospitality of Mr. JOHN GREENWAY. He was not content with simply providing the means and

ely extended. He while it would note excursion, would be of the magnificent the two beautiful ts had passed. It w some of the most ld, but in variety nificance of outline banks of the Cayuga celebrated lakes of y and in song. Of generosity and public the enjoyment of ndscape. Mr. Fitch raise too high. He ty was appreciated, y recognized. His us appreciation by e and successful at-enjoyment. In Mr. a the saying of the

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use at one o'clock e refrain from adding and enjoyment of the GREENWAY. He was dling the means and

opportunity for such enjoyment, but was constant and unremitting in his attentions to his guests. In his efforts to contribute to their happiness he was materially aided by his sons, Mr. George Greenway and Master Willie Greenway, the commander of the *Annie Laurie*. These young men are claps of the old block, and in them are already developed those characteristics of head and heart which long ago endeared their father to a legion of friends.

Capt. Mackay and his assistants are to be especially commended for their kindness to all.

Of the "incidents" that were frequent and peculiar, on the excursion, we prefer to keep silent. We might tell how a former Lieutenant Governor woke on the morning of the second day and swore that the sun rose that morning in the west. He was in a strange country where it was difficult to get the bearings of the compass.

We might tell how the managers of the asylum at Ovid insisted upon keeping several members of the party in the asylum, declaring that from every sign and indication they were as mad as any one in that institution. We might recount the feats of gormandizing indulged in by certain persons who, munched as if they never had a square meal before or never expected to get another, but it is wrong to tell tales out of school and in kindness we forbear. Sea voyages always develop peculiarities and eccentricities of character, and the voyage of the *Annie Laurie* was no exception. The excursion was the most enjoyable one ever participated in by one and all, and will long be remembered by those who were so fortunate as to be participants of it.

Syracuse Morning Courier, Monday, June 21st, 1874.

EXCURSION.

A DELIGHTFUL TWO DAY'S TRIP IN
CENTRAL NEW YORK.

TUESDAY morning's six o'clock train over the Auburn branch of the Central road, carried from our city a delegation of some forty or fifty Syracuseans to the village of Cayuga, the occasion being a two day's excursion in the central portion of the State, the territory to be visited including Cayuga and Seneca lakes, two of the finest sheets of water decking the surface of New York or any other State in the Union. Individual members of the party last week received invitations from our fellow-townsmen, JOHN GREENWAY, esq., who in his usual whole-souled manner, had planned what subsequently proved to be the most delightful trip ever experienced by all participating. The programme included a ride to Cayuga by rail, to which place the new and beautiful steam yacht, the *Annie Laurie*, recently built for Mr. Greenway, had been dispatched previously by canal, and a trip on Tuesday, to Ithaca, at the head of Cayuga Lake and return, and a similar trip over the Seneca Lake to Watkin's

Glen, yesterday. The party arrived at Cayuga at 7:50 A. M., on Tuesday, where they found the *Annie Laurie*, under the command of Capt. Mackay.

Mr. Josiah Tasker, with a corps of colored waiters, were also on board, and at five minutes past eight, the *Annie Laurie* bore away for the head of the lake. A peep in her cabins showed seated at the well-filled tables the following gentlemen :—

Syracuse—John Greenway, T. G. Alvord, S. W. Sherlock, N. Peters, Judge Wallace, Judge Pratt, Judge Morgan, Judge Reigel, Judge Woolworth, H. H. Stanton, C. Fred Herbst, B. E. Carpenter, S. H. Sweet, Charles A. Sweet, Charles Riegel, John S. Dye, John Carr, John H. Horton, William Summers, S. G. Lapham, W. M. Dallman, S. P. Pierce, R. W. Stroud, C. J. Halliday, Emneil Lecompte, P. P. Miller, F. W. Curran, George N. Kennedy, N. B. Broughton, Charles E. Fitch, Andrew D. White, W. E. Chamberlain, Allen Munroe, Ezra Downer, J. Dean Hawley, J. S. Conover, E. R. Plumb, J. T. Herrick, Alex. J. Henderson, Jacob Amos, Thomas Gale, George H. Greenway, D. H. Hull, Moses Summers, Parley Bassett.

Aurora—Kit Morgan, Richard Morgan, W. H. Bogart.

Geneva—W. W. Wright, S. H. Parker, Mallory, H. Ramsay, J. J. Doolittle, L. M. Miller.

After a liberal discussion of the viands prepared, the party adjourned to the deck of the rapidly speeding steam yacht to enjoy the delightful scenery upon either side of the Cayuga lake.

The *Annie Laurie* made her first stop

AT AURORA,

where the party was met by Messrs. Henry Morgan, E. B. Morgan, of Aurora, and Dr. Strong, of Wells College, and others, who extended the hospitalities of their several houses to the party. Visits were made to the residences of the Messrs. Morgans, their green houses, etc. Afterwards, Dr. Strong invited the excursionists to visit Wells College, which invitation was accepted. Aurora was soon "done," and the party returned to the boat, accompanied by Dr. Strong and Mr. E. B. Morgan, who remained with the party until the return trip in the evening. At 10:45 the excursionists were again speeding towards Ithaca, which place was reached at one o'clock. Immediately after disembarking, carriages were taken, and the party was driven to Cornell University. President Andrew D. White received and entertained the party at his residence for a short time, and afterward, under his guidance, a tour of the various buildings on the campus was made. At four o'clock the party re-embarked and the steamer was headed for Cayuga. The ride down the lake was beautiful, the varying landscape on either side affording many beauties for the student of nature. The bosom of the lake was as smooth as glass, and the fast-going yacht made rapid headway toward Aurora, which place was reached at seven o'clock. Here the gentlemen residing in the village, disembarked, and amid cheers the trip down the lake was resumed. Touching for a few moments at Springport, the *Laurie* again bore away

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for Cayuga, reaching there at half-past eight. The latter portion of the trip was made by moonlight, and one and all were unanimous in their praises of the first day's features of the excursion.

At Cayuga the party took the cars for Geneva, while the steamer, proceeded on its way to Geneva, from which point the excursionists were to embark on the morrow. Arriving at Geneva, the party proceeded to the Franklin House where they took rooms for the night.

YESTERDAY

morning, the party, after breakfast at the hotel, repaired to the steamboat landing, where the staunch steamer was moored, she having reached Geneva about two o'clock, preparatory to embarking for the trip for Watkins Glen.

At 9:20 the whistle sounded and "all aboard" was the order. Soon after the steamer was off, amid the cheers of a large crowd which had gathered to inspect the *Annie Laurie*. Once afloat, it was found that the party had been augmented by President White of Cornell University, Judge Wallace of Syracuse, Charles E. Fitch of the Rochester *Democrat*, and Messrs. W. W. Wright, S. H. Parker, of the Geneva *Gazette*, Mr. Mallory, H. Ramsay, J. J. Doolittle and L. M. Miller of Geneva.

The trip up the lake, forty-four miles, was made in three hours and a quarter, and was a most delightful ride, all on board enjoying it hugely. The party arrived at Watkins at half-past twelve o'clock, and at once disembarked and started for the famous glen located in that place. After four hours

spent in viewing the "specialties" of the locality the party returned to the boat. At five o'clock the signal was sounded and the *Annie Laurie*, steamed away from the dock amid the cheers and waving of handkerchiefs upon her return to Geneva. On the return the boat touched at Lodi for a few moments and subsequently ran into the dock at Ovid. Here an hour was spent in visiting the Willard Asylum for the insane. The party was conducted through the various wards by the steward, Mr. Mott, J. Gilbert and other officials. There are eight hundred and fifty inmates, from various sections of the State. Everything connected with this institution gave the fullest evidence that this needed asylum is in the hands of competent managers.

The moonlight ride from Ovid to Geneva was hugely enjoyed by the excursionists, the surroundings being especially adapted to human enjoyment. Smooth water, a clear sky, bright moonlight, a fast craft, a goodly and appreciative company, were sufficient inducements to cause a general wish that the hour might be prolonged indefinitely. But the fast-going craft brought the delightful trip to an end, by arriving at the dock at Geneva at half-past nine o'clock.

Here the excursionists were "surprised" at finding the Geneva brass band and a large delegation of citizens to receive them. After disembarking, the excursionists were escorted to the Franklin House, when the company was called to order by Mr. W. R. Chamberlain, on whose motion Hon. T. G. Alvord was made chairman. Messrs. C. E. Fitch, of

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the Rochester *Democrat*, S. H. Parker, of the Ge-
neva *Gazette*, and the representatives of the press of
this city, were chosen secretaries.

On motion, a committee of three, consisting of
Judges Wallace, Pratt and Morgan, was appointed
by the chair to draft resolutions expressive of the
sense of the meeting.

The committee, after a brief absence, reported as
follows :

RESOLVED, That to our friend and fellow-townsmen, JOHN
GREENWAY, Esq., we are indebted for an excursion, rendered
delightful by fairest weather, exquisite scenery and genial com-
panionship ; all made the more attractive and significant by the
abundant but unobtrusive courtesies of a host who employs the
gifts of a prosperous fortune as the minister of a beneficent heart.

RESOLVED, That we hereby tender our thanks to Mr. GREEN-
WAY for the pleasure which he has afforded us, and our cordial
wishes that his may be long and propitious years.

RESOLVED, That we avail ourselves of this opportunity to
express our grateful appreciation of the kind attentions with
which we have been favored by our friends of the several local-
ities we have visited.

The report was unanimously adopted, amid
cheers for the Messrs. GREENWAYS', the *Annie
Laurie*, etc.

A short season of speech making was indulged
in, remarks being made by the Chairman, Hons.
Andrew D. White, George N. Kennedy and Charles
E. Fitch, of Syracuse, and Messrs. John S. Dye and
John H. Parker, of Geneva. The speeches were
very appropriate to the occasion, and the speakers
were heartily cheered.

The meeting subsequently adjourned, with cheers

by the Syracusans for Geneva, and by Geneva for Syracuse, and the entire gathering for Mr. GREENWAY.

The Syracusans soon after embarked on the cars for home, reaching this city at one o'clock this morning, each one highly pleased with every feature of the finest excursion ever participated in by them.

While the resolutions are expressive of the feelings of the entire party, we cannot refrain from publicly acknowledging favors shown us by Mr. JOHN GREENWAY and his son, George Greenway, during the trip. May they both live long to continue in their generous actions.

Syracuse Daily Journal, Thursday Evening, July 23d, 1874.

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GREENWAY'S EXCURSION PARTY.

ANY of our readers are doubtless already aware that Mr. JOHN GREENWAY had invited a large number of his friends in this city to join him in an excursion upon his new and elegant steamer, the *Annie Laurie*. The trip contemplated a voyage up and down both Cayuga and Seneca lakes, and visits to various places of special interest on the shores of those lakes, together with other attractions calculated to make the excursion pleasant. Mr. GREENWAY and sons proposed to conduct the excursion on a scale of princely hospitality, and while on the boat visitors were to be furnished with refreshments abundant, invigorating and palatable. In fact, everything about the affair was to be conducted in a style of royal magnificence and hospitality characteristic of the gentleman who originated the idea, and used his means so lavishly to carry it out both in letter and spirit.

The invitation of Mr. GREENWAY and his sons

was accepted by all who could spare the time to make the trip, and on Thursday morning a party of about forty Syracusans took the early morning train for Geneva Bridge, where the boat was in readiness to receive them on their arrival. Immediately on the arrival of the train the whole party went aboard the boat, and after a warm greeting from Captain Mackay, the commander of the steamer, and Josiah Tasker, the well known caterer, who had made everything ready for their reception, the lines were cast off, and the boat proceeded at the rate of about twelve miles an hour up the Cayuga lake. The beautiful scenery on each shore of the lake was admired and commented upon, the splendid farms, with their heavy crops of grain, just ready for the sickle, gave evidence of fertility and abundance. The first landing was made at Aurora, where a most agreeable hour was spent in visiting and admiring the grounds of the Messrs. Henry Morgan, E. B. Morgan and other citizens of that beautiful little village. Our pen fails to attempt to describe the wonderful and beautiful works nature and art with which their grounds are adorned. A brief visit was also made to the Wells Female Seminary, and its president, Dr. Strong, in the absence of Mr. Wells, showed the party over the building, and explained its advantages and facilities for the education of young ladies.

But time passed rapidly, and the scream of the whistle summoned the excursionists to the boat. Christopher (Kit) Morgan, former secretary of state, President Strong, of the Wells Seminary, Richard

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Morgan and W. H. Bogart, the "Sentinel" correspondent of the *World*, of Aurora, were persuaded to accompany the party to Ithaca, and the boat again started to complete the voyage.

In good season we arrived at the head of the lake, and passing through a tortuous channel, we reached the landing. The party soon found the hotels, among them the elegant hotel kept by Mr. Alexander Sherman, formerly of the St. Charles hotel and Sherman house, of this city, received special attention. Carriages were soon procured, and the party were driven to Cornell University buildings, and called on Hon. Andrew D. White, who responded with prompt and characteristic hospitality. A brief examination of the buildings and the interior arrangements was all that time would allow, but under the intelligent guidance of President White, assisted by Mr. Daniel Fiske, it is absolutely astonishing how much was seen in the brief space of time allowed.

The ride back to town gave us a splendid panoramic view of the village of Ithaca, nestled in the valley, with Cayuga lake in the distance, and the immense coal depots and other railroad structures in the immediate vicinity. But we must hurry forward.

The boat, with its passengers, again navigated the tortuous and muddy channel, and soon reached the beautiful lake on its return trip. A short stop at Springport was made, to accommodate Mr. Carr, the pilot, and we were soon in port in Cayuga Bridge, awaiting the train that was to carry the

most of the party to Geneva in advance of the boat.

During the trip the passengers were served with an abundance of refreshments by Mr. Tasker and his corps of colored waiters. Mr. GREENWAY and both his sons, as well as Capt. Mackay and his entire crew were constant in their endeavors to please and accommodate all their passengers. The weather was delightful, and there was nothing wanting to make the enjoyment complete.

SECOND DAY.

Hon. T. G. Alvord and D. H. Hull remained with the boat, passing the low marches and the ten locks that lift the steamer up to the level of Geneva lake. The balance of the party went by train to Geneva and took lodgings at the Franklin and American hotels until morning.

At nine o'clock the train brought some fresh arrivals from Syracuse, and Messrs. W. W. Wright, late canal commissioner, S. H. Parker, of the Franklin hotel, H. Ramsay, J. J. Doolittle, and L. M. Miller, of Geneva, were added to the party. The boat left the landing about half-past 9 o'clock. The passenger steamer *Onondaga* left the dock a short time before the *Annie Laurie*, and had ten miles the start, but she was soon overtaken and passed, and an attempt to run across our bows terminated in the humiliation of a run across our stern. Perhaps we ought to say by way of explanation that the *Onondaga* made frequent stoppages at landings on the lake, while the *Annie Laurie*, made a

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through trip and this may possibly account for the
defeat of the *Onondaga* in the race.

The second day's trip up the Seneca was, if possi-
ble, more delightful than the previous day. Seneca
lake is one of the finest sheets in the world. The
lake is fed by springs. Its waters are pure and
cold. Its shores are generally sloping, and quietly
beautiful, but towards the head of the lake are bold
and somewhat imposing. The country on each
side is magnificent farming lands, with heavy crops
of grain, and on the west shore, as we approach the
lake, the hill sides are covered with vineyards and
peach orchards, presenting a most novel and inter-
esting appearance. One of the peculiar features of
this beautiful lake is the fact that not a single foot
of marsh land can be found about its shores. Its
depth averages about three hundred feet, and its
waters are as clear as crystal. A slight breeze and
rippling waves gave variety to the upward trip, and
it was noticed that the surface of the water was cov-
ered with multitudes of dead fish about the size of a
perch, but evidently a species of shad. The reason
of this mortality is not known, but occasions much
comment and is undergoing investigation by com-
petent piscatorial authorities.

On the trip up the lake, Mr. John S. Dye, of Ge-
neva, took special pains to special pains to make
himself useful in entertaining the company. His
thorough knowledge of the country rendered his
efforts eminently successful, and were gratefully ap-
preciated.

At Watkins the party divided. Some visited the

Glen Park Hotel, others called on the jovial proprietors of the Arlington Hotel, and others visited the Lake View House. Nearly all the members of the party explored the famous Watkins Glen and admired its wonderful natural beauties and extraordinary attractions. Many of the party had never before seen the Glen, while those who had visited it refreshed their memories with its wild and magnificent scenery.

After all were satisfied, the shrill whistle of the boat called them to the landing, and we were soon on the way down the lake. The water was perfectly calm, and as the boat plowed her way through the liquid element the passengers gave themselves up to the enjoyments of the table, with a sharpened appetite that was abundantly satisfied with both solids and liquids.

A brief stop was made at North Hector to accommodate the jovial landlord of the Arlington, who had enlivened the company by his presence to that point. At Ovid another brief visit was made, and the Willard State Asylum for the insane was inspected by the courtesy of Dr. Chapin, the efficient and worthy superintendent.

The institution was found in excellent order, and all its inmates well cared for. The buildings are delightfully located, and kept in the most perfect order, and everything about the institution betokens care and attention to the unfortunate inmates.

Time was limited, and the party were forced to leave the interesting scenes about the asylum for a moonlight excursion down the lake to

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Geneva, which was reached about half-past nine o'clock. At Geneva a band received us with music on our arrival at the dock. A procession was formed and all marched to the Franklin House, where a meeting was immediately organized in the reception room.

W. R. Chamberlain called the meeting to order, and on his motion, Hon. T. G. Alvord was called to the chair, and briefly stated the objects of the meeting in some well chosen remarks complimentary to Mr. GREENWAY.

On motion, of the representatives of the three daily papers of Syracuse, present, and Messrs. Chas. E. Fitch, of Rochester, and S. H. Parker, of Geneva, were chosen secretaries.

On motion, the Chair appointed Judges Wallace, Pratt and Morgan a committee on resolutions, and after a brief absence, the committee reported the following, which were adopted with cheers :

RESOLVED, That to our friend and fellow-townsmen, JOHN GREENWAY, Esq., we are indebted for an excursion, rendered delightful by fairest weather, exquisite scenery and genial companionship ; all made the more attractive and significant by the abundant but unobtrusive courtesies of a host who employs the gifts of a prosperous fortune as the minister of a beneficent heart.

RESOLVED, That we hereby tender our thanks to Mr. GREENWAY for the pleasure which he has afforded us, and our cordial wishes that his may be long and propitious years.

RESOLVED, That we avail ourselves of this opportunity to express our grateful appreciation of the kind attentions with which we have been favored by our friends of the several localities we have visited.

Mr. JOHN GREENWAY was called upon to re-

spond, but being more given to deeds of kindness than words he begged to be excused and requested Hon. Andrew White to speak for him, which request was cheerfully complied with by Mr. White in some well chosen and interesting remarks, which were well received. Brief, but exceedingly interesting addresses were also made by T. G. Alvord, Charles E. Fitch, George N. Kennedy and others, of Syracuse, and S. H. Parker and John S. Dye, of Geneva. We have taken notes of the remarks of the speakers, but our report of the affair has already become so extended that we must omit the speeches. It is sufficient to say that some wonderfully entertaining reminiscences were related, and the utmost good feeling prevailed.

Below we give a corrected list of the names of the persons who participated in this, the most magnificent and delightful excursion ever organized in this part of the state, and one which will be remembered to the credit of Mr. GREENWAY as long as memory holds its place in the minds of those who were fortunate enough to be members of the party :

Syracuse—John Greenway, T. G. Alvord, S. W. Sherlock, N. Peters, Judge Wallace, Judge Pratt, Judge Morgan, Judge Reigel, Judge Woolworth, H. H. Stanton, C. Fred Herbst, B. E. Carpenter, S. H. Sweet, Charles A. Sweet, Charles Riegel, John S. Dye, John Carr, John H. Horton, William Summers, S. G. Lapham, W. M. Dallman, S. P. Pierce, R. W. Stroud, C. J. Halliday, Emueil Lecompte, P. P. Midler, F. W. Curran, George N. Kennedy, N. B. Broughton, Charles E. Fitch, Andrew D. White, W.

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E. Chamberlain, Allen Munroe, Ezra Downer, J.
Dean Hawley, J. S. Conover, E. R. Plumb, J. T.
Herrick, Alex. J. Henderson, Jacob Amos, Thomas
Gale, George H. Greenway, D. H. Hull, Moses
Summers, Parley Bassett and Will. N. Greenway.

Parade—Kit Morgan, Richard Morgan, W. H.
Bogart.

Geneta—W. W. Wright, S. H. Parker, Mallory, H.
Rensay, J. J. Doolittle, L. M. Miller.

Syracuse Morning Standard, Monday, July 24th, 1874.

A STRANGE "SAIL"

ON SENECA LAKE.

POSSIBLY our caption to this item may be declared a misnomer, as the craft referred to is a *steam yacht*, but she is indeed a beauty—symmetrical in proportions and as handsome in architectural finish as it is possible to conceive by lavish expenditure of means and commensurate use of carved and scroll work, gilding, veneering, paint and varnish. Such is the *Annie Laurie*, a boat of fifty tons burthen, ninety feet long, six feet in the hold, with a deck over all. She is fitted up with two superb cabins, pilot house, baggage room, engine room and cook room—with furniture, carpets, cushioned seats, crockery, glass ware, and all appointments provided on a scale of elegance unsurpassed by a regal home.

If, however, the boat is a stranger, such *is not* her owner and commander—JOHN GREENWAY, of Syracuse—a name "familiar as a household word," and rendered as popular as familiar by his unnumbered acts of liberality and generosity—a name honored

and respected wherever the products of his celebrated brewery have found their way to public taste, and that is almost co-extensive with the Union and British American provinces. Nor were the many stringers "unknown to fame" among his boat-load of passengers, attending as most welcome guests on this most delightful cruise of the lakes—for Cayuga and Seneca were both included in the exceedingly enjoyable trip. Look at the list:

Hoas, Dr. Ed. Pratt, State Att'y General; W. J. Wallace, U. S. Dist. Judge; Leroy Morgan, late Justice Supreme Court; Thos. G. Alvord, late Lieut. Governor; S. H. Sweet, State Engineer; R. W. Stroud, Canal Commissioner; George N. Kennedy, State Senator; Allen Munroe, ex-State Senator; Judge Riegel and Judge Woolworth, of Onondaga; Messrs. S. W. Sherlock, City Clerk; C. A. Sweet, Division Engineer N. Y. Canals; Alderman Bassett, Nicholas Peters, H. H. Stanton, W. P. Chamberlain, N. B. Broughton, Ezra Downer, Jacob Amos, Thos. Gale, B. W. Carpenter, A. J. Henderson, P. P. Midler, Geo. H. Greenway, Will. N. Greenway, Frank A. Johnson, C. F. Herbst, W. M. Dallman, S. P. Pierce, C. J. Halliday, J. S. Conover, L. S. Herrick, E. LeCompte and D. H. Hall, all of Syracuse.

At Aurora the party was augmented by Hon. Christopher Morgan, Hon. Henry Morgan, Dr. Strong and the veritable and accomplished "Sentinel" of the *N. Y. World*, W. H. Bogart.

At Geneva another addition was made in the persons of Hon. A. D. White, President of Cornell University, Hon. Wm. W. Wright, Prof. Vail, of

"SAIL"

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Hobart College, J. J. Doolittle, J. E. Herrick, John S. Dye, S. S. Mallory, Henry Ramsey and T. M. Miller.

The Press was worthily represented by Messrs. Wm. and Moses Summers, of the *Standard*, S. G. Lapham of the *Courier*, and John H. Horton, of the *Journal*, Syracuse; Chas. E. Fitch, of the *Rochester Democrat*, and (whether worthily or otherwise deponent saith not) the editor of the *Geneva Gazette*.

All aboard at 9.10 A. M., of Wednesday, and five minutes later we are under way, following for a short distance in the wake of the *Onondaga*; but as the latter has to cross and recross the lake to make landings, our little tug shows her "heels" to the fleetier steamer, and we touch dock at Watkins in exactly three hours and thirteen minutes from the time of leaving the wharf at Geneva.

Those less familiar with our own beautiful Seneca are unstinted in praise of its clear, sparkling waters and its magnificent scenery on either side, with varied hues of green forest and fields and ripened grain, its gently sloping banks with rich verdure at certain points, and bold and precipitous rock-ribbed shores at others.

"No such charming scenery with all its surroundings of agricultural wealth and intelligent, refined population can be found elsewhere on the globe," exclaimed Prof. White, of "Cornell," an expression that found response from every lip.

The party do the Glen, or saunter about the different fine hostelries at Watkins, as inclination dic-

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tates; and at five o'clock p. m. "sharp" we are un-
der way for the return, heading against a gentle and
refreshing north wind, cooling and very grateful
under the sweltering rays of the sun.

Under the supervision of Commissary Stanton
and George and Will. Greenway, both cabins are
spread with a bountiful and elegant repast, includ-
ing hot and cold meats, fragrant tea and coffee, and
excellent pastry. The larder was found most amply
supplied even for so large a company with appet-
ites whetted by the exhilarating cruise.

We make brief landing at Willard, are taken in
charge by the ever obliging and courteous officers,
Mr. Ogden and Capt. Gilbert, and escorted to the
Asylum, introduced to the genial Dr. Chapin,
shown (necessarily hurriedly) through the lower
halls, greeted by Capt. Palmer "the richest man in
America," (a most happy frame of mind for a lunatic,) and leave with mutual regrets by the Asylum
agents and visitors that our stay must be so short.

The shades of night have fallen as we resume our
homeward trip—the wind has entirely died away,
and not a ripple disturbs the lake, but its surface
shines like a mirror, beautifully reflecting the moon
and stars twinkling in a cloudless sky. No artist
ever lived who can delineate on canvas the actual
magnificence and serene beauty of this moonlit
scene as presented to the human eye by nature
itself.

At 9:30 we effect a landing at our dock—are met
by number of citizens with a band and escorted in
marching order to the Franklin. An impromptu

meeting is held with Lieut. Gov. Alvord in the chair, who evidently feels embarrassed in being called on to preside without a "contest" for the honor. Brief speeches are made by the Chairman, by Pres. White, C. E. Fitch, Senator Kennedy and others, all expressing unbounded gratitude, in language earnest, forcible and eloquent, to "commander" GREENWAY for the multiplied and appreciable pleasures he had afforded them. To give more full and forcible expression to this sense of gratitude, a committee was appointed (consisting of Judges Wallace, Pratt and Morgan,) who announced that they would report thereafter.

And then one of the most agreeable parties with which it was our privilege ever to be connected, separated for their respective homes.

—Tom, Gale of Syracuse is an oddity in his way. He won't *dress* according to the prevailing fashions, nor "have his hair parted by a civil engineer" however much he has been associated with that class of professionals. In consequence of his somewhat *outré* appearance, our genial friend's pecuniary responsibility and resources are occasionally misjudged. At a Watkins hotel recently, uncle Tom brought up to the bar a coterie of his friends for whom he volunteered to stand "treat." All called for ten cent drinks—"whiskey straight," cocktail, lemonade, etc., as the case may be. Mr. Gale himself called for ale—he very seldom takes anything stronger. The reply from the bar-tender was that he had none on draught, but could supply him with a bottle of Scotch ale. Mr. G. said *that*

Alvord in the chair, in being called on "for the honor." Chairman, by Pres. Kennedy and others, in language to "commodore" and appreciable. To give more full sense of gratitude, a consisting of Judges who announced that

eeable parties with r to be connected, omes. n oddity in his way. prevailing fashions, "civil engineer" how- ed with that class of ce of his somewhat end's pecuniary re- occasionally misjudg- cently, uncle Tom ie of his friends for "treat." All called "straight," cocktail, be. Mr. Gale him- dom takes anything bar-tender was that t could supply him Mr. G. said that

would answer. The bar-tender produced it, but eyeing his customer suspiciously and doubtingly as to the length of his purse, and believing that the order would be revoked, slowly remarked: "That —ale—is—*forty—cents—a—bottle.*" It was too much and the whole party, Gale included, burst in to a hearty guffaw. The bar-tender didn't comprehend the reason for this outburst of merriment until some one whispered to him that the plainly dressed little old man could not only buy out his hotel but one-half of Watkins without materially impairing his ready capital. The bar-tender at once stood treat.

Genova Gazette, Friday Evening, July 24th, 1874.

THE GREENWAY EXCURSION.

STEVE Parker, of the *Geneva Gazette*, was one of the GREENWAY excursionists who joined the party at Geneva, and "assisted" in all the festivities of the trip up and down Seneca Lake. He is a gay boy himself, and helped to enliven the party with his genial humor. A brief sketch of the incidents of the voyage, under the heading, "A Strange Sail on Seneca Lake," contains the following reference to Commodore GREENWAY and his steam yacht:

"Possibly our caption to this item may be declared a misnomer, as the craft referred to is a *steam* yacht, or tug, but she is indeed a beauty—symmetrical in proportions and as handsome in architectural finish as it is possible to conceive by lavish expenditure of means and commensurate use of carved and scroll work, gilding, veneering, paint and varnish. Such is the *Annie Laurie*, a boat of

fifty tons burthen, ninety feet long, six feet in the hold, with a deck over all. She is fitted up with two superb cabins, pilot house, baggage room, engine room and cook room—with furniture, carpets, cushioned seats, crockery, glass ware, and all appointments provided on a scale of elegance unsurpassed by a regent home.

If, however, the boat is a stranger, such *is not* her owner and commander—JOHN GREENWAY, of Syracuse—a name “familiar as a household word,” and rendered as popular as familiar by his unnumbered acts of liberality and generosity—a name honored and respected wherever the products of his celebrated brewery have found their way to public taste, and that is almost co-extensive with the Union and British American provinces. Nor were the many strangers “unknown to fame” among his boat load of passengers, attending as most welcome guests on this most delightful cruise of the lakes—for Cayuga and Seneca were both included in the exceedingly enjoyable trip.

Syracuse Morning Standard, Monday, July 27th, 1874

EXCURSION.

Seneca *Gazette*, was one of the excursionists who joined and “assisted” in all the trip up and down the lake by himself, and helped to furnish humor. A brief account of the voyage, under the title of “Seneca Lake,” contributed by Commodore GREEN-

“The item may be declared to be a *steam* yacht, of beauty—symmetrical in form in architectural conception by lavish and commensurate use of varnishing, veneering, painting, and so on. *Annie Laurie*, a boat of

THE ANNIE LAURIE.

A WEEK'S CRUISE IN FOREIGN WATERS.

A PARTY IN SEARCH OF PLEASURE AND
RECREATION—THEIR VISIT
AND RECEPTION IN CANADIAN PORTS—SCENES AND
INCIDENTS OF THE VOYAGE.

ON Monday last, at nine o'clock, A. M., MR.
JOHN GREENWAY'S steam yacht, *Annie Laurie*
left the packet dock in Syracuse, with a
party of gentlemen on board, for a trip to
the Thousand Islands and such other places of in-

terest as might from time to time suggest themselves to the tourists. The party was a select one, gathered together in response to the following invitation:

SYRACUSE, August 11, 1874.

MR. _____

DEAR SIR:—The steamer ANNIE LAURIE will be at the service of a select party, (of which you are selected as one) to leave the packet dock, Syracuse, on Monday, the 17th inst., sharp at 9 A. M., for a trip to the Thousand Islands, and wherever else on the St. Lawrence river and Lake Ontario the party may desire, the trip to be prolonged or shortened, as each may desire, as opportunity or leaving may occur. Yours,

JOHN GREENWAY,

T. G. ALVORD,

Committee.

The following is a complete list of those who responded to the invitation, and set sail upon the *Annie Laurie*, on Monday last:

JOHN GREENWAY,	Frank Lang,
Hon. Thos. G. Alvord,	Dr. J. O. Slocum,
Hon. Daniel Pratt,	Theodore Munroe,
Hon. Geo. N. Kennedy,	Howard Munroe,
Hon. Allen Munroe,	H. D. Dillaye,
Hon. R. W. Stroud,	G. R. Livingstone,
Hon. Leroy Morgan,	Dr. J. H. Bradt,
Col. J. Dean Hawley,	Jacob Amos,
N. B. Broughton,	Thos. E. Townsend,
S. W. Sherlock,	E. Merry,
George G. Breed,	Willie Greenway,
Capt. Ira Betts,	John S. Kenyon,
Col. John M. Strong,	John H. Dye,

LAURIE.

REIGN WATERS.

PLEASURE AND
RECREATION
PORTS—SCENES AND
VOYAGE.

At 10 o'clock, A. M., Mr. _____
yacht, *Annie Laurie*
at Syracuse, with a
board, for a trip to
other places of in-

S. G. Lapham,	Frank Ormsbee,
Dr. Wm. W. Rice,	Col. W. M. Dallman,
Tommy Greenway,	D. H. Hull.

The yacht left the packet dock promptly at nine A. M., and arrived in Oswego at two o'clock in the afternoon. The report of her coming had been bruited abroad, and a large number of citizens gathered at the dock to inspect the beautiful little yacht, and to bid the tourists *bon voyage*.

Mr. Doolittle, Mr. W. B. Phelps and a party of Government officials, were particularly zealous in their endeavors to show due attention to the *Annie Laurie* and her passengers.

They were urged very hard to remain in Oswego over night, as guests of the city, but the time table arranged for the voyage prevented any delay. A pilot was procured, and at three o'clock the *Annie Laurie* steamed out into the blue waters of Ontario. She was escorted outside of the harbor by a Government tug—cannon were fired and flags displayed on all the shipping. The lake was quite rough, and a heavy sea was running, but the *Annie Laurie* walked the waters like a thing of life, and in spite of variable and baffling winds, made a quick run to Cape Vincent, arriving there about two A. M. Thursday. There several additions were made to the party, and at nine A. M., with wind and weather propitious, and everybody in the best of spirits in anticipation of a delightful voyage. The *Annie Laurie* steamed away down among the countless islands that dot the beautiful St. Lawrence. It would be useless to attempt a description of the beauty of scenery from the head

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to the foot of the St. Lawrence. Words are totally inadequate to describe the quiet beauty of the bay and islands, or the wild magnificence of the rapids. We can only say that the party on board the *Annie Laurie* were in a most appreciative mood, and drank in the delights of the situation and scenery with genuine pleasure. Clayton was made about noon, and the excursionists disembarked for the purpose of indulging in fishing. The fish didn't bite very greedily, and "fisherman's luck" rewarded most of the party.

At two o'clock the *Annie Laurie* set sail for Alexandria Bay, arriving there in a short time. The party were assigned rooms at the Thousand Island House, which is filled with guests. In the early evening Mr. GREENWAY invited the guests of the house to take a sail, and about 150 responded to the invitation. A delightful ride among the islands of the Canada waters was enjoyed. In the evening Messrs. Staples & Nolt, the courteous hosts of the Thousand Island House, gave a ball in honor of the tourists from Syracuse. Among those present were Hon. S. S. Cox and wife, who led the dance, and Mr. Massey, President of the Rome and Watertown railroad. The dancing was kept up until a late hour, and was hugely enjoyed, especially by John Kenyon. Commander GREENWAY had issued his orders for an early start, and Wednesday morning at seven o'clock, all were on board, and the bow of the *Annie Laurie* was headed towards Montreal.

After a magnificent sail of a few hours Ogdensburg was reached, where the yacht was coaled up

She then sailed across the river to Prescott, on the Canada side. Here Mr. GREENWAY procured his passport and a British flag, which was kindly loaned by Mr. Daniels, proprietor of the Daniel's House. A pilot was also taken on board at this place. The ride from Ogdensburgh down, was particularly enjoyable. It had the attraction of novelty in addition to the grandeur of the scenery.

To most of the excursionists the Thousand Islands was a familiar camping ground, but in all the party only four had ever been below Ogdensburgh. It was the wish and expectation of Mr. GREENWAY to take the *Annie Laurie* through the rapids of the St. Lawrence, but the Canadian pilot deemed it advisable to run her through the canal around the rapids. The water in the river is quite low, and the yacht draws nearly three feet more water than do the steamers that run the rapids. The Galop rapids we did run, but at Point' Iroquois the *Annie Laurie* was run into the canal. Wednesday night was the most memorable of the whole voyage. It was resolved to run the *Annie Laurie* straight through to Montreal, but about ten o'clock at night, for reasons that suggest themselves, the pilot concluded to wait till daylight. The time till morning was passed most pleasantly, and at four o'clock the yacht again steamed away to her destination. Lachine, nine miles from Montreal, was reached at nine o'clock, and here the excursionists embarked on board the steamer that runs down to Montreal through the Lachine rapids. It is said that anticipation is a greater delight than realization; certainly this is

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true as far as a ride through the rapids is concerned.
It seems to us that the terror attendant upon such a
ride is a very shrewd bit of advertising to draw
tourists into the hotels of Montreal.

At Montreal the excursionists put up at St. Law-
rence Hall and the Ottawa House, both first class
hotels. A day and a night in the city of Montreal
well paid the excursionists for extending their tour
to that city. Of course, most of our readers are fa-
miliar with the city. It is the largest in Canada,
and to our mind, is the most beautiful city on the
continent. There is a solidity, stability and massive-
ness about its public buildings and structures that
is in marked contrast to American buildings. It is a
thorough European city. If a few more people were
in the streets, the traveler would surely believe him-
self in London. Its streets are elegantly paved and
are kept scrupulously neat and clean. Its inhabi-
tants are exceedingly courteous and hospitable.
Montreal has a large American trade. Tourists take
it in on their way home by the White Mountains,
and the hotels are filled with Americans. Our party
took carriages and visited the different points of in-
terest of the city. The shipping was particularly in-
teresting. The docks are built in the most solid,
durable and substantial manner. Canadians, like
Europeans, build their bridges, docks and buildings
to last. The Victoria bridge, which cost \$6,000,000,
and is 7,000 feet in length was an object of great in-
terest. Mount Royal was driven around, and count-
less other places of interest and attraction were vis-
ited. The party was exceedingly loathe to leave

Montreal. They were delighted with its hotels, its objects of beauty and interest, and there pervaded all a spirit of novelty and strangeness that gave especial enjoyment to the brief sojourn made. The excursionists were hospitably entertained by the Montreal club in the evening, and had there been time a delightful programme of excursions and receptions would have been arranged by the hospitable citizens.

Mr. GREENWAY had expected to take the *Annie Laurie* up into Lake Champlain, but it was ascertained that the water in the canal was too low to admit of her passage, and the trip had to be abandoned. It was then resolved to return to Alexandria Bay, and take a sail up the St. Lawrence into the Bay of Quinte, visiting the towns and cities along the route. The *Annie Laurie* reached Alexandria Bay at seven o'clock Friday night, and took quarters at the Thousand Island House. Saturday morning at an early hour she steamed away for Kingston, arriving there about ten o'clock. She remained there four hours, and the party, taking carriages visited the prominent places of interest in the city. Kingston, formerly the seat of Government, is a tumble-down city, with but little to attract the stranger. Everything denotes that the place is retrogressing.

At two o'clock p. m. the *Annie Laurie* sailed for the Bay of Quinte which is, to most Americans, a strange and undiscovered country. It is the most beautiful bay on the continent and the land along the shores is the garden of Canada. Belleville,

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quite an important city, was reached late in the evening after a magnificent ride. The party remained over night and set sail next morning for Oswego. The ride across the lake was a magnificent one. The weather was delightful and everything contributed to the enjoyment of the guests. The *Annie Laurie* made the run from Belleville to Oswego one hundred and ten miles in eight hours. As we entered the harbor of Oswego, the tug *Mowry*, the fastest tug on the lake, came out for a race. The *Annie Laurie* was unprepared, and yet, she easily beat her adversary.

At Oswego, large crowds congregated on the bridges and the docks to welcome the return of the *Annie Laurie*. Flags were displayed on the shipping, and the utmost excitement prevailed. The *Annie Laurie*, with the Union Jack at her bow and the Stars and Stripes at the stern, attracted more attention than any craft that ever entered the port at Oswego. Sunday night the party reached Phoenix, where they became the guests of Mr. George G. Breed and other gentlemen from the village. At seven o'clock Monday morning, the *Annie Laurie* started for home, reaching the packet dock at a few minutes before twelve o'clock. From Salina to Syracuse the little steamer attracted crowds of people, who welcomed the safe return of the party with repeated cheers. The band played "Sweet Home," and the steamer touched the dock, with the British and American flags floating from her mast head. As the party disembarked they were met by relatives and friends, and warm congratulations were

exchanged over the safe return and prosperous voyage. It is impossible in a newspaper account to convey any adequate idea of the thorough and genuine enjoyment of the trip. Nothing occurred from first to last, to mar in the slightest degree the pleasure of the passengers.

Each day's experience brought new delights, and each day's enjoyment exceeded that of the previous day. At all points the party were treated with distinguished consideration. The Canadians were especially hospitable and courteous. The *Annie Laurie* while in Canadian waters carried the British flag at her mast head, and was saluted by all the steamers on the waters and in the various harbors. She attracted unusual attention and was conceded to be the handsomest yacht ever seen in those waters. She proved herself to be the fastest steam yacht in America. We had several races with fast crafts, and in every instance the *Annie Laurie* was the victor. A log of the trip would be incomplete without a mention of some of the incidents that gave zest to the voyage. At the commencement of the trip by unanimous vote, Mr. JOHN GREENWAY was proclaimed "Commodore," a title by which he was henceforth addressed. At Kingston a Commodore's hat elegantly trimmed with gold lace was purchased and presented to him. Mr. GREENWAY was the happiest man on the boat. Pleasure beamed from his good natured countenance on all occasions and his pleasure chiefly consisted in his efforts to contribute to the happiness of others. He was constant in his endeavors to add something to the

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enjoyment of the party, and his efforts were heartily appreciated by all.

This being the first tour that many of the excursionists had ever taken in a foreign land, considerable difficulty was experienced at times in becoming thoroughly accustomed to the manners and customs of the inhabitants. In the French quarter of Montreal this was especially the case. Jack Breed was particularly troubled in making himself understood. After trying in vain for some time to negotiate for some article, Jack finally produced his pocket book which he declared spoke the language of all nations.

The newspapers of Canada were filled with notices of the *Annie Laurie* and her party. The veteran Joe Tasker acted as commissary, and fairly outdid himself. Each day the party sat down to as fine meals as were ever served upon shipboard.

The following was the dinner bill of fare for last Friday:—

STEAM YACHT "ANNIE LAURIE."

JOHN GREENWAY, Commander.

DINNER BILL OF FARE.

Saturday, August 22d, 1874.

SOUPS.

Scotch Broth, Green Turtle.

FISH.

Lake Salmon, Baked Whitefish.

ENTREES.

Veal Cotelettes with Green Peas,

Lamb's Heart with Mushrooms,
Fillet of Beef—Tomato Sauce,
Minced Veal a la Polonaise,
Goose Liver Saute au Madeire,
Chicken Plate a la Rheine with Mushrooms,
Calf's Feet a la Vinaigrette,
Chicken Currie with Rice,
Lamb's Kidney and Toast,
Giblet Saute with Olives,
Macorini au Fromage,
Stewed Pigeons, Irish Stew.

BOILED.

Corn Beef and Vegetables,
Turkey—Parsley Sauce.
Pig's Cheek and Greens,
Calf's Head—Egg Sauce,
Ham,
Leg of Mutton—Caper Sauce with white Turnips.

ROAST.

Loin of Veal, Spring Lamb—Mint Sauce,
Ribs of Beef, Loin of Pork—Apple Sauce.

COLD MEATS.

Roast Beef, Ham, Tongue,
Corned Beef, Lamb, Game Pies,

VEGETABLES.

Potatoes—Mashed and Boiled, Cabbages,
Green Corn, Raw Tomatoes, Turnips,
Cucumbers, French Beans, Vegetable Marrow,
Rice.

RELISHES.

Horse-radishes, Anchovy Sauce, Mixed Pickles,

oms,
o Sauce,
Polonaise,
Saute au Madeire,
e with Mushrooms.

oast,
Olives,
Fromage,
Pigeons, Irish Stew.

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e with white Turnips.

Mint Sauce,
Pork—Apple Sauce.

s.
Tongue,
b, Game Pies,

s.
Cabbages,
Tomatoes, Turnips,
Vegetable Marrow,

ace, Mixed Pickles,

French Olives, Worcester Sauce,
Tomato Sauce, Chow-Chow, Mushroom Catsup,
Pickled Beans.

PASTRY.

Blueberry Pudding, Indian Pudding, Apple Pie,
Black Currant Pie, Pears with Rice,
Peach Tarts, Lemon Ice Cream, Lady Cake.

DESSERT.

Almonds, Filberts, Blueberries, Pears, Peaches,
Walnuts, Raisins, Apples, Nutmeg Melons.

WINE LIST.

Sparkling Moselle, Dry Verzenay,
Pommery Green, G. M. Mumm & Co.,
Cognac, V. V. Sherry, Port, Bourbon Whiskey,
Greenway's Ale.

Before the boat reached Salina yesterday a meeting of the excursionists was organized by the appointment of Hon. Daniel Pratt as president. A committee on resolutions was appointed, consisting of Hon. George N. Kennedy, Hon. Reuben W. Stroud and Mr. S. Gurney Lapham. The committee reported the following resolutions which were unanimously adopted :—

RESOLVED, That our thanks are due, and they are hereby heartily tendered, to our esteemed fellow citizen, JOHN GREENWAY ESQ., for the great pleasure we have enjoyed upon the trip just terminating on board his beautiful steam yacht the Annie Laurie, and we will ever bear in grateful recollection his many acts of kindness and his unvarying courtesy shown to all during our too brief, although very happy sojourn, upon his gallant little craft.

RESOLVED, That in Captain Mackay the "Annie Laurie" has found a worthy commander, qualified in every respect for a discharge of the duties of the position he so worthily fills; and with him at the head, aided by the trusty assistants with whom he is surrounded, none committed to his care need fear that any voyage they take will terminate other than most prosperously.

RESOLVED, When we go with her again, if that pleasure shall ever fall to the lot of either, as we hope it may, it is our earnest wish that the prince of caterers, "Jo. Tasker" may be her steward, for then we shall have an assurance that all and the best which the inner man requireth will be provided, and that in a manner most satisfactory. Before leaving her we cannot refrain from an expression of our admiration for the beautiful craft which has borne us so expeditiously upon our passage and returned us safely to our homes. We therefore as a declaration of our sentiments.

RESOLVE, That the "Annie Laurie" is the neatest and the trimmest little boat that sails the inland waters of the state; she sets the element like a thing of life. When the tempest toasts she moves on unharmed by the fury of the storm around her, and as for speed, her match, mating her with her kind, has not yet been found. We mete out to her the highest praise we can in this unanimous expression, "Gallant Annie, we are proud of you, and we rejoice that Syracuse is your resting place."

Syracuse Daily Courier, August 25th, 1874.

V/E.

by the "Annie Laurie"
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Annie, we are proud of
our resting place,"
y Courier, August 25th, 1871.

MINISTERIAL EXCURSION.

THROUGH the favor and politeness of generous JOHN GREENWAY, a number of the clergymen of this city, with other invited guests, were given a day of pleasure yesterday, which will long be pleasantly remembered. Commander GREENWAY's invitation was extended to all the clergy of the city to partake of the hospitalities of the *Annie Laurie*, and make an excursion down the Oswego river and around the shores of Onondaga Lake. Unfortunately, the weather in the morning was not exactly in keeping with one's idea of what it should be to make an excursion pleasant, and while a few gentlemen doubtless presumed the anticipated pleasures would be postponed, others found that their engagements would not permit their absence and so informed Mr. GREENWAY. But the Commander of the pretty *Annie Laurie* had no idea of postponing the excursion, for it is his way to surmount every obstacle that falls in his path, so soon after the appointed hour the *Laurie* steamed away. The names of the gentle-

men composing the excursion party are as follows :
Revs. Messrs. Berger, Lockwood, O'Hara, Clark, Schooler, Randolph, Wiebel, Gregory, Laden and Oberlander; Messrs. J. F. Boynton, Patrick Corbett, James S. Leach, Daniel O. Salmon, E. L. Walrath, J. D. Hawley, Geo. J. Gardner, H. P. Hall, Joseph Seymour, H. N. Robinson, Richard Schröppel, S. A. Hall, T. C. Curtis, Frank L. Curtis. The excursion reached Phoenix about noon, where they spent about an hour pleasantly and then set out on the return. At Mud Lock the steamer bore away to the outlet of Onondaga Lake, and to the gratification of all made the circuit of the lake; after which the party returned to the city by way of the Oswego canal, reaching here at half-past six.

The steamer was abundantly stocked with articles for choice collations, and twice the tables were spread by the caterer, Mr. Joseph Tasker. In recognition of the kindness of Mr. GREENWAY, a meeting was organized, which adopted the following resolutions, after remarks by Rev. Dr. O'Hara, Mr. T. D. Curtis, Mr. George J. Gardner and Professor Boynton :—

RESOLVED, That our best thanks are tendered to Mr. GREENWAY for the courtesy of his invitation, and his kind attention to our pleasure and comfort.

RESOLVED, That we think the ANNIE LAURIE for elegance, speed and beauty, the daintiest craft that has yet sailed on our Central New York waters.

RESOLVED, That we thank Miss Gertie Greenway for the rich and fragrant flowers that have decorated our coats to-day.

RESOLVED, That to Captain Mackay we cordially extend our thanks for the careful and skillful manner in which he has dis-

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charged his duties on this occasion.

RESOLVED, That these, our sentiments, be published in the daily papers of Syracuse.

Mr. Curtis then proposed these sentiments :—

Our Host—May nothing ever ail him worse than what has "troubled" him to-day.

Our Commissary—Though he places heavy burdens before us, he is, on the whole; an easy Tasker.

The excursion was a complete success, and was most heartily enjoyed by all.

Syracuse Morning Standard, Friday, October 2d, 1874.

TREAT FOR THE CLERGY.

COURTESY OF JOHN GREENWAY, ESQ.

A PLEASANT TRIP OF THE SYRACUSE CLERGY
AND OTHERS ON THE STEAM YACHT
"ANNIE LAURIE."

YESTERDAY will long be remembered by many of the clergy and laity of Syracuse who responded to the generous invitation of our much esteemed townsman, JOHN GREENWAY, Esq., and participated in the pleasures of the occasion.

Many incidents connected with the excursion will be mentioned and quoted in the future as among the bright and happy reminiscences of the past. Notwithstanding the morning gave indications of stormy weather for the day, and at nine o'clock, the hour for departure, was a gloomy scene of cold

winds and rain, yet the following named clergy and other invited guests made their appearance upon the deck of the little steamer, and were cordially welcomed by the warm hearted "Commodore," viz.

Rev. Messrs. Clark, Lockwood, Schouler, Randolph, Weibel, Gregory, O'Hara, Laden, Berger and Oberlander. Among the laity were Messrs. D. O. Salmon, J. Dean Hawley, George J. Gardner, James S. Leach, J. F. Boynton, Patrick Corbett, T. D. Curtis, Frank Curtis, H. P. Hall, S. A. Hall, Joseph Seymour, E. L. Walrath, —Robinson and —Schroepel.

Letters were received by Mr. GREENWAY from Revs. Messrs. Calthrop, Harg, Stocking, Thurber and Millard, stating their regrets in not being able to respond to the invitation by being present on this occasion. At about half-past nine the steamer left the dock, and shortly after she turned into the Oswego canal, passing through Salina and Liverpool, and into the deep waters of Seneca River, at "Mud Lock." It was here that the little craft displayed her powers of speed, as she was not interrupted by a shallow channel, or other obstacles, and as the vessel glided along at the rate of twelve to fourteen knots per hour, the scene became exciting and exhilarating to all on board.

On arriving near the residence of Luke Collins, Esq., a former Syracusan, the shrill scream of the steamer's whistle produced the appearance of a number of white handkerchiefs flying from the doors and windows, which were quickly answered by as many from the deck of the *Annie Laurie*.

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The excursionists arrived at Phoenix at about twelve o'clock, where many of them disembarked, and took a stroll through the village, while others remained on board, visiting with friends of that town, who came down to the dock on the arrival of the vessel. They remained at this place about an hour, after which the vessel's prow was turned homeward, and then commenced the navigation of the rapids or reefs in the river, which are so strong that many vessels propelled by steam have failed to pass through without the aid of horse or mule teams towing them up the stream. Not so however with our little staunch craft, that seemed to scorn such trifling impediments to her progress, and only gave a few extra snorts and puffs, and glided along with nearly her usual speed until they arrived at "Three River Point." It is at this place where a junction is formed of the Oneida and Seneca rivers, and which is the head of the Oswego River.

Te-u-ung-her-ka is the original name of this place, and is interesting to those who have studied the history of the county. The Indians have a tradition of their deity, who presides over fisheries and hunting grounds, who came down from above in his white canoe and selected a couple of warriors from among the Onondagas to proceed with him up the river from Oswego, and remove all obstructions, so that canoes might pass in safety. As the tradition goes, they proceeded on until reaching "Three River Point," where they came upon a huge serpent, whose body lay across the stream, and such was his great length that his head was not in view, but extended

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far into the country on one side of the river, while his tail was far out of sight on the other.

The deity bade the serpent retire, but he would not obey. Then said la-oun-ya-wat-ha (the name of the deity) "die thou dreadful beast and know that the Great Spirit rules." He then raised his paddle and cleft the hideous monster in twain."

The above tradition, however, had nothing to do with the pleasure of the party on board the *Annie Laurie*, although many, undoubtedly, felt thankful that there was no such obstruction in the river now as met the progress of the little Indian canoe, many centuries ago. In a short time after leaving this locality the vessel changed its course, and proceeded up the outlet and into Onondaga Lake. The ride on this beautiful sheet of water was enjoyed by all. After making a circuit of the lake, we again returned to Mud Lock, entered the canal, and arrived at the dock in Clinton Square about half-past six p. m.

There were many incidents that occurred during the trip worthy of record, but we have not space in our columns to make note of them all. Among the most pleasing to the party was the opportunity afforded to express their thanks to Commodore GREENWAY for his kindness in contributing the means for the day's enjoyment. Immediately after the second splendid collation served up by that prince of caterers, Joe Tasker, the clergy and laity organized a meeting and adopted the following :

RESOLVED, That our best thanks are tendered to Mr. GREENWAY for the courtesy of his invitation, and his kind atten-

tion to our pleasure and comfort.

RESOLVED, That we think the ANNIE LAURIE for elegance, speed and beauty, the daintiest craft that has yet sailed on our Central New York waters.

RESOLVED, That we thank Miss Gertie Greenway for the rich and fragrant flowers that have decorated our coats to-day.

RESOLVED, That to Captain Mackay we cordially extend our thanks for the careful and skillful manner in which he has discharged his duties on this occasion.

RESOLVED, That these, our sentiments, be published in the daily papers of Syracuse.

Mr. Curtis then proposed these sentiments :—

Our host—May nothing ever *ail* him worse than what has "troubled" him to-day.

Our Commissary—Though he places heavy burdens before us, he is, on the whole; an easy Tasker.

The excursion was a complete success, and was most heartily enjoyed by all.

Syracuse Morning Courier, Friday, October 26, 1874.

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LOG OF THE ANNIE LAURIE.

I.

ALL aboard, was the last cry that resounded in our ears as the *Annie Laurie* cast off her moorings at the packet boat dock, and swung around into the *clear* and shallow waters of the "raging canal," and started on her long anticipated cruise to the "great metropolis."

Perhaps, however, it would be proper for me to preface these remarks with the statement, that for some time, our liberal hearted citizen, "Commodore" JOHN GREENWAY had contemplated visiting New York with a few favored friends, in his new steam yacht, christened as above, for the purpose of a pleasure trip, with a little touch of business included. The 20th day of October had been named as the time—wind and weather permitting—for the party to leave, the *Annie Laurie* in the meanwhile starting two or three days in advance in order to reach Albany, where the invited guests were to meet

her, (they going by the way of the N. Y. Central & Hudson River R. R.,) and proceeding down the Hudson with its cargo of choice spirits.

Starting from the packet boat dock on Saturday, the 17th inst., at about 12:30. P. M., in the presence of a goodly crowd of spectators, and with the best wishes of all for the success of the trip, she reached the upper level, clearing the last lock at 1:30 P. M.

Overcoming the detention caused by a crowd of boats and the still greater annoyance of a triplicate of locks, the boat, on reaching the "long level," sped like a free bird. At 1:50 we reached "Thompson's," where, taking in a supply of the famous "Cold Spring water," we proceeded on our trip, reaching Kirkville at 3:30, Chittenango 4:20, (where we landed our lady passengers,) reaching New London (what a misnomer!) at 8:30, where we tied up for the night, the crew proceeding to their quarters on the boat and I to mine, at a country tavern hard by.

At 5:30 A. M. (Sunday) the whistle of the *Laurie* sounded, calling all hands to duty, and giving notice of her departure.

Rain, in considerable quantity, had fallen during the night, and the prospect over head bid fair for a dismal day.

At 6:30 A. M. we reached Rome, although not the seven-hilled mistress of the world, yet the *Capitoline* city (?) of this region, with its "pontoon marshes" and other surroundings of interest to the reader of ancient history! Paying the collector of this port the customary official visit, to have our papers "endorsed," we proceeded leisurely on our

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ing Utica at 9:20 A. M.

Thus far our trip has partaken somewhat of the
character of the scenery through which we have
passed—monotonous. Our speed has averaged about
five miles per hour, the machinery and everything
on board working charmingly.

II.

Having called upon the collector at this place
and our papers being inspected and found "all right
and according to law," and the official autograph
being affixed thereto, we were allowed "to depart in
peace," as our wayward sisters were advised to do
previous to the rebellion, and resume our journey.
After leaving Utica the country changes for the bet-
ter. Leaving behind us the low, level lands, we
reach a more rolling and better agricultural region.
The rain has ceased and the clouds are gradually
breaking away, and all betokens a change for the
better. Our next stop will be Little Falls, known
as long the residence of that railroad wiseacre, Maj.
Priest, and as a town built upon a "solid" founda-
tion. This place was once known as a great "dia-
mond market," and many of your readers will un-
doubtedly recollect the army of "small boys" who
formerly thronged the cars with hands full of quartz
crystals, crying "Diamonds, Diamonds, sir; only
five cents." Here we are again to have our passes
"viewed" by that public functionary, the collector,
and then start again for our destination.

In passing through the various towns and villages scattered along the banks of the canal, I have been reminded of that oft-repeated saying, that "republics are ungrateful." Of all the names both euphonious and incongruous, there is not one named for him in whose fertile brain the idea was conceived of building the Erie canal. No monument, either of towering shape or otherwise, along that line of three hundred miles, save a plaster statue in the City Hall at Albany, serves to remind one of him, who, amidst all the taunts and jeers and contumely which were heaped upon him, stood and bravely defended his pet scheme.

Truly, we are an ungrateful people.

At 2:15 we reached Little Falls, where is exhibited a great improvement in working the lock gates. The waste water of the lock is used to work the machines which open and close these ponderous barriers. No manual labor is required except the handling of a lever to change the gearing. This is a labor-saving apparatus that should be generously adopted.

At 5:30 reached Post Plain.

At 6:30 Monday morning, we resumed our journey, accompanied by a party of friends and relatives of Capt. Mackay, including representatives of the two papers published at this place. Most of the party remained with us until we reached Schenectady, at 4 p. m., when, although loath to do so, we were obliged to separate, they to return to their homes by rail, we to pursue our journey eastward. Their vis-

it to us was one of the pleasantest features of the trip thus far.

After unloading another portion of our freight, and having a friendly chat with our quondam friend, "Pete" Yates, whom many Syracusans know, we went on our "winding way," (truly so, not figuratively,) bound for the city of Troy.

Reaching "Crescent," or "Half Moon," so called on account of its shape, and finding a good harbor, we concluded to anchor for the night.

Six o'clock A. M. Tuesday morning found us on our way rapidly approaching the "sixteens"—so denominated by boatmen on account of the number of locks, sixteen double or thirty-two single locks being here located. Being situated as they are, a fine opportunity is given to view the city of Cohoes, located along the bank. From a small quiet village but a few years since, this has grown into a thriving city of 12,000 inhabitants.

The day opens finely as we near Troy, and the "boys" find exercise in brushing and cleaning up the boat, preparatory to meeting our party, either at Troy or Albany, the first of which we shall soon reach.

III.

Struck the dock at Troy at 10:15 A. M., Tuesday, and a few minutes after was agreeably surprised by meeting Messrs. GREENWAY, Broughton and H. H. Stanton, of Syracuse, and Capt. VOSBURGH, of Albany, (Burgess' Corps,) who came alongside in the *Carrie*, a powerful tow-boat, all the

way from Albany. After taking on board the Nestor of our party, Gov. Alvord, and Messrs. M. H. Northrup, of the *Courier*, J. S. Kenyon, superintendent, etc., Sheldon Swancy, and Masters Willie Greenway and O. B. Stanton, with a few other invited guests, friends and acquaintances of the Commodore, with those previously named, we hoisted our broad pennant, threw to the breeze the boat's flag and "Old Glory," and cast off for Poughkeepsie at 2.30.

The day is lovely, and not a cloud obscures the face of old Sol; the scenery is charming, as is always the case at this season of the year, and we anticipate a glorious time. Our speed will average from this time forward to the end of our route about thirteen miles per hour, including stops. At this rate we shall expect to reach Poughkeepsie about 9 p. m., allowing for detentions, etc.

As we pass the various steamers, the whistles cheer and in some instances the handkerchiefs wave, and all take pleasure in greeting us. We have every reason to be proud of our craft, as she walks the water like a thing of life, dressed in her holiday costume. Many are the compliments paid to her builder, Capt. Mackay, and our generous citizen, JOHN GREENWAY, for conceiving and carrying out on such a liberal scale the idea of uniting pleasure with business—the beautiful in design, with the practical in execution.

We reached Poughkeepsie at 9:35 p. m., after a delightful ride of seventy-five miles in a beautiful moonlight, and surrounded by a delightful tempera-

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Rising at an early hour Wednesday morning, we refreshed our "inner man" with breakfast, and started in the midst of a rain storm for the "landing." Arrived there, found the steamer coaling up, and soon the friends of the Commodore and Governor began to pour in. Mayor Eastman, Messrs. Booth, of the Vassar brewery, John Vassar, of the old Vassar family, Dr. Miller, and many others respectively, made their appearance, spending about two hours in pleasant chat and introductions. At 10:15 A. M. we left Poughkeepsie, amidst many congratulations and kind greetings, for West Point.

We reached Garrison's opposite West Point, at 12 M., where we met Hon. Hamilton Fish, Jr., to whom the Governor had telegraphed. Conveyances had been ordered by him, consisting of his private carriages, and we proceeded to his mansion, where a bountiful dinner stood awaiting us. An hour or more was spent very agreeably in enjoying the views up and down the Hudson, and in examining that portion of the ground immediately adjacent to the residence. The domain consists of some 300 acres, including the house formerly occupied by that arch traitor, Benedict Arnold, and the whole territory is marked with details of historic interest. The dinner service was one, I presume, from which many a state dinner had been partaken. Included in the desert were some as luscious grapes as ever greeted the palate of a knight of Bacchus.

The location is one of the most lovely that can

he imagined, and all its surroundings are perfectly charming.

Compelled by force of circumstances to leave this elysium, we wended our way to the landing, about a mile and a half, and accompanied by our kind host crossed over to West Point. Two hours were spent here agreeably and instructively, and then we re-crossed to Garrison's, where we bid adieu to our cicerone, who had added much to the pleasures of the day, all wishing most heartily that he may again be permitted to sit side of Governor always in the halls of our legislator.

At 5:30 we left Garrison's for Yonkers, where it is our intention to spend the night, so as to reach New York early in the morning. Nothing could be more lovely than the two evenings we have thus far had on the Hudson. We have been highly favored in many respects, and all are enthusiastic in their praises of the Commodore for the privileges and pleasure which we have enjoyed.

Touched the dock at Yonkers at nine p. m., and found quarters at the Getty House, the Syracuse House of the town.

Rose at 5:30, and pushed off for the boat, and at 6 a. m., on the way to New York, which we shall probably reach about 8. Public dock, foot of Twenty-fourth street, East River, has been assigned to us by the authorities, as our berth.

IV.

Arrived at our berth foot of Twenty-fourth street, East River, (public dock,) at 8:30 Thursday Morn-

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ing, disembarked and proceeded at once to our headquarters, Metropolitan Hotel. There we found letters inviting us to various points, and answers to telegrams previously sent. Should we comply with but a tithe of the invitations tendered us, I fear we should not be able to return home soon. At eleven A. M., on invitation of Dr. Vanderpool, health officer, we proceeded to pier 39, foot of Vesey street, where we found the doctor in waiting to escort us up the East River past Ward's and around Blackwell's Island, thence to the lower bay to Dix and Hoffman Islands, and Clifton, the new boarding station of the health officer, going ashore at each station and examining in detail the various public buildings, including hospitals, store rooms, etc. The trip down the bay was by the *M. K. Hopkins*, (named for the present comptroller,) the quarantine boat, and every moment spent thereon was heartily enjoyed by all, including several members of the doctor's family.

A rich collation was spread, including many delicacies, washed down with an abundant supply of liquids and settled with quaffs of genuine Havanas. On our trip around into the East River, we placed a pilot on board the *Annie* and ordered her down to quarantine, subject to our further orders, where we found her on our return from Dix and Hoffman islands.

Evening found us at the Metropolitan, entertaining the Governor's friends, who congregate here in large numbers, among them several former Syracusans. We are within a door or two of the deni-

ocratic central committee headquarters, our room being 110, theirs 116, and some ludicrous mistakes have occurred by democrats finding their way into our quarters while looking for theirs. Mr. Charles H. Swann, acting secretary of the committee, a Syracusan, kindly cares for us.

Yesterday we were the guests of Dr. Vanderpool and others, to-day we "run the machine," and have invited a large number of city officials and others to accompany us in the *Laurie* down the bay and elsewhere. The commissary says he is determined to revenge himself by making it decidedly "hot for them."

A duplicate of the collation spread for us yesterday, only a little more so, has been ordered by the Commodore. We anticipate a good time generally, and if all attend who have been invited, the *Laurie* will be loaded down to her gunwales. Thus far we have had no reason to be ashamed of our little craft. She compares favorably in construction and speed with any of the yachts here, 'Tweed's, alongside of which she lies, not excepted. Old "sea dogs" who have examined her, are loud in their praises. Her sailing qualities will have been thoroughly tested before we leave here, although she is working under some disadvantages, that of using salt water being the main one.

V.

On Friday, 12 M., with about forty ladies, a number of old Syracusans, several city officials, and

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t forty ladies, a num-
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other dignitaries, we left our berth at the public dock and went down the bay, paying our respects on the way to Dr. Vanderpool, in Clifton, L. I., entered the lower bay, passing in full view of Dix and Hoffman Islands, and within a short distance of Sandy Hook light. A large number of crafts of all sizes, from the heavy coast steamers down to the light pilot boats, were passing or standing in, from which we received salutes. The ride down the bay was charming, the day lovely, and the sea behaved admirably.

Not a passenger was sea sick or felt in the least uncomfortable during the trip. The boat rode the water like a thing of life, and called down the warmest encomiums from all her passengers. Her speed excelled all our anticipations, and her behavior was remarkable.

On our return we had a trial of speed with an inward bound West Indian steamer, and passed her very handsomely, they cheering us and we them for our successful exploit.

We returned in good order about 4 p. m., landing a portion of our passengers at the Battery and the remainder at our dock, all well pleased with the excursion, and warm in their praise of the management of the expedition.

Saturday, the 24th was spent in transacting our private business, making calls, etc., preparatory to leaving on Sunday morning. Several of us embraced the opportunity, in the afternoon, of visiting the *City of Tokyo*, public notice to this effect having been given.

After making arrangements for permission for our craft to land in the mooring alongside of her, or rather at her dock in the North River, to take us on board, we left to complete our arrangements for the morrow. Sunday morning found us bright and early (6 o'clock) again at the dock, where, in a few minutes, the *Annie* hove alongside, and now we are rapidly on our way to Albany, which place we expect to reach about 9 P. M., where we shall leave the boat, and take the cars for home, the *Annie* going by canal; thus ending one of the pleasantest trips it has ever been our privilege to enjoy.

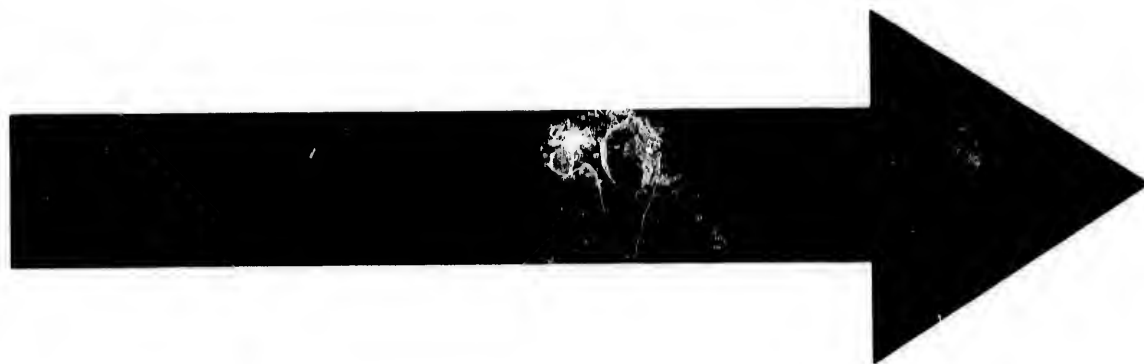
And now a few remarks as to personalities. To Commodore GREENWAY, the owner of the craft and projector of the enterprise, we all feel is due our warmest thanks for his courtesy in inviting us to join him in the pleasurable excursion. From its commencement to its close he has been indefatigable in his efforts to add to our comforts and pleasures. No expense of time or money have been spared to produce this result. Our physical wants have been amply supplied, and our mental tastes promptly and abundantly administered to. Nothing that could conduce to our enjoyment has escaped his vigilance. We are proud to have been connected with him in this enterprise as individuals, and doubly so, to have him as one of our most liberal hearted citizens.

To Hon. Thomas G. Alvord, we are largely indebted for services rendered in our behalf, toward making the trip a success. His extensive acquaintance with the leading men of the day, both political

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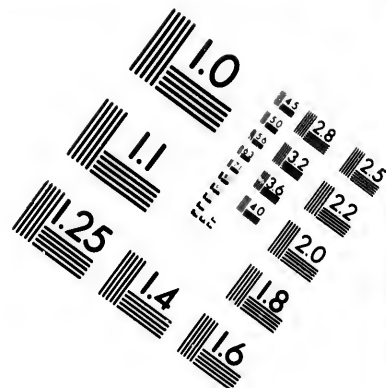
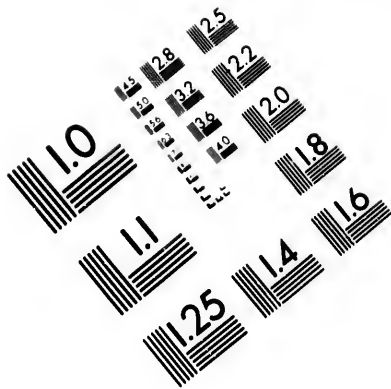
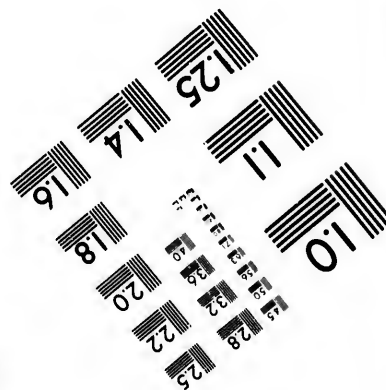
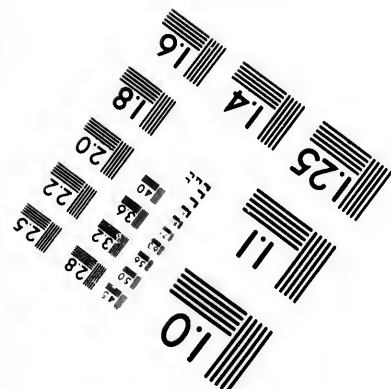
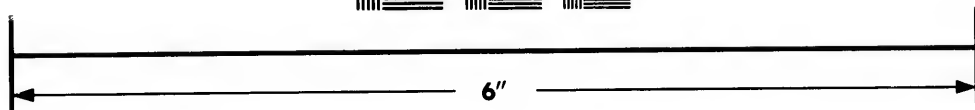
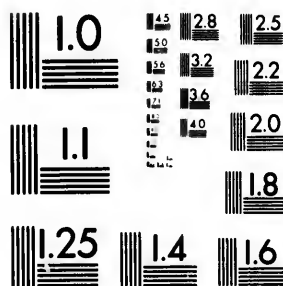


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☐ Showthrough/
Transparence

☐ Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur

☐ Quality of print varies/
Qualité inégale de l'impression

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Comprend du matériel supplémentaire

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☐ Only edition available/
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☐ Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/
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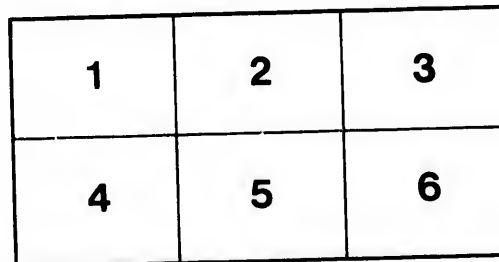
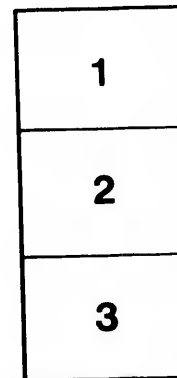
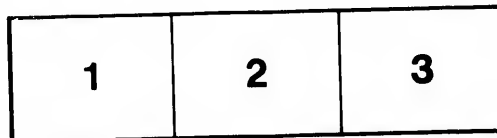
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and otherwise, has afforded us facilities, without which we should have been deprived of many of the pleasures and advantages which we have enjoyed. Through him or his influence, we have been brought face to face with many whom it has been an honor to meet. His name has been a password to the highest social circles and an open sesame to all institutions visited, whether federal, municipal or state. Wherever known, his whitened locks have been respected, and a cordial greeting has been extended to him, as Nestor, in the service of the state. We trust he may long continue to represent a constituency who so sincerely revere him, and that as his declining sun settles in the west, no clouds of sorrow may dim its lustre.

VI.

SUPPLEMENT.

When I wrote last, I supposed it would be *the last*, but fate ordered it otherwise. We were then under flying colors speeding rapidly for Albany, which we expected to reach by nine certainly, or seven, perhaps. We supposed when we left New York, that our coal bunkers were sufficiently supplied to last until we reached Albany. But alas! for our expectations, we found to our sorrow on reaching Newburgh that our supply was exhausted, which compelled our stopping at that place to "coal up."

This, together with a dense fog setting early in the evening, compelled us to put into Roundout, where we spent the night, and the fog not rising

until late the following morning, eleven o'clock found us just leaving the dock. We are now (Monday morning) again on our course, groping our way as best we can through the murky atmosphere, making as good time as circumstances will admit. The water of the river is calm but the beauty of its scenery is all obscured. We *may* reach Albany in four hours—we *may not* in a much longer time; I will not again prophecy.

One o'clock p. m. All of the fog is breaking away; the banks of the river and other objects are becoming discernable. Two o'clock. All is well, and with a hundred pounds of steam on, we are making glorious headway. Have just passed Hudson, and "all is well." Touched the dock at Albany at 5 p. m., and took cars for home. So ends "the log of the *Annie Laurie*."

Syracuse Morning Standard, October, 1874.

Albany

THE

ng, eleven o'clock

We are now (Mon-
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longer time; I will

the fog is breaking
d other objects are
clock. All is well,
steam on, we are
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ing Standard, October, 1874.

