

The Twain-Cable Tour of 1884-85



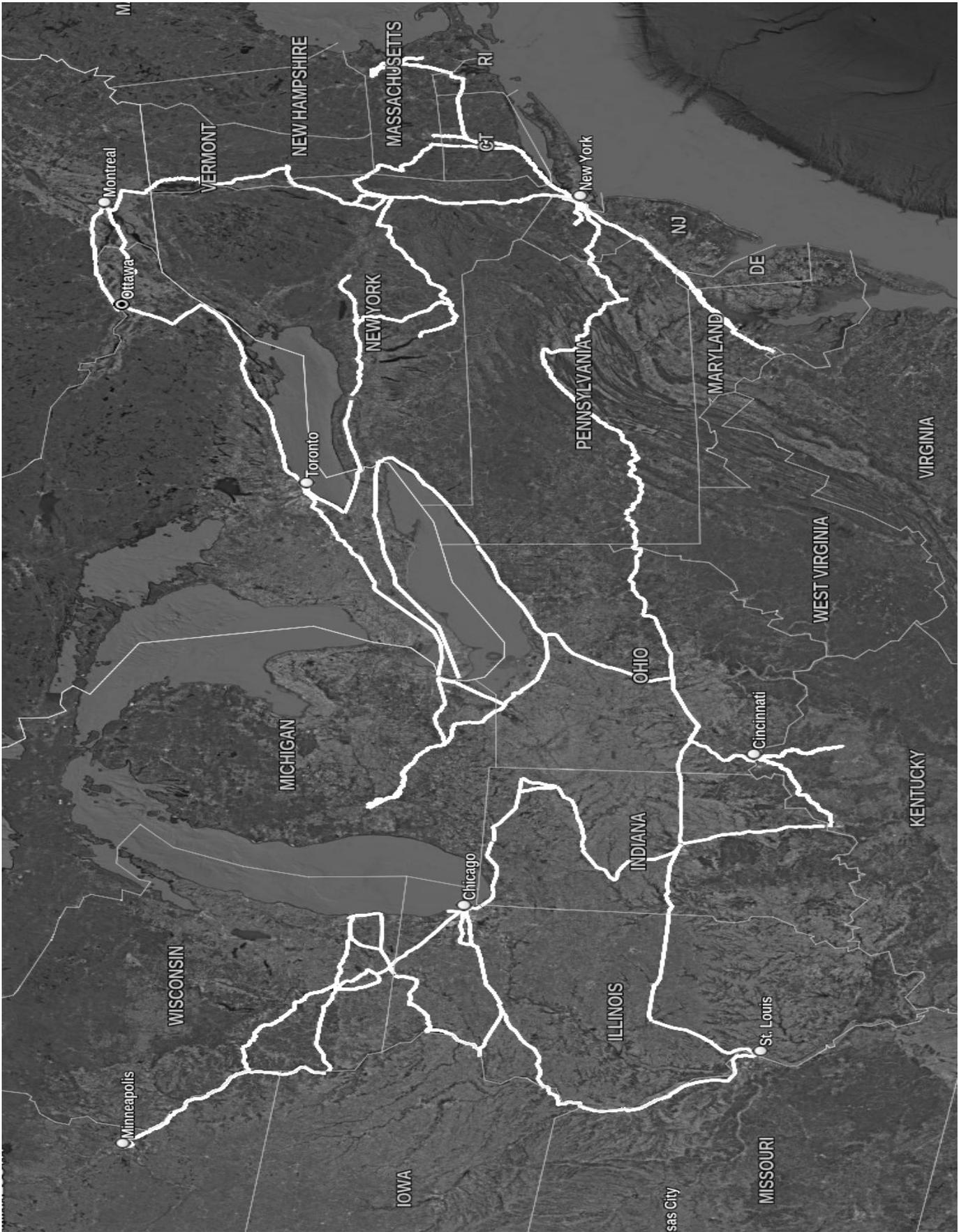
Mark Twain & George W. Cable

Cities, Towns & Villages, Hotels, Venues & Railroads

B. Scott Holmes

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Route Map

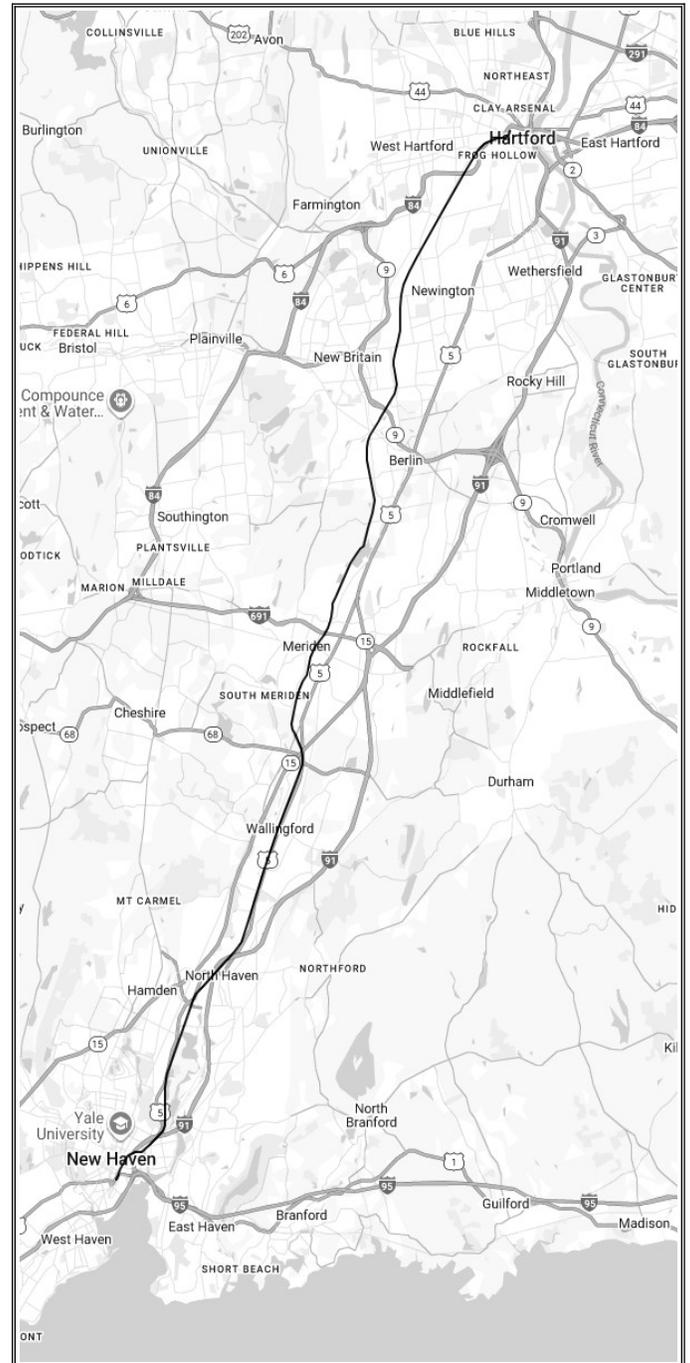
The Tour:

Sam was in Hartford during the day but the tour began in New Haven that evening, with Livy in attendance. *I take to the platform to-night, after an eight or ten years' absence from it. This trip's my last—forever & ever.*¹

The idea for a joint tour was a familiar one to Twain long before he knew Cable. In 1867 Thomas Nast proposed that he and Twain should go on the road together; in 1869 Twain proposed to Petroleum V. Nasby (D. R. Locke) that they tour together all the way to California; and in 1877 Twain went back to Nast with the suggestion that he should read while Nast did illustrative sketches. Like some of Twain's other projects, this idea for a cooperative tour developed in time grandiose and impossible ramifications. For a number of months he cherished a plan for renting a private railway car, hiring a chef, and luxuriously setting out in company with William Dean Howells, Thomas Bailey Aldrich, Charles Dudley Warner, Cable, and Joel Chandler Harris. He intended to pay his co-performers fixed salaries; the risk would be his. He envisioned the expedition as a delightful and extended picnic which would be, incidentally, a glorious financial success. This ambitious project, for a "circus," or "menagerie," as Twain called it, dwindled finally, to his joint tour with Cable.²

Between 1880 and 1900, cities in the United States grew at a dramatic rate. Owing most of their population growth to the expansion of industry, U.S. cities grew by about 15 million people in the two decades before 1900. Many of these were immigrants arriving from around the world. People from rural America also migrated to the cities during this period. Between 1880 and 1890, almost 40 percent of the townships in the United States lost population because of migration. It is to these cities and towns that the "Twain-Cable Tour" visited.

Hartford to New Haven



¹ *To Chatto and Windus 5 November 1884 • Hartford, Conn,*

² *Caldwell p 5*

New Haven to East Orange



Wednesday, November 5, 1884: New Haven, Connecticut – New Haven Opera House

The Clemens' took the [New York, New Haven & Hartford RR](#) from Hartford to New Haven Connecticut.

For a review see the (New Haven) Morning Journal and Courier 1884, November 6³. For a brief history of the railroad depot see [New Haven Railroad Terminal](#).

The party stayed at the [New Haven House](#). Cable wrote to his wife the next day that “Mrs. Clemens was present. After the reading they came with me here to the Bacons [Dr. Francis Bacon, a friend of Cable’s] & the five of us sat down to tea.”⁴

The next day they traveled from New Haven to East Orange on the [New York & New Haven RR](#) leg of the [New York, New Haven & Hartford RR](#), to a terminus at Port Morris. I have found no mention of it but Livy probably returned home to Hartford. I have no information on their crossing the Harlem River. It’s likely they checked into the [Everett House](#) before passing through Manhattan to the Liberty Street Terminal and the ferry to the Communipaw Terminal in Jersey City. The road to East Orange, and back again, was the [Morris & Essex RR](#). Pond’s itinerary indicate they returned to New York and stayed at the [Everett House](#).

Thursday, November 6, 1884: Orange, New Jersey-- Orange Music Hall

For a review of the show see *East Orange Gazette*, November 13, 1884⁵.

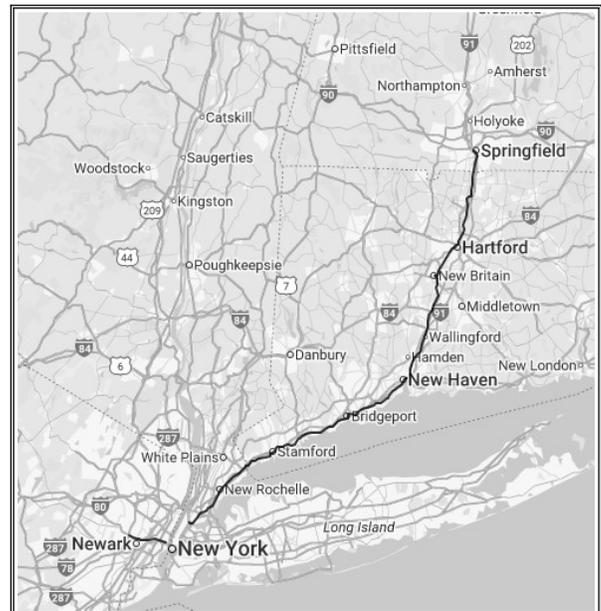
Friday morning they departed New York and traveled to [Springfield](#) on the [New York, New Haven & Hartford RR](#). The party checked into the [Massasoit House](#) in Springfield.

Friday, November 7, 1884: Springfield, Massachusetts--Gilmore's Opera House

For a review see *Springfield Republican*, Nov. 8, 1884 page 4.⁶

Mark later reported to Livy (November 12 letter) on the poor reading in Springfield. Cable wrote to his wife that the performance was “against terrible odds—brass music & fire-works in front of the hall, vast crowds blocking the streets and cannon firing directly in the rear of the house”. “Still I did well & so did Mark, though not his very best. Mrs. Clemens came up from Hartford with Mrs. Geo. Warner; but this was the last chance she was to have of hearing Mark....”⁷

East Orange to Springfield



3 [Touring with Cable and Huck](#)
4 Turner p 50
5 [Touring with Cable and Huck](#)
6 [Touring with Cable and Huck](#)
7 Turner, page 51

Saturday morning they took the [New York, New Haven & Hartford RR](#) from Springfield to Hartford, then the [New York & New England Railroad](#), on what had been the [Hartford, Providence & Fishkill](#), to Providence. According to Pond's itinerary they stayed at the [Narragansett Hotel](#) in Providence.

Springfield to Providence

Saturday, November 8, 1884:
[Providence, Rhode Island--Blackstone Hall](#)

In the afternoon the audience filled about two-thirds of the sittings. The hall was nearly filled by a "select and cultured audience" at the evening entertainment. See *Providence Daily Journal* 1884: November 10⁸

Sunday, November 9, 1884:
Cable's Nov. 9 to Lucy from Providence:

"Yesterday's double duty did not hurt me at all. I never did my work before so brilliantly. You will be proud when I tell you that Mark & I seem to divide the honors as nearly even as two men well could. Mark seems greatly pleased with my work, as I am with his. As I came off the platform yesterday afternoon followed by a tremendous clatter of applause & he met me in the door as he was going to take my vacated place he exclaimed, "superb! superb!" Even Pond, sitting back at the rear of the house, applauded — first time he has ever done it. One lady — when I read "Mary's Night Ride," quite lost herself and wrung her hands hysterically."⁹

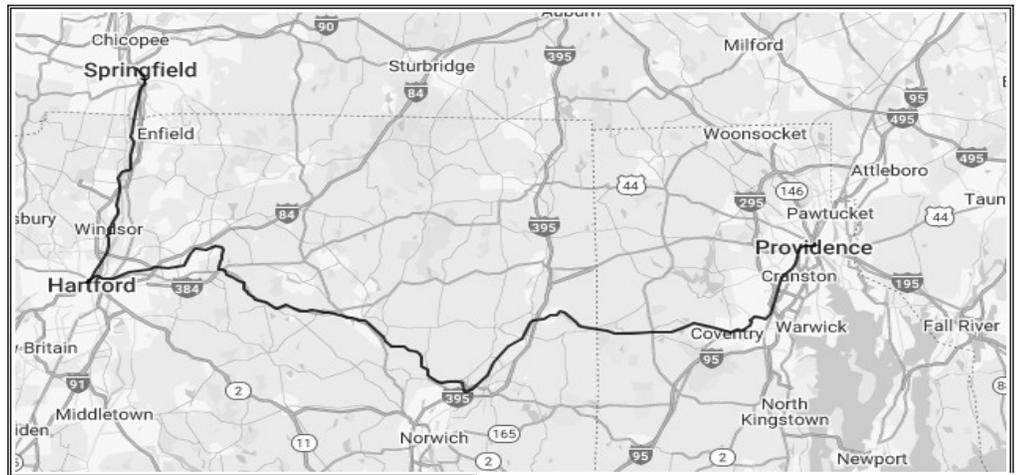
Turner goes on to describe Cable's Sundays.

A member of the Presbyterian Church and an elder since 1882 he was unwavering in following the rules of his church. It was his habit every Sunday to attend Sunday School and the two regular church services, though he went more often to some other church than the Presbyterian when he was away from home. When Pond told Mark Twain at the time the contract was being drawn that Cable would not travel on Sunday, he replied, "Well, I guess I shall meet him in heaven, finally. I had some fears on the subject."¹⁰

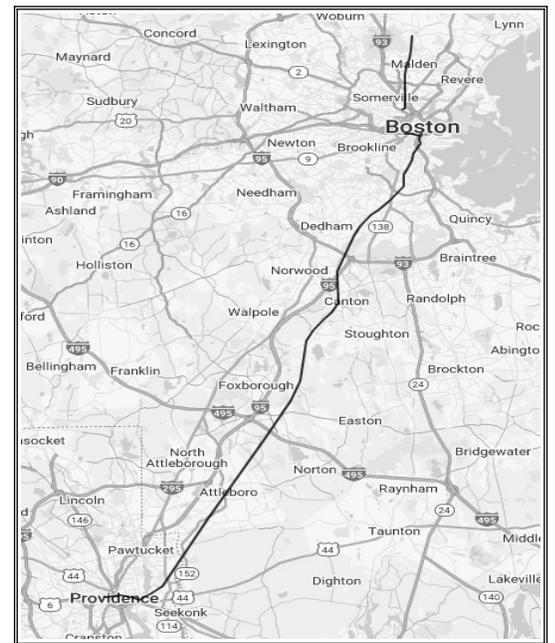
According to Pond's itinerary Twain traveled to Boston on Sunday and stayed at the [Parker House](#), but Cable would have remained in Providence, as per his letter to Lucy.

The [Boston & Providence RR](#) ran from Providence to Boston. Twain and Cable used Boston as a base for lectures in the area until they departed for their homes in Hartford and Simsbury Saturday the 15th.

Monday, the [Boston & Maine RR](#), from Boston to Melrose.



Providence to Boston

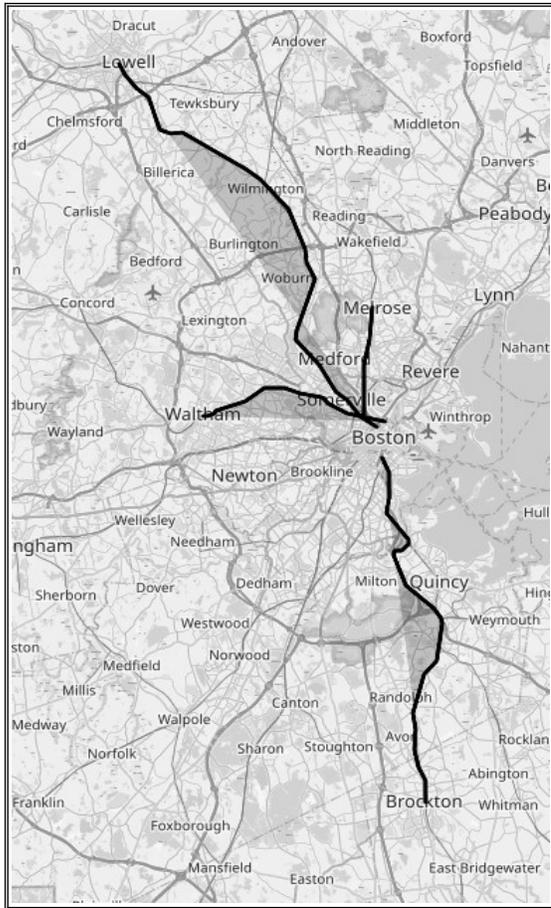


8 [Touring with Cable and Huck](#)

9 [See Cable's Letters Home From the Road.](#)

10 [Turner p 52-3](#)

Travels from Boston



Tuesday, the [Boston & Lowell RR](#) to Lowell from Boston.

Wednesday, the [Fitchburg RR](#) from Boston to Waltham.

Friday, the [Old Colony RR](#) ran from Boston to Brocton.

Monday, November 10, 1884: [Melrose, Massachusetts—Melrose Town Hall](#)

...a crowd so large that extra seats had to be moved into the hall ¹¹ See *The Boston Journal*, 1884: November 11 ¹²

Tuesday, November 11, 1884: [Lowell, Massachusetts--Huntington Hall](#)

This listing is found in Chronology of Speeches but is given as November 12 in *Touring with Cable and Huck*. See *Lowell Daily Courier*, November 12, 1884¹³. After the Lowell show Sam wrote to Livy, dated November 12. He stayed the night in Lowell, posted the letter in the morning, then returned to Boston *en route* to Waltham. “Livy Darling, only a word, to say I have not heard from you since I left you stricken & lonely in the forever accursed town of Springfield—the only town where we have suffered a defeat. I have not heard from you, & it has depressed me all day. It is now midnight, & has been a hard day. Good night my love. Sam ¹⁴

The Hotel in Lowell is noted in Pond’s itinerary as the [Merrimack Hotel](#).

Wednesday, November 12, 1884: [Rumford Hall, Waltham, Massachusetts](#)

See *Waltham Free Press*, November 13, 1884, ¹⁵

Thursday, November 13, 1884: Boston [Music Hall, Boston, Massachusetts](#)

First joint reading in a big city to “a very large audience”. ¹⁶

See three Boston papers; *The Boston Globe, Post and Transcript*, November 14, 1884 ¹⁷

Included in the Boston, Massachusetts newspaper is a *Rashoman* tale of Twain and Cable trying to drown a crazy woman, reported as “Strange Revelations” in the *Boston Herald Supplement* for November 13, 1884.

This is also the date that Sam became a member of the Montreal Snow Shoe Club. In Boston, Howells wrote to Sam:

Three of us went to hear you read last night and I think I never enjoyed you more. You were as much yourself before those thousands as if you stood by my chimney-corner grinding away to the household your absence bereaves here. You are a great artist, and you do this public thing so wonderfully well that I don’t see how you could ever bear to give it up. I thought the bits from Huck Finn told the best—at least I enjoyed them the most. That is a mighty good book, and I should like to hear you read it all. ¹⁸

Boston was a shrewd choice as site for the first metropolitan performance. Both readers had many friends there, and Pond knew the newspapermen. In Boston Cable was strongly approved as a reconstructed southerner; and his pairing with Twain, now thought of as a citizen of Connecticut, was smiled on as a “literary bridging of the bloody chasm”. Beginning on Saturday, November 8, and continuing on November 11, 12, and 13, the *Evening Transcript* carried what became a standard advertisement that strikes the tone which Pond wished to stress throughout the tour. Twain is a comedian; Cable a master of

11 *Cardwell*, p 16

12 [Touring with Cable and Huck](#)

13 [Touring with Cable and Huck](#)

14 To Olivia L. Clemens 12 November 1884 • Lowell, Mass. (MTP UCCL 03024)

15 [Touring with Cable and Huck](#)

16 *Cardwell* p 17

17 [Touring with Cable and Huck](#)

18 *MTHL* 2: 513

humor and pathos. As in Melrose, Pond presented this first Boston reading as one in a lyceum lecture series, a proceeding he followed elsewhere whenever possible.¹⁹

Friday, November 14, 1884: *Brocton [Opera House](#), [Brockton, Massachusetts](#)*

Cable wrote home:

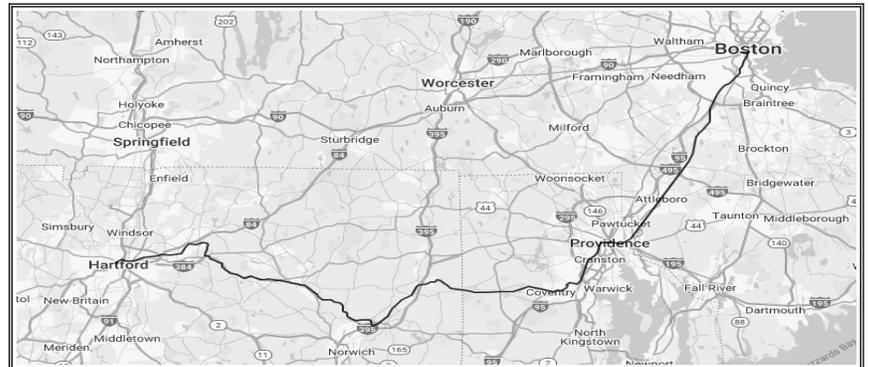
"We had a great time last night. Twenty-two hundred people applauding, laughing & encoring, In Music Hall. This morning Clemens & I go out to make a call or two. Tonight we read in Brockton. Tomorrow afternoon & night in Chickering Hall. Our show is a great success. It isn't easy to write as Mark Twain is singing "We shall walk through the Valley"²⁰

See *Brockton Enterprise*, November 22, 1884,²¹

Saturday, November 15, 1884: Sam and Cable gave a matinee reading in Boston.²²

They may have both departed Boston on this date, Cable traveling home to Simsbury and Twain going to Providence.

Boston, Providence and Hartford



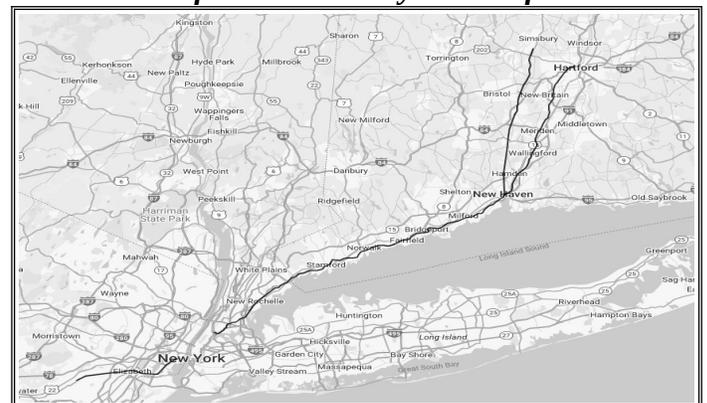
Sunday, November 16, 1884: Twain was in Providence on Sunday, November 16 and in Hartford the following Day. Cable presumably had one or two days at home in Simsbury.²³ [Boston and Providence RR](#) to Providence, [New York & New England](#): Providence to Hartford.

[New York, New Haven & Hartford RR](#) from Hartford to New York. GW Cable would have taken the [New Haven & Northampton](#) to New Haven. The party checked into the [Everett House](#) in New York before proceeding on the [Central Railroad of New Jersey](#) to Plainfield. They would keep rooms there until their departure for Philadelphia Friday the 21st.

Monday, November 17, 1884: *Stillman Music Hall, [Plainfield, New Jersey](#)*

The Twain-Cable appearance was announced in the *Evening News*, Plainfield, New Jersey, November 17, 1884 with a single terse line: "Mark Twain and George W. Cable tonight." See review *Plainfield Evening News*, November 18, 1884,²⁴.

Hartford & Simsbury to Plainfield



There was additional material from *Plainfield Evening News* not included in the review, courtesy of the Plainfield Public Library, with thanks to Sarah Hull, Archivist:

Of the selections that of Mr. Cable's of Mary's Night Ride from Dr. Sevier called for the most marked elocutionary display, and elicited loud and continued applause from the audience. His Creole Songs were listened to with more curiosity than otherwise, though they were ably given.

19 Caldwell, p 17
20 Turner p 59.
21 [Touring with Cable and Huck](#)
22 Ibid.
23 Cardwell p 19
24 [Touring with Cable and Huck](#)

Both Mr. Clemens and Mr. Cable, in conversation after the entertainment, said the enthusiastic manner in which they were received amply compensated them for the smallness of the audience. It is probable that they will appear again here before the season is over.

[They did not.]

Tuesday, November 18, 1884: [Chickering Hall, New York City](#)

See *The New York Times*, November 19, 1884, *New York Tribune*, November 20, 1884 and *The (New York) Sun* November 19, 1884,²⁵.

It was on this night that Sam, recalled in his 1906 autobiography, overheard a conversation that would greatly affect his life. There are at least two versions of this, however. The most romantic was:

"I had been lecturing in Chickering Hall and was walking homeward. It was a rainy night and but few people were about. In the midst of a black gulf between lamps, two dim figures stepped out of a doorway and moved along in front of me. I heard one of them say, "Do you know General Grant has actually determined to write his memoirs and publish them? He has said so today, in so many words." That was all I heard—just those words—and I thought it great good luck that I was permitted to overhear them ."

Another version found in the MTP Autobiography:

However, I was reading one night in Chickering Hall early in November, 1884, and as my wife and I were leaving the building we stumbled over Mr. Gilder, the editor of the *Century*, and went home with him to a late supper at his house. We were there an hour or two and in the course of the conversation Gilder said that General Grant had written three war articles for the *Century* and was going to write a fourth. I pricked up my ears. Gilder went on to describe how eagerly General Grant had entertained the proposition to write when it had last been put to him and how poor he evidently was and how eager to make some trifle of bread and butter money and how the handing him a check for \$500 for the first article had manifestly gladdened his heart and lifted from it a mighty burden.

...

I went straight to General Grant's house next morning and told him what I had heard. He said it was all true.

I said I had foreseen a fortune in such a book when I had tried in 1881 to get him to write it; that the fortune was just as sure to fall now. I asked him who was to publish the book, and he said doubtless the *Century* Company.

I asked him if the contract had been drawn and signed?

He said it had been drawn in the rough but not signed yet.

I said I had had a long and painful experience in book making and publishing and that if there would be no impropriety in his showing me the rough contract I believed I might be useful to him.

He said there was no objection whatever to my seeing the contract, since it had proceeded no further than a mere consideration of its details without promises given or received on either side. He added that he supposed that the *Century* offer was fair and right and that he had been expecting to accept it and conclude the bargain or contract.

He read the rough draft aloud and I didn't know whether to cry or laugh....²⁶

The evening of November 18, Sam opened his part of the program with what at first glance appeared to be a valedictory speech:

It is eight or nine years since I bade goodby forever to the lecture platform in this very hall. Since that time some things sad and some things joyous have happened to us all, to the country and to all the nations of the earth. I will not stop now to enumerate them. They say lecturers and burglars never reform. I don't know how it is with burglars—it is now so long since I had intimate relations with these people—but it is quite true of lecturers, They never reform. Lecturers and readers say they are going to leave the lecture platform never to return. They mean it, they mean it. But there comes in time an overpowering temptation to come on the platform and give truth and morality one more lift. You can't resist. I got permanently through eight or nine years ago. I may quit again.

After a moment, he added, "Well, there's no telling. I'll make no more promises.

²⁵ [Touring with Cable and Huck](#)

²⁶ [Autobiography V3 p 78](#)

Livy stayed with Sam at the Everett House. [She] ...returned to Hartford the next day, though she was sufficiently concerned about Sam's incipient scorn for Cable's shirtsleeve religiosity after they had been on the road for only two weeks that she cautioned him not "to get awry with Mr Cable; he is good and your friend" and to "be careful how you refer to Mr. Cable in public—even in fun. This may be an entirely unnecessary warning—still I must say it."²⁷

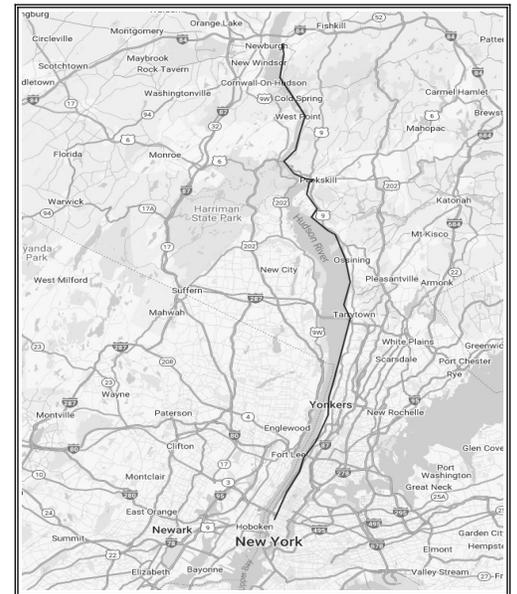
Wednesday, November 19, 1884: (two performances) [Chickering Hall, New York City](#)

November 20th, [New York Central and Hudson River Railroad](#): NYC to and from Newburgh, to the Beacon depot. There was a ferry where the Newburgh Beacon Bridge is now located. Beacon may have been known as Fishkill

Over time, the Newburgh-Fishkill ferry service expanded to meet the needs of the growing cities on either shore. For a short bit before the Poughkeepsie Railroad Bridge was built [1889], the steam-powered William T. Hart (at 295 feet long, the world's second-largest steam-powered ferry at the time) ran between Newburgh and Fishkill Landing, transporting railroad cars destined for New England. Ferry terminals were constructed on both shores, the Fishkill Landing waterfront was redesigned to accommodate increased traffic from the trains and river traffic, and the Newburgh-Fishkill ferry was rebranded the Newburgh-Beacon Ferry as the villages of Matteawan and Fishkill Landing merged to form the City of Beacon.²⁸

Thursday, November 20, 1884: [Newburgh, New York](#)—Newburgh [Opera House](#)

Before leaving New York for Newburgh, the morning of November 20, Sam visited Ulysses S. Grant at his home on East Sixty-Sixth Street. There, Sam offered to publish Grant's memoirs for a royalty of 20 percent or 70 percent of the profits plus \$10,000.00 advance.

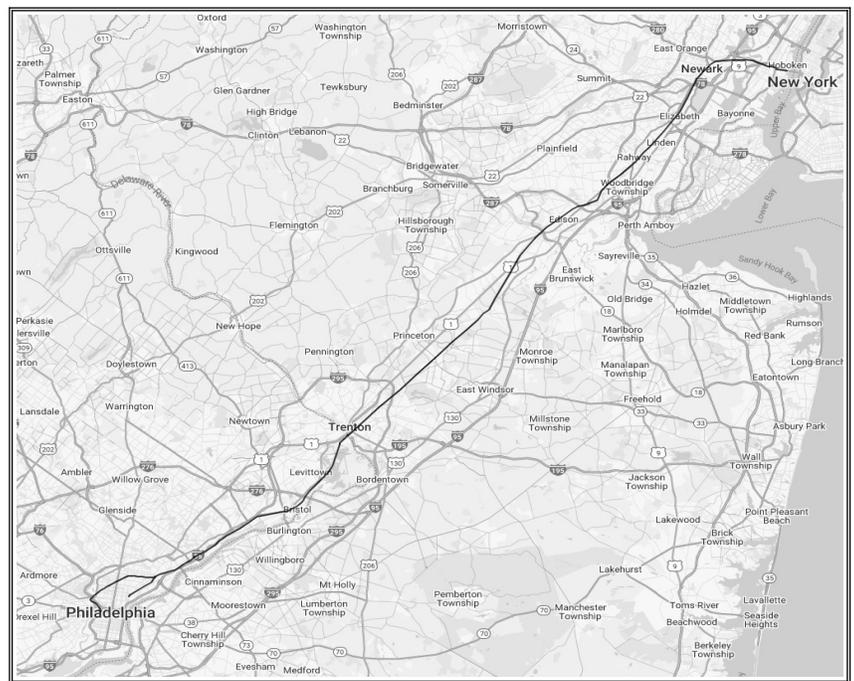


New York to Newburgh

During those early days of the tour Twain seems to have thought highly of Cable as a performer. Cable was well pleased with himself all along, although he felt that he somehow struck a new and superior "streak" beginning on November 20, before a small audience at Newburgh, New York.²⁹ See [Newburgh Daily Journal](#), November 21, 1884,³⁰

The next day the journey from New York to Philadelphia was likely on lines leased by the [Pennsylvania Railroad](#). The [United New Jersey Railroad and Canal Company](#): The [Camden and Amboy Railroad Transportation Company](#), usually shortened to the [Camden & Amboy RR](#), and the [New Jersey Railroad](#). Then, from Trenton what was the [Philadelphia and Trenton Railroad](#) but was by this time part of the [Pennsylvania RR](#).

New York to Philadelphia



²⁷ Scharnhorst pp 425 -6 *The Life of Mark Twain - The Midd*

²⁸ [Hudson Valley Viewfinder Magazine](#)

²⁹ Cardwell, pp 21-2

³⁰ [Touring with Cable and Huck](#)

They stayed at the [Hotel La Fayette](#) in Philadelphia then returned to New York on the morning of the 22nd for two shows in Brooklyn on Saturday.

Friday, November 21, 1884: [Philadelphia, Pennsylvania](#) --[Association Hall](#)

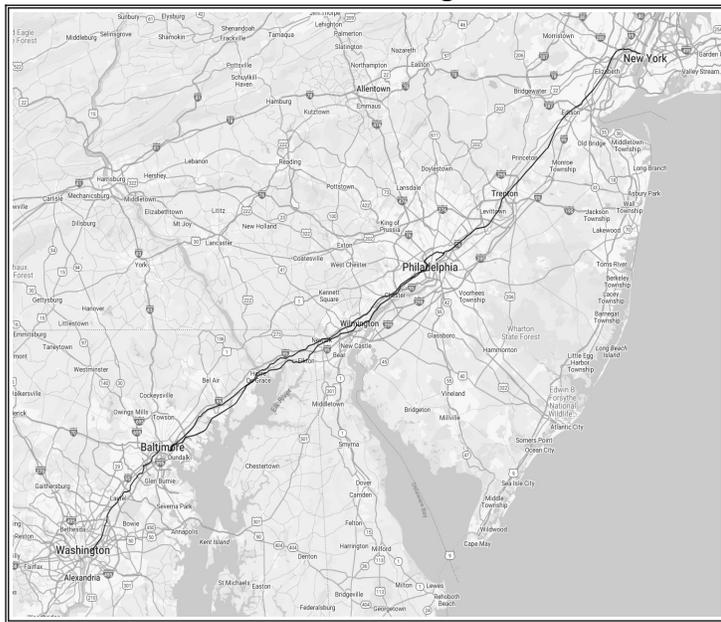
See *The Philadelphia Inquirer*, November 22, 1884 ³¹

Sam wrote from Philadelphia to Livy:

“Livy darling, a most noble big audience, & a most prodigious good time. We are to be here again Wednesday afternoon & evening, 26th —the day before thanksgiving. I must straight to bed, for we rise at 6 in the morning, & talk twice in Brooklyn tomorrow”. ³²

George Cable wrote on the back of his Philadelphia program to his wife, Lucy: “Mark is on the platform, there goes a roar of applause! We have a superb audience—both in numbers & quality—and we are beating ourselves. Mark says as he passes me on the retiring room steps ‘Old boy, you’re doing nobly’ ”³³

New York to Washington DC



Saturday, November 22, 1884: [Brooklyn, New York](#)
—[Brooklyn Academy of Music](#)

Sam and Cable left Philadelphia and traveled to Brooklyn, where they gave two performances at the Academy of Music. The Brooklyn Eagle called it “The Literary Event of the Season”.

Henry Ward Beecher and Dean Sage and wife were in the audience. A Miss Copelin from St. Louis sent Sam a note and he went to see her. She was the daughter of a young girl he once knew. Miss Copelin was 21 and her mother was only fifteen when Sam knew her. “It made things seem a long time ago, & also made me feel very old & useless”³⁴

See *The Brooklyn Daily Eagle*, November 23, 1884, ³⁵

Sunday, November 23, 1884: Fears’ Day by Day mentions that Sam and Cable left New York early on their way to Washington, D.C.. This would not be possible as Cable would not have traveled on a Sunday. Possibly they departed New York after midnight.

November 24th Departed Brooklyn "early" for Washington

DC. and registered at the [Ebbitt House](#) near the White House.

From New York to Washington D.C. was likely the same route they took from New York to Philadelphia then on the [Pennsylvania Railroad](#), on what had been the [Philadelphia, Wilmington and Baltimore RR](#), from Philadelphia to Baltimore. Or they may have taken the [Baltimore & Ohio RR](#) (Philadelphia Branch) from Philadelphia to Baltimore and the Washington Branch to Washington DC. The two branches did not connect with each other until the early 1890’s with the [Baltimore Belt Line](#). Connections across the Patapsco River were made on car ferries. The B&O initially used the [Pennsylvania RR](#) “transfer bridge” to cross the Patapsco River in Baltimore but soon built their own.

Monday, November 24, 1884: [Washington, D.C.](#)--[Congregational Church](#)

See the *Washington Post*, November 25, 1884, ³⁶

³¹ [Touring with Cable and Huck](#)

³² To Olivia L. Clemens 22 November 1884 • Philadelphia, Pa. (MTP UCCL 03030)

³³ [Cable’s Letters Home From the Road](#)

³⁴ To Clara L. Clemens 23 November 1884 • New York, N.Y. (MTP UCCL 03034)

³⁵ [Touring with Cable and Huck](#)

³⁶ [Touring with Cable and Huck](#)

Note: Nowhere in Huck Finn does Sam refer to Jim as “Nigger Jim.” When did this label start? Ernest Hemingway is often blamed for this, but the above review [Washington Post Nov. 25, 1884] shows, even before Huck Finn was published in the U.S., that some referred to Jim as “Nigger Jim.”

Afterward Cable wrote to his wife Lucy:

A crowded house that went off like gunpowder the moment it was touched; a delicious audience. The brightest, quickest, most responsive that we have yet stood before....When I arrived in town the local manager told me he had between 12 and 15 requests for me to sing Zizi. The audience encored it; but I gave them “Mary’s Night Ride” & then they encored that, & I sang Aurore. How I love to read the Night Ride; but it is a good half-day’s work crowded into seven minutes...³⁷

Sam wrote from Washington, D.C. to Livy:

Splendid times, Livy dear! A Congregational church packed with people—\$750 in the house. The most responsive audience you ever saw. We did make them shout, from the first word to the last. I say “we,” for the honors were exactly equal—as they pretty much always are, now. I worked the ghost story right, this time, & made them jump out of their skins.³⁸

To George Iles

24 November 1884 • Washington, D.C.

My Dear Mr. Iles:

Alas, it’s no use—all our efforts have failed, & we can’t get to Montreal this year. We can’t manage to arrange our route so as to fetch us there. The halls & theatres in the several towns are already engaged for the dates which we want & which we should be obliged to have, to in order to enable us to make the trip. So I’ve got to do without that Snow-shoe uniform this time—all thanks to you, just the same, for proposing it. I am deeply disappointed; but I hope the rest of you, & all Canada, will have a good time—as without question you will.

In haste,
Truly Yours,
S L Clemens³⁹

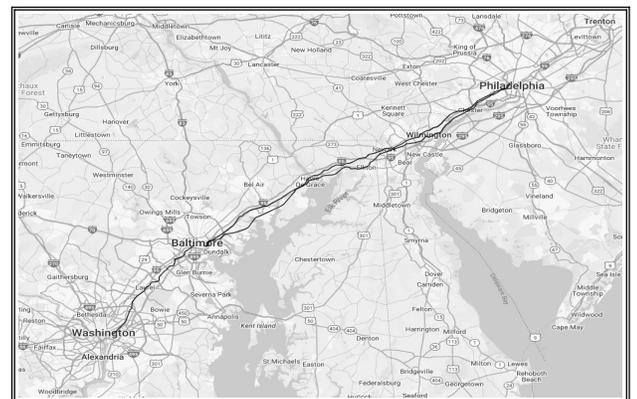
Tuesday, November 25, 1884: [Washington, D.C.--Congregational Church](#)

On Tuesday night when Cable walked off after his second number he found three congratulatory visitors in the retiring room-President Chester A. Arthur, a daughter of Frederick T. Frelinghuysen, Arthur’s Secretary of State, and “another lady” whose name Cable missed. A little later Frederick Douglass came in. Cable wrote ecstatically to his wife: “They met as acquaintances. Think of it! A runaway slave!”⁴⁰

[Baltimore and Ohio](#): DC to Philadelphia via Baltimore or the [Pennsylvania RR](#) on what had been the [Philadelphia, Wilmington and Baltimore](#) from Baltimore to Philadelphia

Sam and Cable left Washington for Philadelphia, where they gave a reading in Association Hall. They may have checked into the [Hotel Lafayette](#).

Washington to Philadelphia



Wednesday, November 26, 1884: [Philadelphia, Pennsylvania](#)
--[Association Hall](#)

37 Turner p 61

38 To Olivia L. Clemens 25 November 1884 • Washington, D.C. (MTP UCCL 03037)

39 To George Iles 24 November 1884 • Washington, D.C. (MTP UCCL 03039)

40 Cardwell p 22

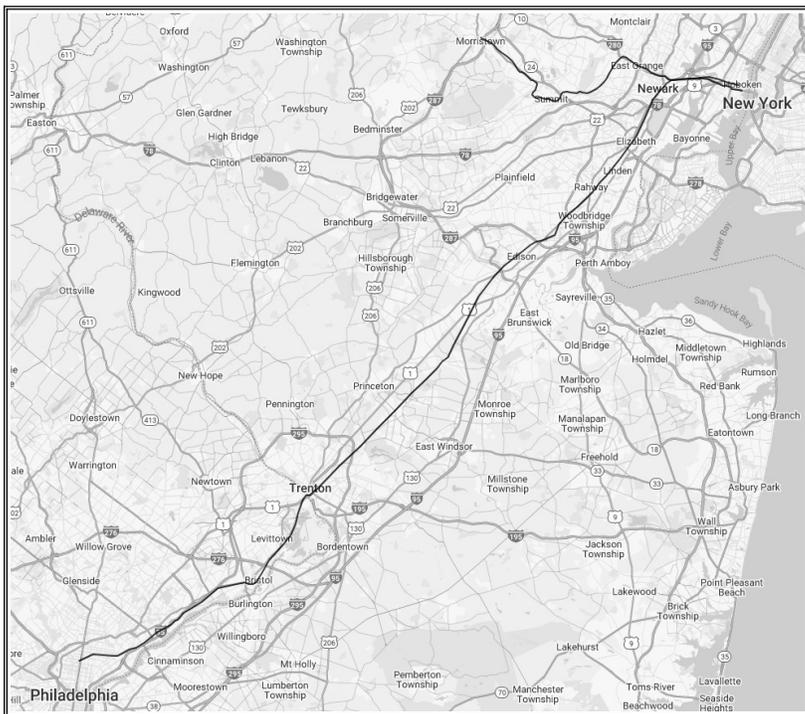
“...this same performance in Philadelphia could have been the one that was followed, as Cable remembered it, by Twain's rueful groaning, 'Oh, Cable, I am demeaning myself. I am allowing myself to be a mere buffoon. It's ghastly. I can't endure it any longer.' That night and the next day, according to Cable, Twain devoted himself to the study and rehearsal of selections which he deemed justified both as humor and as 'literature and art'”.⁴¹ See *The Philadelphia Inquirer* November 27, 1884⁴²

The [Pennsylvania Railroad](#)'s lease of the [UNJ&CC](#) on the [Camden and Amboy](#) from Trenton to New Brunswick and the [New Jersey Railroad](#) from New Brunswick to Jersey City. Then the [Morris and Essex RR](#) from Hoboken to Morristown

Thursday, November 27, 1884: [Morristown, New Jersey— Lyceum – Library](#)

They spoke at the [Lyceum – Library](#), Livy's 39th birthday. Once again, Sam was away from home on a family member's birthday. They spent the night at the home of Thomas Nast, just before Nast began his own tour.

Philadelphia to Morristown



Their proximity to Nast prompted an invitation of November 24th to Twain and Cable for Thanksgiving dinner. This family dinner included satisfying Twain's appetite for oysters on the shell. Five servings were consumed by Twain, who commented to Nast, "I didn't know you had an oyster ranch in your cellar. I guess I'll let this job out."

Then noticing some inviting-looking apples that the children and Mrs. Nast were eating, Twain added: "Are there any more apples in this house? Cause if there is, I'd like one".

Also during this visit, Nast caricatured Twain dressed for sleep carrying a grandfather's clock. At the top of a small staircase in the background is Cable in bedclothes with a candle catching Twain in the act of placing the grandfather clock next to seven much smaller mantel clocks on the floor. According to Paine, Twain and Cable were to

leave the next morning by an early train and Mrs. Nast agreed to wake them up in time. However, upon her awakening, she was suspicious of "a strange silence in the house." She found the servants sound asleep with the back hall alarm clock stopped at about the hour that the guests retired; the illustration has all the clocks showing 11:00 PM. Twain had silenced every clock in Nast's home. Twain later explained to Mrs. Nast, "Those clocks are all overworked, anyway. They will feel much better for a night's rest".⁴³

From James Lewis, Head of the North Jersey History and Genealogy Center

The local newspaper of record in the 1880s was the *Jerseyman*. I searched the Friday after Thanksgiving in 1884 but failed to find an article about Twain and Cable speaking here or staying with Thomas Nast. However, I found the following brief article on the previous Friday, the 21st on page 2 at the bottom of the 4th column:

The readings of Twain and Cable are considered among the most refined and entertaining attractions offered to the public this winter. Mr. Cable read to crowded houses ten times in New York and fourteen in Boston last winter, and will on Thursday evening, Nov. 27th, in the Lyceum, read from his travels illustrative of Creole life in New Orleans, introducing his inimitable Creole songs. Mark Twain will also at the same time regale the audience

⁴¹ Cardwell p 25

⁴² [Touring with Cable and Huck](#)

⁴³ "Mark Twain and Thomas Nast: The Friendship and Correspondence of the Writer and the Cartoonist", John Pascal *Mark Twain Journal*, v59 no1 - Spring 2021 pp24-6

with selections from his writings , those considered by the public the funniest. The entertainment promises to be exceptionally attractive.

I will get back to you later, after I have checked two Thomas Nast scrapbooks for mention of Twain’s visit.

It is rather unfortunate that Paine didn’t cite his sources!

Best wishes,
James Lewis
Head of the North Jersey History and Genealogy Center
Morristown-Morris Township Library,
1 Miller Rd.
Morristown, NJ 07960

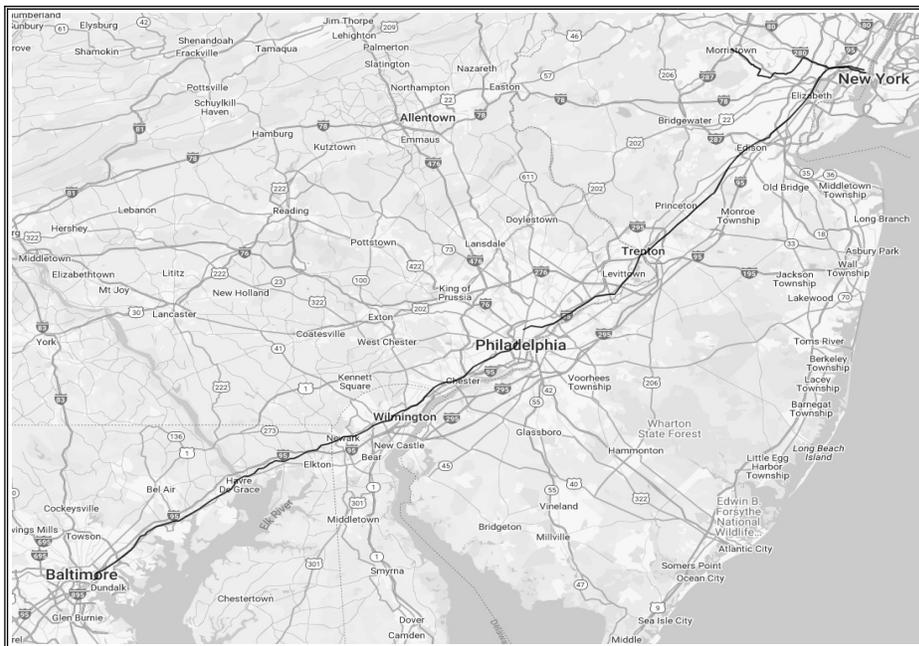
The road to Baltimore started with the [Morris and Essex RR](#) from Morristown to Hoboken, then on the *Pennsylvania’s* lease of the [UNJ&CC](#), from Jersey City to Trenton. From Trenton to Philadelphia, what had been the [Philadelphia & Trenton RR](#). From Philadelphia there were two railroads, the [Baltimore and Ohio](#), Philadelphia to Baltimore or the [Pennsylvania’s Philadelphia, Wilmington and Baltimore RR](#).

To Olivia L. Clemens
28 November 1884 • *en route* from
Morristown, N.J., to Baltimore, Md.

Morristown to Baltimore

On board the train, Nov. 28/84

We dined & stayed all night with Tom Nast & family, & had a most noble good time. I occupied his eldest daughter’s room—Miss Julia Nast, aged about 20—the most remarkable room I was ever in—a curious & inexhaustible museum. Not an inch of the four walls could be seen—all hidden under pictures, photographs, etchings, photographs, Christmas cards, menus, fans, statuettes, trinkets & knickknacks in all metals—little brackets everywhere, with all imaginable dainty & pretty things massed upon them & hanging from them—the most astounding variety of inexpensive & interesting trifles that was ever huddled together upon four walls in this world. It took me an hour to undress, & another hour to dress, because my eyes were so busy & the new surprises were so constant & so engaging. She asked me this morning to give her a name for her room, & I told her to call it “Cesnola’s Despair.” I would like to see Susie’s room decorated in that way. The thing is easy, & occupies years: whenever you get hold of a new trifle, nail it to the wall with a pin. At a rough guess I should say there are 3,000 pretty trifles in Julia Nast’s room. They didn’t cost more than 3,000 dimes, perhaps, but they are worth twenty times the money to look at.



I love you, my darling, I hope you had a good birth-day——& now I must stop, as the cars have started again

Saml 44

According to Pond’s itinerary, they checked into the [Carrolton Hotel](#) in Baltimore.

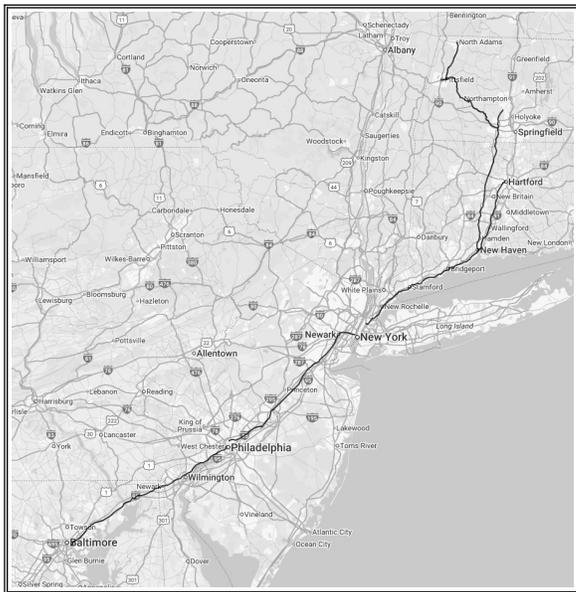
44 To Olivia L. Clemens 28 November 1884 • *en route* from Morristown, N.J., to Baltimore, Md. (MTP UCCL 03040)

Friday, November 28, 1884: [Baltimore, Maryland.](#) --[Academy of Music](#)

See *The (Baltimore) Morning Herald*, November 29, 1884, ⁴⁵
Sam submitted to an “interview” by the *Baltimore American*.

Saturday, November 29, 1884: [Baltimore, Maryland.](#) --[Academy of Music](#)

Baltimore to Adams, MA



Sunday, November 30, 1884: Fears’ Day by Day makes another error in claiming this as a “travel” day. It is possible that Twain did travel to Hartford on this date but Cable would not have departed Baltimore until Monday, possibly after midnight. According to Scharnhorst they left Baltimore early Monday morning (after midnight). Either the [Baltimore and Ohio](#) or the [Pennsylvania](#) ran from Baltimore then the [New Jersey Central](#). Both men would have then taken the [New York, New Haven & Hartford RR](#), Sam all the way to Hartford but Cable would have changed trains in New Haven and taken the [New Haven & Northampton](#) to Simsbury.

Later that day the Clemens family drove north a few hours to Simsbury. Sam and Cable would take the [New Haven and Northampton](#) to Westfield, then the [Boston and Albany](#) to Adams, Mass., on the western side of the state.

According to Pond’s itinerary, they checked into the [Graylock Hotel](#) in Adams.

Monday, December 1, 1884: [Adams, Massachusetts](#)--[Town Hall](#)

To Olivia L. Clemens

1 December 1884 • Adams, Mass.

Adams, Mass, Dec. 1./84.

Livy darling, it is 6.30 p. m., we have finished supper, & I

have had no nap. However, I do not feel the need of one, & shall no doubt be better off without it on a full stomach. My hoarseness has about disappeared, & I don’t feel tired.

I did prodigiously enjoy the few hours with you & the children, & your drive with me to Simsbury. For these pleasures it would have paid me to travel twice as far & go sleepless twice as long.

I hope you will manage to cheer mother up & make her feel better. It is too bad that Charley has such ill health; & yet he has Snee & so many other business perplexities that it is not really to be wondered at.

Cheer up, yourself, mamma, dear, & remember you have all those dear rascals around you & I haven’t a sign of one, with me. I love you darling.

Sam^l ⁴⁶

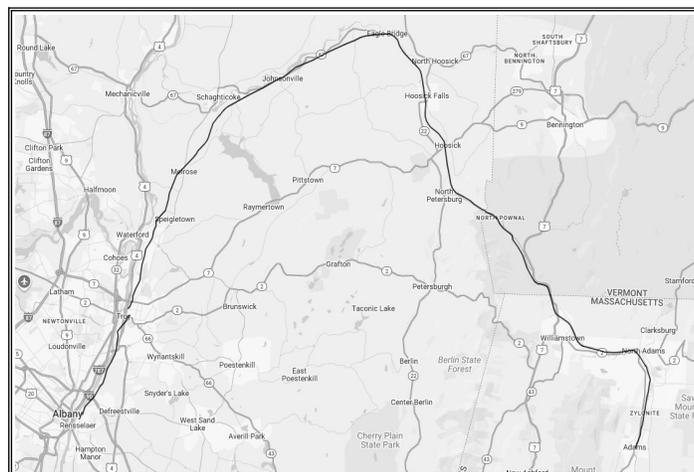
In the evening, Sam and Cable gave a reading in Town Hall, Adams, Mass.

They spent the night in Adams and traveled to Albany and Troy the next morning, arriving in Albany at noon. They reportedly checked into the [Delavan House](#).

[Boston and Albany RR](#) to North Adams along what had been the [Pittsfield and North Adams](#), [Troy and Greenfield RR](#) and across the southwest corner of Vermont on the purchased [Southern Vermont RR](#). The [Troy and Boston Railroad](#) to Troy and the [Troy and Greenbush Railroad](#), leased to the [NYC&HR](#) in 1851, to Albany.

Tuesday, December 2, 1884: [Troy, New York](#)--[Music Hall](#)

North Adams to Albany, NY



⁴⁵ [Touring with Cable and Huck](#)

⁴⁶ To Olivia L. Clemens 1 December 1884 • Adams, Mass. (MTP UCCL 03043)

To Olivia L. Clemens

3 December 1884 • *en route* from Albany, N.Y., to Ithaca, N.Y.

On the train, Dec. 3/84.

We arrived at Albany at noon, & a person in authority met us & said Gov. Cleveland had expressed a strong desire to have me call, & as he wanted to get acquainted with me. So as soon as we had fed ourselves we the gentleman with some other additional escort, took us in two barouches to the Capitol, & we had a quite jolly & pleasant brief chat with the President-elect. He remembered me easily, have seen me often in Buffalo, but I didn't remember him., of course, & I didn't say I did. He had to meet the electors at a banquet in the evening, & expressed great regret that that must debar him from coming to the lecture; so I said if he would take my place on the platform I would run the banquet for him; but he said that that would be only a one-sided affair, because the lecture audience would be so disappointed. Then I sat down on four electrical bells at once (as the cats used to do at the farm,) & summoned four pages whom nobody had any used for.

We were all over the Capitol, which is a palace, & got acquainted with a lot of the State officers; then to the Senate chamber & saw the beginning of the solemn ceremony of the casting of the electoral vote of the State of New York for President of the U. S.

At night it was an enormous audience.

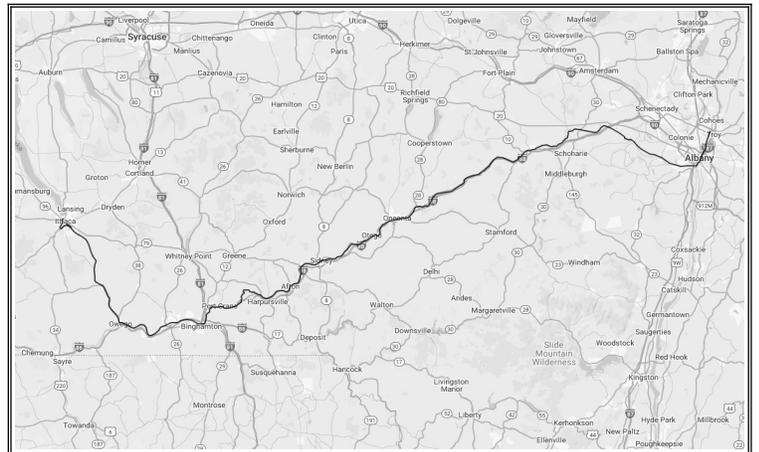
Saml⁴⁷

See *The Troy (New York) Daily Times*, December 3, 1884, ⁴⁸

George W. Cable wrote *en route* between Albany and Ithaca to his wife, Lucy, Dec. 3, 1884;

We had 1400 hearers at Troy. Mark was half sick with a cold -- hoarse and weak-voiced, and compared with Balt/o & Wash/n the evening's success was feeble; but the audience thought it was great. Mary's Night Ride had to go without an encore at last. But it wasn't my fault and it was the hit of the evening. The Ghost Story (Mark's) fell almost flat by reason of persons (2 or 3) rising in the audience just at the critical moment. It was outrageous & I don't wonder M.T. came off the platform angry. . . . We were given a nice little supper & got to bed at the neat hour of two o'clock, with Mark at peace under the influence of our solemn pledge to each other henceforth to stop our reading and poke unmerciful fun at any one who dares to rise in the audience while we are speaking. It is our only defense against this double imposition on the audience and us. ⁴⁹

Albany to Ithaca



The [Delaware and Hudson Railroad](#), the road from Albany to Binghamton (on the leased [Albany and Susquehanna Railroad](#)).
[New York, Lake Erie and Western Railroad](#) From Binghamton to Owego.
[Delaware, Lackawanna and Western RR](#): Owego to Ithaca.
Pond's Itinerary indicates they checked into the [Ithaca Hotel](#).

Wednesday, December 3, 1884: [Ithaca, New York--Wilgus Opera House](#)

..at the opera house in Ithaca, New York, they opened to "a quiet, undemonstrative audience and presently had them clean out of themselves," Cable chuckled.

⁴⁷ To Olivia L. Clemens 3 December 1884 • *en route* from Albany, N.Y., to Ithaca, N.Y. (MTP UCCL 03044) [Note: See MTA 2: 165-6 for another account]

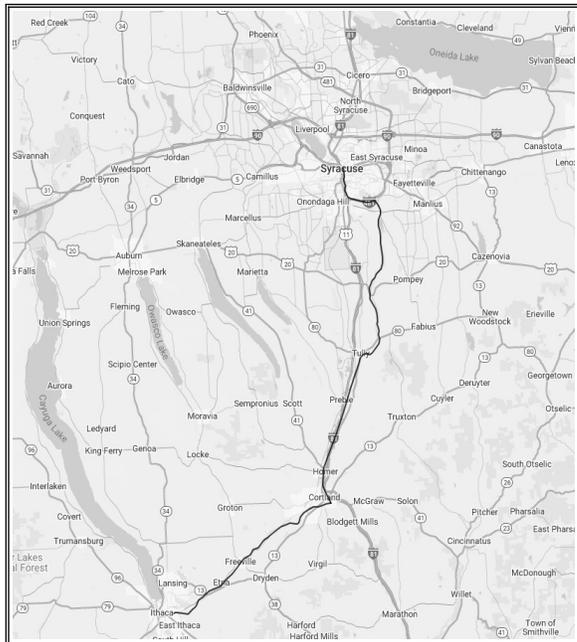
⁴⁸ [Touring with Cable and Huck](#)

⁴⁹ [Cable's Letters Home From the Road](#)

From a translation of a letter to Suzy:
To Olivia Susan (Susy) Clemens
5 December 1884 • Utica, N.Y.

After my lecture in Ithaca, I went to the beer hall and found about forty students from Cornell University gathered there; and they gave me a warm welcome by cheering loudly and clapping their hands. Then they sang many wonderful songs, with solos and a thunderous chorus. I stayed there until after midnight, then I gave them a nice speech and told two funny stories, which were received with great applause. After that, I went home and soon went to bed.⁵⁰

Ithaca to Syracuse



Truly Yours
S L Clemens⁵¹

Cardwell as well as Touring with Cable and Huck, state that they were in Muskegon, MI on December 4.⁵² Fears has Twain and Cable in Muskegon December 14, 1884. The letter to Chatto, mentioned by Cardwell is cataloged by The Mark Twain Project as written December 14, not December 4.

At this point in Cardwell's commentary he remarks on Twain's mixed feelings about the lecture circuit. "...usually enjoyed himself when he was actually on the platform before an appreciative audience". "...he chafed when away from his family, [but] he was chronically restless". "Twain particularly disliked the ennui of traveling alone. Pond offered companionship, of a sort; and Cable was expected to supply a more intellectual stimulus." "Unfortunately, he was not in other ways exactly the kind of good company that Twain preferred. He did not drink, he did not tell bawdy stories, he did not play billiards, and he would not travel on Sundays."⁵³

[Lehigh Valley RR: Ithaca to Cortland](#)

[Syracuse Binghamton and New York Railroad: Cortland to Syracuse](#)

Pond's itinerary indicates the [Globe Hotel](#) in Syracuse.

Thursday, December 4, 1884: [Syracuse, New York--Grand Opera House](#)

To Thomas Nast

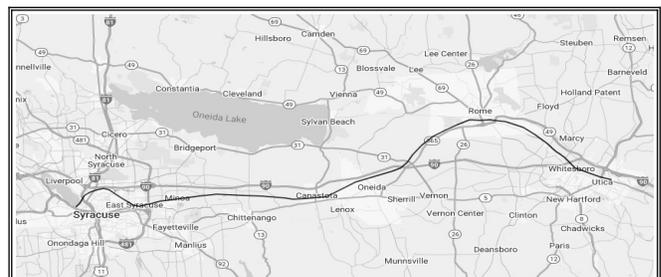
4 December 1884 • Syracuse, N.Y.

My Dear Nast:

All these days I have been feeling the thanks I owe you & your family for a thoroughly enjoyable night, & for a hospitality which neither oppressed nor made afraid; & if I haven't voiced these thanks before, it is only because we have been kept too busy by the platform & the railroad. Be piously grateful that as yet you are permitted to remain with your household & under the shelter of your delightful home; & do all your praying now, for a time is coming when you will have to go railroading & platforming, & then you will find you cannot pray any more because you will have only just time to swear enough.

Please remember me gratefully to Mrs. Nast & to all the scions of your house, & also to their sire, & believe me

Syracuse to Utica



50 To Olivia Susan (Susy) Clemens 5 December 1884 • Utica, N.Y. (Transcript by Susy Clemens: MTP UCCL 03046)

51 To Thomas Nast 4 December 1884 • Syracuse, N.Y. (MTP UCCL 03047)

52 Cardwell p 26

53 Cardwell p 26

[New York Central & Hudson River RR: Syracuse to Utica](#)

Friday, December 5, 1884: [Utica, New York--Opera House](#)

Pond's Itinerary notes [Bagg's Hotel](#) which operated here for over one hundred years. The hotel was the finest in Utica and hosted many dignitaries and politicians over the years.

The [Syracuse Standard, Friday Morning, December 5, 1884](#)

At the Opera House

An Innocent and His Partner.

"Samuel H. Clemens [sic] (Mark Twain) and George W. Cable, who appeared at the Grand last evening in readings, proved themselves a combination fully equal to entertaining an audience, each in his own particular way. While Mark Twain has a wonderfully happy way of telling his unequalled [sic] humorous stories, Mr. Cable throws into his readings a versatility of talent which is necessarily pleasing. He displays an excellent command of five different and difficult dialects and coupled with this sings with a musical voice many of the Creole songs the words of which mark his popular novels. They were intently listened to by a large and appreciative audience."

[New York Central & Hudson River](#)

[RR: Utica to Rochester](#)

Twain and Cable likely checked into the [Powers Hotel](#) in Rochester.

Saturday, December 6, 1884:

[Rochester, New York--Academy of Music](#)

Sam and Cable rose at 4:30 A.M. and took the train [from Utica] to Rochester, New York, arriving at 10 A.M. They gave a 2 PM matinee reading in Rochester at the Academy of Music for a small, but "appreciative to a degree" audience, who fought a downpour to hear the two men. The evening performance was to "a large house and great fun." Cable wrote his wife that neither of them had ever done so well⁵⁴.

See *The Rochester Morning Herald*, December 8, 1884⁵⁵

To Olivia L. Clemens

6 December 1884 • 1st of 2

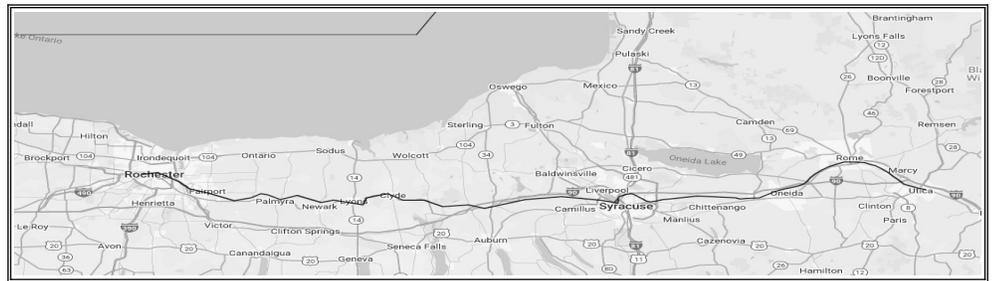
Rochester, Dec. 6/84.

10. a.m.

Just arrived, Livy darling. Been railroading since 4 o'clock this morning. My hoarseness seems to be entirely gone, at last, & I feel fresh & splendid. But we have got to talk here twice, to-day, & so I am going at once to bed & snatch a couple of hours' sleep. I have acquired the blessed faculty of sleeping in the daytime, in spite of clatter & racket. In fact the roar of wagons in the street, either night or day has ceased to annoy me, & it even seems to lull me to sleep. This trip's a great thing for my health—haven't felt so robust in years. Life takes on a new aspect to me—a cheerfuller one. But it grieves me [to] think that while the trip is a benefit to me only; & only a hardship to you. I wish that were otherwise.

Miss Maynard (Indian Neck) occupied a stage box last night in Utica, & was full of inquiries & kind speeches about you & the children.

Utica to Rochester



54 Turner p 66

55 [Touring with Cable and Huck](#)

Curse the matiné! I have ordered that this be the last one for the present.

I love you love you, darling.

Saml ⁵⁶

To Olivia L. Clemens

6 December 1884 • 2nd of 2

Rochester, Dec. 6./84

Poor Mrs. Sage, she keeps a temperance house, but she had put her principles into the background for my sake, & bought some Scotch whisky & got everything ready for my traditional punch. It almost tempted me to take a drink, but she allowed me to decline without any serious urging.

It has rained cats & dogs here all day—& of course it was one of those accursed Matinée days. The houses were good but not crowded, & we made them shout. I wore that coat for the first time—& the last. It will go back to you by express. I shall never wear anything but evening dress again. It I will not defer to fashion to the destruction of my comfort.

Goodbye, I love you darling,

Saml ⁵⁷

Cable wrote home that the hotel put Sam and him “on different floors, instead of adjoining rooms as usual. I am told the papers say he was to have enjoyed the hospitality of a club, The Elks, this evening”⁵⁸

...for the first time both Sam and Cable betrayed hints of an estrangement. Cable lamented to Louise that Sam was not “a man of prayer & worship”— suggesting that he had urged Sam to join him at church and his companion had declined. From Cable’s perspective, Sam desecrated the Sabbath when the next day, rather than attend Christian services, he was “handsomely entertained” by the Rochester Lodge of Elks. In fact, Sam sat for an interview with the Rochester Herald at his hotel on Sunday and the reporter was dismayed to discover his room “in an alarming state of disorder. Articles of clothing, books, letters and various other things were scattered about it in the most promiscuous fashion. The humorist’s capacious valise, which lay open upon a center table, looked as though it had been struck by a cyclone.” Sam was capable of committing the sin of sloth without so much as leaving the hotel. During the interview, moreover, Sam explained the reason he had invited Cable to join him on tour: “I’d just as soon stand on a platform two hours as anywhere else but I prefer to have somebody to share the responsibility of entertaining an audience. One of us counteracts the other, you know. A counter-irritant often produces good results.” Soon enough Cable became just an irritant.

Their weekend in Rochester was memorable for another reason, While they were browsing in a bookstore, Cable bought a copy of Thomas Malory’s *Le Morte d’Arthur* (1485) for Sam, apparently for his spiritual edification.⁵⁹

Sunday, December 7, 1884: [Rochester, New York--Elks Lodge, New Osburn House](#)

Mark Twain and his manager James B. Pond were guests of the Rochester Elks Lodge. According to a report titled "The Elks' Social," in the Rochester Democrat & Chronicle, 8 December 1884, p. 6, "Mark Twain entertained the assemblage for some time by relating some of his personal experiences..." [Chronology of Speeches](#)

To Olivia L. Clemens

7 December 1884 • 1st of 2

Rochester, Sunday, Dec 7/84.

Livy darling, I got your letter, enclosing Jean’s 4s—admirable child, cultivated child, how she is progressing! It is a sour, bleak, windy day, here, with trifling flurries of snow; but I have lain abed all day, reading & smoking, & having a restful & comfortable but rather homesick time. I miss you, & I miss the children & would so unspeakably like to be with you. The deluging rain played smash with us here. We should have had exceptionally good houses here, but for that. But I love you, sweetheart, that I know.

56 To Olivia L. Clemens 6 December 1884 • (MTP UCCL 03049)

57 To Olivia L. Clemens 6 December 1884 • (MTP UCCL 03050)

58 Turner p 66

59 Scharnhorst pp 430-1

Saml ⁶⁰

To Olivia L. Clemens
7 December 1884 • 2nd of 2
Rochester, Sunday afternoon.

P. S. I have just seen a first sample of the Salvation Army. Across the street from my window I heard singing, & looked out & saw four very young men in military costume grouped upon the broad sidewalk, & they were swaying this way & that, about a gaudy banner, & making violent & absurd gestures with their hands, & singing unhymn-like hymns in loud voices. About them were grouped 12 or 15 women & girls in poor & faded attire. The singing presently drew a crowd of 50 men & boys—mainly street stragglers, & the bleak wind tugged at their worn overcoats & crippled umbrellas, & made a wintry & dreary spectacle of them, which had a most homeless aspect about it. Presently one of the uniformed youths took off his cap & made a prayer; then there was more fantastic singing; then a woman of 50 made an exhortation; then a lay youth did the like; then another old woman; then a man in poor clothes; then another youth in soldier clothes—all these performances sandwiched with singing. The service being ended, the standard bearer marched away with his flag, the uniformed youths followed him, two by two, the women followed these in double file, the ununiformed privates followed these in double rank, (in their midst a youth in blue navy cloth, with this legend in great white letters embroidered upon his back, “Come to Jesus” & the mob brought up the rear.

I love you, sweetheart.
Saml ⁶¹

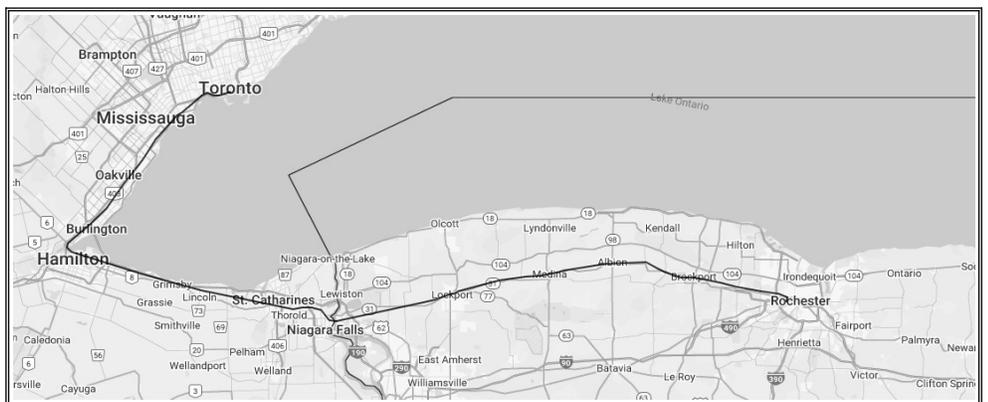
Rochester to Toronto

[New York Central & Hudson River RR](#)

The [Grand Trunk](#), what had been the [Great Western Railway](#) (Toronto Branch): Niagara to Toronto

Monday, December 8, 1884: [Toronto, Canada--Horticultural Gardens Pavilion](#)

After their normal Sunday off in Rochester on December 7, on Monday Sam and Cable traveled via Niagara Falls, on the Grand Trunk, to Toronto, arriving at 4:30 p.m. and registering at the plush [Rossin House](#). They had two nights of readings at the packed twenty-five-hundred-seat, glass-enclosed Horticultural Pavilion. The next day the Toronto papers, The Telegram, The Globe, The World, and The Mail were unanimous in pronouncing the reading a success. Tickets were 50 cents, reserved seats 25 cents extra.



In Toronto, Rose Publishing Co. applied to Sam to buy the Canadian rights to publish Huck Finn ⁶² Ozias Pond was not the tour’s manager until after New Year’s day, but came with the pair.

See *Toronto Globe*, December 9, 1884, ⁶³

As he sometimes did, George W. Cable wrote his wife Lucy while waiting for his turn on stage:

60 To Olivia L. Clemens 7 December 1884 •(MTP UCCL 03051)
61 To Olivia L. Clemens 7 December 1884 •(MTP UCCL 08634)
62 To Charles L. Webster 10 December 1884 • Fort Erie, Canada (MTP UCCL 03054)
63 [Touring with Cable and Huck](#)

"Such a time as we are having! Such roars of British applause. I never heard anything like it out of N. Orleans. . . We are in a big glass Horticultural Hall with people so far away at the bottom of the audience that their features can hardly be discerned. . . . When I go back upon the platform again (in a moment) I have to sing my 2 or 3 Creole songs. I always shrink from this, the only thing I do shrink from; though it's always encored"⁶⁴

Sam and Cable were driven around Toronto to see the sights, which included the University of Toronto. They visited the studio of painter Andrew Dickson Patterson (1854-1930) famous a year later for his portrait of Canada's first prime minister, John A. Macdonald (1815-1891).

To Olivia L. Clemens
9 December 1884 • 1st of 2

Toronto, midnight, Dec. 8/84.

I ate at hearty breakfast at 9 this morning. On the hotel car at 1 p.m., I took a sirloin steak & mushrooms, sweet potatoes, Irish ditto, plate of trout, bowl of tomato soup, 3 cups of coffee, 4 pieces of apple pie (or one complete pie), 2 plates of ice cream & 1 orange. But I stopped then, on account of the expense, although still hungry.

To-night a noble hall to talk in, & an audience befitting it. Both of us had a gorgeously good time. I saw ladies swabbing their eyes freely & undisguisedly after Cable's "Night Ride." He did it well.

After the performance we came down & tagged along behind the audience, halting to be introduced to people, & a most gentle-faced attractive girl in black kept looking back as if she were trying to muster pluck enough to speak to me; & finally she stopped, hesitated, her party heartened her up, & she came to me & put out her hand & said with a little tremor of fright in her voice, "Don't you remember me, Mr. Clemens?" (It was her joke—I had been reciting "A Trying Situation"). I said, "No, but I do wish I did. But I'll remember you next time—don't you be afraid about that." Then she thanked me timidly but very nicely for the evening's entertainment, & then re-joined her father & sister, & they all seemed pleased with her—& so was I. It was a very pleasant adventure.

I got Susie's letter, which was ever so welcome; & yours, too, which was also most welcome; & I so I have sent you a telegram to tell you the hoarseness is utterly gone—I filled that huge hall to-night with not even an effort.

I love you my darling, I do indeed. And I send love to mother & to those little chaps, too.

Saml.

I have just finished a robust supper, of beefsteak &c. I travel 6 or 8 hours by rail without the slightest touch of weariness.⁶⁵

In the evening, Sam and Cable gave a second Toronto performance in Horticulture Gardens Pavilion. Both Toronto events were sold out. The Toronto Globe ran a 2,000-word article on the Dec. 8 performance, including a near verbatim record of Sam's conversations between Huck and Jim.⁶⁶

Tuesday, December 9, 1884: [Toronto, Canada-- Horticultural Gardens Pavilion](#)

To Olivia L. Clemens
Toronto, Dec. 9/84.

We have been all over town, to-day, in the crisp cold air, but I read too long, after going to bed,—read past the sleepy point—& so I have lost my afternoon nap. However, I'm getting a bath ready, & shall go from that to the platform & be all right, no doubt. Thank dear old Ben for me for her nice German letter, which came to-day. Susie's came yesterday—the dear children.

Saml

64 [Cable's Letters Home From the Road](#)

65 [To Olivia L. Clemens 9 December 1884](#) •(MTP UCCL 03052)

66 [Cardwell pp 27-8](#)

Toronto to Buffalo



enclosure, newspaper clipping: The other day, tired and dispirited, we took our journey homeward in a car about half full of people, who, like ourselves, were spiritless and weary. An old apple woman sat in one corner, an elderly gentleman, with immense whiskers and a gold headed cane, read the paper in another. In the middle, frigid as a breath from Greenland's icy mountains, erect and stiff, sat a fashionable lady, and dotted here and there were young and middle-aged men and women, with business written all over their faces and forms. Into this assembly, all as unsympathetic as so many sphinxes, suddenly entered, with clatter and bustle and sparkle and ripple of voices, and little crescendo and diminuendo peals of laughter, a half a dozen school girls. They were glowing with health and overflowing with fun, and by the very sunshine of their presence, in a half moment or so, they wrought a metamorphosis in that car. The apple woman forgot that she was going home to dry bread and cold potatoes; the gold headed cane man put his paper down and looked benevolent; the lady of ice melted perceptibly, and we asked mentally to be forgiven for having felt irritable. There is a blessing in fun.

written across the clipping: *These be the heavenly bodies in the firmament of our home & life.* ⁶⁷

[Buffalo and Niagara RR](#) section of the [NYC&HR](#) and the *Grand Trunk, Great Western Railway* (Toronto Branch) section, from Toronto to Niagara.

Pond's Itinerary indicates the [Genesee](#) House

Wednesday, December 10, 1884: [Buffalo, New York--Concert Hall](#)

Sam needed to satisfy the copyright requirement for Canada by staying in the country until the end of the business day, so he stopped in Fort Erie, while Cable and Pond continued on to Buffalo, New York.

See *The Buffalo Times*, December 11, 1884, ⁶⁸

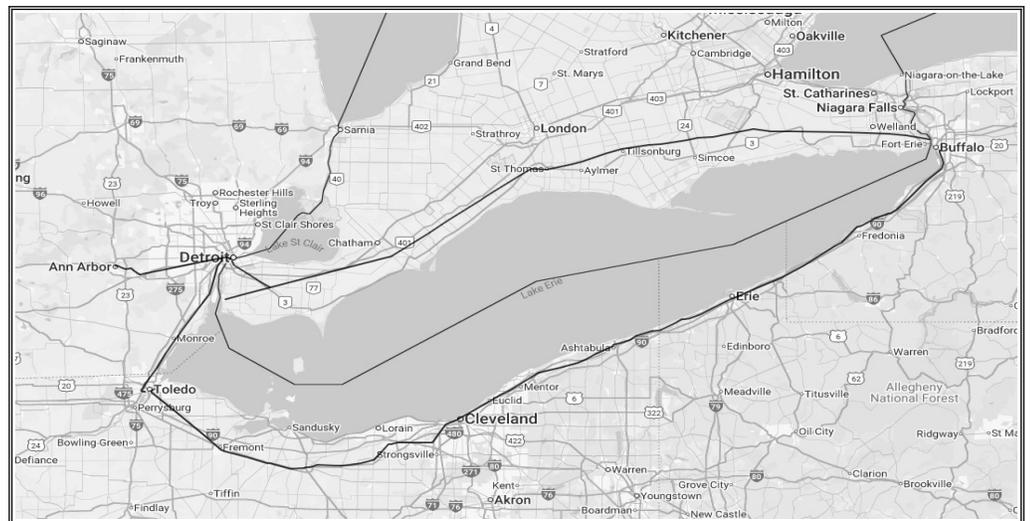
In the evening he met with the Hartford Club of Buffalo for dinner, but, "...ate not a bite, & spent 2 of the infernalist weariest hatefulest hours that ever fell to my lot" See Dec. 12 to Livy.

Thursday, December 11, 1884:
[Buffalo, New York--Concert Hall](#)

Buffalo to Ann Arbor

To Olivia L. Clemens
12 December 1884 • Ann Arbor,
Mich.

Livy darling, I rushed to David Gray's yesterday with Cable, arrived at noon, & the luncheon was not ready till an hour & a half later; then, being famished, & the beefsteak not done enough for me, I had to take something while they re-cooked it; so, against my judgment I drank 2 cups of strong coffee,—& the ill effects are not gone yet. I got no nap in the afternoon, though I lay abed & tried. I went on the platform seedy & weary, & was glad when we were done. Then went, I supposed, to meet 3 or 4 gentlemen in a quiet way, & found it was the Hartford Club of Buffalo, (so to speak) 25 gentlemen & half a dozen ladies—much clatter of talk, & 2 great tables spread. I ate not a bite, & spent 2 of the infernalist weariest hatefulest hours that ever fell to my lot. Then took the sleeping car at 12. 30 a.m. & reached here at half past 10 this morning. Went straight to bed, declining President Angel's invitation to dinner & meet ex-President Hayes's wife & others at 6 this evening. It will be a long day before I



⁶⁷ To Olivia L. Clemens 9 December 1884 •(MTP UCCL 03053)

⁶⁸ [Touring with Cable and Huck](#)

sample anybody's hospitality again. I have now been asleep two hours, & shall resume it right off. I find no letters here—hope for some before we get away. I love you, sweetheart.

Saml ⁶⁹

Twain and Cable had two choices for the journey to Ann Arbor. The shorter route would be the [Canada Southern Railway](#) along the north shore of Lake Erie, from Fort Erie to Windsor, just east of Detroit or on the [Lake Shore and Michigan Southern](#) from Buffalo, through Cleveland and Toledo to Detroit.

There exists a short piece of railroad that spans the Maumee River, from East Toledo to Air Line Junction. A KML file from the University of Nebraska's Digital History Project, "Railroads and the Making of Modern America" indicate a part of the [Dayton and Michigan Railroad](#).

Pond's Itinerary indicates they checked into the [Leonard House](#).

Friday, December 12, 1884: [Ann Arbor, Michigan--University Hall](#)

See *The Northwestern* December 19, 1884, Page 2; (Evanston, Illinois) ⁷⁰

In a return engagement at University Hall in Ann Arbor the evening of December 12 the audience of three thousand was "phenomenal," Sam wrote Livy. The odd couple recited without a hitch except for one small problem: Cable's half of the program, especially his rendition of "Mary's Night Ride," had begun to consume increasing amounts of platform time, partly because he deliberately slowed the pace of his delivery and partly because he began to perform encores upon the slightest provocation. "How I do love to read the Night Ride," he had written Louise from Washington in late November, "but it is a good half-day's work crowded into seven minutes." Within a month it had doubled in length, to Sam's disgust. He complained to James Pond that in New Haven "the 'night ride' was 7 minutes long—it is now 13." In Ann Arbor that night, Cable raved to Louise, " 'Mary's Night Ride' received a double encore" and as a result "we were [sic: Cable was] kept 30 minutes longer on the platform than we had expected to be." Sam had been upstaged: Cable's name "draws a sixteenth part of the house, & he invariably does two-thirds of the reading," he complained. More and more, rather than sharing the stage equally, Sam wanted Cable to be an opening act and to sing at intermission—to occupy the stage no more than one-third of the time. "He may have 35 or 38 minutes on the platform" during the two-hour show "& no more." ⁷¹

The following review is from "The Northwestern", published every other Friday by the students of The Northwestern University,

Evanston, Illinois

"Northwestern: Date 12-19-1884, Page 2;

Evanston, Illinois (copyright NewsBank 2011)

The Academy says that Mr. George W. Cable shares with Nathaniel Hawthorne, Mrs. Harriet Beecher Stowe, and Mr. Bret Harte, the distinction of striking out a vein of indigenous American fiction, which is no mere provincial copying of English literature, as the major part of American fiction, which has not already copied these three, has hitherto shown itself to be. Mr. Cable and Mark Twain seem to be making a marked success of their new joint-combination venture, the author of *Creole Days* providing the sober, and pathetic, and acting as a safety-valve for the exuberant humor of his companion. All selections are taken from the works of the lecturers. A week ago to-night they succeeded in entertaining an audience of three thousand at University Hall, Ann Arbor. It is reported that the audience not only greeted the lecturers, but slapped them on the back, as it were, so enthusiastic was its cordiality. The students generally, of whom the audience was largely composed, abandoned themselves to the most thunderous laughter every time Twain appeared on the stage; staid members of the University Faculty, who always maintained a twenty degrees below zero countenance in the classroom, laughed till they were out of breath; law professors, wrapped up in ponderous legal volumes, and who have not been known to smile in twenty-one years, fairly rolled off their seats from laughter at every point Twain made. Even a couple of Japanese students, who, although having a fair command of English, could not readily see the incongruities of Twain's remarks, felt in duty bound to join in the general feeling, and undoubtedly did their best, although several times they broke forth in the wrong place to the astonishment of those about them. Mr. Cable gave several selections from Dr. Sevier, and sung in a fine tenor voice two Creole songs. He was well received, but Mark's famous whistling story, and his wierd[sic] unearthly "Who-o-o-o's got my go-o-o-o-old-en arm?" with its unexpected denouement brought down the house.

69 To Olivia L. Clemens 12 December 1884 • Ann Arbor, Mich. (MTP UCCL 03055)

70 [Touring with Cable and Huck](#)

71 Scharnhorst p 434

The Senior class has this popular combination billed for the evening of January 19 next. Be sure and get your tickets. A limited number of reserved seats is on sale at \$1.00 per ticket. Unreserved tickets are to be obtained for 75 cents. A. F. Mathews, Cornell University, '83, is acting manager for Messrs. Twain and Cable.

Courtesy Janet C. Olson
Assistant University Archivist
Northwestern University Library
1970 Campus Drive,
Evanston IL 60208-2300

[Michigan Central RR](#): Ann Arbor to Grand Rapids
Hotel: The Morton House

Saturday, December 13, 1884: [Grand Rapids, Michigan--Powers' Opera House](#)

Two copies of Adventures of Huckleberry Finn were deposited in the Copyright Office, Library of Congress, though the official publication did not take place until Feb. 18, 1885 [Hirst, "A Note on the Text" Oxford edition, 1996].

To Olivia L. Clemens
13 December 1884 • Grand Rapids, Mich.

Ann Arbor to Grand Rapids



Only one word, my darling, to say we have ridden the whole day in the train, & now I am in bed for an hour to rest me before going on the platform. You & the children have been in my mind all the day, & I have been very homesick, & still am. Then I ate a lot of chestnuts that I found in my overcoat pockets, & that brought the children very near to me, for all three of them contributed to that stock. I love you, dear, & the time seems very long that remains yet betwixt us & meeting.

Saml. ⁷²

See *Grand Rapids Daily Morning Democrat*, December 14, 1884, ⁷³

Sam and Cable gave a reading in Grand Rapids, Mich. Afterward the two went to Professor and Mrs. Rogers' reception given to Mrs. Rutherford Hayes (Lucy Ware Hayes), wife of the ex-President. Cable wrote she was "a fine looking woman."

Sam wrote to Suzy in German about the reception:

My dear daughter,

Two days ago I was in Ann Arbor, Michigan, and was invited to dinner at the home of the university president, where I was to meet Mrs. Hayes, the wife of the former President of the United States. However, I excused myself because I was completely exhausted from my overnight journey. Then I received an invitation to visit Professor Rogers's home around midnight, where I would have another opportunity to see Mrs. Hayes; but again I had to say that I couldn't go anywhere. However, when my lecture was finished, the president and the professor came and wouldn't take no for an answer, so I went with them, and I met a great many wonderful people, and I have never spent a more delightful evening. Mrs. Hayes is a noble and charming lady, and she speaks very well; so I was very glad that I was able to see her.

Your letters are always welcome, my darling, I would like to receive even more of them. ⁷⁴

⁷² To Olivia L. Clemens 13 December 1884 • Grand Rapids, Mich. (MTP UCCL 03056)

⁷³ [Touring with Cable and Huck](#)

⁷⁴ To Olivia Susan (Susy) Clemens 14 December 1884 • Grand Rapids, Mich. (MTP UCCL 03059)

Cable reported they... “...got away very early & went to the tavern & to supper. A deputation of students waited to see us in the parlor. Rec’d them standing and after some pleasant exchanges parted from them & went to bed...”⁷⁵

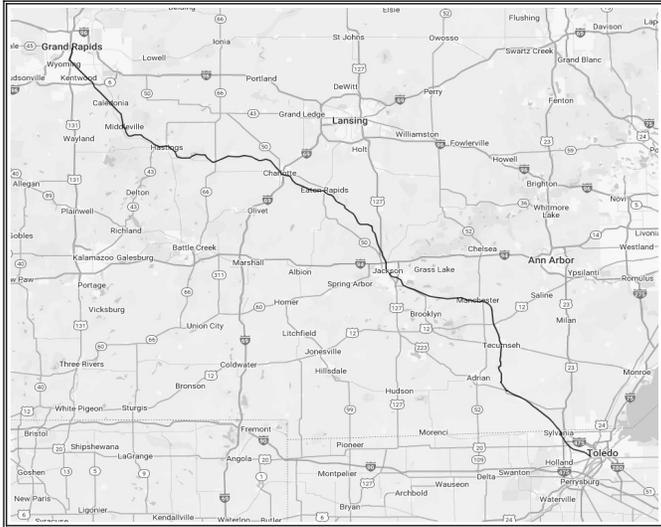
Charles Webster wrote to Clemens: “We brought out the book all right and the copyright on Huck Finn is perfect” Good sales were coming in from agents, though the depression hampered.

Sunday, December 14, 1884:

Mark Twain Day by Day reports that Twain and Cable gave a reading in Muskegon, MI on this date, but that is not likely as Cable would not have agreed to a reading on a Sunday, let alone travelling to Muskegon.

Sam departed Grand Rapids Sunday, December 14th at 6 pm. and arrived in [Jackson](#), Michigan at 10 pm. See Sam's letter to Livy, dated December 15 for a description of the hotel. Cable remained in Grand Rapids to observe the Sabbath. He departed for Toledo early Monday morning. Scharnhorst writes that Sam was with Ozias Pond rather than Major Pond.

Grand Rapids to Toledo



To Olivia L. Clemens

14 December 1884 • Grand Rapids, Mich.

Livy dear, I have just written three German letters to the children, & now I will give the fag-end of my time before train-departure to a word with Mamma. By George these are terrific days of travel!—eight, ten, twelve hours in the cars every day or night, & a talk on the platform at the end. Toledo & Detroit have been interchanged; consequently I leave here at 6 p.m. today, reach Jackson toward 10; leave there half past 5 a.m., & get to Toledo during the forenoon. Cable would land in — — — — — in a minute if he were to go a mile on Sunday; consequently he leaves here at 5 tomorrow morning, & is on the road the entire day till night.

week, but I don't mind it, because it ends at home. We prance out onto the platform half asleep, now-a-days, but it isn't any matter, we could do our work & do it well, too, if we were asleep, we are so pat & posted in it. We have rattling good times on the platform. We take a perfectly frightened & frozen audience, & gradually & surely thaw them out & rouse them up & make them shout. And frozen audiences are not unusual, for they have long ago ceased from lecture-going, & don't know how to conduct themselves along at first. I love you darling, & soon I shall see you. Saml⁷⁶

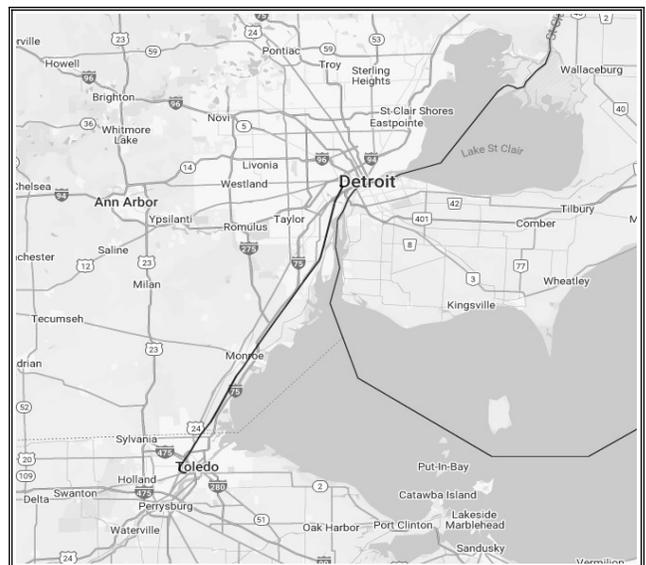
This is going to be a hard week, a thundering hard

Hotel: The Jackson House: This is possibly the [Hibbard House](#) in Jackson

[Michigan Central Railroad](#) from Grand Rapids to Jackson. This line consisted of the [Grand River Valley Railroad](#) from Grand Rapids to the junction with the [Jackson, Lansing and Saginaw Railroad](#) at Rives Junction.

From Jackson, the [Lake Shore and Michigan Southern Railway](#) to Toledo, Ohio. This line consisted of the [Michigan Southern and Northern Indiana Railway](#), Jackson Branch; the [Michigan Southern Railroad](#), Manchester Branch; the [Palmyra and Jacksonburgh Railroad](#); the [Michigan Southern and Northern Indiana Railway](#), Palmyra Branch; and, the [Erie and Kalamazoo Railroad](#) to Toledo.

Toledo to Detroit



75 Turner p 70

76 To Olivia L. Clemens 14 December 1884 • Grand Rapids, Mich. (MTP UCCL 03057)

To Olivia L. Clemens

Toledo, Dec. 15/84.

Livy darling, I tarried a few hours at Jackson, last night, in the hotel, & slept in a room newley furnished in mahogany, the prettisiest furniture you almost ever saw—bedstead, dressing bureau, chairs & sofas. And on the floor were moquetrie carpets & rugs which were close imitations of the rag carpets of a former generation, but soft as velvet, of course.

We got up at 5 & took the train. All the way, in the cars, was a mother with her first child—the proudest & silliest fool I have struck this year. She beat the new brides that one sees on the trains.

Yesterday it snowed lightly all day & all night, the very first snow-fall we have yet seen. The woods this morning were fairy-land to look upon, so spectral in their white robes les, & so gracious & beautiful. Naturally I was full of thoughts of you, all the time; & yet perhaps not more so than usual—still one connects you peculiarly with the phases & spectacles of winter. I love you, sweetheart, & the children.

Saml

No letters for 3 days! But I shall hope for one to-morrow. ⁷⁷

Monday, December 15, 1884: [Toledo, Ohio—Wheeler's Opera House](#)

As GW Cable refused to travel on Sundays, he departed Grand Rapids at 5 am Monday, December 15 to arrive in Toledo in time for the show.

See *Toledo Blade* December 16, 1884, ⁷⁸

Sam and Cable gave a reading in Opera House, Toledo, Ohio. During his turn off stage, George Cable wrote his wife Lucy:

"Our experience with such [apathetic] houses is that I lift them a little with my first number, then [MT] lifts them from that stage a little higher, then with my 2/d number I lift them to a third elevation & with his 2/d no. (being the 4 th) he gets them into a good strong glow. I am happy to see it is working just so now, after all. If he can get an encore from them on this we shall have them to the end without any trouble. There! Mark gets the call back twice over. Now we're all right. It will be encores right through to the end"⁷⁹

The [Lake Shore & Michigan Southern](#) to Detroit. This was the [Detroit, Monroe and Toledo Railroad](#) (DM&T) which had been leased to the [Michigan Southern and Northern Indiana RR](#) in 1856, which in turn became part of the LS&MS.

They checked into the [Russell House](#).

Tuesday, December 16, 1884: [Detroit, Michigan](#)
—[Whitney's Opera House](#)

Detroit to Cleveland



⁷⁷ To Olivia L. Clemens 15 December 1884 •(MTP UCCL 03061)

⁷⁸ [Touring with Cable and Huck](#)

⁷⁹ [Turner, pp 72-3].

They stayed the night in Toledo and visited with Petroleum V. Nasby (David Ross Locke), a man Cable describes as "an easy talker, a coarse man of the harder world, successful and unsatisfied".

O dear! He went with us to our hotel & stayed until his cigar was only half an inch long. Then he said good-night. I'm glad he's gone. He's a bad dream. He laughed at us for confessing fatigue. Said he knew nothing about any loss of power on the platform from that cause.

See *The Detroit Post*, December 17, 1884 ⁸⁰

Return along the [Lake Shore and Michigan Southern](#) to Cleveland

Wednesday, December 17, 1884: [Cleveland, Ohio](#) – [Case Hall](#)

...they registered at the [Forest City House](#) in Cleveland

See *The Cleveland Leader*, December 18, 1884, ⁸¹

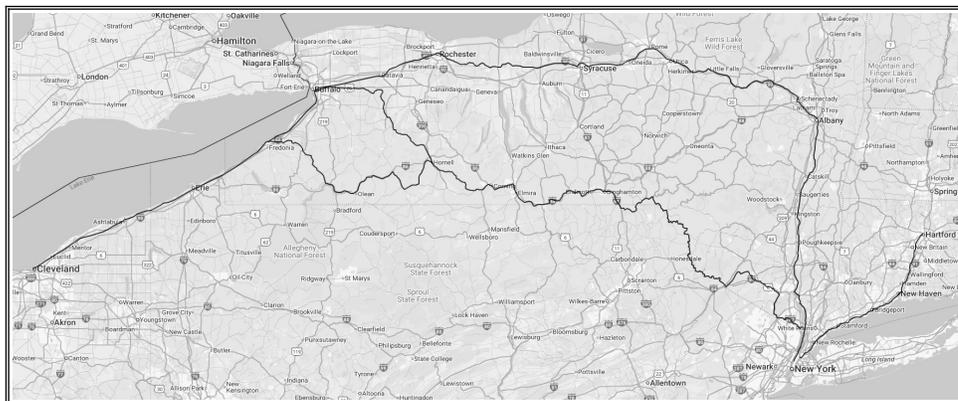
Christmas Break

Twain would most likely have taken the Lakeshore Railroad to either Dunkirk or Buffalo. From either of these location Sam could take the New York, Lake Erie and Western (the name of the [Erie Railroad](#) from 1878 to 1895). From Dunkirk he would pass through Salamanca. Either route would take him through Elmira and I have found no reference to his visiting Elmira at this time. Another route from Buffalo would be on the New York Central and Hudson River Railroad.

Thursday, December 18, 1884: -- Sunday, December 28, 1884:

Sam and Cable took a Christmas break, this day being a travel day. Sam headed for New York where he spent the night at the Everett House, where he'd asked Webster to call on the morning of Dec. 19 [Dec. 15 to Webster, MTP]. Cable headed to his home in Simsbury, Conn., but stopped in New York where he appeared alone on Dec. 19 at the Y.M.C.A. ⁸² .

Possible Travel Routes for Christmas Break



December 19 Friday – Sam, after meeting with Charles Webster, probably headed straight home for Hartford, although no documentation for this date has been found.

To James B. Pond

22 December 1884 • Hartford, Conn.

Private.

Hartford, Dec. 22/84.

My Dear Pond—

You were right, when you said in the Brunswick hotel last summer that I would draw better all by myself. It is true. I thought Cable would be a novelty, but alas he has been everywhere, & is a novelty nowhere. He is a distinct I wish I could pay him \$200 a week to withdraw, & pay the little Russian musician a reasonable sum to

80 [Touring with Cable and Huck](#)

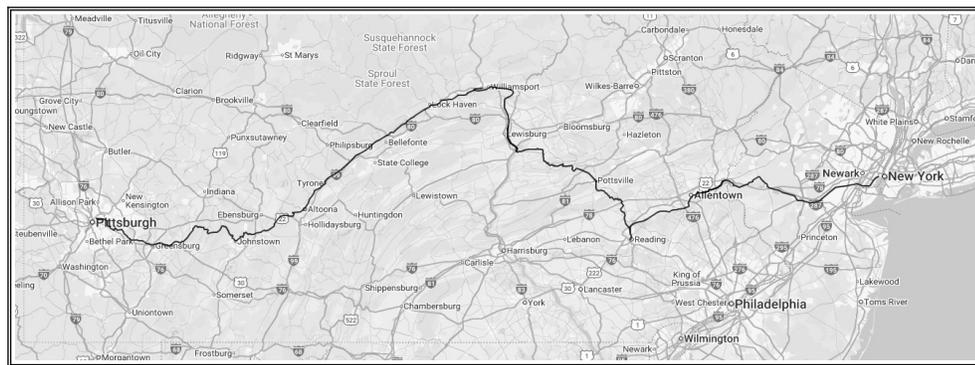
81 [Touring with Cable and Huck](#)

82 *Turner p 75 & Cardwell p 31*

take his place. I would do it in a minute. Personally I like Cable immensely; & in his right place he ought to be a good card—but he is not in his right place now.

If any programs have been printed for the rest of our season, it will be necessary to destroy them; for I must invent some way to curtail Cable. His name draws a sixteenth part of the house, & he invariably does two-thirds of the reading. I cannot stand that any longer. He may have 35 inserted in pencil: or 38 minutes on the platform, & no more. He must either reduce his second piece to 10 minutes (it is now 21) or strike it out altogether. The latter is the only safe course, I judge, for the reason that his constant disposition is to lengthen his pieces—he never shortens one. At first the “night ride” was 7 minutes long—it is now 13. ...⁸³

New York to Pittsburgh



The map of the route may be incorrect as there are many possible routes from New York to Pittsburgh. The two maps from the Library of Congress are not in agreement in that the New York Central map of 1900 does not contain the Pennsylvania, Reading and Lehigh Valley routes of 1884. The KML files that I have found so convenient are incomplete - they contain only those routes in existence by 1870. The subsequent fourteen years saw a great deal of activity in the building of railroads. Google Earth, the platform I use to create KML files shows current lines. It is likely that many routes have been re-routed if not eliminated in the last hundred and twenty years.

One possible route would involve several different railroads: The [Central Railroad of New Jersey](#) to Easton and the [Lehigh and Susquehanna](#), leased by the New Jersey; The [Philadelphia and Reading](#); to Reading; The [Pennsylvania Railroad](#) using the [Shamokin Valley and Pottsville](#), owned in part by the Pennsylvania, the [Philadelphia and Erie](#), leased by the Pennsylvania, then the Pennsylvania from Lock Haven to Pittsburgh.

December 28 Sunday – Sam took the train from New York in the morning and traveled all day. He wrote at 9:30 P.M from Pittsburgh to Livy.

To Olivia L. Clemens

28 December 1884 • Pittsburgh, Pa.

Well, sweetheart, I seem to have gotten a long way from home in a mighty little time. But it has been a very nice comfortable easy trip all day today. We are just in—and I am in bed, already. We had a hotel car—and consequently three meals. Cable is here—came yesterday.

Mamma, I am in a fearful fright. I knew there was some reason why I wanted to unpack my valise myself when I reached home about a week ago. I remember, now, it was because that Chicago poetess's letter was in the flap of it & must be answered. Now I hope it is still amongst the rubbish which Katy put upon the table under your little Tauchnitz bookshelves. If it is, send it to me—and give it 4 or 5 days to reach me, so I shall be sure to get it. She is a good deal of a poetess, & Cable & I think we can find work for her.

More railroad rules! I was infringing one of them today—and suspected I was. The drawing room conductor came & ordered me to stop. “Why shall I stop?” “Because it is against the rules of the company.” “Who gave the

⁸³ To James B. Pond 22 December 1884 • Hartford, Conn. (MTP UCCL 02601)

company authority to curtail my liberties?” “I do not know anything about that—I only know it is a rule of the company, & that it is my business to enforce it.” “Very well, then, I am curious to see how you are going to enforce it. I don’t see but that you have got rather an embarrassing contract on your hands.” He didn’t appear to know just what to do next, so he went & brought the train conductor, who said, with fine bluster, “That won’t do, —you’ll have to stop that!” I said, “I have been told that already, & I said I wouldn’t stop it—& you see, yourself, that I haven’t stopped it. I am a free citizen, & not the property of your railroad company. This rule of yours is an impertinence & I shall drag it in the dirt all day. Now tell me how you propose to prevent it.” He modified his manner then, & became exceedingly civil. Said he had no option; that he was required to inflict the rule, & would be discharged if he didn’t he supposed he ought to report me. I said, “You must report me; if you don’t report me, I will report you for not doing it. I want this thing to run its full course, for I am not going to allow this company to hector me around just at their good will & pleasure.”

Of course he couldn’t do anything, so he had to leave me alone—to the joy of all the passengers. They said they had often seen the rule applied, but had never seen it resisted before. I wonder if we shall have any liberties left, by & by, if we keep up our American habit of meekly submitting to every imposition that is put upon us.

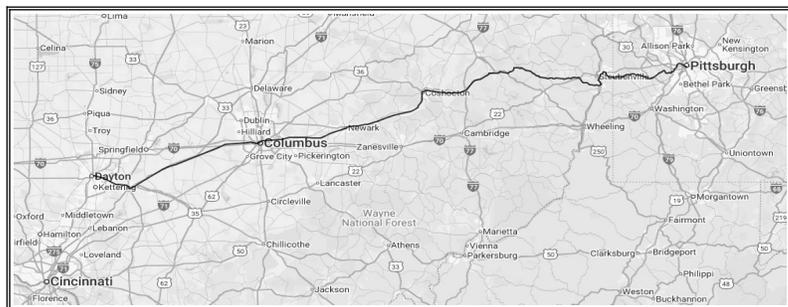
I love you, you dearest mamma, & all those kinders, too.

Saml ⁸⁴

Monday, December 29, 1884: [Pittsburgh, Pennsylvania](#) --[Cumberland Presbyterian Church](#)

The post-Christmas leg of Sam’s reading tour with Cable, complicated by severe weather, was even more arduous than the fall road show. They rendezvoused at the upscale [Monongahela House](#) in Pittsburgh and resumed their readings at the [Cumberland Presbyterian Church](#) on December 29. Over the holiday Sam struck on another tactic to limit Cable’s platform time: he introduced a forty-five-minute recitation from the final chapters of Huck Finn that he declaimed in two parts with an intermission of Creole songs performed by his partner. The general reaction to this material is in stark contrast to how it is now received by many *vis-à-vis* Ernest Hemingway. ⁸⁵

Pittsburgh to Dayton



To Olivia L. Clemens

Pittsburgh, Dec 29.

Well, mamma, dear, the child is born.

To-night I read the new piece—the piece which Clara Spaulding’s impassibility dashed & destroyed months ago—& it’s the biggest card I’ve got in my whole repertoire. I always thought so; It went a-booming; & Cable’s praises are not merely loud, they are boisterous. Says its literary quality is high & fine—& great; its truth to boy nature unchallengeable; its

humor constant & delightful; & its dramatic close full of stir, & boom, & go. Well, he has stated it very correctly. It took me 45 minutes to recite it, (didn’t use any notes) & it hadn’t a doubtful place in it, or a silent spot. Ah, if it goes like that in its crude rude state, how *won’t* it go when I get it well in hand? I make 2 separate readings of it, & Cable sings a couple of songs in the middle.

Come to think, I guess Clara never heard this—nor you, either: I got disgusted, that night, before I got to this, I think. This is merely the episode where Tom & Huck stock Jim’s cabin with reptiles, & then set him free, in the night, with the crowd of farmers after them with guns.

Heard a wonderful banjo-player to-day. I love you, love you, darling

Saml. ⁸⁶

The praise he received from reviewers over the next weeks for the so-called evasion scene, often disparaged in modern criticism of the novel, helps to explain Sam’s own fondness for it, The Pittsburgh Commercial Gazette reported that the two

84 To Olivia L. Clemens 28 December 1884 • Pittsburgh, Pa. (MTP UCCL 03076)

85 Scharnhorst p 438

86 To Olivia L. Clemens 29 December 1884 • Pittsburgh, Pa. (MTP UCCL 03077)

men “met with unrestrained levity” despite Sam's departure from the announced program, which “was one of the jokes of the evening.” The Pittsburgh Times found the change refreshing, “as thoroughly enjoyable as it was completely different,” Cable assured Louise that they “had a good time in Pittsburgh,” though he added that some of the papers “must have taken some grudge against us; for they made offensive reports of the affair.” The Pittsburgh Dispatch was particularly disparaging, suggesting that Sam and Cable resembled a pair of cartoon characters.

See *The Pittsburg Dispatch*, December 30, 1884,⁸⁷

[Chicago, St. Louis and Pittsburgh RR](#) from Pittsburgh to Columbus;
[Columbus and Xenia RR](#), from Columbus to Dayton, leased to the [Pennsylvania RR](#).
Pond's Itinerary notes the [Beckel House](#)

Tuesday, December 30, 1884: [Dayton, Ohio--Grand Opera House](#)

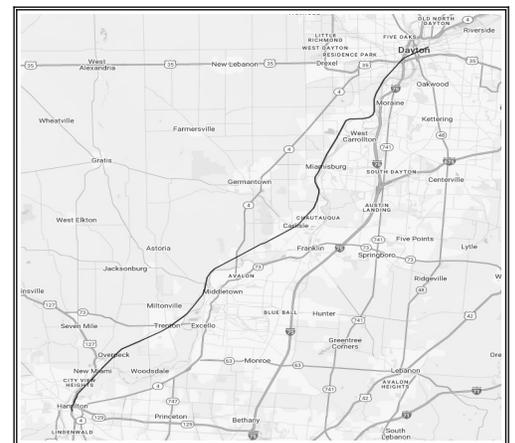
The next evening, after a ten-hour train trip, the two men delivered “a very tiresome & unsatisfactory” performance, or so Sam considered it, at the Grand Opera House in Dayton, Sam wore an “awfully wrinkled” suit and looked as uneasy in it as a country farmer according to the Dayton Journal but the large audience was “apparently highly pleased” with the duo. The best thing on the program was Sam's “droll” reading of the evasion chapters from Huck Finn, which was, the Dayton Democrat reported, “very funny and well rendered.”⁸⁸

To Olivia L. Clemens
30 December 1884 • Dayton, Ohio

Livy darling, we got up at 7 this morning & traveled all day, arriving here an hour after dark. I did not feel tired, & do not feel tired now, though I nearly always do feel tired after a reading. However, I suppose I am tired, even if I don't feel so.

I wish you & the children could hear that young man play the banjo (spoke of him in yesterday's letter.) He is one of these jack-of-all-geniuses: is an electrician, a maker of banjos, a teacher of the guitar & the banjo, an improvisatore on those instruments, & a composer of music for them. His banjo playing was something quite new & wonderful to me. He put as many & as complex & brilliant variations to Sweet Home & other tunes as you would hear on the piano—some of them stirring & triumphant, many of them soft, & rich, & full of poetry & sentiment. His name is Cable—but no kin. Sometimes it seemed to me it was almost the most inspiring music I ever heard; & his Way Down upon the Swanee River, with soft, fine variations was singularly tender & beautiful. He is self-made, self-taught. I liked his “Golden Slippers”—in fact I enjoyed everything he played, & he must have played forty & fifty pieces in our rooms. Sometimes Cable accompanied him on the guitar, & the combination was excellent. In this man's hands the banjo beats Miss Morgan's harp-music to pieces.—they are not to be mentioned in the same day.

Dayton to Hamilton



....
Saml⁸⁹

See *The Dayton Daily Journal* 1884: December 31, 1884,⁹⁰

87 [Touring with Cable and Huck](#)

88 Scharnhorst p 439

89 To Olivia L. Clemens 30 December 1884 • Dayton, Ohio (MTP UCCL 03078)

90 [Touring with Cable and Huck](#)

The [Cincinnati, Hamilton and Dayton Railway](#) from Dayton to Hamilton.

I have no verification of this but it seems that the CH&D stopped at New Miami, just north of the Miami River and that the [Cincinnati, Eaton and Richmond](#) ran the short distance into Hamilton.

Wednesday, December 31, 1884: [Hamilton, Ohio](#)--

Cardwell notes that they were in Paris, KY on December 31.⁹¹ as does *Touring with Cable and Huck*, Scharnhorst has them in Hamilton.

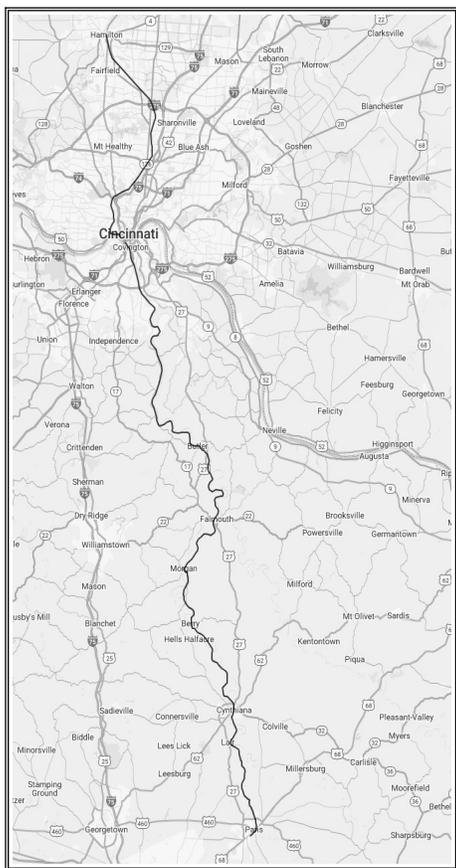
"--Mark Twain, the humorist, and Geo. W. Cable, the eminent novelist, will appear in Hamilton on New Year's eve, in readings, under the management of J.B. Pond, of Boston"

Courtesy Valerie Eliot, Lane Public Library

[Cincinnati, Hamilton and Dayton](#): Hamilton to Cincinnati

[Louisville and Nashville RR](#): Cincinnati to Paris

Hamilton to Paris



Thursday, January 1, 1885: [Paris, Kentucky](#)--[Court House](#)

Sam took a train to Cincinnati, Ohio for the day, then to Paris, Kentucky for the show. Under the management of Ozias Pond, brother of James B. Pond:

See *The (Paris) Kentuckian*, January 3, 1885 ⁹²

George Cable wrote to his wife, Lucy,

We have just finished a delightful evening on the platform before a hearty, quick-witted audience that laughed to tears and groans at Mark's fun & took my more delicate points before I could fairly reach them. I have a little bunch of flowers given me by a young lady of the Clay family. Many persons crowded round us after the entertainment. All this was particularly pleasing to me inasmuch as this is a Southern town & the two feelings which I always have to encounter in Southern towns were present & evident here. A ball was given in opposition ⁹³

To Olivia L. Clemens
1 January 1885 • Paris, Ky.

Livy darling, we have had a most pleasant evening here—in a region familiar to Ma when she was a girl, some seventy or eighty years ago. Wherever we strike a Southern audience they laugh themselves all to pieces. They catch a point before you can get it out—& then, if you are not a muggins, you *don't* get it out; you leave it unsaid. It is a great delight to talk to such folks.

At the hotel, before the reading, a large man introduced himself to me as “the big Kentuckian whom you have celebrated in the *Tramp Abroad*, in your chapters about Heidelberg students”—& showed me

a huge scar extending from the bridge of his nose clear across his face—a permanent memento of his stirring Heidelberg adventures. He said my account was correct. I got it from Consul Smith, you remember. I asked him up to the room and had a sociable good half hour with him.

Scrap of Conversation overheard in the smoking car to-day:

91 Cardwell p 31

92 [Touring with Cable and Huck](#)

93 Turner p 78

“Well, I’d ben a keepin’ school 6 or 7 yers, & so I thought I’d lay off a while & do some work. So I farmed it two or three yers, & didn’t no particular pains; & yit I raised one o’ the likeliest crops o’ tobackers in the county. But I’m back keepin’ school agin—seemed like that uz what I uz made fur, you know, & so I kind o’ naturally sidled back into it agin. I’ve got a big school—45 scholars—& most uv ’em comes every day. They ain’t no day that 30 or 35 uv ’em don’t come. What’s the *matter* uv you?”

“Well I’m a ailin’ a little in a bad tooth I’ve got—aches right smart, sometimes.”“Ought to have it out. I had one—’bout three yer ago; I jes’ dismiss’ school, & says I they ain’t no two ways ’bout what I’m agoin’ to do; & with that I jumps on my hoss and humps muself for the doctor; come acrost him on the road, ’fore I got more’n a mile or a mile & a half; & says I “Git right down off’n yo’ hoss & pull this tooth.” And he done it—right there on the road. An’ I hain’t had no trouble sence, with that’n er any other tooth in my head.”I love you, my darling, & I send New Year’s love to you & mother, & all the children.

Saml.⁹⁴

Pond’s Itinerary notes the [Grand Hotel](#) in Cincinnati.

Friday, January 2, 1885: [Cincinnati, Ohio--Odeon Hall](#)

To Olivia L. Clemens

2 January 1885 • Paris, Kentucky

Livy darling, I am just as sorry as I can be that Gen. Franklin did not drop me a line. I would have gone to the Soldiers’ Home & talked to the men as long as they pleased—& would have been glad to do it. Pond thought of it, & spoke about it the evening before, & I said I would cheerfully go to the Home; but he took a sudden notion & left on an early train for Hamilton; & the usual law being in force (to answer no knocks on my door before noon,) nobody got in to tell me, if he left any instructions about going to the Home. However, it was a rainy day, & Cable said that probably nobody came for us—he heard of no one.

I froze to death all last night, & never once thought of Sam Dunham’s camel’s hair shirt—but I did think of it a couple of hours ago, & am very comfortable, now. I mean to lay it on the bed every night after this.

When we came to put out our washing yesterday in Cincin, Mr. K. piled out a whole trunkful—all saved up since we were on the road last. I called Pond’s attention to it, & he said he would not permit that; he would make K pay for that wash out of his own pocket. I speak but the truth when I say I like K better & better; but his closeness is a queer streak—the queerest he has got.

Ah, that Jean! & her “pollonaris.”

Ich liebe dich, liebe dich, liebe dich sehr.

Saml.⁹⁵

Cable wrote home that “we hardly had time to eat & dress for the platform” after reaching Cincinnati in the evening.⁹⁶ The men registered as “J.B. Pond and two servants”.

A beautiful new hall. Cardwell notes that it is on the 2nd that JB Pond departed for New York. His brother, Ozias took over as tour manager. Twain gave Ozias Pond a notebook of his own invention. Ozias commented “I will make my twenty-fifth attempt to keep a diary.”⁹⁷

Ozias Pond recorded in his diary that Sam was examined by a phrenologist (reading bumps on the head). Cardwell writes that Ozias, “infected with the humor of the two writers and amazed at Twain’s extravagance punned feebly: “There was nothing in it”

94 To Olivia L. Clemens 1 January 1885 • Paris, Ky. (MTP UCCL 03097)

95 To Olivia L. Clemens 2 January 1885 • Paris, Kentucky (MTP UCCL 03098)

96 Turner p 81

97 Cardwell p 32

Crowded houses for both shows⁹⁸

See *The (Cincinnati) Enquirer* 1885: January 3, 1885 ⁹⁹

To Olivia L. Clemens

3 January 1885 • Cincinnati, Ohio

Livy darling, we finished one of those awful days, where you talk twice in the same day. It is a dreadful pull on a body's muscle.

We have been talking in a vast building which has a musical college in it; & when we were half through, this afternoon, I was walking up & down in a rear hall, while Cable was on the stage, & a young girl with music books under her arm, came along, & timidly asked,

"Do you know if the readings are over?"

"O," I said, "only half-over."

"Do you know if Mark Twain is going to read again, or is he already done?"

"O, no, the thing is n't half over."

"Do you know if he is going to read enough to make it worth while to go in, now?—that is, is he going to read something *good*?"

"Yes indeed he is. He is going to read one o of the best things you ever heard. Come with me. I can fix you."

So I took her behind the scenes, & got her a chair, & placed her in the flies. Then I went back & found a dozen more girls looking for her. I said—

"I know where she is—come with me."

So they beckoned to others, & I captured quite a crowd of young college girls, & took them all in there behind the scenery, & got chairs for them, & had the nicest private audience you ever saw. Then I went on the stage & shouted away, for the delectation of 1200 women in front, & this little group in the rear. Take it all around, we had a mighty rousing time, & a most pleasant afternoon.

We have talked 3 times here in 2 days, to big responsive audiences, & everything has been mighty satisfactory.

Tomorrow (Sunday) I breakfast with the Holsteads at 10.30 & then go to the Keramic factory with the Burts, & then dine with the Burts in the evening.

And I *do* love you, dear heart; there is no doubt whatever about that.

Saml.

P.S. Dear old Jean, I got your lovely letter to-day, & it was the longest & best one you have ever written me. It was beautifully written

Papa ¹⁰⁰

Saturday, January 3, 1885: [Cincinnati, Ohio --Odeon Hall](#)

Sunday, January 4, 1885:

Sunday, January 4, 1885:

To Olivia L. Clemens

Cincinnati, Midnight.

98 *DBD* January 2, 1885

99 [Touring with Cable and Huck](#)

100 To Olivia L. Clemens 3 January 1885 • Cincinnati, Ohio (MTP UCCL 03099)

Livy darling, it is a rank shame that I should be having such staving good times here, & you not having your share, your fair & rightful share in them. I can't even send you your share by mail, for 20 letters wouldn't tell it nor hold it.—even to-day's share, let alone the rest.

To bunch it: I breakfasted with the Halstead family at noon; spent 3 hours in the pottery; dined at Mrs. Geo. Ward Nichols's; spent a most shouting good lovely 3 ½ hours at Pitts Burt's fireside; & then he brought me home, & I have just now got my clothes off. What an immense satisfaction it was, to sit down in a home, with a pipe, & the family all around, & *talk*, & *hear talk*, & have an unconventional good time, after all these sterile centuries of hermit-life in hotels & the vapid buzz of empty strangers. I was stirred to the bottom with gratitude. "Damnation," said I, "this is what I like, Mrs. Burt." And I felt it, too. It was not one of these gilded nothings which one throws off just to show what he can do.

Let me confess. I was hungry to talk, & I let the time all slip away without asking Mrs. Burt to play any music; I forgot to say I had spent a pleasant evening when I took my leave; & I forgot to thank Mrs. Nichols for her hospitality. I wish you or Lilly Warner would write & explain for me—or is it really necessary? No, dang it, it isn't necessary. Burt said he would fix it himself.

I wish I could take you up & set you down in the pottery, with leave to stay in there a week, & see what Mrs. Nichols & those other wonderful people have been doing. Well, anyway, I did the next best thing. I bought some pottery for you—don't let George open the box without your personal superintendence when it comes—he mustn't break those things. And there were two slender flower jugs or vases; I sent one to Susie Crane, & then I couldn't make up my mind whether to send the other to mother or to Ida; but I finally concluded that maybe it was more in Ida's line, so I sent it to her.

But the gem of all their creations they wouldn't let me have. They had but a dozen specimens, & nobody can get a sample at any price. These things were just out of the oven—only a few days old. It is their supreme, their unspeakable, their indescribable triumph. All other pottery is *but* pottery beside it. They won't sell it because they don't know that they can repeat the effects—& if they can't, whose purse will be long enough to buy this immortal dozen? They will know in a month if their secret is lost or not, & if it isn't, I am to be informed early by letter.

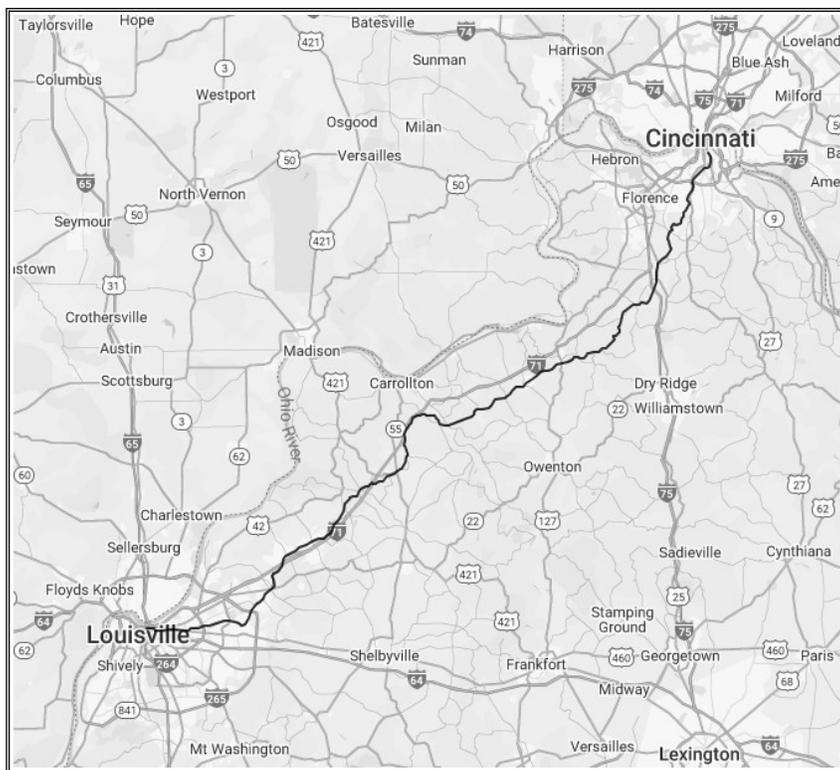
They sell all their things too utterly cheaply—they'll *never* come to be valued at such prices. So I have partly persuaded them to send a lot of crockery to Hartford or some other city & try a certain test-experiment which I have proposed—to determine whether I am right or not. So you & the Warners must no be careful & not seem to know anything about the Cincinnati prices of this kind of ware.

Well, I must turn in—for I have to get up at 6 in the morning. And I do love you, my darling.

Saml

In the box will be a small dead-glaze blue vase which Pitts Burt sends to you. I don't know how else to describe it,—think it will hold about a pint.

Cincinnati to Louisville



place upon her the personal responsibility of seeing that you do this. Don't forget it. I want a good picture of you for my own sake; & I *must* have it for the public's sake.

Got up at 5.30 this morning, after 4 hours' sleep, but loss of sleep is a thing one has to expect, in this business. I love you, sweetheart—& auch die kinder.

Saml

The *red* pottery is a *new* invention—just out of the kiln.

The rough piece of *rock* is what Mrs. Nichols's wonderful house is being built of.¹⁰⁶

Wednesday, January 7, 1885: [Indianapolis, Indiana--Plymouth Church](#)

Ozias made Mark happy by playing billiards with him and Cable was made happy, no doubt, by testimony on the front page of the Indianapolis Journal to his growing reputation as a champion of civil rights for the Negro.¹⁰⁷

Cable toured the Louisville High School with Prof. Allmond and others, as well as the Colored High School—both schools singing “America” for him. Cable pled fatigue and Sam went alone to dine at Watterson's home. Cable grabbed two hours sleep then ate with Sam and went to the reading, which he reported so crowded that “Pond turned people away”¹⁰⁸

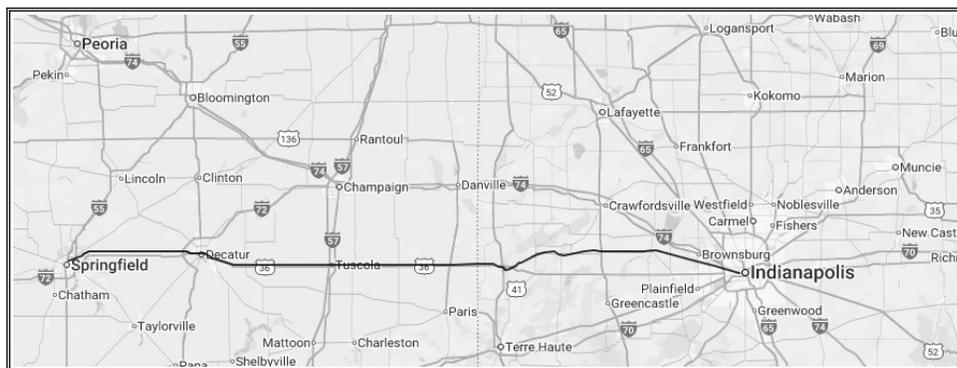
See *Indianapolis Journal*, January 8, 1885,¹⁰⁹

There appear to be four possible Indianapolis Hotels available: Bates House, English Hotel, Spencer House and Grand Hotel. The only indication that they spent the night in Indianapolis is Twain's letter to Livy, mailed in Springfield, *We were up at 7, this morning, with a 9-hour journey before us & no parlor car.*

[Indianapolis, Decatur and Springfield Railway](#) This line appears to run to the Wabash River from Indianapolis, the [Indiana and Illinois Central Railway](#) to Decatur (the actual name of the railroad is uncertain) with a disconnect to the Springfield and Decatur Railroad at Boody. There is discussion of trackage rights on either the Wabash or the [Chicago and Alton](#) to Boody. From there the Springfield and Decatur Railway.

It seems more likely that Twain would take the [Great Western Railroad](#) from Decatur to Springfield. As is mentioned in his letter to Livy, there was some confusion about the correct railroad to take from Decatur to Springfield.

Indianapolis to Springfield



To Olivia L. Clemens
8 January 1885 • *En route* from Indianapolis, Ind., to Springfield, Ill.
On the train, Jan 8/85.

We were up at 7, this morning, with a 9-hour journey before us & no parlor car. But we are getting along all right. The train stops every half a mile. It is now 1 p.m., & this car has been filled & emptied with farmer-people some 300 times. They are a constant interest to me—their clothes, their manners, attitudes, aspect, expression—when

106 To Olivia L. Clemens 7 January 1885 • *En route* from Louisville, Ky., to Indianapolis, Ind. (MTP UCCL 03104)

107 Cardwell p 35

108 Turner pp 84-5

109 [Touring with Cable and Huck](#)

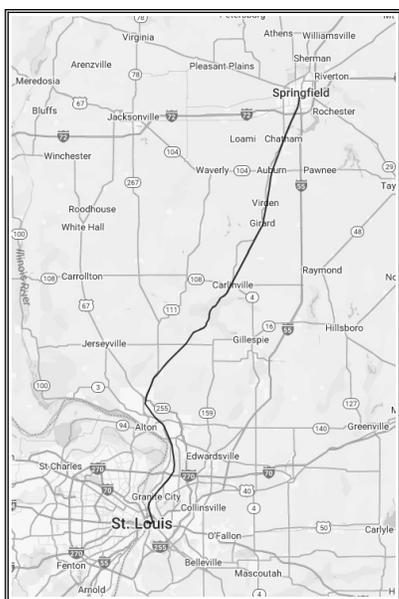
they have any. A small country boy, a while ago, discussed a negro woman in her easy hearing-distance, to his 17-year old sister: "Mighty good clothes for a nigger, *hain't* they? I never see a nigger dressed so fine before." She was thoroughly well & tastefully dressed, & had more brains & breeding than 7 generations of that boy's family will be able to show. I spent an hour, a while ago, re-writing a thing which is in the Tramp Abroad—speeches of a couple of bragging, loud-mouthed raftsmen. I cut it up into single-sentence speeches,—these sentences to be spoken alternately, (a lively running-fire of brag & boast) by Cable & me, for Pond's amusement, nights, in our room. When I had finished this bit of dramatization, I handed the MS over my shoulder to Cable & Pond, & as Cable began to read it to himself, a benevolent-looking middle-aged good-natured school-teacherish sort of an ass in the next seat behind stretched his long neck forward & began to read over Cable's shoulder with the most innocent eagerness you ever saw. I had to say twice to him, "It's *private*, sir," before he understood, so absorbed was he. Then he settled back to his place with a child's timid confusion.

3. P.M. Decatur, Ill. Here is the bulk of the day gone, & I have not noticed the flight of time— been busy & interested. We have been waiting here 20 or 30 minutes; & then jumped aboard the wrong train & made ourselves comfortable in a drawing room car bound for Niagara Falls, or up there somewhere. Learned our mistake only just time enough to snatch on our wraps & overshoes & skip aboard the right train.

Woman & 4 little children in one party crying, & another party of women & girls seeing them off & crying. Asked why the crying? Woman said she & her children were leaving their home here to go & live in Portland, Oregon, & these others were her young sisters, &c.

Blaine *did* betray his wife before marriage, & the child was born 3 months after the wedding. He then left her in Maine & returned West & engaged himself to marry one of the Marshall family of Kentucky; & after this girl learned the above things he *still* tried to persuade her (in letters which still exist, in his own hand & signed by himself,) & assured her he would soon be able to get rid of "this woman" (his wife.) The above facts are all beyond doubt or question, & would have been proven on the trial if Blaine had not withdrawn his libel suit. And he *knew* they would be proved. I talked with a perfectly trustworthy man who has had those letters in his hands & read them. I love you, darling.

Springfield to St Louis



Goodbye
Sam!¹¹⁰

Thursday, January 8, 1885: [Springfield, Illinois--Chatterton's Opera House](#)

See *The (Springfield) Daily Illinois State Journal*, January 9, 1885 ¹¹¹

[Chicago & Alton RR](#): Springfield to St Louis

Friday, January 9, 1885: [St. Louis, Missouri --Mercantile Library Hall](#)

Train accident on the bridge over the Mississippi River. The engine and baggage car jumped the track. The three entertainers walked across the bridge, took a car to the [Southern Hotel](#), and that night were welcomed by a large audience ¹¹²

See *The St. Louis Post-Dispatch* January 9, 1885, Pg2 [Twain's Geography](#)

A SENSATIONAL ACCIDENT. A Faulty Flange Causes a Train to Jump the Bridge Track. 'The passengers on the in-bound [Chicago and Alton](#) train this morning at 10 o'clock were treated to a sensation on the eastern approach of the bridge, which they will remember for many days. The train, consisting of a baggage car, chair car, smoking car and sleeper, was proceeding up the approach at the rate of six miles an hour when the cross-over switch east of the east abutment was run over. The engine, baggage and smoking car crossed the switch in safety, but the chair car struck the frog and jumped the track, lodging at an angle of nearly forty-five degrees across the track and switch. The passengers in the chair car jumped to their feet and were soon crowding each other on to the platform of the car, compelling others to step down to the floor of the approach. The train was brought to such a sudden halt that the passengers in the other cars of the train became almost panic-stricken. As soon as quiet could be restored the entrance to the east abutment tower was opened and the passengers sent up to foot it over the bridge

110 *To Olivia L. Clemens* 8 January 1885 • En route from Indianapolis, Ind., to Springfield, Ill. (MTP UCCL 03107)

111 [Touring with Cable and Huck](#)

112 *Cardwell* p 37

Monday, January 12, 1885: [Quincy, Illinois--Opera House](#)

Cable and Ozias stood waiting with bated breath in the [Southern Hotel](#) on Monday morning, January 12, while Mark, enraged by the necessity for rising in time to catch a train at 9:40, attacked a refractory window shutter. Ozias noted in his diary that Mark won the bout.

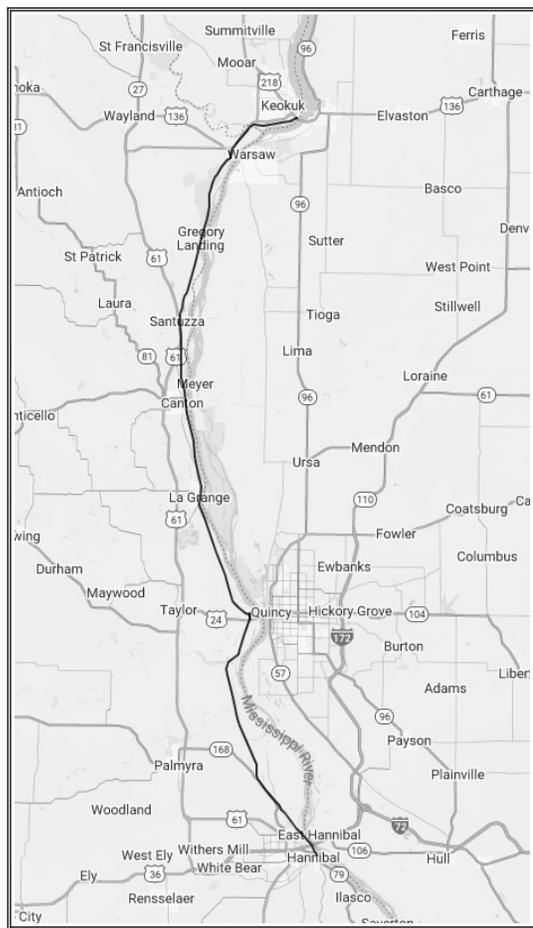
Clemens and Cable stayed with Sam's relatives by marriage, the widow of Erasmus Mason Moffett and her daughters.¹¹⁶

Packed house.

There are two contrasting reviews of this show at *Touring with Cable and Huck* One from *The Quincy Daily Herald* 1885: January 13, which is very positive; and the second from *The (Quincy) Daily Journal* 1885: January 13, which is not so positive.¹¹⁷

[CB&Q](#) from Quincy to Hannibal

Hannibal to Keokuk



Tuesday, January 13, 1885: [Hannibal, Missouri--Opera House](#)

"In Hannibal on Tuesday, the thirteenth, Twain and Cable stayed with friends, Pond "made out," though badly, at the Park Hotel. A flood of reminiscences was set off among the residents by Sam Clemens' return to his old home, and a sizable crowd attended the reading, though not as large, Ozias noted cynically, as in other places. Clemens was, of course, in great demand among old friends."¹¹⁸

On November 11, 1884 Sam wrote from Boston to James B. Pond, sending revised programs for two New York nights. Jan. 13 was one of the open dates there and Sam hoped he might read in Hannibal, Mo. on Jan. 12 and the next night in Keokuk.

To James B. Pond 11 November 1884 • Boston, Mass.

...

Mind you—in Hannibal you are not to sell the show; no, just write to John H. Garth, (old schoolmate of mine,) & ask him to put you in communication with proprietor of Opera House or hall. We will run the show ourselves. I think this will be best, for the reason that I shall give all my share of the proceeds to some charity of the town—no money to be carried away except your's & Cable's.¹¹⁹

The [CB&Q](#): Hannibal to Keokuk

Wednesday, January 14, 1885: [Keokuk, Iowa--Opera House](#)

Delayed by a snowstorm, and "Long past midnight," Sam wrote from Keokuk, Iowa to Livy.

To Olivia L. Clemens

14 January 1885 • Keokuk, Iowa

Livy darling, I'm *clear* behind!— with letters, I mean. Such slathers of ancient friends, & such worlds of talk, & such deep enjoyment of it! No time to turn around, for 2 or three days, now,—no chance to even drop a line to say, I love you, sweetheart! But wait—give me a chance—I will make it up. It is long past midnight. A beautiful evening with ma—& she is her old beautiful self; a nature of pure gold—one of the purest & finest & highest this land has produced. The unconsciously pathetic is her talent—& how richly she is endowed with it—& how naturally eloquent she is when it is to the fore! What books she could have written!—& now the world has lost them.

116 Cardwell pp 41-2

117 [Touring with Cable and Huck](#)

118 Cardwell p 44

119 To James B. Pond 11 November 1884 • Boston, Mass.(MTP UCCL 03023)

This visit to Hannibal—you can never imagine the infinite great depths of pathos that have rolled their tides over me. I shall never see another such day. I have carried my heart in my mouth for twenty-four hours. And at the last moment came Tom Nash—cradle-mate, baby-mate, little-boy mate—deaf & dumb, now, for near 40 years, & nobody suspecting the deep & fine nature hidden behind his sealed lips—& hands me this letter, & wrings my hand, & gives me a devouring look or two, & walks shyly away. I kept it, & read it half an hour ago—& of course, although it was past midnight & I had not written to you yet, I sat down at once & answered it.

Goodbye, my darling—I love you, best of all; & those dear children next; & very, very soon, I am going to answer that precious Jean’s letter & tell her about the wonderful bear I saw to-day.

Saml

Keep Tom’s letter ¹²⁰

[Chicago, Burlington and Quincy](#): Keokuk to Burlington

[Thursday, January 15, 1885](#): [Burlington, Iowa--Opera House](#)

Cable rose at four in the morning to catch a train, reaching Burlington, Iowa at a quarter to seven. Sam stayed behind in Keokuk to spend more time with his mother, Jane Clemens. The Keokuk Gate City ran an article discussing Sam’s lectures and his greetings to his mother. ¹²¹

Delayed by a storm Cable held the audience for more than an hour and one half. Twain finally arrived but cut himself short and didn’t talk well. ¹²²

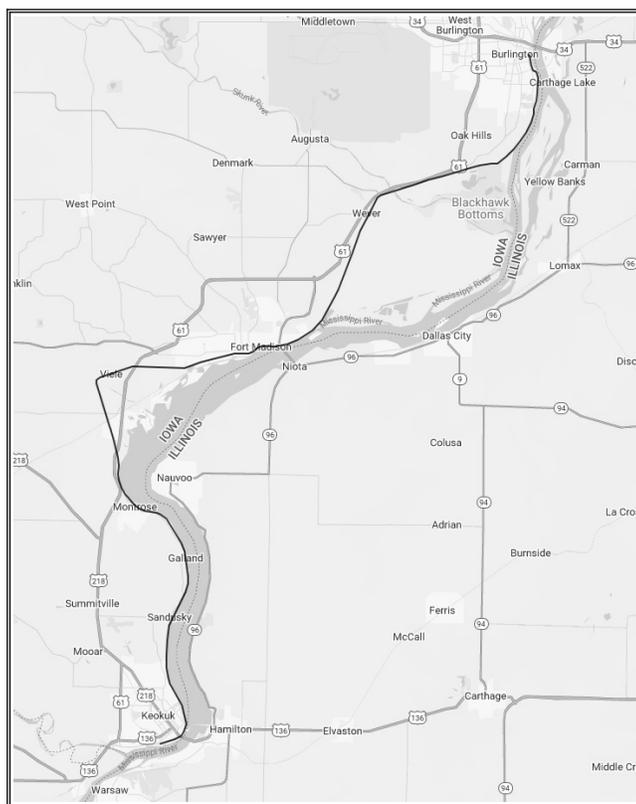
An interview in Scharnhorst’s “The Complete Interviews” (No. 34) provides a colorful description of Twain’s departure from Keokuk *en route* to Chicago:

Fort Madison (Iowa) Democrat, 21 January 1885; rpt. Iowa Journal of History and Politics 27 (October 1929): 527-29.

It was Thursday evening. The small 18 x 20 waiting room of the C.B.&Q. Road at Keokuk was filled to overflowing with people of all kinds, sizes and descriptions. There were ministers, advance agents for dramatic combinations, commercial men, stable men. . . .

The few dim lights that made an effort to shine out through chimneys made black by constant use and inattention, were only made the more so by the mighty cloud of tobacco smoke that filled the room. The train that should have arrived at 5:50 to bear the subject of this sketch to Burlington (where his other half, George W. Cable, was patiently . . . awaiting him) and ourselves to our destination, Madison, was reported half an hour late, caused by the snow which was rapidly falling and constantly drifting upon the track. A half hour passed and signs there were none of the train. We heard a grunt. Our attention was attracted to a form, evidently that of a man, perched upon a high stool near a lunch counter, upon which doughnuts and other decrepit edibles found slow sale, or more properly an eternal abiding place. We looked at the form. It attracted our attention, perched as it was upon the elevated “settee,” with its heels recklessly clinched on the top rung, which caused the knees to come in almost immediate contact with the chin. Closer examination convinced us that it was a man, and the occasional grunts that he was alive, though worried, perplexed, and disappointed. We spotted the personage as Mark Twain. Eleven

Keokuk to Burlington



120 To Olivia L. Clemens 14 January 1885 • Keokuk, Iowa (MTP UCCL 03116)

121 Turner p 88

122 Cardwell p 46

pair of heavy arctics covered his feet, while a slouch hat, pulled carelessly out of shape, protected his head. From under the brim peered out a few curly locks. Between this and a high collared overcoat was a face. The expression compared favorably with the growling emissions, so we knew that they came from none other than Mark Twain.

An hour later our discovery found the form dismounted and tussling with a huge valise and a smaller parcel. The long expected train had come. The sight of it seemed to lift a wrinkle from the face of Mr. Twain, who made at once for the door of the dingy room, thence to the rear car, the sleeper. We followed him. He walked down the long platform, and with his eyes down bent or half closed caused by the blowing snow. He failed to recognize the fact that platforms, as well as everything else, have an end, and fell headlong into the snow bank, his grips going in opposite directions. We were not far behind and came near meeting with the same fate. At last we ventured to speak.

“Did you lose anything, Mr. Twain?”

No, I guess I’m all here,” he replied.

The car was finally reached and Mr. Twain was assigned a section directly opposite the one we made convenient to occupy. The humorist commenced taking off his outside wraps, and when the task was done he had undergone a complete metamorphosis. He wore a full evening suit of black. The open fronted vest exhibited a newly laundered shirt front from the collar of which article fell a soft black tie. The clear yellow light of the porcelain shaded lamps of the car presented to us a different appearing man than the form before mentioned. Mr. Twain is a man of medium height, light weight, well formed shoulders, heavy curly gray hair, a prominent mustache slightly silvered, and a face that is a study. Perhaps the expression he wore was his best; for ‘twas a compound of expectancy, eagerness, disappointment and regret, certainly one interesting to behold.

Mr. Twain was not in a pleasant position; he knew it, he felt it. He knew that 9 o’clock was but a few minutes distant, and he was only fairly started with forty-three miles to go. Had we better brave the lion in his wrath, thought we; was it wise to interrupt the lethargy into which he had fallen? An interview which to us would be so pleasant, so satisfactory, would to him be dull, uninteresting and stupid . . . and yet that love for “self” quite overcame us. We made the break.

“Mr. Twain, allow us to introduce ourselves. We can readily tell that we are addressing the proper person and believe that we can guess your frame of mind.” We handed him our business card.

“Sit down,” he said, pointing to a seat in his section and extending his hand.

We sat. He spied the name of “Potowonok” on our card (it was one of some that we had left), and upon inquiry as to its meaning, we told him all that we knew about it, and considerable that we guessed, and the conversation drifted upon the Indian race. He remarked about the scarcity of the red man within the last few years, or at least of his becoming so rapidly civilized, and of so few who kept their blankets, feathers, etc., in constant use.

He conversed on other topics as well. Survived a well meant compliment on his famous volumes, etc., etc.

We inquired as to his success in his present pursuit, and he replied that his reception had been favorable since his commencement last fall. Reaching Velie Station he said, “I must have a porter go ashore and send a telegram; excuse me, please.”

We said, “Certainly,” and suggested that the message might be called a “Cable-gram.”

Whether or not he appreciated the pun we were not able to decide, as we changed our section to the farther end of the car and had only the courage to nod a farewell when the train pulled into the station.¹²³

To Orion Clemens

16 January 1885 • Chicago, Ill.

Chicago, Friday morning

My Dear Bro—

I wish to thank you heartily for a most pleasant sojourn in Keokuk—and of course I also thank Ma & Mollie—that goes without saying. I had a *perfect* 24 hours there, with the sort of social activity which produces rest instead of fatigue.

I don’t like to think of the Burlington performance. Cable had been on the platform more than an hour & a half when I arrived; & so I did not dare to try to make the house listen an hour to me. I had to cut myself shorter than I

wanted to, & I did not talk well, anyway, because I felt myself so heavily handicapped by the hellish circumstances.

With great love to all of you

Sam ¹²⁴

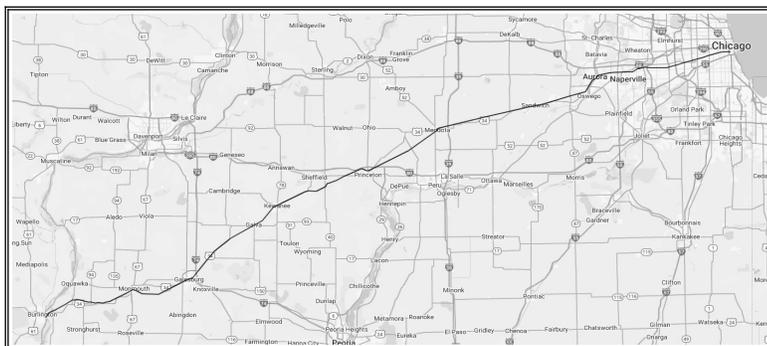
“For once Twain was accepted as a literary man, not just a humorist.” ¹²⁵ See *The (Burlington) Daily Hawk-Eye* 1885: January 16, ¹²⁶

[Chicago, Burlington and Quincy](#)

Friday, January 16, 1885: [Chicago, Illinois--Central Music Hall](#)

Sam compensated for the failure the next two days in Chicago, where he and Cable registered at the [Grand Pacific Hotel](#) downtown and appeared two nights and an afternoon before large audiences at the [Central Music Hall](#) at the corner of State and Randolph Streets. Sam devised yet another ploy to restrict Cable's stage time: to require him to begin his evening reading at exactly 8:00 p.m. rather than wait ten minutes after the hour for the entire audience to be seated. As a result, Sam bragged to Livy, he “talks 15 minutes to an assembling house . . . so there isn't too much of C[able] anymore.” ¹²⁷

Burlington to Chicago



“...his [Mark's] new plan called for Cable's opening the show with a fifteen-minute talk while the house assembled; and even with all the encores the two of them did not hold the audience for more than two hours. Sam confided joyfully to Livy that now 'only half the house hears C's first piece – so there isn't too much of C. any more – whereas heretofore there has been a thundering sight too much of him.’” ¹²⁸

See *Chicago Tribune* 1885: January 17 ¹²⁹

Cable wrote home that the Chicago readings were “one of the greatest successes, if not the very greatest, artistic and pecuniary success of our season. The thermometer is 4° below zero and falling.” Clemens’s story of Huck Finn & Tom Sawyer liberating runaway [Jim] was received with a continual tempest of merriment and when I gave “A Sound of Drums” I saw persons in tears all over the house. I was called back twice after my Creole songs and twice after “Mary’s Night Ride.” Mark & I both seemed especially inspired tonight & to inspire each other.” Along the tour people came up to Cable and thanked him, often in tears, for his Freedman paper ¹³⁰

Saturday, January 17, 1885: [Chicago, Illinois--Central Music Hall](#)

Sunday, January 18, 1885:

To Olivia L. Clemens
17 and 18 January 1885 • Chicago, Ill.

124 To Orion Clemens 16 January 1885 • Chicago, Ill. (MTP UCCL 03118)

125 Cardwell p 46

126 [Touring with Cable and Huck](#)

127 Scharnhorst p 442

128 Cardwell p 48

129 [Touring with Cable and Huck](#)

130 Turner p 89

Livy darling, Mr. Wilson is a fraud & a liar. It is a satisfaction to know that he has got hemorrhages.

Well, now I think the proofs are pretty good. They make you look too old & too care worn—that is all the fault I find. You are not that old; so the look is only temporary. We will drive it away when I get home, & you shall be young again, my darling. The more I look at them the better I like them.

Sunday Morning.—

No, I cannot have either of them. They reproach me so. They say “You have given these features this drawn look, & put the tired look into these eyes, with your desertion & absence.” That is what they say, distinctly; & I feel the justness of the reproach.

My breakfast is arriving.

Noon.

Sir Sagamore le Desirous (Pond), has just been in, & has received a few new dates from New York. They will be furnished you from New York (I gave strong orders the other day), but to make everything sure we, also, will telegraph them to you from here tonight.

We’ve had an immense time here with these three big audiences in this noble Central Music Hall. But for the fearful storms, we would have turned people away from the doors. It is a beautiful place, & you should have seen that alert & radiant mass of well-dressed humanity, rising tier on tier clear to the slope of the ceiling. Last night was the greatest triumph we have ever made. I played my new bill, containing *The Jumping Frog of Calaveras County*, (cut it down & told it in 13 minutes—quickest time on record) & *Tom & Huck* setting Jim free from prison—25 minutes—but it just went with a long roll of artillery-laughter all down the line, interspersed with Congreve rockets & bomb shell explosions, from the first word to the last—& then, after a thrice-repeated crash of encores, I came back & talked a ten-minute yarn (Gov. Gardiner)—on the stage 35 minutes, you see, & no harm done—encored again after the encore, & came back & bowed. And mind I tell the old *Jumping Frog* swept the place like a conflagration. Nothing in this world can beat that yarn when one is feeling good & has the right audience in front of him.

We’ve got a new plan, & it works. Cable goes on at the very stroke of the hour, & talks 15 minutes to an assembling house, telling them not to be concerned about him & he won’t be troubled. And so, with all the encores, we have in no instance been on the stage a minute over 2 hours. The good effect is beyond estimation. (And privately, another thing—only half the house hear C.’s first piece—so there isn’t too much of C any more—whereas heretofore there has been a thundering sight too much of him.)

I love you, darling.

Saml

P. S. Cable says the $\frac{3}{4}$ face will be quite good in the finished & mounted photograph, & I begin to agree with him. So, then, let us have a dozen made from that negative—& send me two of them, one for myself & one for the Garths. One or two of the rest I will send to Louisville, &c., (when I get home,) where I have promised them, & the remainder we will keep.

S L C

Think of your rich position—you have the children with you! (Poor old Jean, & Clara’s clattering clock!) ¹³¹

[Chicago and North Western](#): Chicago to Evanston and back.

Monday, January 19, 1885: [Evanston, Illinois--First Methodist Church](#)

A large audience turned out despite intense cold. ¹³²

131 To Olivia L. Clemens 17 and 18 January 1885 • Chicago, Ill. (MTP UCCL 03120)

132 Cardwell p 48



See *The Evanston (Illinois) Index* 1885: January 24,¹³³

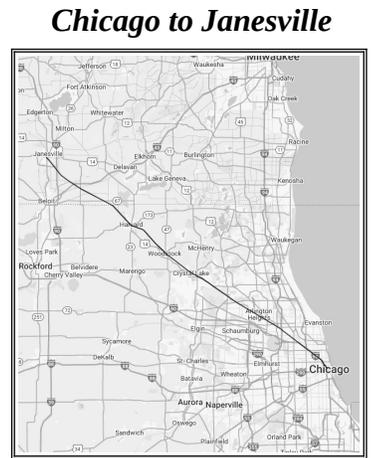
[Chicago and North Western:](#)

Sam wrote to Charles Webster, from Janesville, “I am very tired, from much RR travel today.” Dated January 19.¹³⁴

Sam also wrote Charles Webster from either Chicago or Janesville, reminding him to look into the stock of the Hayword Hand Grenade Co. and see what the cost would be . Note: the Hayword were bottles of water to be thrown at a fire.¹³⁵

Tuesday, January 20, 1885: [Janesville, Wisconsin--Opera House](#)

Cable wrote home: Arrived here at 1/30 P.M. from Chicago. Snow, snow, snow! But clear skies overhead and sweet sunshine. So let it be in your heart. Now I must be off to bed so as to be fresh tonight. My health & strength need give you no concern. I weigh 111 pounds...”¹³⁶ . Note: Cable seldom weighed more, and often less than 100 pounds.



See *The Janesville (Wisconsin) Daily Recorder* January 21, 1885,¹³⁷

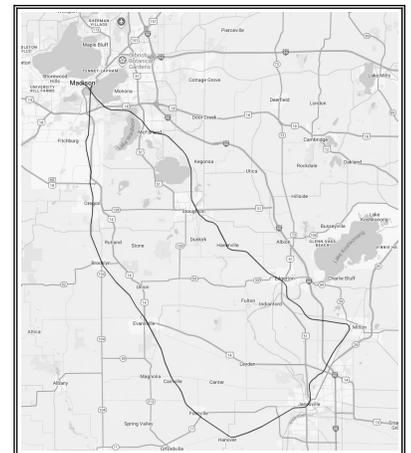
[Chicago and North Western:](#) Hanover to Madison

[Chicago, Milwaukee and St Paul:](#) Janesville to Milton then to Madison (Milwaukee Road)

There appear to be two possible routes between Janesville and Madison, Wisconsin. The northern and possibly most direct route would have been the Chicago, Milwaukee and St Paul, over what was the Prairie du Chien. The southern route would have been on the [Chicago and North Western](#) Railroad, although the connection would require taking the CM&SP to Hanover, southwest of Janesville.

Pond’s Itinerary notes the [Park Hotel](#) in Madison

Janesville to Madison



Wednesday, January 21, 1885: [Madison, Wisconsin--First Methodist Episcopal Church](#)

See reviews¹³⁸

The Madison Democrat 1885: January 28

The (Madison) Wisconsin State Journal 1885: January 27

The (Madison) Wisconsin State Journal 1885: January 28

To Olivia L. Clemens

21 January 1885 • Madison, Wis.

Yes, my darling, I have had Feb. 2 & 4 in mind many days already. I shall not forget.

Weather? Yes. We have had a trifle of it. It is 7 days, now, since our thermometer has been above zero. In fact, on each of the 7 we have seen it from 10 to 24 below. It is 10 below, now—middle of the afternoon; but I am in my bag, in bed, & unspeakably snug & comfortable. That bag is the greatest thing in the world.

133 [Touring with Cable and Huck](#)

134 To Charles L. Webster 19 January 1885 • Janesville, Wis. (MTP UCCL 10312)

135 To Charles L. Webster 19 January 1885 • Chicago, Ill., or Janesville, Wis. (MTP UCCL 03122)

136 Turner p 90

137 [Touring with Cable and Huck](#)

138 [Touring with Cable and Huck](#)

Got here at 2.30 pm & ate dinner & went at once to bed—as usual. Fairchild came in, a moment (poor fellow, he will be defeated for U. S. Senate tonight)—he told us so himself & said the girls are out of town; asked us to supper—declined. We didn't go to see Emma Sayles, or drop her a note, either— either would occupy time, & this business rigidly requires that we give time to *nothing* & to *nobody*.

Had a letter from Sue, & she seems to like the jug I sent her; I am very glad of that, for I was a little uncertain.

Got Jean's letter—dear old faithful correspondent. I love you, sweetheart. (Leave here at midnight).

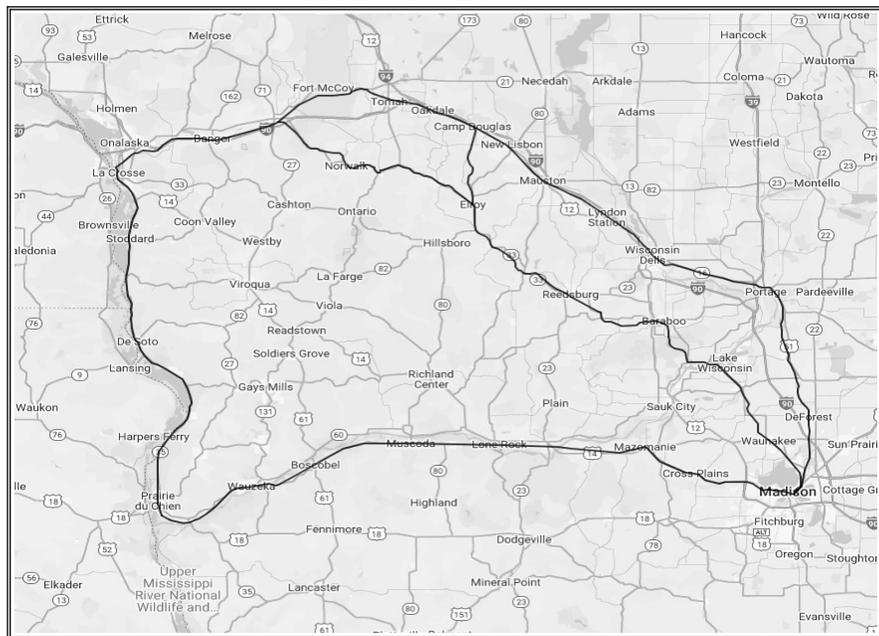
Saml 139

Sam wrote that they would leave Madison at midnight. Cable wrote that it was midnight and they must take a train after 1 AM. "I can't write. Mark Twain is telling California yarns to Ozias and Kark Strakasch" 140

The Fort Madison Democrat: "Lecture Trips and Visits of Mark Twain in Iowa." Sam commented on local Indians. 141.

"Mark Twain and Geo. W. Cable entertained a crowded house at the Methodist church last evening. The audience was kept in a continual roar of laughter for two hours and went home with the assurance that the "troop," as Mark Twain called it, would return to Madison on the 27th of this month."

Madison to La Crosse



Sam, again, reminded Webster to look into the "Hayword Hand Grenade Co & see what its condition is & what the stock can be bought for."

Shortly after midnight, with the temperature at forty-two degrees below zero, they boarded a train for La Crosse, Wisconsin, where they arrived at 9:00 a.m. 142

There appear to be three routes from Madison to La Crosse and all involve the [Chicago, Milwaukee & St Paul](#), the Milwaukee Road. The northern most route is a direct line between the two locations. This is entirely the [Milwaukee Road](#). The middle route is the [Chicago and North Western](#). It ran from Madison to Camp Davis, where it junctions with the [Milwaukee Road](#). There is an earlier junction at Elroy that junctions with the [Milwaukee Road](#) at Sparta. The southernmost route also involves the

[Milwaukee Road](#) to Prairie du Chien, then the [Chicago Burlington & Quincy](#) north to La Crosse.

Thursday, January 22, 1885: [La Crosse, Wisconsin--Opera House](#)

"Mr. Clements [sic] opened his budget of fun with "King Sollermann," the sketch printed in the January Century. Next he gave his queer experiences with the German noun, illustrating with the "Tragic Tale of a Fishwife." This brought an encore to which he responded with the sketch of the stammering man who "cured himself" by whistling. His third number was "A Trying Situation" somewhat improved from a sketch in his "Innocents Abroad." Again there was a recall, and he related the story of how the old salt shook hands with the governor. The evening closed with the story of the ghost with the golden arm."

139 To Olivia L. Clemens 21 January 1885 • Madison, Wis. MTP UCCL 03125

140 Turner p 90

141 Scharnhorst, Interviews 74-6

142 Scharnhorst p 443

"Mr. Clement's [sic] manner is inimitable as it is indescribable. He comes upon the stage as though looking for a pin on a floor covered with eggs. He disappears with a canter and if he had not said a word, there would still be something to laugh at. His gestures have a studied awkwardness and every movement has a purpose. Speech falls from his lips as though against his will. Commonly the right elbow is supported by the left hand, and when his arms fall to his side, volumes could not say more. In respect to his part of the programme, there was no best or worst; nothing was better than something else. He is funnier to see and hear than to read, and to that, nothing can be added."

To Charles Erskine Scott Wood
22 January 1885 • St. Paul, Minn.

My Dear Mr. Wood—

I have never felt a disposition to satirize the Jews. I have no *reason* to offer; for I think it is a matter of feeling not a conscious intellectual impulse. Hang it, what I am trying to say, is, that I have never had the disposition, but also have never reasoned out *why* I haven't had the disposition. Now as any valuable moral impulse must (I suppose) have its source in the intellect, I could doubtless dig there and find the origin of this one. (The disposition itself is the same that would keep one from satirizing the Acadians—you simply don't *want* to—the thought of it being repellant.) But the intellectual origin of the disposition lies mainly in two facts I think; (and they long ago deeply impressed me) that I have never seen a Jew begging his bread; and have never seen one procuring it by manual labor. The one fact must mean that the Jews take care of their unfortunates with a fidelity known to no other race; and the other fact must mean that the Jews are the only race with whom brains are a *universal* heritage. (By contrast consider the Irish race.)

We do not satirize people whom we singularly respect—one would do it but indifferently well, and be ashamed of it when it was done. Twenty years ago, I knew Adolph Sutro well (of Sutro tunnel)—a fine, manly, beautiful character; & I have always found something of Sutro in all the Jews whom I have personally known since; and a *part* of Sutro is a sufficient equipment for an average man. No, I never knew Ben Holliday—I only knew *of* him. I never got those pamphlets of yours; but I have been raiding the country a long time on the platform; so I will no doubt find them at home when I get back. I shall hope so. Aha, but didn't we sock it to the paltry plumed knight in the tin helmet, though! For weeks I couldn't sleep, for solid joy in that achievement. Twichell is flourishing, and at last accounts had 9 on the scales—a girl, 12 lbs.

Truly Yours,

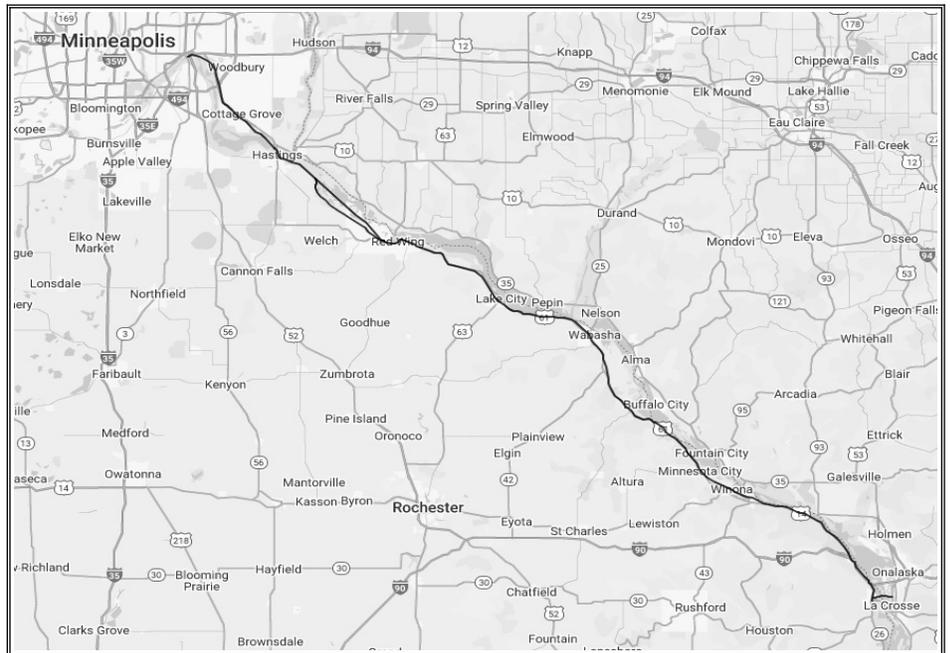
S L. Clemens ¹⁴³

Note: See also Feb. 5 from Morris W. Fechheimer.

[Chicago, Milwaukee and St Paul:](#)

143 To Charles Erskine Scott Wood 22 January 1885 • St. Paul, Minn. (Transcript by Herman Levison: MTP UCCL 11487)

La Crosse to St Paul



According to Saint Paul Globe, January 24, 1885 page 7, the *Milwaukee and St. Paul Railroad* connected with La Crosse. *Fast Mail* and *La Crosse Express* arrives in St. Paul at 3:25 p.m. (Except Sundays). See *Chicago, Milwaukee and St Paul Railroad*. The *St. Paul and Chicago* had completed a route along the west bank of the Mississippi River, from St. Paul to La Crescent. The *St. Paul & Chicago* had been acquired by the *Milwaukee and St Paul* in 1872. There existed a railroad bridge between La Crosse and La Crescent.

They left just before noon ... for St. Paul, Minnesota, registered at the [Metropolitan Hotel](#)¹⁴⁴ Scharnhorst notes this as the Grand Hotel but Twain's letterhead to Kingsland Smith notes otherwise.

Friday, January 23, 1885: [St. Paul, Minnesota--Market Hall](#)

To Kingsland Smith

23 January 1885 • St. Paul, Minn.

Metropoln

My Dear Mr. Smith—

I shan't be able to see any of the friends this time, because the railroad has fagged me out & I must lie here & sleep & rest till lecture-time this evening.

We go next to Minneapolis—tomorrow morning, no doubt, & I have got a big job of work on hand which will take me all day tomorrow & Sunday to do.

Can't you drop in behind the scenes tonight & see a body?

Ys Truly

S L Clemens¹⁴⁵

To Olivia Susan (Susy) Clemens

23 January 1885 • St. Paul, Minn.

Susie dear,

I am glad you and Daisy had such a good time over Huck Finn. I wish I had another book like it ready for you.

Some young ladies school teachers—called on Mr. Cable & me yesterday afternoon, and they wanted to see my family. And I showed them the pictures and they were very complimentary about the group, but they said they thought Jean must be a rascal. So she is; Jean is a very attractive rascal and a very good rascal too.

The thermometer has been ridiculous for fully ten days now away down below zero all day and all night long. And this in a country where the only heating apparatus known is an air tight stove. Dreadful things they are. My windows yesterday commanded a principal street, but during the entire day I did not see a woman or a girl out of doors. Only men ventured out and very few of those. Yet at night the opera house was full of people come out partly to hear us & partly to get their noses frozen off I suppose.

I am very sorry to hear that Miss Corey & Miss Foote are sick. I hope you & mamma & the rest of you will manage to make out with colds, and not go any further with that sort of thing.

Your loving Papa.¹⁴⁶

To Olivia L. Clemens

23 January 1885 • St. Paul, Minn.

No, Livy dear, I don't think Pond ever fails to mail my letters; but it was as I wrote you from Keokuk or from Chicago—between St Louis & Keokuk I was heavily driven, therefore did not write during 2 days; but that was all—2 days; but on many other days I wrote twice.

144 Scharnhorst p 443

145 To Kingsland Smith 23 January 1885 • St. Paul, Minn. (MTP UCCL 09118)

146 To Olivia Susan (Susy) Clemens 23 January 1885 • St. Paul, Minn. (MTP UCCL 03132)

I wrote one letter in Keokuk, & Orion took it in his hand & insisted on carrying it at once to the street box a couple of blocks away. A couple of hours later, it transpired that he had the letter in his pocket; could remember going to the lamp-post box & coming back wondering vainly what his errand thither was for. I wanted to take the letter, then, but he begged for leave to try again; so I let him. But probably he failed again.

We walked 9 blocks through a heavy snowstorm to see the “ghost”— the mysterious something on a school-house window pane which from the street looked like a crayon drawing of a pretty girl, with ribbons & other proper decorations upon her hair & about her chin. But all I could see was a strong purple splash in or on the glass, the size of one’s head, & resembling nothing in this world so much as a ragged big bath-sponge with 2 or 3 of the usual round holes in it. By a strong effort I could imagine that it looked a little like the old-fashioned horned & distorted devils of the picture books, with an open mouth filled with tushes; but no stretch of my imagination was able to make anything much like a *human* face out of the thing. Lord, what a curious thing the imagination is! Do you know, there are people there who see in that shapeless purple blur a striking portrait of Martha Washington; & others who see in it a portrait of some distinguished *man* or other; Orion & others see in it all that goes to make up the head & face of a very pretty girl; & there are a lot of idiot spiritualists who see a purpose of God in it, & a spirit face sent from him to confound the disbelievers in their doctrine. If all the fools in this world should die, lordy God how lonely I should be.

In Quincy I saw—well, first it was an old man with bushy gray whiskers down to his breast, & farmer-like clothes on. When I saw him last, 35 years ago, he was a dandy, with plug hat tipped far forward & resting almost on his very nose; dark red, greasy hair, long, & rolled under at the bottom, down on his neck; red goatee; a most mincing, self-conceited gait—the most astonishing gait that ever I saw—a gait possible nowhere on earth but in our South & in that old day; & when his hat was off, a red roll of hair, a recumbent curl, was exposed (between two exact partings) which extended from his forehead rearward over the curve of his skull, & you could look into it as you would into a tunnel. But now—well, see OW Holmes’s “The Last Leaf” for what he is now.

And there also I saw Wales McCormick, the giant printer-cub of 35 years ago—he & I were apprentices & the above dude, Pet McMurray, was the journeyman.

I love you, sweetheart.

Saml¹⁴⁷

"Any one ignorant of the humorist's identity would have taken him for one of the chief mourners at a well-regulated funeral, or a life-long victim of dyspepsia and melancholia, in the acutest forms. He began business at once. His voice was the same old, characteristic nasal drawl, in which the public refused to see anything eloquent, or even pleasing, when he essayed (unsuccessfully) to be a lecturer some ten years ago, but which is now accepted as almost as convulsive as the humorist's utterances themselves."

See for reviews: ¹⁴⁸

Saint Paul Daily Dispatch 1885: 24 January

The Minneapolis Tribune 1885: January 25

Saturday, January 24, 1885: [Minneapolis, Minnesota--The Grand Opera House](#)

... they transferred their luggage seventeen miles to the [West Hotel](#) in Minneapolis and performed at the Grand Opera House¹⁴⁹

"Mr. Clemens' selections were "King Soller-munn," from the "Adventures of Huckleberry Finn," "The Tragic Tale of the Fishwife"--a vastly funny burlesque on the queer genders of the German language--"A Trying Situation" and "A Ghost Story." The "Fishwife" was recalled, whereupon Mr. Clemens tried on the audience a little bit of stammering work that went very well. "The Ghost Story" was a good deal of a chestnut, but the ex-pilot did it admirably and there was a great shout of laughter when the disclaimer, at the end of his long and harrowing account, shouted "boo!" and the ladies of the audience jumped up and screamed in terror. The manner in which Mr. Clemens gets on and off a stage is a sight to behold. He starts on in a funny little jog trot, half sideways, with his eyes cast up to the gallery, with a comical look of half inquiry and half appeal. Then he begins to deliver his humorous conceits with an expression of placid and childlike innocence that is almost as ludicrous as the words

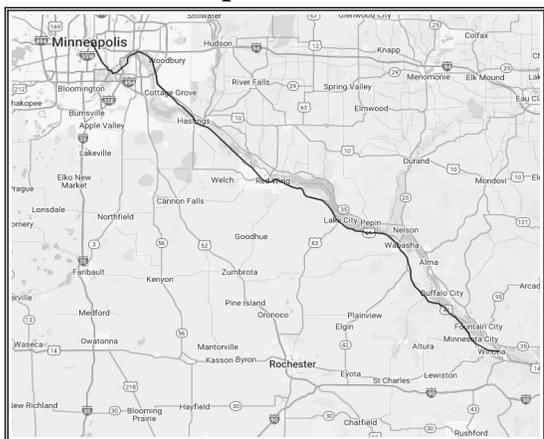
147 To Olivia L. Clemens 23 January 1885 • St. Paul, Minn. (MTP UCCL 03131)

148 [Touring with Cable and Huck](#)

149 Scharnhorst p 443

he is uttering. His gestures are eloquent, if not graceful, and would make any audience laugh, even if Mark had nothing to say. With these accessories his oldest story becomes just as fresh as though it were "fire-new from the mint."¹⁵⁰

Minneapolis to Winona



Sunday, January 25, 1885: Sam wrote from Minneapolis to Charles Webster, again about business matters—the bed clamp, Osgood’s statement, books sold, American Publishing Co., and money Webster needed, probably for continued production of Huck Finn. Sam ended with, I ought to have staid at home & written another book. It pays better than the platform.¹⁵⁰

Chicago, Milwaukee & St Paul RR

Monday, January 26, 1885: Winona, Minnesota--Philharmonic Hall

See *Winona Daily Republican*; Jan 27, 1885¹⁵¹

Cable wrote that they had to “rise at 5 tomorrow morning to take cars. O how home-sick I am”¹⁵².

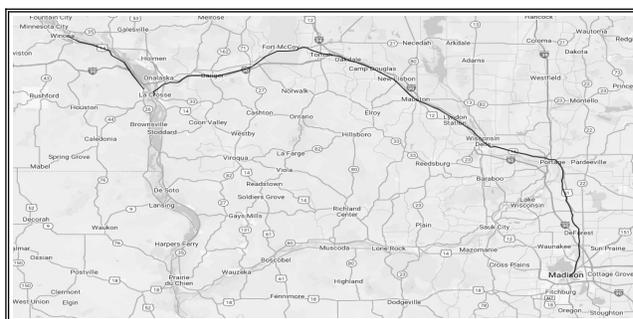
Chicago, Milwaukee & St Paul RR

Tuesday, January 27, 1885: Madison, Wisconsin--First Methodist Episcopal Church

They left [Winona] the morning of January 27 at 5:00 a.m. for a return engagement in Madison¹⁵³

“Ozias seems to have had a heart attack at Madison; nevertheless he accompanied the tour to Milwaukee, where he took to his bed. At this point a tug of war began between Clemens and J.B.Pond. The major wished to remain snugly ensconced at the Everett House in New York, but like most men, he lacked the force of character necessary to hold out against Clemens.”¹⁵⁴

Winona to Madison



See for reviews¹⁵⁵

The Madison Democrat 1885: January 28

The (Madison) Wisconsin State Journal 1885: January 27

Chicago, Milwaukee and St Paul:

Madison to Milwaukee

Wednesday, January 28, 1885:

Milwaukee, Wisconsin--Academy of Music

See for reviews.¹⁵⁶

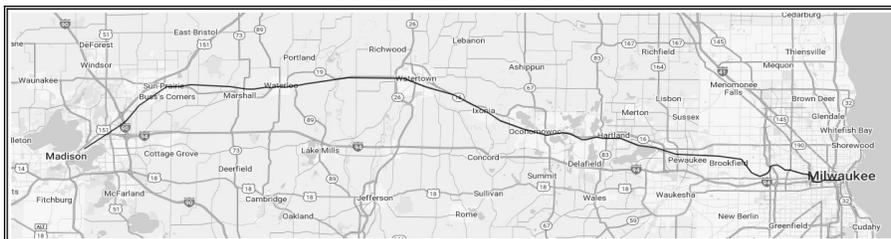
The (Milwaukee) Sentinel 1885: January 29

The Milwaukee Sentinel 1885: January 30

Thursday, January 29, 1885:

Milwaukee, Wisconsin--Academy of Music

Madison to Milwaukee



150 To Charles L. Webster 25 January 1885 • Minneapolis, Minn. (MTP UCCL 03134)

151 [Touring with Cable and Huck](#)

152 [Turner p 91

153 Scharnhorst p 443

154 Cardwell p 52

155 [Touring with Cable and Huck](#)

156 [Touring with Cable and Huck](#)

During the performance off stage, George Cable wrote to his wife, Lucy, of the struggle: Now here is the strangest thing! A house full of people, seemingly highly entertained but feeble in their final applauses. Mark was not called back & I, following, was so feebly encored that I did not feel justified in doing more than bowing. Fact is Mark is under a cloud tonight — feels it, confesses it, but cannot explain it. He doesn't take hold of his hearers and swing them as usual. There! he gets it at last. Even now it came as a kind of after thought from the audience after they had entirely ceased clapping. But it came good and heartily. Strongest, heartiest kind of a reception to "Mary's Ride." Now Mark is on to finish; but I know he is going to come off wringing his hands with vexation. Fact is our hard railroad travel is telling on us — has let out — slackened — our nerves. Queerly, but truly, we feel it most after a partial resting spell... The clock strikes ten. The end is only a few moments away. Finis. Mark explains it all. He had a warm bath an hour before the reading. He'll never take another ¹⁵⁷.

Scharnhorst reports that Sam's warm bath occurred after they had "railed a hundred miles to Rockford, Illinois, for a one-night stand." ¹⁵⁸

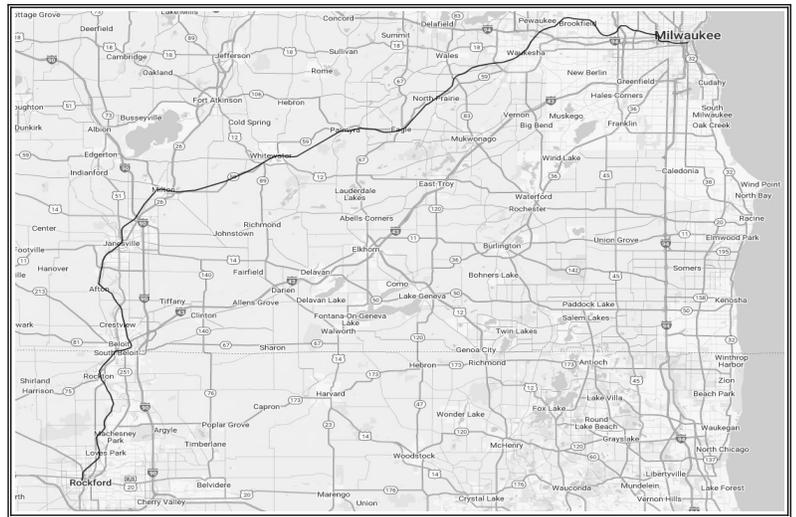
Chicago, Milwaukee and St Paul:

Friday, January 30, 1885: Rockford, Illinois--Opera House

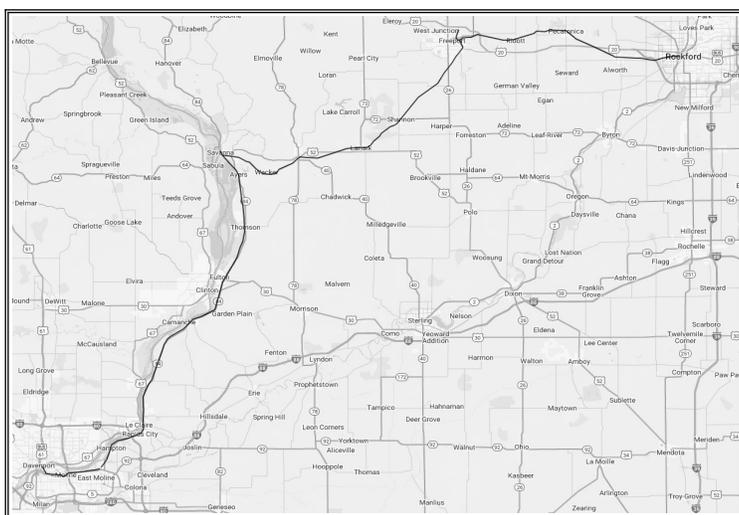
Sam and Cable gave a reading in Rockford, Illinois. Ralph Emerson and wife wanted Sam to "camp in their house, which is the best one in town (Rockford), but" he had to leave at 11 P.M. in a freight train [Jan. 31 to Livy. ¹⁵⁹

And so we did; & struck a sleeping-care train at 12.30, but did not go to bed, as we had to change cars at 2. 40. Did it, & slept it till 6, when we reached Rock Island; then Cable & I walked up through the town & over toward this place. ', when a sleigh overtook & we rode. ¹⁶⁰

Milwaukee to Rockford



Rockford to Davenport



Ozias Pond remained in Milwaukee, and his brother James was at the Everett House in New York City. James wrote Cable on this day arguing that he shouldn't be expected to travel back, that he could send a "perfectly honest, industrious man," but Sam would have none of it —this had been explicit in their contract—either James or his brother Ozias, no substitutes. ¹⁶¹. Off stage during Sam's performance, George Cable wrote his wife Lucy: I am reminded by something Mark is saying, of what a fine instinctive art he has for the platform. He has worked & worked incessantly on these programmes until he has effected in all of them — there are 3 — a gradual growth of both interest & humor so that the audience never has to find anything less, but always more, entertaining than what precedes it. He says, "I don't want them to get tired out laughing before we get to the end." The result is we have always a steady crescendo ending in a double climax. My insight into his careful, untiring, incessant

157 Turner pp 92-3
 158 Scharnhorst p 444
 159 DBD January 30, 1885
 160 To Olivia L. Clemens 1 February 1885 • Chicago, Ill. (MTP UCCL 03148)

labors are an education ... There! It does me good to hear them call him back at the place where the encores generally begin, instead of letting him go as they did in Milwaukee last night.¹⁶²

A likely route between Rockford and Davenport would be a freight train from Rockford to Freeport on the [Chicago and North Western](#); the [Chicago, Milwaukee and St Paul](#) to Savanna; changing cars; then the CM&SP to Silvis or East Molina and the [Chicago, Rock Island and Pacific](#) to Rock Island and Davenport.

Saturday, January 31, 1885: [Davenport, Iowa--Burtis Opera House](#)

After traveling all night to Davenport, Iowa, [from Rockford] the pair “made a great triumph” at the local opera house, Sam felt “old & seedy & wretched” before the show, but instead of bathing he “drank a big cup of black coffee & went on the stage as fine as a fiddle.”¹⁶³

They possibly got a hotel room upon arriving in Davenport but Twain departed for Chicago just after midnight, following the show. Cable would have had to remain in Davenport because of the Sabbath. The [Burtis-Kimball House](#) is most likely.

“Before leaving Davenport he [Twain] had a disagreement with Cable, who was unwilling to start for Chicago until Monday morning, as otherwise he would have been compelled to travel on the Sabbath. Twain boiled over and continued to boil for most of the rest of the tour. He complained to J.B.Pond and possibly at this time, wrote him a note in which he damned Cable as ‘a Christ-besprinkled psalm-singing Presbyterian.’”¹⁶⁴

Davenport to Chicago



The most likely route between Davenport and Chicago looks like the [Chicago and Rock Island](#) to Wynet then the [Chicago, Burlington and Quincy](#) to Chicago, where Sam checked into the [Grand Pacific Hotel](#).

Sunday, February 1, 1885:
To Olivia L. Clemens
Chicago, Sunday, Feb. 1/85.

Livy darling, don't worry about my health—it is perfect. We carried that Rockland house by storm, & ought to have done the same with that big Milwaukee audience the night before—but alas, I took a bath just before going on the platform, & it stupefied me. We did well enough, but not superbly. But last night we made a great triumph before a great Davenport audience. At 7.45 I was old & seedy & wretched from travling all night & getting no sleep; but then I drank a big cup of black coffee & went on the stage as fine as a fiddle; answered an encore; was uproariously encored again, *immediately*; was encored *again*, straightway, & went on & made a happy excuse, & did the same after another encore at 9.45. I guess we sent that multitude home feeling jolly. It was the only big audience that has assembled in that town since 1875.

Took the train half an hour after midnight—had then been mainly without sleep for 2 days & nights—so we got a stateroom & I slept the night through. When I am in such trim as I was last night, I would rather be on the platform than anywhere in the world.

If I can only get through all right tomorrow night here, I'll have no more troubles: 2 new pieces in the bill —“Agricultural Editor” & the “Blue-jays.”

Haven't you the new appointments? They end with Washington, Feb. 28. I had them telegraphed to you. We are in Brooklyn Feb. 21, so you see that although I can't manage the 26th, I can do it the 22d, & do it quite thoroughly & well, too, because I can leave New York at midnight the 21st, & be at home by 4 o'clock Sunday morning. The earlier date is preferable on many accounts; it will not take long to do it, anyway; & even if it should, I should not mind it.

161 Cardwell pp 52-3

162 DBD January 30, 1885

163 Scharnhorst p 444

164 Cardwell p 55

I love you, my darling, & I am not forgetting that tomorrow is the great day, our most prized & memorable day. I keep it in mind—as I do also you, whom I deeply love.

Saml ¹⁶⁵

Monday, February 2, 1885: [Chicago, Illinois--Central Music Hall](#)

Ironically, despite his failure to travel on Sunday, Cable arrived in Chicago in time for their Monday performance, the first of two additional readings in a return engagement at the Central Music Hall. The Chicago Tribune commended the “irresistible” humor of the evasion scene Sam read the first night and, after the second night, Sam crowed to Livy that he and Cable had “appeared four times before big audiences here & made a ten-strike every time. The ghost story was simply immense. I made those 1600 people jump as one individual.” ¹⁶⁶

James B. Pond wrote again from New York to George W. Cable, pleading for time and not to be pushed. Pond had Henry Ward Beecher’s arrangements to make on another tour and summer expenses to make. Meanwhile, Ozias was still holed up in Milwaukee, unable to travel ¹⁶⁷.

See for review. ¹⁶⁸

The *Chicago Tribune*, 1885: February 3

Offstage during Sam’s performance, George Cable wrote his wife, Lucy: Mark is telling one of his very best numbers & the old surf-roar is booming. They will encore every number to the end. Ah! what a noble applause calls Mark back, continuing until he has returned entirely back across the broad platform to the footlights. Funny thing just now. I had been out & sung two Creole songs & on retiring the applause died down & Mark in his nervous way stepping out on the platform a little too promptly was met by a patterning encore intended for the singer. It was awkward for him, but he was equal to the emergency. He stood still a moment, then said in the drollest way imaginable — “I’ll go back and get him” — At which there was a roar of laughter & applause in the midst of which he came back to make his word good. Of course I would not go, so he went back and raised another laugh, saying, “He’s sung all he knows” — and went on with “The Jumping Frog,” which is getting a superb reception.

Sam and Cable telegraphed from Chicago to Ozias W. Pond, Plinkinton House, Milwaukee, Wisc., who was ailing and feared near death. Sam had given Ozias a copy of Thomas Malory’s *Le Morte d’Arthur*, and addressed it to “Sir Sagramore le Desirous”—a nickname that stuck: Now wit you well, Sir Sagramore, thou good knight and gentle, that there be two that right wonderly do love thee, grieving passing sore and making great dole at thy heavy travail. And we will well that thou prosper at the hand of the leech, and come lightly forth of thy hurts, and be as thou were tofore . ¹⁶⁹

Tuesday, February 3, 1885: [Chicago, Illinois--Central Music Hall](#)

To Olivia Susan (Susy) Clemens
3 February 1885 • Chicago, Ill.

Sweetheart,

Mamma has sent me your composition, and I am very greatly pleased with it, and very much obliged to Mamma for sending it. I meant to return it to Mamma, but sealed my letter *previously*. So I’ll get you to do it for me.

It appears that the violin is becoming quite the fashion among girls. One of Gen. Fairchilde’s daughters plays that instrument. I didn’t see the girls except the one that was a baby [*inserted* by SLC: when we knew them in Paris]. They were away on a visit. It is said that one of them is very beautiful.

165 To Olivia L. Clemens 1 February 1885 • 2nd of 2 • Chicago, Ill. (MTP UCCL 03148)

166 Scharnhorst p 446

167 Cardwell p 53

168 [Touring with Cable and Huck](#)

169 DBD February 1, 1885

In this hotel, (the Grand Pacific) there is a colored youth who stands near the great dining room door, and takes the hats off the gentlemen as they pass into dinner & sets them away. The people come in shoals & sometimes he has his arms full of hats & is kept moving in a most lively way. Yet he remembers every hat, & when these people come crowding out, an hour, or an hour & a half later he hands to each gentleman his hat & never makes any mistake. I have watched him to see how he did it but I couldn't see that he more than merely glanced at his man if he even did that much. I have tried a couple of times to make him believe he was giving me the wrong hat, but it didn't persuade him in the least. He intimated that I might be in doubt, but that *he* knew.

Goodbye honey

Papa ¹⁷⁰

To Olivia L. Clemens

3 February 1885 • Chicago, Ill.

Well, Livy darling, you can't think what an immense burden of anxiety I have been toting around on my shoulders for the past two weeks. I probably have not spoken of it, for that is not my habit. The burden was the fact that I must exploit a new program in Chicago Feb. 2d (last night). Experience has taught me that it is better to go on the platform without a book, & *fail*, than to go on with one. So all these days I have been daily & nightly memorizing pieces (Buck Fanshaw, Agricultural Editor, & the Blue-Jays), & fearful labor it was, I can tell you; for when I am railroad-weary, my memory will hold nothing. I tried Buck Fanshaw "on a dog" a few nights ago, after spending a world of hard work on it—and immediately discarded it. Then I tried the Agricultural on a dog, & was full of haltings & stammerings—hadn't it half perfect. Last night I was not in good condition, but at 7.30 I drank a big cup of strong black coffee, & at 8.20 went on the platform before a big house & put the Agricultural editor through spiritedly & without a flaw. Then in answer to an encore I attempted "Dick Baker's Cat,"—which I had never attempted in public before, & had no book here to refresh my memory upon—and it went a-booming. I had the Blue-Jays in the program; so I took another cup of black coffee & went on & made a rattling success of *that*, also. The whole evening was a success & a most gratifying one—and so my troubles for this season are at an end. Notwithstanding the coffee, I slept the night through without waking, & am refreshed & feel very fine & clear-headed this morning. Black coffee is a prodigious stimulant; it lifts you right out of the most hopeless dulness into the seventh heaven of happy snap & cheerfulness.

Yes, I tried to read the Bostonians, but couldn't. To me it was unspeakably dreary. I dragged along half way through it & gave it up in despair.

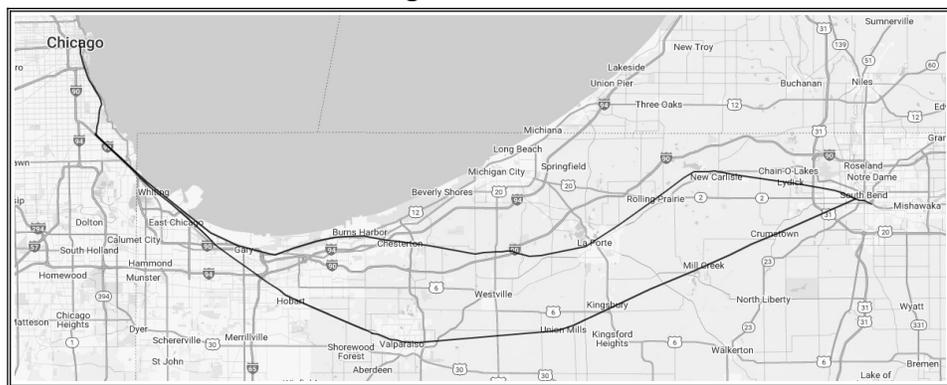
Cable has asked me several times to assure you that the opening his letter wasn't of the least consequence.

Speaking of Cable, he is no ordinary man, he is a *great* man; & I believe that if he continues his fight for the negro (& he will,) his greatness will come to be recognized—and it will be a greatness of a kind & size that will overshadow his merits as a novelist & make them small by contrast.

I was charmed with Susie's essay, & rather proud of it, too. I have read it several times, with my love for the little maiden to light the lines & enlarge & confirm my appreciation.

(Interrupted),

Chicago to South Bend



Goodbye darling

Saml. ¹⁷¹

To James B. Pond

3 February 1885 • Chicago, Ill.

My Dear Pond:

No, I don't prefer that; I prefer to go to Toronto & Detroit, if it be possible. Cannot you manage that? We know both of those cities,

170 To Olivia Susan (Susy) Clemens 3 February 1885 • Chicago, Ill. (Transcript by Susy Clemens: MTP UCCL 03151)

171 To Olivia L. Clemens 3 February 1885 • Chicago, Ill. (MTP UCCL 03150)

now, & neither of them has heard our new program. Either they must hear it or remain but half instructed; & surely it is better that we complete their regeneration than that we go & do incomplete missionary work in new fields. Besides, it is so much easier & pleasanter to talk to audiences whom we are already acquainted with than to combat the prejudices & incredulities of strangers. Strangers hardly ever believe anything we tell them; but you will find that in Detroit & Toronto the people will no more doubt us now than they would a newspaper. Will it not profit those communities to hear our new program? Go to: try again. Get us in at Toronto and Detroit.

Yours Truly
S. L. Clemens ¹⁷²

It appears mostly likely that Twain and Cable took the [Lake Shore and Michigan Southern](#) from Chicago to South Bend. It is also possible that they took the [Pittsburgh, Fort Wayne and Chicago](#), then owned by the Pennsylvania Company, to Valparaiso and the [Grand Trunk Western](#): to South Bend. One interesting point is that they would have traveled through Greater Grand Crossing, the site of a “frog war” between the Illinois Central and the Lake Shore and Michigan Central. In 1853 there occurred a collision between trains of the two companies due to the illegal crossing built by the Illinois Central..

Wednesday, February 4, 1885: [South Bend, Indiana--Opera House](#)

Sam wrote from Chicago to Livy: Livy dear, we hit them again last night, & hit them hard. We have now appeared four times before big audiences here & made a ten-strike every time. The ghost story was simply immense. I made those 1600 people jump as one individual. It is a pity to leave Chicago. We could repeat here a week longer. We go to South Bend, Indiana, this afternoon toward 4 o'clock. Charles Warren Stoddard is a Professor of English Literature 2 miles from there in a big Catholic College [MTP]. Note: Sam revealed in his Feb. 5 to Livy that the College was Notre Dame.¹⁷³

See_for review. ¹⁷⁴

South Bend Daily Tribune 1885: February 5

[Lake Shore and Michigan Southern Railway](#). The LS&MS leased the [Fort Wayne, Jackson and Saginaw Railroad](#) in 1882, from Waterloo to Fort Wayne

Thursday, February 5, 1885: [Fort Wayne, Indiana--Academy of Music](#)

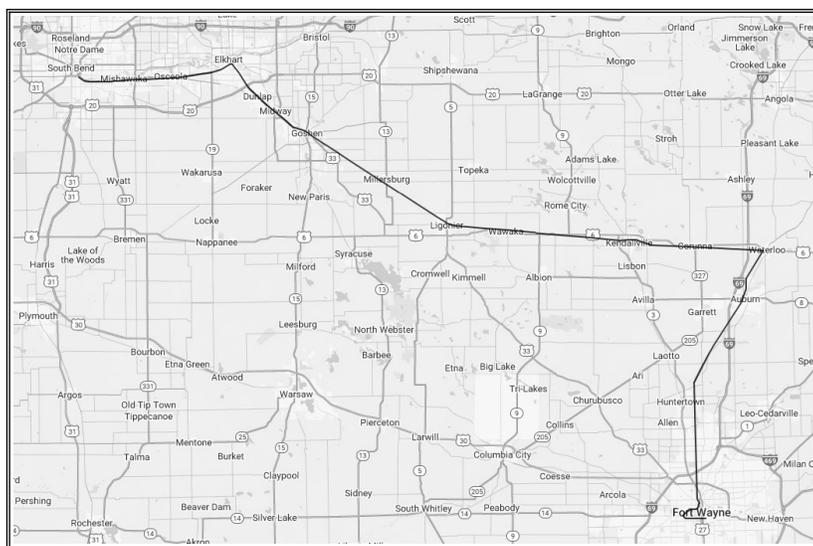
To Olivia L. Clemens
5 February 1885 • South Bend, Ind.

Livy dear, we are grinding out the days pretty fast, now that we are at last fairly into the last month & unquestionably on the homestretch. Major Pond is with us, now. He wanted to send his brother Edward, but we needed an expert, not a novice.

Chas. Warren Stoddard was in the audience last night, with the President & two other priests of his Catholic College of Notre Dame—pleasant people. Did I tell you, Stoddard is Professor of Literature there?—he says they don't require that the Professor of Literature shall know how to spell. Charley can't spell any better than Jean.

Things looked squally Saturday evening. It was announced that unless we left (Davenport) that night at 11, we could not meet our Chicago engagement Monday evening. Cable calmly said “I cannot travel on Sunday.” I was furious. I said “You will travel on Sunday, just the same,—this time.” He said, “It is in my contract that I am not to travel on Sunday, & I shall not do it.” I said, “Damn your contract. This is the *accident* of a change of RR

South Bend to Fort Wayne



172 To James B. Pond 3 February 1885 • Chicago, Ill. (MTP UCCL 02604)

173 DBD February 4, 1885

174 [Touring with Cable and Huck](#)

Goodbye, sweetheart, I love you.
Saml ¹⁷⁸

To Olivia L. Clemens *en route* from Lafayette to Indianapolis, Ind.
On the train, Feb. 7, 1885.

Although I slept an hour or two on the train yesterday morning, & 3 hours in the afternoon, I still wasn't much refreshed, on account of having gotten up so early; so nothing but my black coffee at 7 pm enabled me to put the evening through creditably. *It* makes me cheerful, & easy, & confidential & conversational with the audience; & that is all that is necessary to success. But it cannot protect me against those curious & disastrous lapses of memory which come of over-fatigue. I had some of these, last night, but did not mind them—easily covered them up. But not so, the night before. I got lost in the last third of "A Trying Situation"—couldn't find my place again, & so concluded with a speech explaining the dilemma, & the speech was a rattling, not to say an electrical, success.

At 11 last night I had been without food (barring my cup of black coffee,) for 24 hours—consequently my health & stomach were in perfect condition again. Maurice Thompson the poet ("Songs of Fair Weather" & the "Nightingale") came in at 10.30, & of course I was exceedingly glad to see him; but he staid till midnight, & I didn't like that very well, since we were to rise at 7 this morning.

Mamma, I wrote to Susie the other day to ask if the Toronto people had returned Patrick a bearskin cape. Haven't received an answer, yet. Therefore, you better write me now, to Toronto, ([Rossin House](#)), or telegraph me the night of the 11th to Russell House, Detroit, concerning the matter.

Just two weeks more, & I shall see you at home at half past 3 on a Sunday morning Feb. 22! Good-bye sweetheart, I do love you.

Saml ¹⁷⁹

[Jeffersonville](#) section of the [Jeffersonville, Madison & Indianapolis RR](#)

Saturday, February 7, 1885: [Indianapolis, Indiana--Plymouth Church](#)

See *Indianapolis Journal* 1885: February 8 ¹⁸⁰

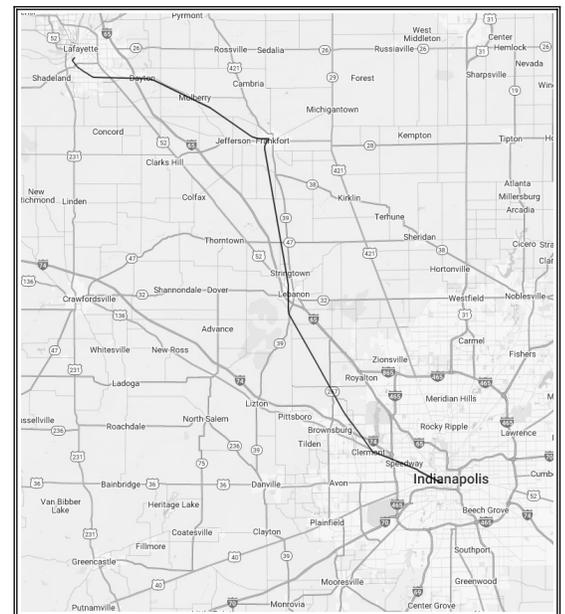
Sunday, February 8, 1885:

To Olivia Susan (Susy) Clemens
8 February 1885 • Indianapolis, Ind.

Susie dear

When I get home, you must take my Morte Arthur & read it. It is the quaintest and sweetest of all books. And is full of the absolute english of 400 years ago. For instance here is a paragraph which I will quote from memory.— And you too may learn it by heart for its worth it. There are only two other things in our language comparable to it for tender eloquence & simplicity, one is Mr. Lincoln's Gettysburg speech, & the other has for the moment escaped my memory.

Lafayette to Indianapolis



178 To Olivia L. Clemens 6 February 1885 • Lafayette, Ind. (MTP UCCL 03155)

179 To Olivia L. Clemens 7 February 1885 • en route from Lafayette to Indianapolis, Ind. (MTP UCCL 03156)

180 [Touring with Cable and Huck](#)

“Ah, Launcelot thou were head of all Christian knights! And now I dare say, thou Sir Launcelot, there thou liest, that thou were never matched of earthly knit’s hands; and thou were the courtliest knight, that ever bare shield, & thou were the truest friend to thy [*inserted by SLC: friend*] that ever bestrode horse; and thou were the truest lover, of a sinful man, that ever loved woman, & thou were the kindest man that ever strake with sword; & thou were the goodliest person that ever came among press of knights; & thou were the meekest man & the gentlest that ever ate in hall among ladies, & thou were the sternest knight to thy mortal for that ever put spear in rest.”

There isn’t that beautiful? In this book one finds out where Tennyson got the quaint & pretty phrases which he uses in The “Idyls of the king”—“Lightly” & “Wave” & the rest. Yes you must read it when I come sweetheart. Kiss Momma for me; & Ben & Jean.

Papa ¹⁸¹

To Olivia L. Clemens

8 February 1885 • Indianapolis, Ind.

No, Livy darling, don’t pay for the Artistic Homes, but just drop D. Appleton & Co a line, saying:

“Your bill for Artistic Homes is received, & will receive Mr. Clemens’s attention when he returns, March 1st.”

If they are not satisfied with that, answer no letters of theirs, & pay no attention to them in any way.

I have learned my trade at last. I know how to read my stuff. At last I can stand on a platform & do the thing right. I did make ’em shout last night. The blue-jays & the other stuff went booming; & I told about Tom Quartz (Baker’s Cat) for an encore. It is Cable’s fault that I have done inferior reading all this time. He has hogged so much of the platform-time that I have always felt obliged to hurry along at lightning speed in order to keep the performance within bounds; but now I take my own time, & give 25 minutes to pieces which formerly occupied but 15.

If this show were new, I would cut a third of him out of the program. But it isn’t worth while, now.

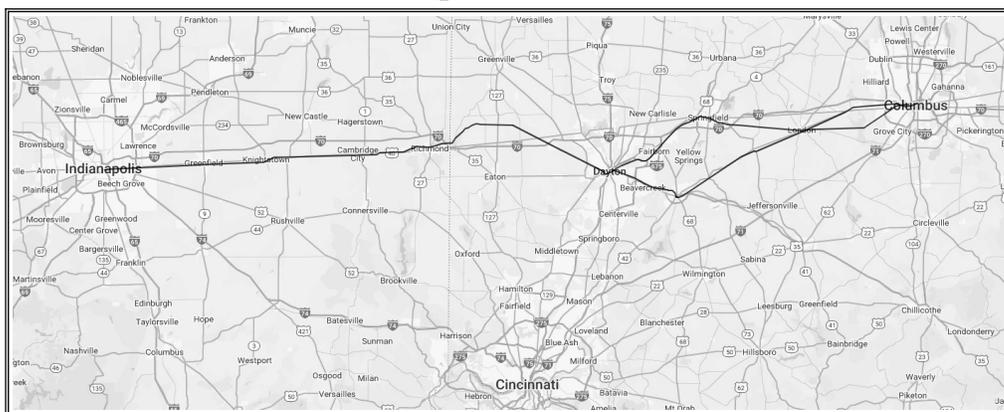
I am paying Cable \$450 a week & expenses. He isn’t worth a penny over \$200. He is not a novelty anywhere. He has apparently been in every town in the country just about twice; & that is as often as he is wanted. Especially as he offers his same old stuff all the time—doesn’t prepare himself with untried matter. He is expecting to continue on the platform next winter. He will find a sickly way of making a living. When I am advertised for a new program, it is *all* new—& his is all old—stuff which he has exploited in that town once or twice before.

Last night I wished I was in front of an English audience—it would have been good to see.

Goodbye, my darling, kiss those rascals for me—for I love you all.

Saml ¹⁸²

Indianapolis to Columbus



[Indiana Central](#), part of the [Chicago, St Louis & Pittsburgh RR](#): Indianapolis to Dayton What was the [Dayton, Xenia and Belpre](#): Dayton to Xenia. [Columbus and Xenia Railroad](#): Xenia to Columbus

Livy darling, rode all day in a smoking car, stopping every 30 yards, arrived here in a rain storm about 2 hours after dark

Monday, February 9, 1885:
[Columbus, Ohio--Comstock's Opera House](#)

To Olivia L. Clemens

9 February 1885 • Indianapolis, Ind.

181 To Olivia Susan (Susy) Clemens 8 February 1885 • Indianapolis, Ind.(Transcript by Susy Clemens: MTP UCCL 03159)

182 To Olivia L. Clemens 8 February 1885 • Indianapolis, Ind. (MTP UCCL 03158)

Livy dear, you cannot imagine anything like this idiotic Sunday-superstition of Cable's. I would throttle a baby that had it. It is the most beggarly disease, the pitiful, the most contemptible mange that ever a grown creature was afflicted withal. The only time the man ever grows nervous, the only time he ever shows trepidation, is when some quarter of a minute of his detestable Sabbath seems threatened. Saturday night a lady whom I seem to have known as a little girl in Buffalo gave us a reception; as midnight approached, I had gone upstairs with the gentlemen to smoke. Suddenly Cable appeared in the door, & stopped, for all were listening to an elaborate anecdote, & the speaker was specially addressing me. Cable saw that to interrupt would be bearish rudeness. He paused; then, the time being close to 12, he cast manners aside & came & bent over me & whispered that *he* must be going. I gave him curt warning to cease from his interruption (the anecdote was silenced & waiting); he held still a moment, then bent down again & whispered, "I will take the carriage, & send it back for you from the hotel." I said aloud, "You will do nothing of the kind— simply wait." Ah, if I had but known it was his shabby and hateful Sunday that was moving him to this, he would have *walked* home through the slop. That was really it. It would be unholy to ride home in a hack after 12. It is perfectly loathsome. Since I have been with this paltry child, I have imbibed a venomous & unreasoning detestation of the very *name* of the Sabbath. Saturday he was out of linen & wanted a couple of shirts washed; & you should have seen the nervousness with which he questioned the call-boy as to whether they could be done & *brought up* by such & such an hour. The boy was uncertain, as to 9 p.m., but finally said, "I know they can be done by half past eleven, or eleven, & I'll bring them up in the morning." "No—no!—I will not *have* them in the morning. Except they can certainly & *surely* come up this evening, I will not let them go at all!"

He is in many ways fine, & great, & splendid; & in others paltriness itself. In Napoleon resided a god a little mere man.

I have modified Cable's insulting & insolent ways with servants, but have not cured them; may-be they cannot be cured. Pond says the servants of the [Everett House](#) all hate him. Says that when C. is paying his own expenses, he starves himself; & when somebody else is paying them his appetite is insatiable. O, do you know, that for a year or two he was longing to hear Beecher, but would not cross the river on Sunday? He wouldn't cross the *bridge* on Sunday.

Well, I love you, anyway, darling

Saml. ¹⁸³

Sam and Cable gave a reading at the Comstock's Opera House, Columbus, Ohio. They possibly stayed at the [Neil House](#) in Columbus.

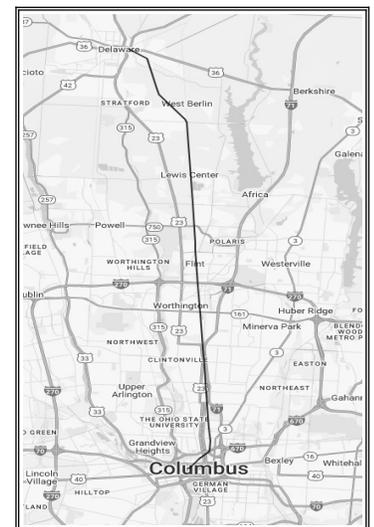
See for review. *Columbus Daily Times* 1885: February 10 ¹⁸⁴

To Olivia L. Clemens

10 February 1885 • Columbus, Ohio

Livy darling, rode all day in a smoking car, yesterday, stopping every 30 yards, arrived here in a rain storm about 2 hours after dark, jumped into evening dress in a desperate hurry & came before a full Opera House of the handsomest people you ever saw, & made them shout, & tore them all to pieces till half past 10, & not an individual deserted till the thing was over. I have been 3 months learning my trade, but I have *learned* it at last, & now I would rather stand before such an audience as that than play billiards. After the show (& a hot supper) Pond & I *did* play billiards until 2 a.m., & then I scoured myself in the bath, & read & smoked till 3, then slept till half past 9, had my breakfast in bed, & now have just finished that meal & am feeling as fine as a bird. My health is so superb, now, that I require an immense strain of exertion (and fatigue) to keep me refreshed & comfortable. Not for many many years have I been in such splendid condition physically. Sometimes I have to wonder if I am really the same person who used to feel weary after running up stairs to the billiard room.

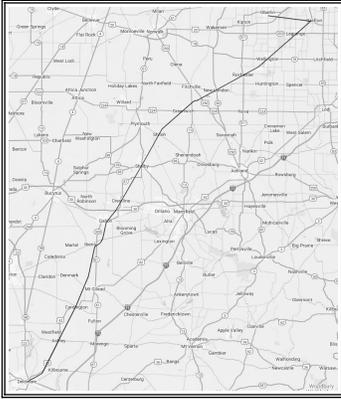
Columbus to Delaware



183 To Olivia L. Clemens 9 February 1885 • Indianapolis, Ind. (MTP UCCL 03160)

184 [Touring with Cable and Huck](#)

Delaware to Oberlin



Cover the CHILD! Do you know, that infernal Night Ride of Mary's has grown from 6 Minutes (in New Haven) to *fifteen!* And it is in *every* program. This pious ass allows an "entirely new program" to be announced from the stage & in the papers, & then comes out without a wince or an apology & jerks that same old Night Ride on the audience again. He did it 5 times in Chicago; but even that was not as bad as doing it 3 times in a little place like Indianapolis. He keeps his program strung out to one hour, in spite of all I can do. I am thinking of cutting another of his pieces out of the program.

I love you darling—goodbye. Be sure to give *my* love to Genl Franklin when you see him.

Saml ¹⁸⁵ 3:30pm

[Cleveland, Columbus, Cincinnati and Indianapolis Railroad:](#) to Delaware.

Tuesday, February 10, 1885: [Delaware, Ohio--Opera House](#)

This event not recorded in UV web site. Listed in [Twainquotes](#)

[Cleveland, Columbus, Cincinnati and Indianapolis:](#) Delaware to Wellington

[Norfolk & Western:](#) Wellington to Oberlin

Wednesday, February 11, 1885: [Oberlin, Ohio --First Congregational Church](#)

"The audience was cool, and the Weekly News charged that Twain had humbugged and swindled the people of Oberlin" ¹⁸⁶

"Fourteen years later, when Twain published "The Man That Corrupted Hadleyburg," citizens of Oberlin thought that their town was the prototype for Hadleyburg and that the writer was taking belated revenge for a bad press."¹⁸⁷

See for reviews and comments in the *The Oberlin (Ohio) Weekly News* ¹⁸⁸

[Cleveland and Toledo](#) section of the [Lake Shore & Michigan Southern Railroad](#)

Oberlin to Toledo

[Detroit, Monroe and Toledo:](#) Toledo to Detroit

Thursday, February 12, 1885: [Detroit, Michigan—Whitney's](#)

Sam and Cable spent all day on February 12 traveling 140 miles to Detroit on account of the inclement weather, Cable walked onstage at Whitney's Opera House twenty minutes past the hour and, he reported to Louise, even then he "was inconvenienced by the tardy incoming of a special train from another town that brought about a hundred auditors. Strange to say I went to the work fresh & bright & from the very start did, by verdict of all, the finest evening's reading thus far in my experience.' Sam received the more favorable notices for his performance this evening, however. As the Detroit Post suggested, Sam struck just the right note of levity, and "his manner heightens the effect of everything he says, because it seems to be utterly unfitted for public readings."¹⁸⁹

Sam and Cable gave a reading to a packed house at Whitney's Opera House, Detroit, Michigan. Even though there was a scheduling conflict with a high society event, the Light Guard's Grand Levee Honors for Governor Russell A. Alger (1836-1907), and

even though the thermometer had plummeted to 20 to 30 degrees below zero, "Luke Sharp" (Robert Barr, 1849-1912) of The Detroit Free Press reported the following Sunday that the audience was large and pleased [Denney 26]. George Cable wrote to his wife, Lucy: "Clemens found himself as heavy as lead—I mean in his own consciousness, and although the audience showed some heartiness of appreciation while he was before them, yet he came off disheartened, vexed & full of lamentations over his condition" ¹⁹⁰

185 To Olivia L. Clemens 10 February 1885 • Columbus, Ohio (MTP UCCL 03161)

186 Cardwell p 58

187 Ibid.

188 [Touring with Cable and Huck](#)

189 Scharnhorst p 448

190 Turner p 101

To George Iles

12 February 1885 • Detroit, Mich.

My Dear Iles:

I am so driven that I am obliged to cut correspondence down to telegrams; but I *must* drop just a line to thank you for your kindnesses & courtesies, [[O, h—I, it's platform time!]]

Midnight.—P.S.

I got your other telegram a while ago, & answered it, explaining that I have only a couple of hours in the middle of the day for social life. I know it doesn't seem rational that a man should have to lie abed all day in order to be rested & equipped for talking an hour at night, & yet in my case & Cable's it is so. Unless I get a great deal of rest, a ghastly dulness settles down upon me, on the platform, & turns my performance into *work*, & *hard* work, whereas it ought always to be pastime, recreation, solid enjoyment. Usually it is just this latter; but that is *because* I take my rest faithfully, & prepare myself to do my full duty by my audience. I am the obliged & appreciative servant of my brethren of the Snow-Shoe Club, & nothing in the world would delight me more than to come to their hours without naming time or terms on my own part—but you see how it is. My cast-iron duty is to my audience—it leaves me no liberty & no option. With my kindest regards & compliments to the Club & to you, I am

Sincerely Yours

SL Clemens ¹⁹¹

See [for review in The Detroit Post 1885: February 13](#) ¹⁹²

At 9 A.M. Sam wrote from Detroit, Michigan to Livy, whose last letter transmitted a hint by some Hartford charity for Cable to perform for their benefit.

To Olivia L. Clemens

13 February 1885 • Detroit, Mich.

Livy darling, if they want Cable they must apply to him themselves— as for me, I wouldn't even vaguely suggest it to him for any money. He *might* & *may* say yes, if they ask him, but I'll never believe it till I see it. He is one of the most spoiled men, by success in life, you ever saw. I imagine that if a charity wants his in-his-opinion-almighty aid, that charity will have to pay dollars for it. I don't believe he would do *anything* for nothing. I don't believe he "lays over," Sundays, gratis; I believe he keeps an account against God. Of course I may be all mistaken, but no matter, I *think* these things. And he would be quite right to decline to read in Hartford for nothing. It is not his town; he owes nothing to its charities. Don't you allow yourself to be in any way, directly or indirectly, concerned in the applying to him.

Hang it, I believe he did read for a ladies' charity in New Orleans for nothing. And so, after all—

No—I've ransacked my memory, & I was wrong—he told the ladies he would charge his regular price—& he did, & collected it. No, *he* wouldn't read in Hartford for nothing; he wouldn't read in Heaven for nothing.

I ate my usual supper of beefsteak & c at 11 last night, & have been lying here upwards of 10 hours thinking about it. I will get up, now, & take the train for Canada & leave 24 hours between my meals. When I sit down to supper at 11 to-night, I shall have a stomach in first-class condition, & no indigestions hanging around it.

Yours Truly

S L Clemens

To my darling. ¹⁹³

191 [To George Iles 12 February 1885 • Detroit, Mich. \(MTP UCCL 03164\)](#)

192 [Touring with Cable and Huck](#)

193 [To Olivia L. Clemens 13 February 1885 • Detroit, Mich. \(MTP UCCL 03165\)](#)

Detroit to London



Great Western (Ontario) portion of the Grand Trunk: Windsor to London

Friday, February 13, 1885: London, Canada--

Sam took the train for Canada where he and Cable gave a reading in London, Canada. In the audience were 151 girls, by Sam's estimate, from Helmuth Female College¹⁹⁴. After the lecture, Sam met many of the girls as well as the principal, who offered to send a sleigh for Sam and Cable in the morning if he would visit the college. Sam agreed. Cable wrote that this reading was in the Y.M.C.A. hall¹⁹⁵. No information on where they stayed in London has been found but it is possible they took rooms in the Tecumseh House in London.

Sam spent the following afternoon tobogganing with seventy students from Helmuth Female College who had attended the reading. Cable was flummoxed by the scene of the "girls waving and hurraing and he swinging his hat and tossing kisses right and left."¹⁹⁶

To Olivia Susan (Susy) Clemens
15 February 1885 • Toronto, Canada

Susie dear, it was a good letter you wrote me, & so was Clara's. I don't think that either of you have ever written better ones.

I went tobogganing yesterday & it was indescribable fun. It was at a girls' College in the country. The whole College—151 girls, were at the lecture the night before, & I came down off the platform at the close, & went down the aisle & overtook them & said I had come down to introduce myself, because I was a stranger, & didn't know any body & was pretty lonesome. And so we had a handshake all around, & the lady principal said she would send a sleigh for us in the morning if we would come out to the College. I said we would do that with pleasure. So I went home & shaved. For I didn't want to have to get up still earlier in order to do *that*; & next morning we drove out through the loveliest winter landscape that ever was. Brilliant sunshine, deep snow everywhere, with a shining crust on it—not flat but just a far reaching white ocean, laid in long smooth swells like the sea when a calm is coming on after a storm, & everywhere near & far were island groves of forest trees. And farther & farther away was a receding panorama of hills & forests dimmed by a haze so soft & rich & dainty & spiritual, that it made all objects seem the unreal creatures of a dream, & the whole a vision of a poet's paradise, a veiled hushed holy land of the imagination.

You shall see it some day.

Ich küsse dich mein liebchen.

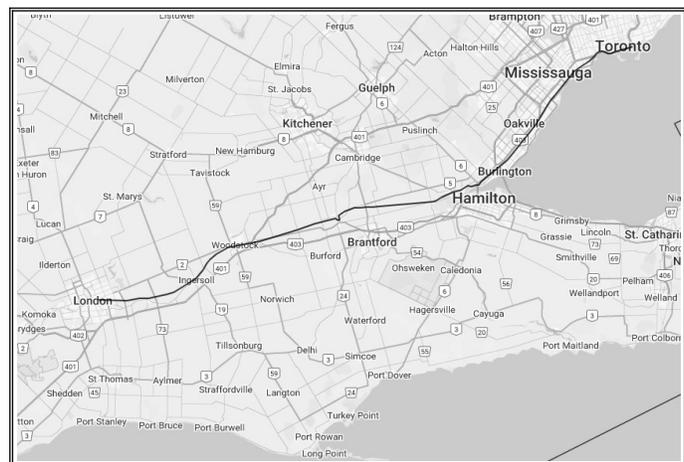
Papa.—¹⁹⁷

Great Western (Ontario) (Grand Trunk): London to Toronto

Saturday, February 14, 1885: Toronto, Canada--
Horticultural Gardens Pavilion

That night they arrived in Toronto after dark, again registered at the Rossin House, "dressed in haste," hurried to Horticultural Pavilion, "& read to a thin audience." Cable was disappointed by an auditorium "dotted noticeably with empty seats when we had looked for a crowded house."¹⁹⁸

London to Toronto



194 Cardwell p 61

195 Turner p 104

196 Scharnhorst p 448

197 To Olivia Susan (Susy) Clemens 15 February 1885 • Toronto, Canada (MTP Transcript by Susy Clemens: UCCL 03168)

198 Scharnhorst p 448

Sam and Cable gave a reading in Toronto, Canada, again at the Horticultural Gardens Pavilion. This time the audience was only half as large as their Dec. 8 and 9 sellouts a few weeks before [Roberts 22].¹⁹⁹

Sunday, February 15, 1885:

While Sam most likely slept in, Cable attended morning service at a Toronto Methodist church, and again at a 3 PM Sunday school [Roberts 22].²⁰⁰

To Olivia L. Clemens

15 February 1885 • Toronto, Canada

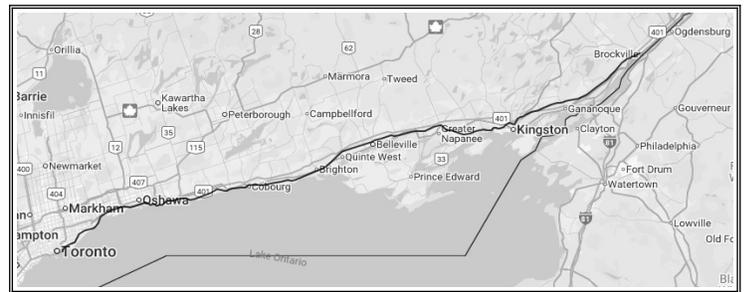
Livy darling, I did not get a chance to write yesterday—first omission for a long time. A sleigh called for us early & took us out 2½ miles to a Young Ladies' College & there each of us wrote 74 autographs in the midst of the pack of girls representing them; then we all went out on the hill—theremometer 12 below zero, & went tobogganing. It is tremendous sport, & no danger. You sit in the midst of a row of girls on a long broad board with its front end curled up, & away you go, like lightning. Climbing back up the hill through deep snow with a thin crust on it is not fun, & in fact it was very fatiguing. Still the sport was so prodigiously exciting & entertaining that it was well for us it was cut short by a telephonic message that the train was being held for us; otherwise we should have tired ourselves clear to death. I had my shoes full of snow & was wet to my knees when we left; but since I began the starvation-cure for all ills I do not mind these things. I allowed my clothese to dry themselves on me at their leisure, as I am not afraid of dampnesses & drafts anymore.

I was pretty drowsy for a while in the train, but it presently passed away, & my slight fatigue along with. Tobogganing is very violent fun, & pretty exhausting fun, too, but it is exceedingly good fun.

Eine Woche hin, und ich sei in die Heimat! Gott sei Lob und Dank dass die Zeit noch nicht viel länger wird! Liebchen, ich küsse dich!

Saml²⁰¹

Toronto to Brockville



Brockville to Ottawa



Grand Trunk:

Toronto to
Brockville

Monday,

February 16, 1885: [Brockville, Canada--Grand Opera House](#)

After another Sunday layover, they “came within an ace of missing’ their engagement in Brockville, Canada, spending “11½ hours making a 7-hour trip” there for an appearance Monday evening.²⁰²

In the evening Sam and Cable gave a reading in Grand Opera House, Brockville, Canada. Cable wrote, “We did not read in Kingston. The appointment was changed to Brockville...”²⁰³ It is possible they spent the night at the [Revere Hotel](#).

Canadian Pacific Railway: Brockville to Ottawa

From Brockville to Ottawa was likely on what was the [Canada Central Railway](#), which originated from a line from Brockville to Sand Point and a junction at Carleton Place to LeBreton Flats.

199 DBD February 14, 1885

200 DBD February 25, 1885

201 To Olivia L. Clemens 15 February 1885 • Toronto, Canada (MTP UCCL 03166)

202 Scharnhorst p 448

203 Turner p 108

To Olivia L. Clemens

17 February 1885 • *en route* from Brockville to Ottawa, Canada

On the train,

Yesterday I was not able to write. I was to be aboard the cars all day, & had planned to write you at my leisure; but very soon C asked for my pad, & as I handed it to him I called his attention to the fact that it was pretty thin but there was probably enough for us both. By & by he came jubilant & said he had ground out 8 letters. And do you know, the puppy had used up every rag of my paper! I was so disappointed & so mad that I spoke my mind rather freely—at least in manner, though not so much in words. (He has never bought one single sheet of paper or an envelop in all these 3½ months—sponges all his stationery (for literature as well as stationery) from the hotels. His body is small, but it is much too large for his soul. He is the pitifulest human louse I have ever known. We came within an ace of missing last night's engagement because he wouldn't travel on Sunday. He wouldn't let Pond carry his trunk ahead on Sunday. We had an immense snowstorm yesterday—snow the entire day & all night. We were 11½ hours making a 7-hour trip.

To-day we are likely to be all day going 3 hours. We've got 3 cars & 3 engines. Alongside us, out here in the snowy plains is a Pacific RR train standing still, whose engines cannot budge it a peg.

One of our passengers had the most enourmose cluster-diamond jewelry you ever saw—pins, rings, watch-charms, &c., that are simply colossal, incredible, astounding.

no closer or signature ²⁰⁴

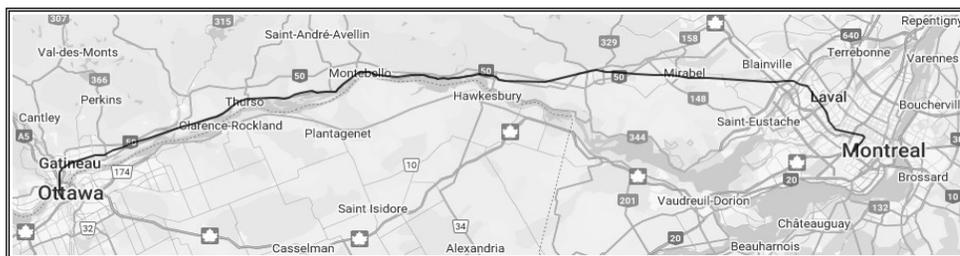
Tuesday, February 17, 1885: [Ottawa, Canada--Opera House](#)

There is no information on where Twain and Cable stayed while in Ottawa. Twain was at the [Windsor Hotel](#) in 1883 so it is possible he returned there.

“Twain's festering canker apparently remained unknown to Cable...”²⁰⁵

"Mr. Clemens did not confine himself to “Huckleberry Finn,” but drew upon others of his works likewise, especially the veracious history of his travels in Europe known as “A Tramp Abroad.” Out of the kindness of his heart he also consented to throw in as an “extra” the pathetic story of the “Jumping Frog.” He is an older man than we expected to see, and both face and frame show signs of hard work, but he knows how to husband his resources, and is probably not half so tired by an evening's reading as he would be by sitting out a dinner. In listening to him read you realize more fully than ever before the power of a single word. It was said that Garrick could move an audience to tears by the utterance of one word. Mr. Clemens certainly can move them to uncontrolled laughter by a single noun or adjective. His humour could hardly find a better interpreter than he is himself, and his most devoted readers must have discovered hitherto unsuspected brilliancy in even their favourite passages. "

Ottawa to Montreal



[Quebec, Montreal, Ottawa & Occidental](#) portion of the [Canadian Pacific Railway](#): Ottawa to Montreal

To Olivia L. Clemens
18 and 19 February 1885 • *en route*
from Ottawa to Montreal, and from
Montreal, Canada

On board the train, Feb. 1885.

This is a most superb winter morning—snow up to the fence-tops, splendid sunshine, no wind, white smoke floating up in lazy columns from the scattered log houses, the distances vague & soft in a haze that is lightly tinted with blue. A beautiful French Canadian girl came along, a minute ago at a station, clothed in a picturesque

204 To Olivia L. Clemens 17 February 1885 • *en route* from Brockville to Ottawa, Canada (MTP UCCL 03171)

205 *ibid*

short dress made of heavy white blanket with the red & blue stripes of the blanket running around the lower half of the skirt, the body trimmed with blue, a broad blue belt, deerskin moccasins, a blue-&-red tuque on her head—a most picturesque & captivating spectacle. The youth with her was in a blanket-costume, also, adorned with strong bright colors; had tight blanket pants on, broad blue belt & tuque, & moccasins. Doubtless they had been snoeshoeing, as these are snowshoeing costumes.

Several gentlemen were indignant that the Governor General didn't come to the reading or offer me any hospitalities of any kind; & said the town would by no means like it; for something was due me from the Marquis of Lansdowne, since everybody knows I was a guest of his predecessor & liked by him & the princess. I had wit enough to not divulge the fact that I hadn't *had* wit enough to invite the Governor to the show—and doubtless that was a politeness which was distinctly due from me. I don't know—but anyway I ought to have done it.

That poor Jean!—& poor mamma, too, who has to be up nights & take care of her. I do hope Jean is well by this time.

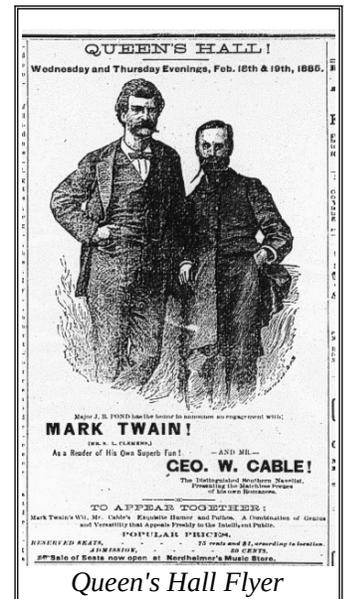
I love you, darling.

Saml

P.S. Feb. 19. Talked here in Montreal last night, sweetheart. Shall write to-day. ²⁰⁶

Wednesday, February 18, 1885: Montreal, Canada--Queen's Hall

They were welcomed upon their arrival in Montreal on February 18 with a reception hosted by the Athenæum Club at the Windsor Hotel that lasted until 6:00 p.m. and, Cable reported, “was the most elaborate affair I have ever had part in. I don't think I could have shaken less than two hundred and fifty hands.” He and Sam read that evening and the next before capacity audiences at the Queen's Hall, and the Gazette reviewed their performance the first night, noting that “only one Mark Twain in the world... can write such genuine fun.” While in the city, Sam was initiated into the Old Toque Bleue Snowshoe Club. As Cable described the ceremony, Sam was “lifted from his feet in the midst of a tightly huddled mass of young athletes, laid out at full length on their hands and then... thrown bodily into the air almost to the ceiling, caught upon their hands as he came down, thrown up again, caught again, thrown again—so four, five times amid resounding cheers.” Cable was impressed. “Put Montreal down as one of the brightest, liveliest and most charming cities—at least in winter—that can be,” he wrote Louise. ²⁰⁷



The Athenæum Club, a literary society of high rank, held a reception for the reading troupe at the Windsor from 4:30 to 6:00. Some 200 leading citizens, mostly ladies, were there to meet Sam and George. A long list of attendees was printed in the Feb. 19 Herald and Daily Commercial Gazette along with a notice for the next evening's performance. ²⁰⁸

"Probably not since the immortal Charles Dickens delighted the English speaking people of the old and new world with readings from his own works has there been an event in which the public take such an interest as the present reading tour of the S. L. Clemens and Geo. W. Cable. The Queen's hall last night was thronged with an appreciative and expectant audience. There is only one Mark Twain in the world who can write such genuine fun. Those who saw the performance last evening may come to the conclusion that there is only one who can really be a true exponent of that fun, and that man is Mark Twain himself. Nearly as much can be said for the distinguished novelist, Mr. Cable. There are a great many writers in the world—more than those whose works will ever be read—but few writers can appear before an audience and electrify and delight it by readings from the works of their own pen. Mr. Cable can do this, and in a manner which cannot be rivalled."

Tuque Bleue Snowshoe Club: “Husky young club members seized Clemens, Cable, and the huge major [Pond] and tossed them repeatedly to the ceiling. Each of the visitors made speeches, Cable sang “Pov’ Piti Momzel Zizi,” club members sang a snowshoe song, and, finally, all joined in “God Save the Queen” ²⁰⁹

206 To Olivia L. Clemens 18 and 19 February 1885 • en route from Ottawa to Montreal, and Montreal, Canada (MTP UCCL 03173)

207 Scharnhorst p 449

208 Cardwell p 62

209 Cardwell p 63

Thursday, February 19, 1885: [Montreal, Canada--Queen's Hall](#)

Sam's P.S. to his Feb. 18 to Livy, simply added that he'd "talked here in Montreal last night." Before the reading Sam wrote another letter to Livy, enclosing the itinerary for the tour for February. Livy had referred twice to an invitation sent Sam but he'd not heard of nor seen of one for "the Union for Home Work ladies." If they wanted him to speak, he hoped it would be set for "some time in the first fortnight of March, so that" he would "still be fresh & not have to use a book" [MTP].

"Mark Twain and George W. Cable gave another entertainment last evening in the Queen's hall, which was, if possible, even more crowded than on the preceding night."

Charles C. DeZouche (1830-1896) wrote from Montreal: "Your 'Tragical tale of a Fishwife' [in "The Awful German Language" in A Tramp Abroad] last night reminded me that I, too, tried to learn German. It was years ago, and when I had crept in, about up to my ankles, I discovered words which looked badly, sounded badly, and almost smelled badly." He included a poem with such words and then asked for Sam's autograph [MTP] ²¹⁰

Montreal to Saratoga Springs

[Delaware and Hudson:](#) Montreal to Saratoga Springs

To Olivia L. Clemens

20 February 1885 • *en route* from Montreal, Canada, to New York City, N.Y.

On train, Feb. 20/85.

Ah, my darling, if you could only be along, to-day! Never, never never was such a marvelous winter journey! For an hour or two we have been skirting Lake Champlain, & the landscape is too divinely beautiful for language to describe. You look miles & miles out over the frozen snow-white floor of the Lake, with the dazzling sun upon it, & huge blanket-shadows of the clouds gliding over it, & here & yonder a black speck on the remote level (a sleigh), & away on the far further shore a dim & dreamy range of mountains rises gradually up & disappears in a ragged, low-hanging leaden curtain of clouds.

We have left the Lake, now, & are among rolling farms, clothed to the fence-tops with the blindingest white snow, & on every hand in the distance rise rugged mountains mottled with dark forest-patches & frothy fields of snow, all softened & enriched with a purple haze—and then the mountain-summits! they are as vague & spectral, away up there in the sky, as if you saw them through a veil of summer rain.

I send a toboggan for the children. They better not try to use it till I come.

I will send a pasteboard box, to-night, which must remain closed till I come. It is for the children. I bring you something myself by hand—I may possibly send it by express.

I love you, sweetheart.

Saml ²¹¹

Friday, February 20, 1885: [Saratoga, New York--Town Hall](#)

The Montreal Evening Star, p3: "Movements of Clemens and Cable." A reporter was nearby when Sam chatted and tobogganned with the college girls. ²¹²(See Feb. 14 entry.) In the evening, Sam and Cable gave a reading in Town Hall, Saratoga, New York. Fatout reveals that "the Town Hall was so cold that the audience wrapped in ulsters and capes" [Circuit 228]. Clemens included: "Tragic Tale of the Fishwife," "A Trying Situation," and "A Ghost Story" [MTPO]. ²¹³

"As to Mark Twain, it is needless to say that he carried the house by storm with his dry, infectious and irresistible humor. There is more in most of Twain's jests and humorous turns than in those of many humorists, in that they are almost all reinforced by auxilliary [sic] or sub-jokes, an annex, as it were to each joke, so that you hardly catch the report of one and begin to enjoy it when, like an echo, or a reverberation, or rather, like a repeating rifle, along come other jokes following close on the heels of

210 DBD February 19, 1885

211 To Olivia L. Clemens 20 February 1885 • *en route* from Montreal, Canada, to New York City, N.Y. (MTP UCCL 03176)

212 Scharnhorst, Interviews 53-6

213 DBD February 20, 1885



their file leaders, (our metaphor is a little mixed) and each one apparently healthier and heartier than its predecessor. He will string more wit, and jokes, and humor, and fun on a single climacteric sentence than any one that we know of. And what a style the man has. It inspires confidence in the absolute unreliability of what he is going to say, the moment he appears on the platform and gravely takes you in with his severely sober but twinkling glance. He makes you the confidant of his villainies and his trials in a way that you cannot resist, and when the cold-blooded wretch has compromised you, he has you at his mercy and you can't get away, and he knows it. The first thing he did last night was to gain the sympathy of his dupes by reciting to them his struggles with German genders. Then he gave the details and disasters of a "little game" that he attempted to practice on an unprotected female in Switzerland; and then he recounted his experience in Nevada as a "fighting editor," which must have made some of the Saratoga fighters burn with jealousy as he displayed the bloodthirsty traits in his editorial character. The entertainment was concluded with a blood-curdling ghost story which fairly startled his audience out of their seats." ²¹⁴

*Rensselaer & Saratoga: Saratoga Springs to Albany
New York Central & Hudson River RR to New York*

Saturday, February 21, 1885: [New York City--Academy of Music](#)

Upon arriving in New York, Sam and Cable breakfasted with Ozias Pond and his wife, Nella. He inscribed a copy of the newly published Huck Finn for Ozias, whose health had improved [Cardwell 64]. Sam then immediately made his way to the home of General Grant, hopeful that Grant's memoirs would be given to Webster & Co.. Grant confirmed that he, his son, and George W. Childs had been negotiating with Webster, since Sam's last call (see Nov. 20, 1884 entry). "I mean you shall have the book—I have made up my mind about that," Grant said. The bad news was the doctors gave Grant "only a few weeks to live." Sam went straight to the offices of his nephew, Charles Webster, and directed him to finish the details on the Grant contract and deliver it to his home. Sam agreed to hire a stenographer to help Grant finish the work. Noble E. Dawson was chosen—he'd been with Grant in Mexico.

It's unknown if Twain lectured here as Fears reports this location was misidentified with an actual performance in Brooklyn on February 21, 1885.

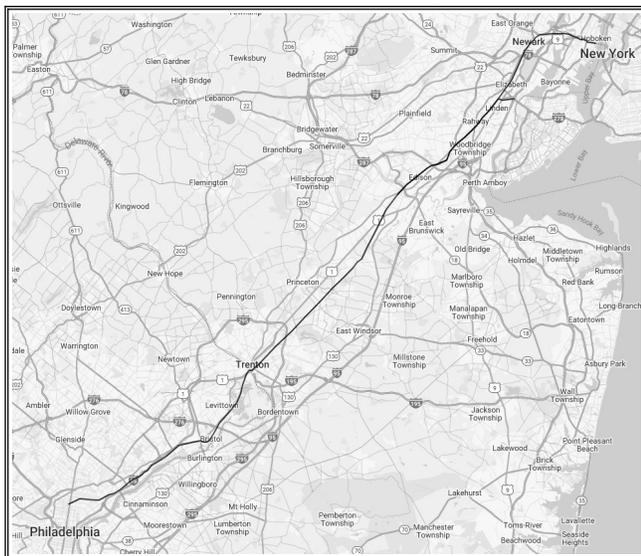
Sam and Cable gave a reading in the [Academy of Music, Brooklyn](#), New York.²¹⁵

The Brooklyn Eagle 1885: February 22 ²¹⁶

Saratoga Springs to New York



New York to Philadelphia



Sunday, February 22, 1885:

[New York New Haven & Hartford RR](#)

Monday, February 23, 1885: [New Haven, Connecticut --Grand Opera House](#)

Sam and Cable gave a reading at the Opera House in New Haven, Conn. [New Haven Evening Register for Feb. 18, 21 and 23].

Tuesday, February 24, 1885:

Wednesday, February 25, 1885:

Cable's Feb. 26 letter home: Had a great time in Newark last night; one of the finest nights we have had for some ten days. Orange [NJ] was very poor—i.e. the audience was slim; which was a great surprise to us & not to be accounted for ²¹⁷. Note:

214 DBD February 20, 1885

215 DBD February 21, 1885

216 [Touring with Cable and Huck](#)

217 Turner p 113

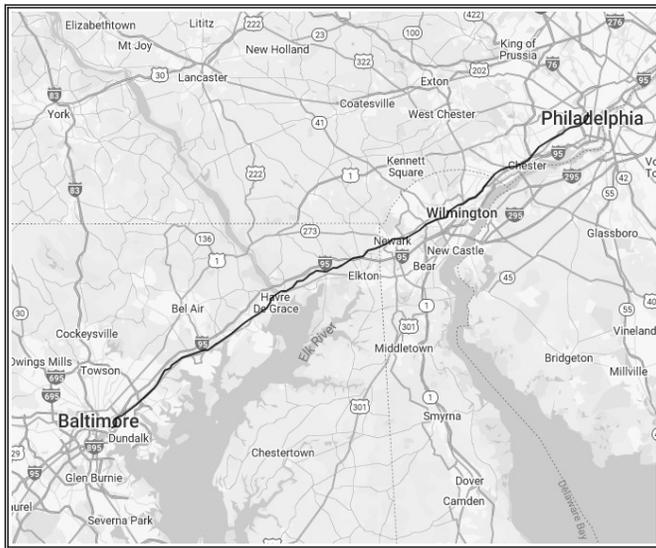
Although not listed in Railton or Schmidt, it seems from this letter that the men read in both places, probably a matinee and an evening performance.

The journey from New York to Philadelphia was likely on lines leased by the [Pennsylvania Railroad](#). The [United New Jersey Railroad and Canal Company](#): The *Camden and Amboy Railroad Transportation Company*, usually shortened to the *Camden & Amboy RR*, and the *New Jersey Railroad*. Then, from Trenton what was the [Philadelphia and Trenton Railroad](#) but was by this time part of the [Pennsylvania RR](#).

Thursday, February 26, 1885: [Philadelphia, Pennsylvania](#) --[Academy of Music](#)

Sam saw Nat Goodwin, actor and vaudevillian, on the train going to Philadelphia. Goodwin told Sam he was “very anxious to play” the Sellers as Scientist [Feb. 27 to Howells]. In the evening Sam and Cable gave a reading to an audience of about 3,000 at the [Academy of Music in Philadelphia](#), Penn. Clemens included: “A Dazzling Achievement,” “Tragic Tale of the Fishwife,” “Incorporated Company of Mean Men,” and “The Bluejay’s Mistake” [MTPO].

Philadelphia to Baltimore



Fatout, citing Pond’s finance records says the \$918 take reflected a crowd of one thousand [Circuit 218].

From Cable to his wife on Feb. 27: It was the finest sight I have ever looked at from the platform. And I had great success. As to Mark his was not up to high water mark though — excuse me, the pun was accidental — he created much enthusiasm. I don’t see what is the matter with him except that he seems tired out. [Turner, MT & GWC 113].²¹⁸

See for review in *The (Philadelphia) North American* 1885: February 27²¹⁹

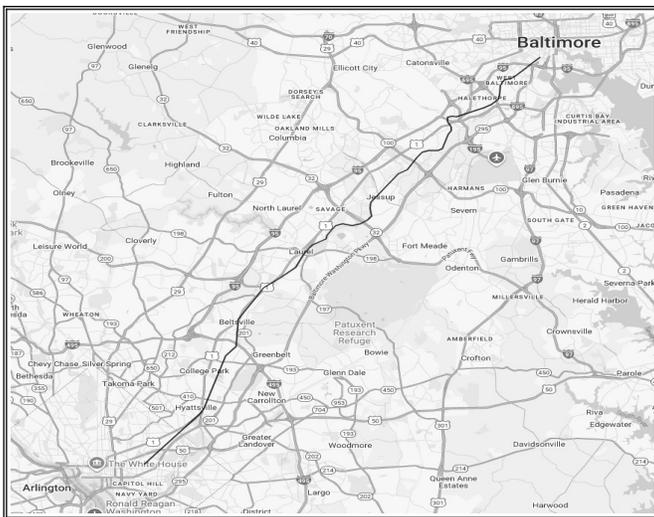
[Baltimore and Ohio](#): Philadelphia to Baltimore

I don’t know the route taken to Philadelphia February of 1885 as I don’t know where he departed from: New York City? Newark, New Jersey? Orange, New Jersey?

Friday, February 27, 1885: [Baltimore, Maryland](#). --[Oratorio Hall](#)

To William Dean Howells
27 February 1885 • Philadelphia, Pa.

Baltimore to Washington DC



My Dear Howells—

To-night in Baltimore, tomorrow afternoon & night in Washington, & my four-months platform campaign is ended at last. It has been a curious experience. It has taught me that Cable’s gifts of mind are greater & higher than I had suspected. But—

That “but” is pointing toward his religion. You will never never know, never divine, guess, imagine, how loathsome a thing the Christian religion can be made until you come to know & study Cable daily & hourly. Mind you, I like him; he is pleasant company; I rage & swear at him sometimes, but we do not quarrel; we get along mighty happily together; but in him & his person I have learned to hate all religions. He has taught

me to abhor & detest the Sabbath-day & hunt up new & troublesome ways to dishonor it.

218 DBD February 26, 1885

219 [Touring with Cable and Huck](#)

Nat Goodwin was on the train yesterday. He plays in Washington all the coming week. He is very anxious to get our Sellers play & play it under changed names. I said the only thing I could do would be to write to you. Well, I've done it. I shall return to New York Monday, I think, & fool around there one or two days, mainly at Webster's office; so if you write me at once there (658 B'way) I'll get it.

I sold the right to dramatize & play Tom Sawyer on a royalty & it is to be exploited presently in New York. I have not seen the MS; so I don't know anything about it.

Ys Ever

Mark. ²²⁰

Sam planned to return to New York City on Monday and stay one or two days, "mainly at Webster's office," so he asked Howells if he'd write him there (Sam was in Washington, D.C. on Monday, Mar. 2, but may have left that day for New York.) Sam and Cable traveled to Baltimore, Maryland, where they gave a reading at the Oratorio Hall. Clemens included: "A Dazzling Achievement," "A Ghost Story," "Jumping Frog" and "The Bluejay's Mistake" [MTPO].²²¹
See *The Baltimore Sun* 1885: February 28 ²²²

Unable to determine the location of "Oratorio Hall" but it is possible the location was the Odd Fellows Hall in Baltimore.
[Baltimore and Ohio](#): Baltimore to DC

Saturday, February 28, 1885: [Washington, D.C.--Congregational Church](#)

Sam and Cable read at the Congregational Church, Washington, D.C.

Note: Fatout gives figures from Pond's cashbook, listing \$789 as the take from this reading [Circuit 218]. Thus ended the "Twins of Genius" tour: total gross receipts, \$46,201, from which Cable's salary and expenses took more than \$20,000. Cable earned \$6,750, Sam approximately \$15,000, and Pond's commissions "a modest \$2500 to \$3000" .²²³

Review in the *Washington Post* 1885: March 1 ²²⁴

Cable headed to New Orleans and Sam railed to New York on March 2 and stayed three nights at the Everett Hotel, spending much of his time with Grant, before returning to Hartford three days later.²²⁵

220 To William Dean Howells 27 February 1885 • Philadelphia, PA (MTP UCCL 02605).

221 DBD February 27, 1885

222 [Touring with Cable and Huck](#)

223 DBD February 28, 1885

224 [Touring with Cable and Huck](#)

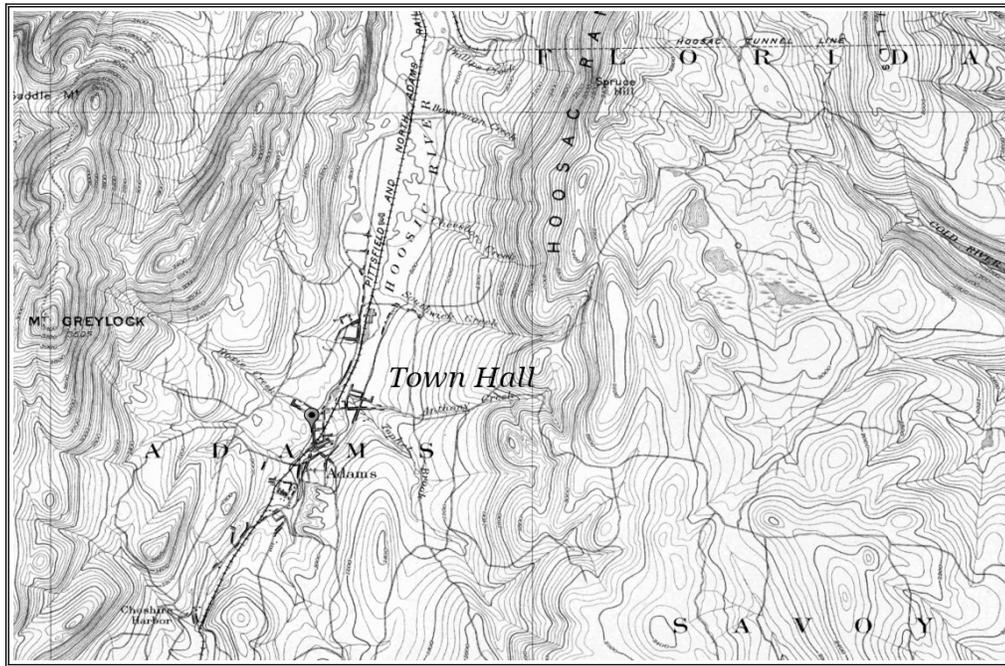
225 Scharnhorst p 450

Cities, Venues and Hotels:

Adams, Massachusetts (See [December 1](#))

Adams is a handsome post village nestled at the foot of old Greylock, on the Pittsfield & North Adams, R. R., and extending on both sides of the Hoosac river. Here are collected factories, mechanic shops, rows of business blocks, dwellings and churches, forming a neat, prosperous and vigorous New England village. North and south of it, strung along the Hoosac like beads on a thread, are other prosperous, manufacturing villages, so that the valley is almost a continuous village through the whole length of the town, for it must be remembered that nearly the whole population of the township is gathered in this narrow valley.²²⁶

Town Hall, Adams, MA



USGS Quad: Greylock – 1886

Nathan Jones purchased the township of East Hoosac at auction in 1762 from the state for £3,200. In 1778, the town was officially incorporated as Adams, named in honor of Samuel Adams. Much of the land had been subdivided into 100 and 200-acre lots. These were mostly farms with frontage on the Hoosic River, which provided water power for woolen, cotton, lumber, and plastic mills.

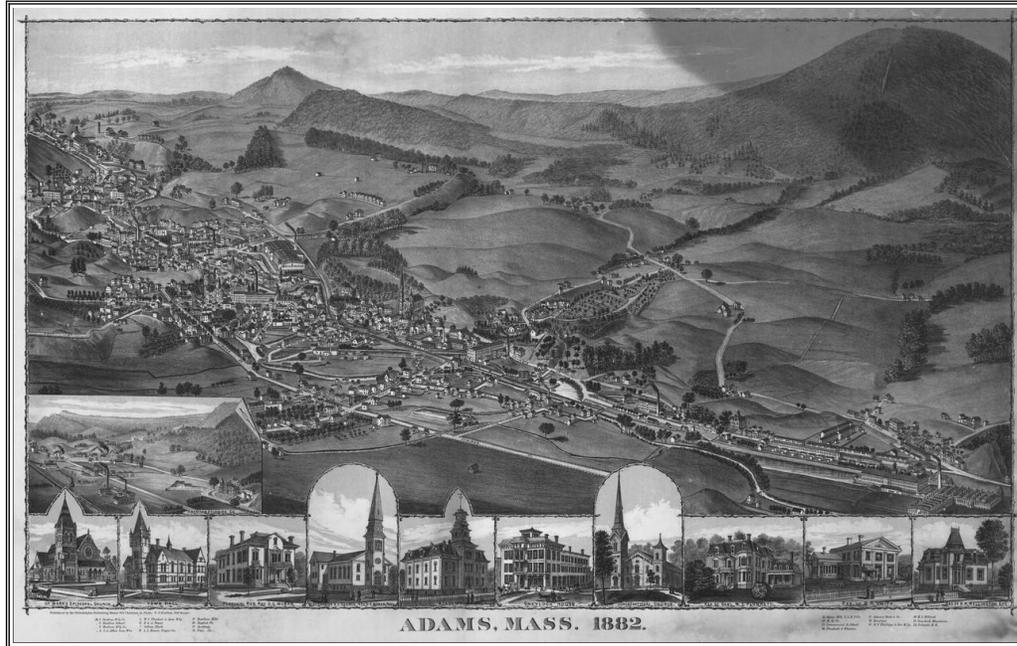
The town's population declined from 1810 to 1820 as farmers moved west for better soil. The War of 1812 had the unintended result of stimulating development of the textile industry in the United States because British textiles were no longer available. In 1814, the Adams South Village Cotton Manufacture Company opened. With the construction of a number of mills on the Hoosic River, the demand for labor increased greatly, and Adams' population more than doubled to 4,000 between 1820 and 1835.

The Pittsfield & North Adams Railroad inaugurated service through Adams in 1845-46 and erected buildings between 1889 and 1894.

Old Town Hall: On the corner of School and Park Streets, a site which was earlier occupied by a school, the Town Hall was built to serve local government, house the district court, Registry of Deeds, and provide an auditorium. [Town of Adams, Massachusetts](#)

226 [Wayback Machine](#)

Graylock House: No information available on this location. Major Pond indicated it as the hotel in Adams, MA.

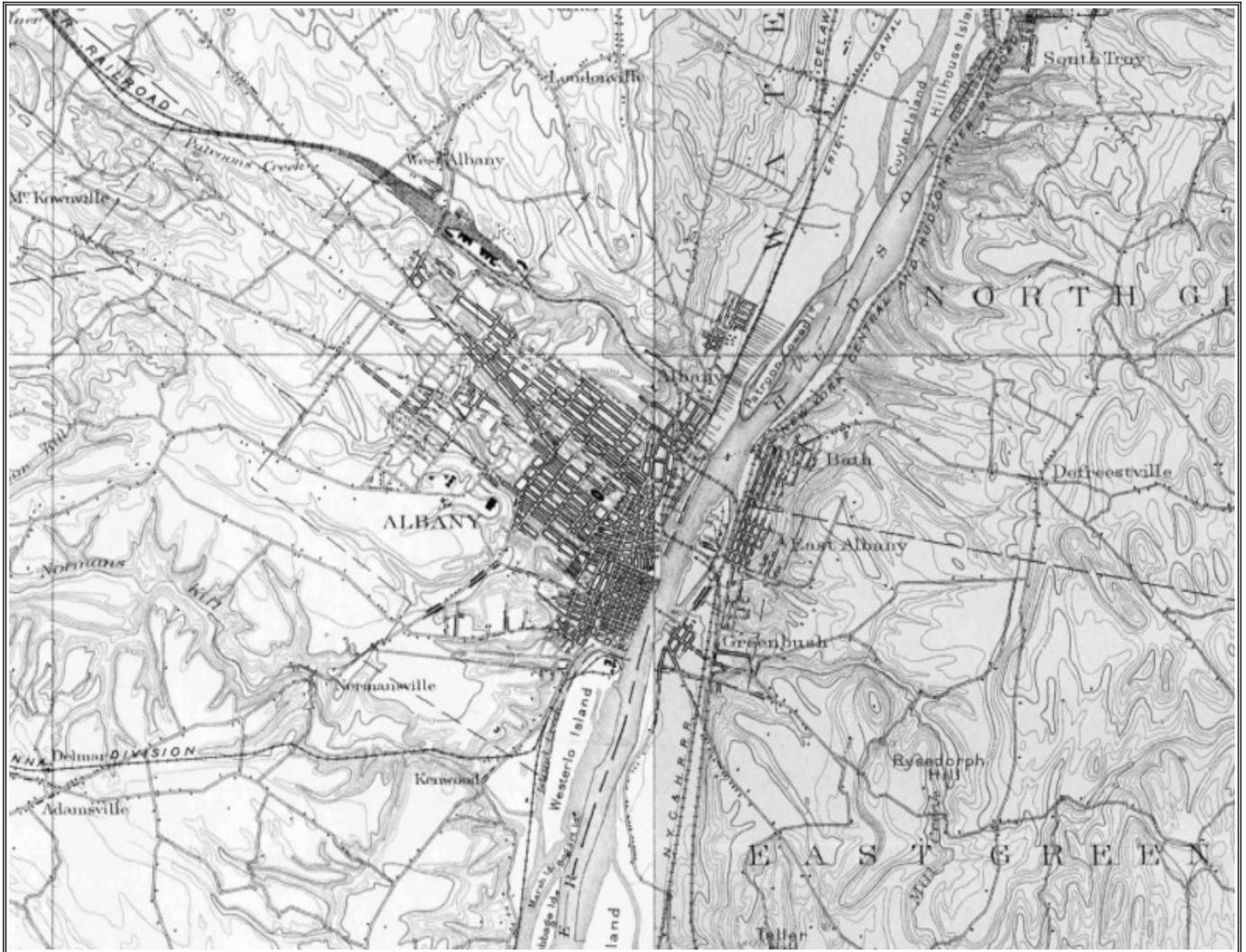


Philadelphia Publishing House, and C. J Corbin. Adams, Mass. [Phila. i.e. Philadelphia: Philadelphia Publishing House, 1882]

Albany, New York (See [December 2](#))

With all the railroads passing in and out of Albany, there are really but two depots in the city. The Central and Hudson River and the Boston and Albany Railroads occupy the Union Depot just north of Maiden lane and east of Broadway. The Rensselaer and Saratoga, the West Shore, and the Susquehanna division of the Delaware and Hudson Canal, have their depot at the foot of Maiden lane. The cars of the latter pass the steamboat landings, and during river navigation, passengers desiring to take the boats leave the train. The West Shore trains arrive at and depart from the depot at the foot of Maiden lane.²²⁷

Albany, NY



USGS Quads: Albany – 1893, Troy - 1893

In the late 18th century and throughout most of the 19th, Albany was a center of trade and transportation. The city lies toward the north end of the navigable Hudson River; the original eastern terminus of the Erie Canal, connecting to the Great Lakes; and was home to some of the earliest railroads in the world.

The Hudson River area was originally inhabited by Algonquian-speaking Mohican (Mahican), who called it Pempotowwuthut-Muhhcanneuw. The area was settled by Dutch colonists who, in 1614, built Fort Nassau for fur trading and, in 1624, built Fort

²²⁷ *Bi-centennial History of County of Albany, 1609-1886*, p 317

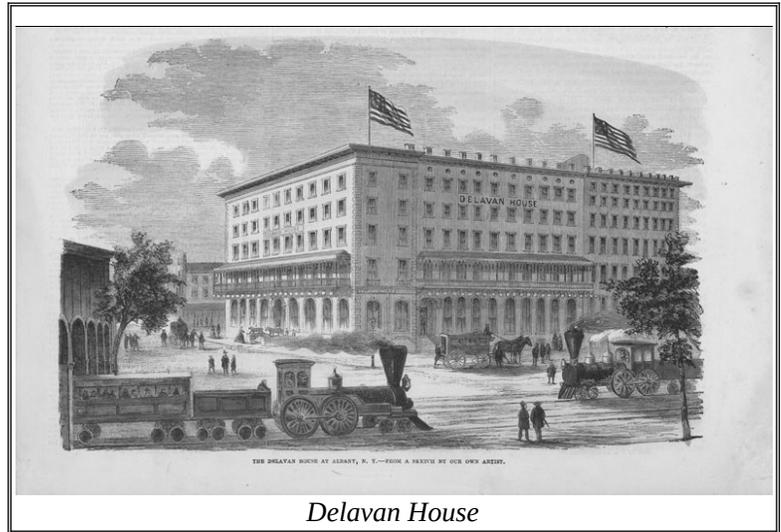
Orange. In 1664, the English took over the Dutch settlements, renaming the city Albany in honor of the Duke of Albany, the future James II of England and Ireland/James VII of Scotland.

Fighting between Native Nations over the fur trade and territorial disputes exacerbated by European colonization led to the Mahicans displacement by the Mohawk Iroquois. By the 18th Century, many Mahicans had resettled in Connecticut, but some settled in Southern New York with the Munsees.

Albany was officially chartered in 1686 under English rule. It became the capital of New York in 1797 after the formation of the United States. It is one of the oldest surviving settlements of the original British thirteen colonies; no other city in the United States has been continuously chartered as long. [Wikipedia](#)

Delavan House:

The Delavan is a spacious and substantial five story building, covering the entire block, and contains 400 rooms available for guests. It has latterly been thoroughly renovated. All modern improvements are here, including safety passenger elevator, steam heat, electric lights, annunciators, telegraph office, barber's shop, billiard rooms, etc. The Delavan is handsomely furnished throughout, while its rooms are the largest and best ventilated in the city. The sanitary arrangements are complete, while every possible care and attention have been paid to the means of escape in case of fire. The culinary department is under the supervision of a distinguished French chef, while everything of the finest quality is to be found in the menu. (From 1888's *The Empire State: Its Industries and Trade*) [See Hoxsie](#)

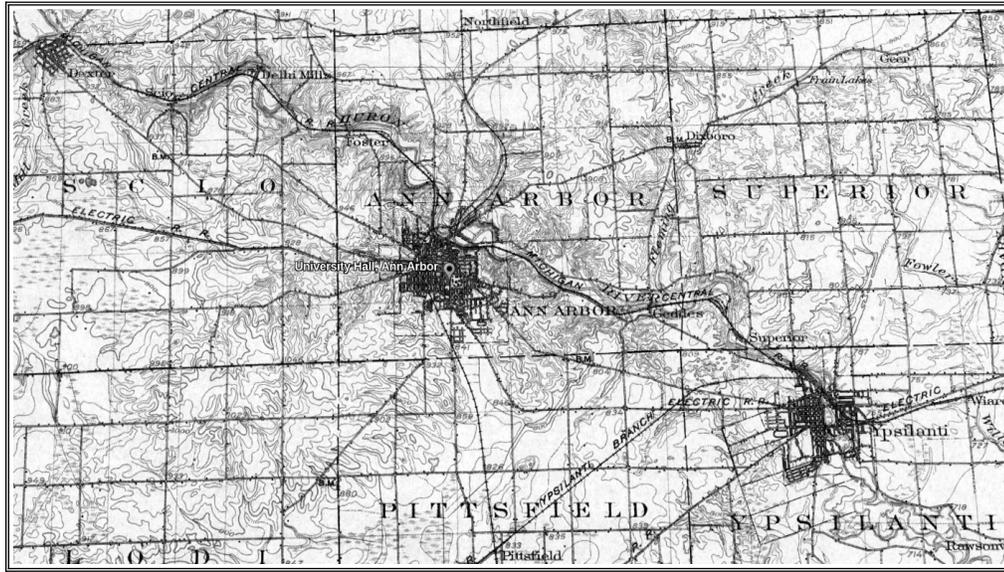


Delavan House

Ann Arbor, Michigan (See [December 12](#))

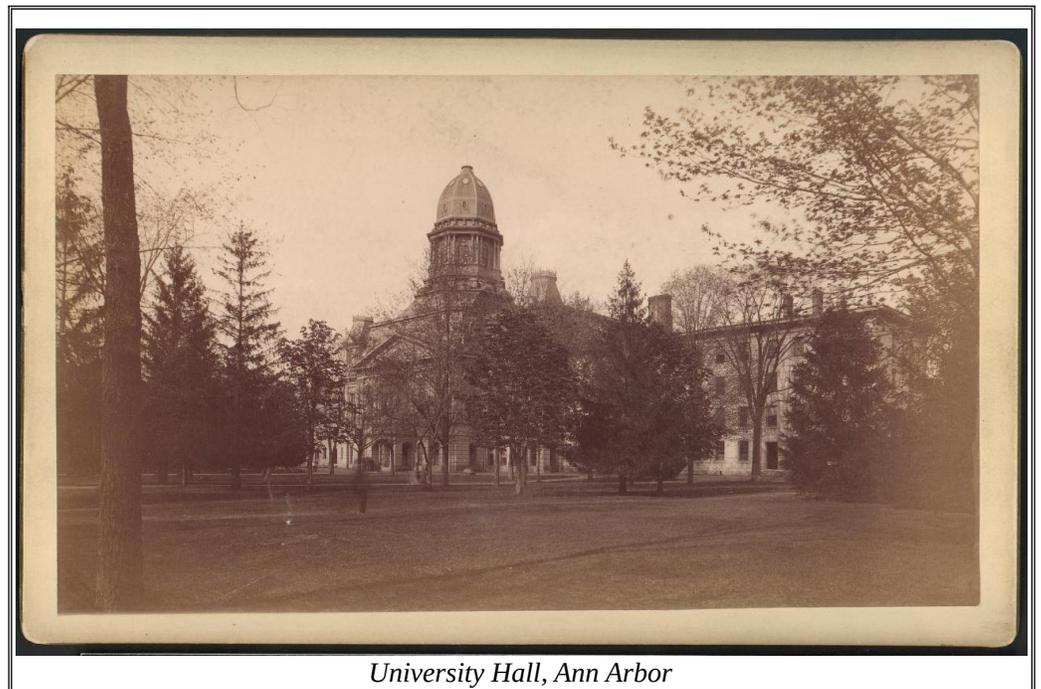
The town became a regional transportation hub in 1839 with the arrival of the Michigan Central Railroad, and a north–south railway connecting Ann Arbor to Toledo and other markets to the south was established in 1878. Throughout the 1840s and the 1850s settlers continued to come to Ann Arbor. While the earlier settlers were primarily of British ancestry, the newer settlers also consisted of Germans, Irish, and Black people. In 1851, Ann Arbor was chartered as a city, though the city showed a drop in population during the Depression of 1873. It was not until the early 1880s that Ann Arbor again saw robust growth, with new immigrants from Greece, Italy, Russia, and Poland.

University Hall, Ann Arbor, MI



USGS Quad: Ann Arbor - 1904

The region was once inhabited by several Native American tribes, the most prominent being the Anishinaabe: the Odawa, Ojibwe, and Potawatomi. The Potawatomi founded two villages in the area of what is now Ann Arbor in about 1774. Other tribes that inhabited the area included the Mechwaki, Wyandots, and Sauk. These peoples established several trails that converged on present-day Ann Arbor. The land that included Washtenaw County was ceded to the U.S. by the Odawa, Ojibwe, Potawatomi, and Wyandot in the Treaty of Detroit of 1807.



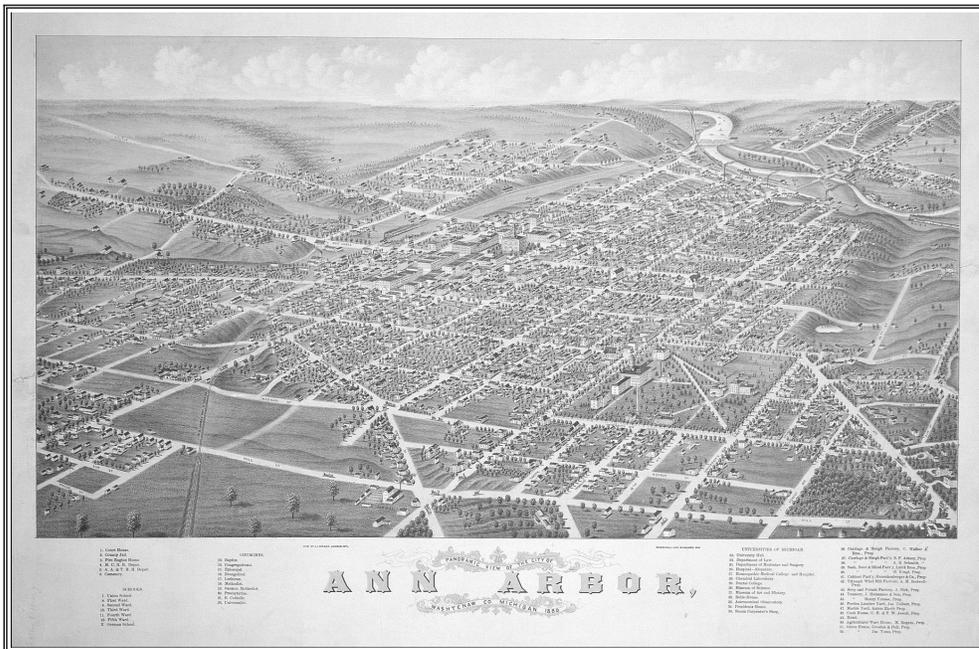
University Hall, Ann Arbor

The point mapped is actually the address of Angell Hall. Angell Hall is an academic building at the University of Michigan in Ann Arbor. It was previously connected to the **University Hall** building, which was replaced by Mason Hall and Haven Hall. [Wikipedia](#)

Central wing built in 1871. Original dome removed and new dome installed in 1896. Demolished in 1950.

I have found no information on possible accommodations in Ann Arbor. Sam possibly stayed at the **Germania Hotel**. Staebler's Germania Hotel contained the largest "sample rooms" in the state, where traveling salesmen could exhibit sample goods. On the first floor, #119 contained the Staebler coal and farm implement businesses, a saloon and the hotel kitchen were in #121, with the hotel lobby and dining room in #123. Outside on the sidewalk, a ten-ton chunk of coal served as notice of the enterprise within. The high third-story windows belonged to the club rooms of the Germania Verein, where Ann Arbor audiences were often entertained by visiting concert artists.²²⁸

Leonard House: Major Pond notes this as the hotel in Ann Arbor. No information on this location has been found.

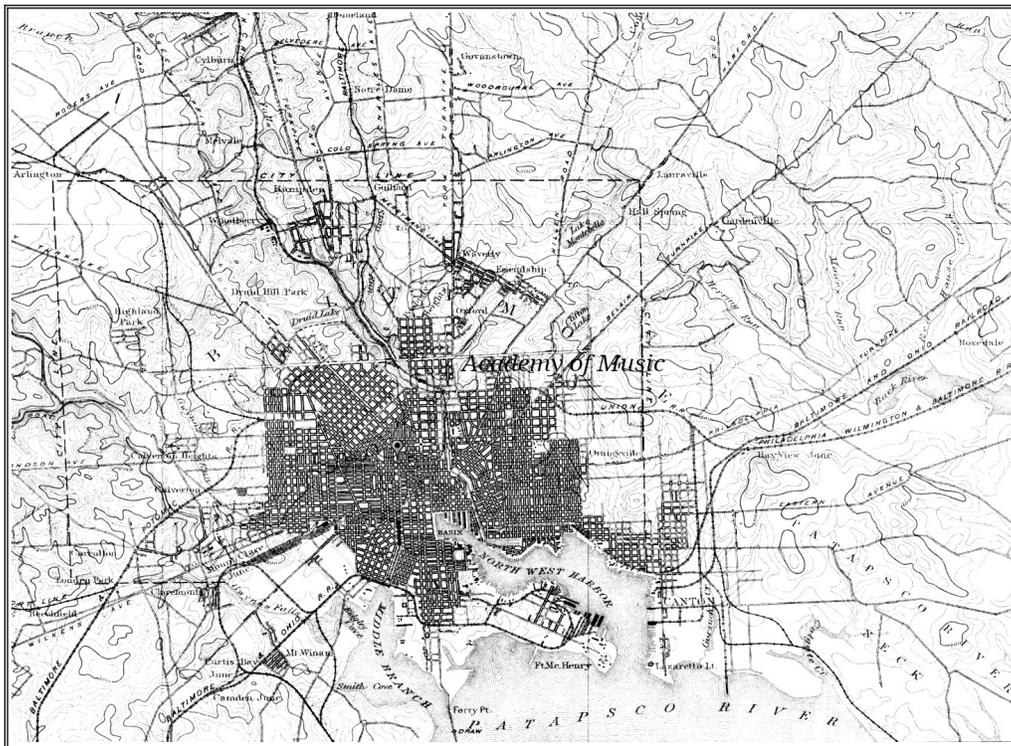


Ruger, A, J. J Stoner, and Beck & Pauli. Panoramic view of the city of Ann Arbor, Washtenaw Co., Michigan, 1880

Baltimore, Maryland (See [November 28](#), [November 29](#) & [February 27](#))

The decade between 1875-1885 began turbulently with charges of corruption at the 1875 Democratic state convention, dividing the party and leading to the ascendancy of the Gorman-Rasin political machine. The time period was also marked by the urbanization and industrialization of the state and the growing dominance of Baltimore on the state landscape. The growing industrialization meant the state increasingly had to deal with issues such as education, public health, and public safety. Economically, the state faced a small depression in the 1882. Moreover, it had to deal with its poor investments in both the C&O canal and the B&O Railroad. There was resistance against taxation, despite the increasing demands placed upon state government. Finally, this era saw the active hand of the state in the oyster industry through the policing of Maryland's waters against the encroachment of Virginia oysterman. Overall, this decade saw relatively smooth political rule due to the dominance of Gorman and Rasin, but at the same time an expansion of state responsibility that it was not yet prepared to meet. The era ultimately led to the reform movement of the 1890's and the disbandment of the "Old Guard."²²⁹

Academy of Music, Baltimore



USGS Quad: Baltimore - 1894

The colonists engaged in sporadic warfare with the Susquehanna, whose numbers dwindled primarily from new infectious diseases, such as smallpox, endemic among the Europeans. In 1661 David Jones claimed the area known today as Jonestown on the east bank of the Jones Falls stream.

The colonial General Assembly of Maryland created the Port of Baltimore at old Whetstone Point (now Locust Point) in 1706 for the tobacco trade. The Town of Baltimore, on the west side of the Jones Falls, was founded and laid out on July 30, 1729. By 1752 the town had just 27 homes, including a church and two taverns. Jonestown and Fells Point had been settled to the east. The three settlements, covering 60 acres (24 ha), became a commercial hub, and in 1768 were designated as the county seat.

Baltimore grew swiftly in the 18th century, its plantations producing grain and tobacco for sugar-producing colonies in the Caribbean. The profit from sugar encouraged the cultivation of cane in the Caribbean and the importation of food by planters

²²⁹ [Historical Background: Maryland Between 1875-1885](#)

there. Since Baltimore was the county seat, a courthouse was built in 1768 to serve both the city and county. Its square was a center of community meetings and discussions.

Baltimore established its public market system in 1763. Lexington Market, founded in 1782, is known as one of the oldest continuously operating public markets in the United States today. Lexington Market was also a center of slave trading. Enslaved Blacks were sold at numerous sites through the downtown area, with sales advertised in *The Baltimore Sun*. Both tobacco and sugar cane were labor-intensive crops. [Wikipedia](#)

The ***Academy of Music in Baltimore***, Maryland was an important music venue in that city after opening following the American Civil War. The Academy was located at 516 North Howard Street. The Academy was demolished in the late 1920s, as the Stanley Theatre was being built in the same block. [Wikipedia](#)



[Academy of Music, Baltimore](#)

Carrolton Hotel: Noted by Major Pond as the hotel in Baltimore. No additional information has been found for this location.

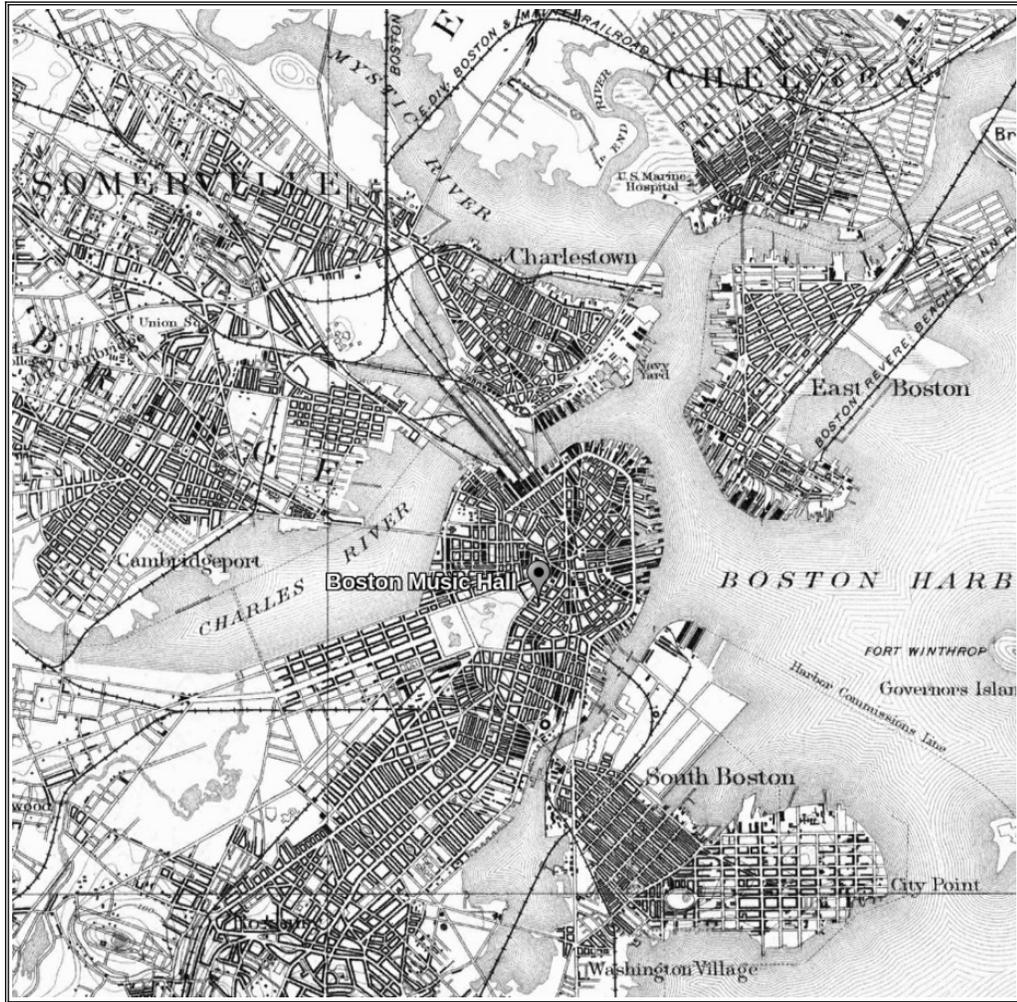


[Carrolton Hotel](#)

Boston, Massachusetts (See [November 9](#), [November 13](#) & [November 15](#))

Of all the towns unable to claim Mark Twain as a resident, Boston, Massachusetts may be the one in which he spent the most time. He went there often to visit James Redpath's Lecture bureau and his publisher James R. Osgood. He also enjoyed visiting his friend W. D. Howells, the Atlantic Monthly editor whom he met during his first Boston lecture engagement in November 1869. He selected Hartford, Connecticut for his home in 1871 partly because it was midway between Boston and New York City, with easy train connections to both. Over the next 35 years he spoke frequently in Boston and met most of New England's leading literary figures there.²³⁰

Boston Music Hall



USGS Quads: Boston – 1893, Boston Bay – 1892, Dedham – 1886, Abington - 1885

Before European colonization, the region surrounding present-day Boston was inhabited by the Massachusett people, who established small, seasonal communities. In 1630, settlers found Shawmut Peninsula nearly empty of Native people. Most had died of European diseases borne by earlier settlers and traders.

230 Rasmussen p 40

Boston was the largest town in the Thirteen Colonies until Philadelphia outgrew it in the mid-18th century. Boston's oceanfront location made it a lively port, and the town engaged in shipping and fishing during the colonial era. Boston was a primary stop on the Caribbean trade route and imported large amounts of molasses, which led to the creation of Boston baked beans.

Boston's economy stagnated in the decades prior to the American Revolution. By the mid-18th century, New York City and Philadelphia both surpassed Boston in wealth. During this period, Boston encountered financial difficulties even as other New England cities were growing rapidly.

Boston was a prominent port of the Atlantic slave trade in the New England Colonies, but was soon overtaken by Salem, Massachusetts, and Newport, Rhode Island. Boston eventually became a center of the American abolitionist movement. The city reacted largely negatively to the Fugitive Slave Act of 1850.

In the 1820s, Boston's population grew rapidly, and the city's ethnic composition changed dramatically with the first wave of European immigrants. Irish immigrants dominated the first wave of newcomers during this period, especially following the Great Famine; by 1850, about 35,000 Irish lived in Boston. In the latter half of the 19th century, the city saw increasing numbers of Irish, Germans, Lebanese, Syrians, French Canadians, and Russian and Polish Jews settling there. [Wikipedia](#)

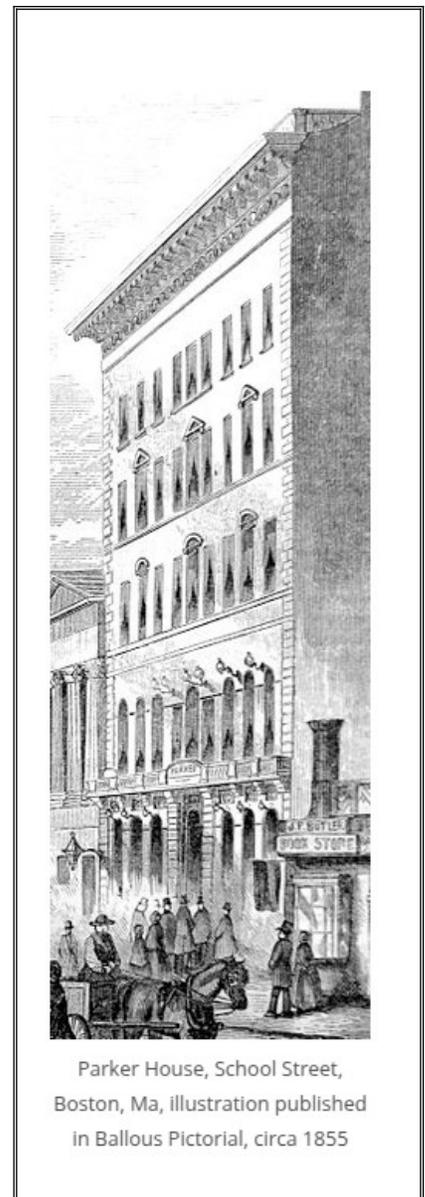


The **Boston Music Hall** was a concert hall located on Winter Street with an additional entrance on Hamilton Place.

One of the oldest continuously operating theaters in the United States, it was built in 1852 and was the original home of the Boston Symphony Orchestra. The hall closed in 1900 and was converted into a vaudeville theater named the Orpheum Theatre. The Orpheum, which still stands today, was substantially rebuilt in 1915 by architect Thomas W. Lamb as a movie theater.

The Parker House:

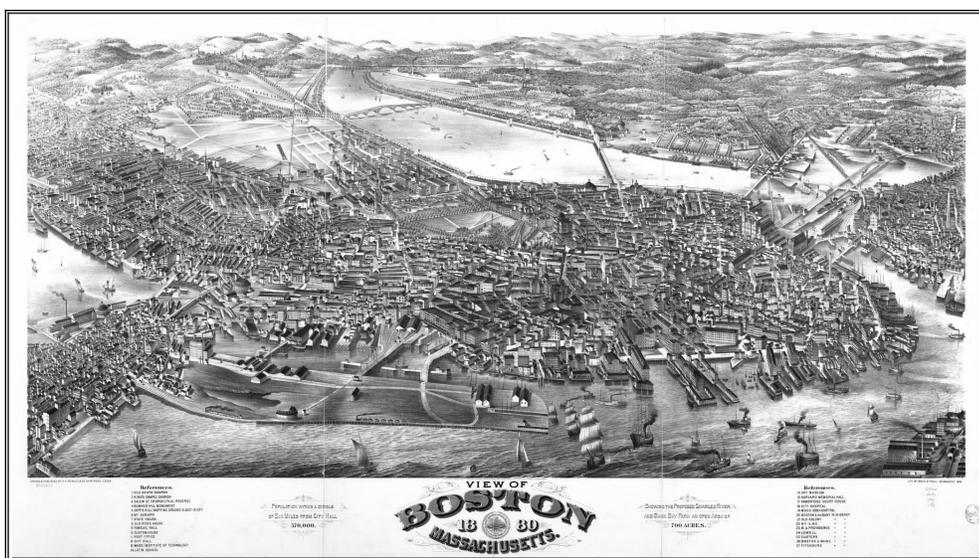
Omni Parker House—a member of Historic Hotels of America—can trace its lineage all the way back to when a 20-year-old farmer named Harvey D. Parker first arrived in Boston in 1825. Working a variety of odd jobs throughout the city, the penniless Parker eventually saved up enough money to own his own successful restaurant. From there, he formed a lucrative business partnership



[Parker House](#)

with John E. Hunt to create a luxurious hotel that would operate on the “European Plan.” Parker’s strategy was novel among American hoteliers at the time, as it called for splitting fees for lodging and food. Not only would their hotel feature exquisite accommodations, but it could also cultivate a diverse culinary program not seen before in America. Their decision to make the room and dining experiences separate would eventually encourage the hotel’s chefs to concoct many outstanding dishes, including the Boston Cream Pie, the Parker House Roll, and Baked Boston Scrod.

Parker and Hunt’s fabulous new hotel debuted in 1855 as the “Parker House.” Architect William Washburn designed the building’s beautiful exterior, using Italianate-style architecture as the source for his inspiration. Harvey D. Parker soon became its sole owner and proprietor, eager to make the hotel one of the nation’s most exclusive getaways. He did not have to wait long, as many of the world’s leading figures quickly flocked to the hotel. Among the most prominent individuals to visit frequently were the members of the Saturday Club. Composed of thinkers from across the country, the Saturday Club gathered at the Parker House to discuss the popular philosophical topics of the age. Its ranks included such renowned intellectuals like Nathaniel Hawthorne, Ralph Waldo Emerson, and Oliver Wendell Holmes Sr. Celebrated English author Charles Dickens even joined the group regularly during his literary tour of the United States of the late 1860s. Their conversations ultimately gave rise to *The Atlantic Monthly*, which is still published today as *The Atlantic*.²³¹



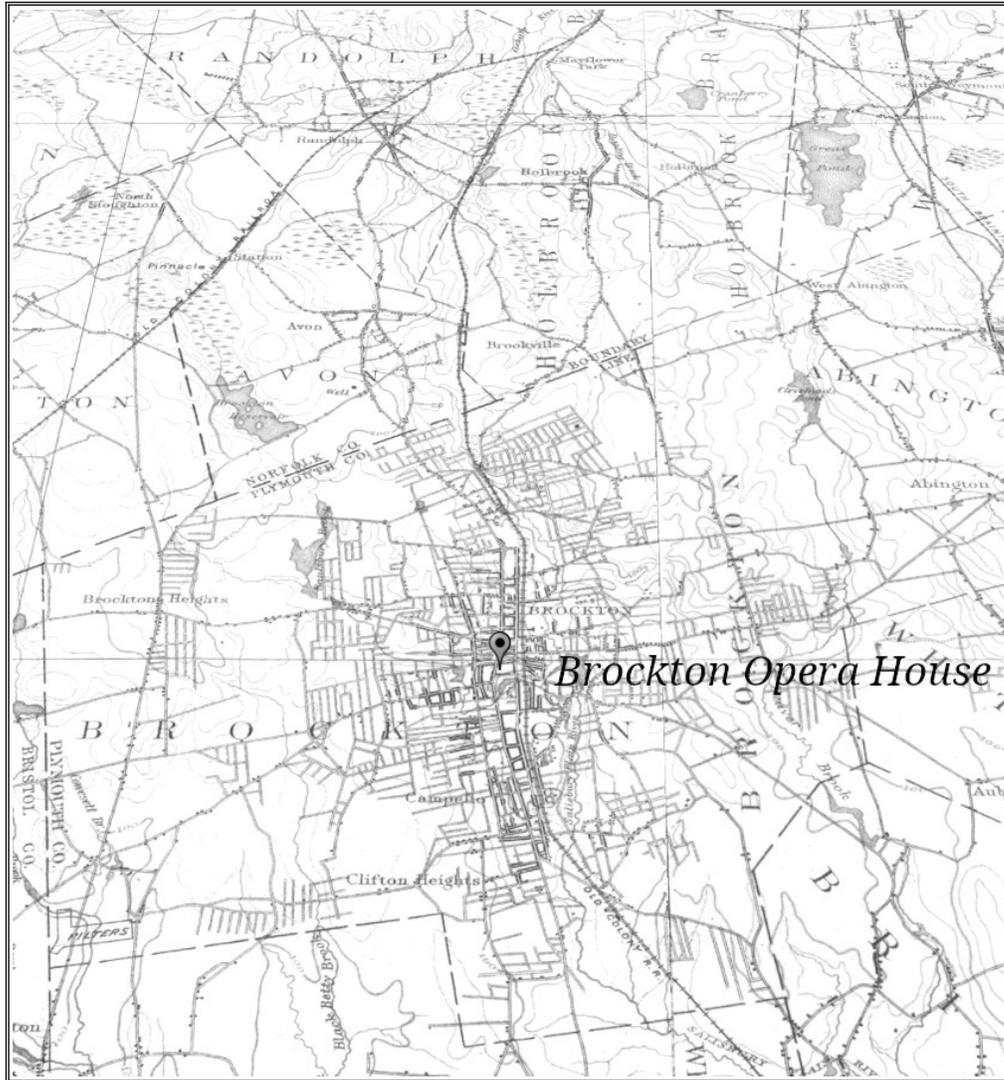
H.H. Rowley & Co, and Beck & Pauli. View of Boston, Massachusetts 1880

²³¹ [Historic Hotels of America, Omni Parker House, Boston](#)

Brockton, Massachusetts: (See [November 14](#))

North Bridgewater was renamed Brockton, Massachusetts, on May 5, 1874, when community leaders wanted to adopt a distinctive new name to reflect the town's growing industrial importance, in order to attract customers and new businesses. Several homes in Brockton were stops on the Underground Railroad. During the American Civil War. Brockton was America's largest producer of shoes, and until the latter parts of the 20th century, Brockton had a large shoe and leather products industry.

Brockton Opera House



USGS Quads: Dedham – 1886, Abington - 1885

In 1649, Ousamequin (Massasoit) sold the surrounding Wampanoag land—then known as Saughtucket—to Myles Standish as an addition to Duxbury. Brockton was part of this area, which the English renamed Bridgewater. On June 15, 1821, a portion of the then Bridgewater Township was established as North Bridgewater. [Wikipedia](#)

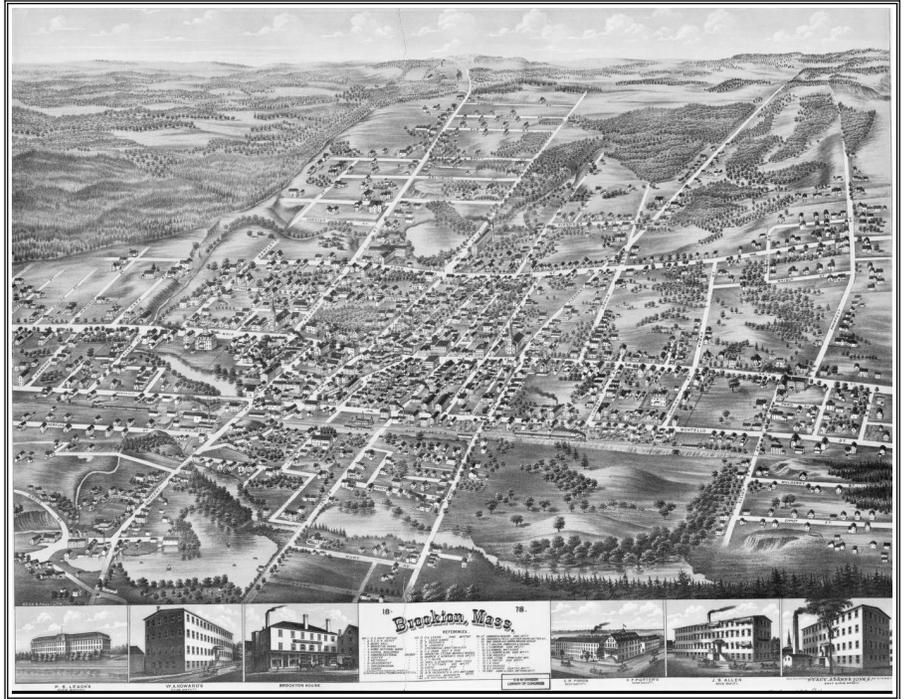
[Twain's Geography](#) has an article from a web site that appears to have been abandoned or ignored for several years. The supplied email address no longer functions so I have not been able to verify this information or ask for permission to post it. I believe it was written by one Gerald Beal who was at one time associated with the Brockton Historical Society:

Brocton Opera House: Although three fine theaters graced downtown Brockton in 1883, a sizeable number of citizens tended to avoid them. Many patrons were concerned about the fire and asphyxiation danger or the uncomfortable heat that such stage lighting generated, especially during warm weather. Others shunned them because of their frequent overuse of arc lighting, a rather harsh form of illumination that was first introduced in operas in Paris and London in the 1830s.... Enter Brockton's City Theater: The world's first dramatic theater designed to be completely illuminated by incandescent bulbs:

When the Brockton City Theater officially opened on October 24th, 1884, the elegant four-level Moorish structure was not only hailed as the first wholly electric dramatic theater in the world, but the first to feature incandescent lighting that was generated and distributed from a central power station. It was also the first to integrate standardized incandescent stage and foot lighting. Not surprisingly, the public flocked to see it.

Promptly termed as the "jewel" of Brockton's theater district, its spacious interior featured a classical oriental theme. Accented throughout with intricate gold leaf artistry, it sported plush red carpeting, scores of dramatic gilt-framed paintings and ornate carvings. Equally dramatic, its ambient illumination emanated from a charming array of over 700 of Thomas Edison's latest electric lamps.

Beck & Pauli. Brockton, Mass., 1878



Brockville, Canada (See [February 16](#))

From: [Loyalist Trails UELAC Newsletter, 2010 Archive](#)

Conference 2011: When Railroads Were King in Brockville - by Roy Lewis

For approximately a century, from the mid-1800s until the mid-1900s, railroads were king in Brockville since they were the community's largest employer.

But the town was not unique in this aspect since the coming of trains shaped the development of the entire country. Brockville's location was the prime reason for the extensive railroad industry here. It was among those communities located at a strategic point on the all-important rail corridor between Canada's two largest cities, Toronto and Montreal.

Railroading came to Brockville through the [Grand Trunk](#) Railway System. Established in 1852, the [Grand Trunk](#) was so named because it was intended to be the main rail line through southeastern Canada with secondary or trunk lines branching out from it. It had its headquarters in Montreal but its corporate headquarters and financial backers were in London, England.

With the growth of burgeoning trade between Toronto and Montreal, [Grand Trunk](#) Railway officials realized there was a pressing need to construct a railroad between the two communities. In 1855, the [Grand Trunk](#) line was extended through Brockville which was selected as the railroad's first division point. Located a little over 100 miles from Montreal, the division point at Brockville was a train service centre.

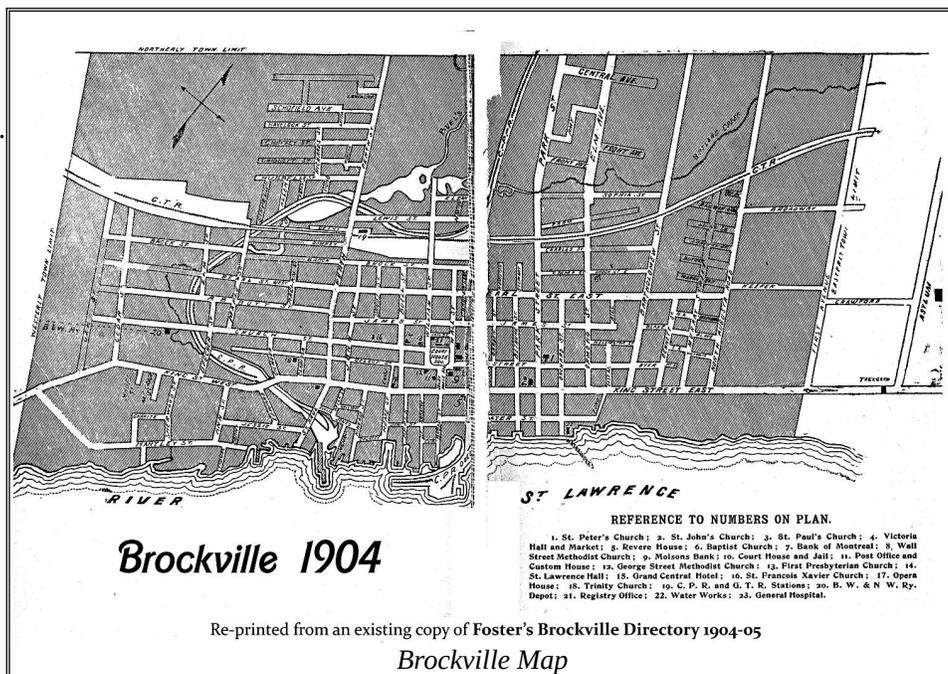
At the Brockville division point, the era's steam locomotives hauling the trains needed to refuel with wood (later coal) as well as take on water for boilers and sand used for traction. And more often than not, the locomotives needed minor repairs. Extensive workshops, switching yards and related services developed at division points where train crews would also be changed.

Brockville was home for many members of train crews including engineers, firemen, conductors and brakemen. It also gave employment for workers in the repair shops, operating the coal chutes, cleaning out the ash pits from locomotive fireboxes and transferring goods in the freight sheds. Other railroad employees included dispatchers, clerks and supervisors.

Two more developments helped the growth of railroads here. In 1859, the Brockville and Ottawa Railway extended a rail line from Smiths Falls to Brockville. That route linked with a rail line to Ottawa and the rich timber resources along the Ottawa River.

The following year, the Brockville Railroad Tunnel was opened providing easy access to the community's waterfront. Here, the Brockville and Ottawa Railroad built a large rail and dock terminal. Timber from the Ottawa River valley was shipped by rail to Brockville and transferred onto ships bound for ports around the Great Lakes and Great Britain.

Brockville's third railroad, the Brockville, Westport and Sault Ste. Marie Railroad was established here in 1886. It was the intention of developers to extend the rail line to the northern Ontario community of Sault Ste. Marie but granite rock caused construction costs to soar and the line went no further than Westport about 35 miles northwest of Brockville.



The three rail companies once dominate in Brockville have disappeared although passenger trains still stop here. The Brockville and Ottawa Railroad amalgamated with the Canada Central Railroad in 1878 which was subsequently absorbed by the Canadian Pacific Railroad in 1881. The Brockville, Westport and Sault Ste. Marie Railroad ceased operation in 1952. The once-dominant *Grand Trunk* Railroad fell on hard economic times after the First World War and in 1923 was absorbed by the government-operated Canadian National Railroad.

Brockville's dominance as a rail centre declined in the 1950s with the advent of diesel-electric locomotives which travel between Montreal and Toronto before needing to stop for fuel or maintenance.

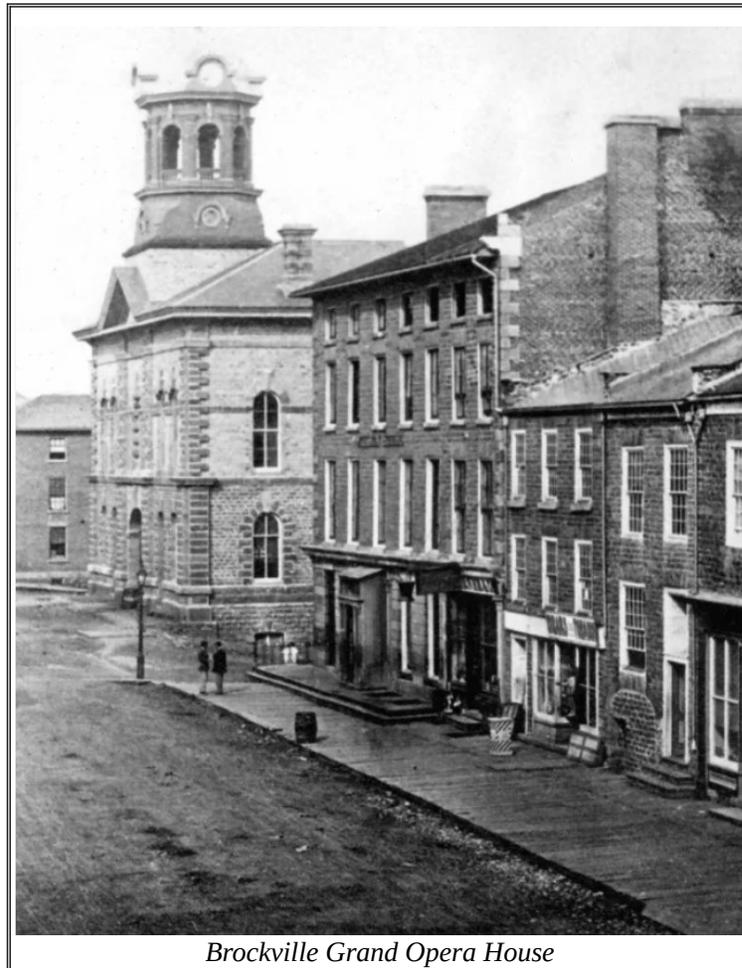
Brockville Grand Opera House

Brockville Arts Centre

Address: 235 King St. West,

Brockville, Ontario K6V 3S2, Canada

There was another opera hall at 1 King St as well, the site of city hall - Victoria Hall



Brockville Grand Opera House

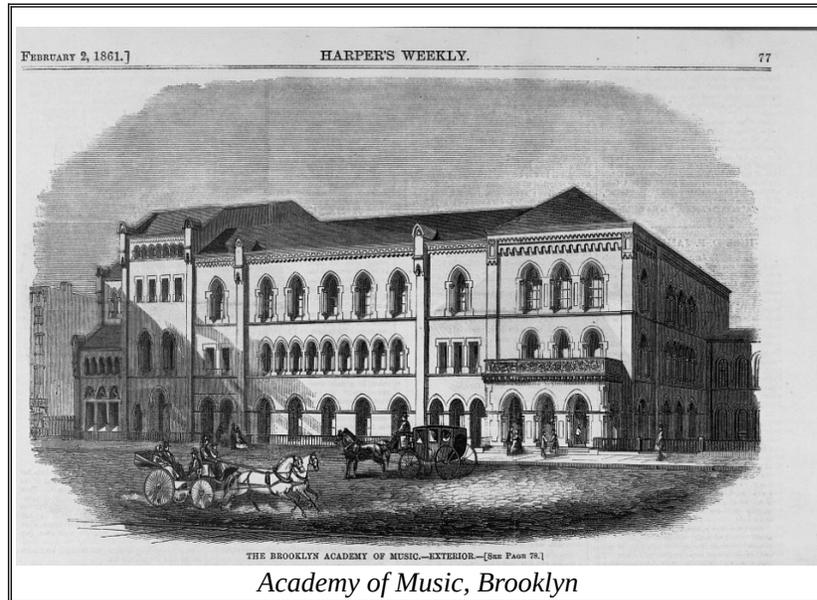
I have no information on where Twain and Cable spent the night in Brockville, but its possible they stayed at the ***Revere Hotel***. It was located on the corner of King Street and Market Street West, across from City Hall. The hotel was built c1849, and was first known as the Willson House, then as the Revere House in 1873 (later changing to Revere Hotel).

The Dutch were the first Europeans to settle Long Island's western edge, which was then largely inhabited by the Lenape, an Algonquian-speaking American Indian tribe often referred to in European documents by a variation of the place name "Canarsie". Bands were associated with place names, but the colonists thought their names represented different tribes.

[Wikipedia](#)

The **Brooklyn Academy of Music** (BAM) is a major performing arts venue in Brooklyn, New York City, known as a center for progressive and avant garde performance. It presented its first performance in 1861 and began operations in its present location in 1908.

Founded in 1861, the first BAM facility at 176-194 Montague Street in Brooklyn Heights was conceived as the home of the Philharmonic Society of Brooklyn. The building, designed by architect Leopold Eidlitz, housed a large theater seating 2,200, a smaller concert hall, dressing and chorus rooms, and a vast "baronial" kitchen. BAM presented amateur and professional music and theater productions, including performers such as Ellen Terry, Edwin Booth, Tomas Salvini, and Fritz Kreisler. [Wikipedia](#)



Excerpts from the Architectural Record, October 1908, on architect Leopold Eidlitz:

“The *Academy of Music in Brooklyn* was its author’s most important secular work up to that time. Confined to a single street front, parallel with the axis of the interior, it was an attempt, then novel on this side of the ocean and not common on the other, to express a theatre in its exterior.”

The opening night concert took place on Tuesday, January 15, 1861. In a speech to the audience, Samuel B. Chittendon, president of the Academy’s directorate, stated:

“Let me say here, that no one of us purposed to build a theatre, nor do we propose to allow this building to be used for theatrical purposes. But, we saw that we needed a large public building for our Philharmonic Society, operatic entertainments, concerts, lectures, our Horticultural Society’s flower shows and those exhibitions, in which the citizens of Brooklyn delight” (The Brooklyn Eagle, January 16, 1861).

A lengthy debate ensued with many people writing the local papers with their thoughts on theatrical performance in Brooklyn. Editorially the Brooklyn Eagle was staunchly pro-theatre. Finally on December 23, 1861, the Academy of Music presented Hamlet with E. L. Davenport in the title role and Julia Bennett Barrow as Ophelia.

The Brooklyn Eagle, December 24, 1861:

“The old Academy was in design and nature like the boy’s dog-pure mongrel. The design was supposed to be Morrish but wasn’t. There was much that was Moorish about it but that much was sadly marred by an intermingling of somber Dutch and heavy designs of the like.”

On November 30, 1903, the Academy of Music was destroyed by fire. [Theatre Talks](#)

Buffalo, New York (See [December 10](#) & [December 11](#))

Before the arrival of Europeans, nomadic Paleo-Indians inhabited the western New York region from the 8th millennium BCE. The Woodland period began around 1000 BC, marked by the rise of the Iroquois Confederacy and the spread of its tribes throughout the state. Seventeenth-century Jesuit missionaries were the first Europeans to visit the area.

After the Treaty of Big Tree removed Iroquois title to lands west of the Genesee River in 1797, Joseph Ellicott surveyed land at the mouth of Buffalo Creek. In the middle of the village was an intersection of eight streets at present-day Niagara Square. Originally named New Amsterdam, its name was soon changed to Buffalo.

Concert Hall, Buffalo, NY



USGS Quad: Buffalo - 1894

Fugitive slaves made their way north to Buffalo during the 1840s. Buffalo was a terminus of the Underground Railroad, with many free Black people crossing the Niagara River to Fort Erie, Ontario; others remained in Buffalo. During this time, Buffalo's port continued to develop. Passenger and commercial traffic expanded, leading to the creation of feeder canals and the expansion of the city's harbor

By the 1860s, many railroads terminated in Buffalo; they included the Buffalo, Bradford and Pittsburgh Railroad, Buffalo and Erie Railroad, the New York Central Railroad, and the Lehigh Valley Railroad. During this time, Buffalo controlled one-quarter of all shipping traffic on Lake Erie. After the Civil War, canal traffic began to drop as railroads expanded into Buffalo.

Unionization began to take hold in the late 19th century, highlighted by the Great Railroad Strike of 1877 and 1892 Buffalo switchmen's strike.

[Wikipedia](#)



Buffalo Sängerhalle

I'm guessing this is the correct **Concert Hall**.

Concert Hall 16 July or 7 December 1883–25 March 1885

760–768 Main Street,

SW corner Edward Street

ARCHITECT: August C. Esenwein

NOTE: Capacity of 2500 seats. Seating arrangement varied to accommodate different shows. Concert Hall occupied the upper two stories above the lobby, and had 1100 seats. The Buffalo Orpheus society moved here from Riegelmann's Hall upon the opening in November 1883. Burned down in 1885. Buffalo Orpheus then moved to Bächer's Halle. Replaced by a more elaborate building. OTHER THEATRES WITH THE SAME NAME: Not to be confused with Shea's Music Hall, with Concert Hall at 155 Main Street., or with the later Concert Halls here.

CURRENT STATUS: Empty lot and Pearl Street.

December 10 and 11, 1884 Guy Cardwell, "Twins of Genius" pp29 does not agree with this location. He claims that "The performers were in Fort Erie, Canada, on December 10 [attributed to Webster], and in Ann Arbor, Michigan, on December 12."



Genesee Hotel

Genesee Hotel The building was originally built as the Genesee Building in 1811 as a quick way-station for people like farmers carrying livestock, it wasn't until 1842 when it would be rebuilt as a 5-story tall brick hotel and then in 1881 it was remodeled into The Genesee Hotel.

[Wikipedia](#)



Hutchinson, Edward Howard, and Maerz Lithographing Co. The city of Buffalo, N.Y., 1880

Burlington, Iowa (See [January 15](#))

On May 22, 1849, Maj. William Williams visited Burlington, writing a brief description in his journal:

This town [was] originally called Flint Hill- the Indian name was Shoquokon, Flint or Rock Hill. [It is] beautifully elevated, situated on the west side of the Mississippi River, a place of very considerable business. The town is very well built. Houses are good, generally taste[ful], brick dwellings. A great many handsome residences on the more elevated parts of the bluff. The number of inhabitants between 3,000 and 3,500. ... Was the first seat of government after the formation of the Territory of Iowa. The view of the city is extremely picturesque from the river. The main part of the city is situated like an amphitheater formed by the surrounding hills, beautiful buildings and private residences on the eminences around. From the location of

Burlington it must always be a place of considerable trade. The city is well built [in the] modern style, a very intelligent population... The river here is over 3/4 of mile wide and steam ferry boats constantly plying between this and the Illinois shore.

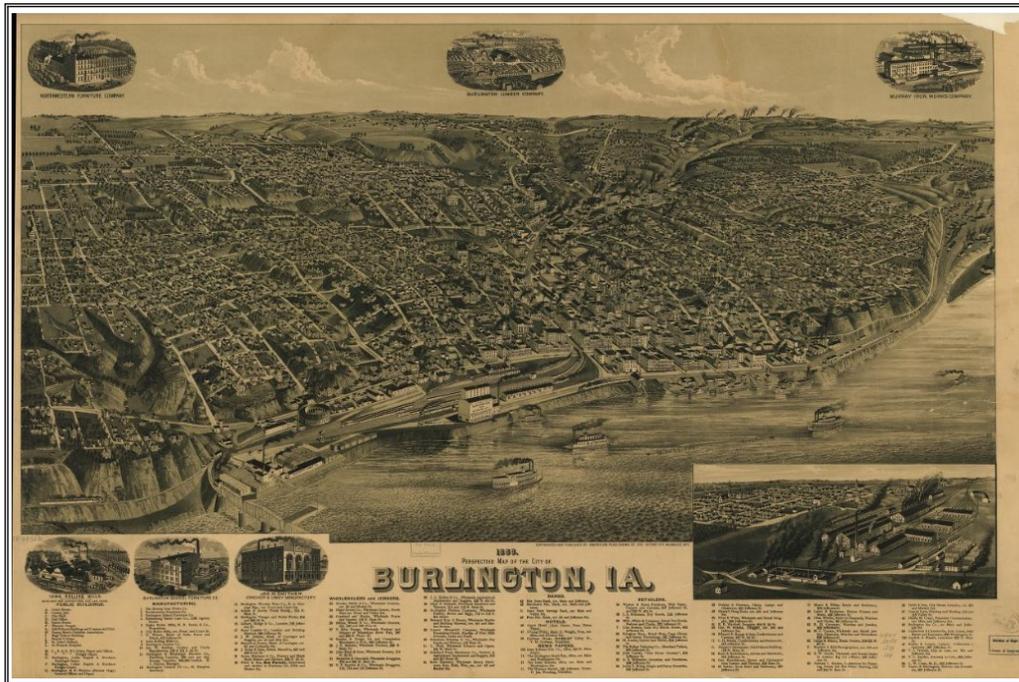
— Maj. William Williams

[Wikipedia](#)

Burlington Opera House

The night the opera first came to town

That January night in 1882 was fit for neither man nor beast to be about in the city streets of Burlington. The temperature hovered near the 15-degree mark and a monstrous north wind rolled down Third Street.



Wellge, H, and American Publishing Co. perspective map of the city of Burlington, Ia.

But instead of ice-covered, deserted streets, the north wind found the old town alive with lights and the laughter of well-bundled citizens attending the grand opening of the town's palatial Opera House.

The social elite, the music lovers and the curious flocked to the large brick building in the 400 block of Third Street, where "Fra Diavolo," with Emma Abbott of the Grand English Opera Company, was about to inaugurate what was billed as the "finest opera house in the west." \ [Source](#)

Chicago, Illinois (See [January 16](#), [January 17](#), [February 1](#), [February 2](#) & [February 3](#))

Mark Twain first visited Chicago in August 1853, while traveling from St. Louis to New York City, when the Illinois city was on the threshold of major growth. In 1868, he wrote half a dozen travel letters to the *Chicago Daily Republican*. Lecture tours returned him to Chicago in January 1869, December 1871 and January 1885 when he did readings with G. W. Cable. He was also in Chicago in November 1879, when he spoke at an army reunion banquet honoring General Grant. He again passed

Central Music Hall, Chicago, IL



USGS Quad: Chicago - 1889

through Chicago in the summer of 1886, while taking his family to Keokuk, Iowa.

In late April 1893, Mark Twain went to Chicago with Frederick Hall for the World's Fair, but illness confined him to his hotel room and he left without even glimpsing the fair. He used the incident in "Traveling With A Reformer" later that year. The fair's world congress of religions attracted such widespread interest that when Mark Twain visited India three years later, he found people who thought Chicago was some kind of holy city. Following the *Equator* comments on the Chicago fair (chapters

41, 53 and 54), and uses a *Pudd'nhead Wilson* maxim to correct the idea that the city is holy by having Satan tell a new arrival to Hell, "The trouble with you Chicago people is, that you think you are the best people down here; whereas you are merely the most numerous" (chapter 60).

The four decades between Mark Twain's first and last visits to Chicago saw the city grow from an inconsequential town to the Midwest's greatest industrial and commercial center. *Life on the Mississippi* describes the city as changing so rapidly that "she is never the Chicago you saw when you passed through the last time" (chapter 60). A decade later Mark Twain dubbed Berlin the "German Chicago" because of its similarly rapid modernization.

Mark Twain's investment in the *Paige Compositor* died in Chicago, where it underwent its final test at the *Chicago Herald* in late 1894. The machine's inventor, James Paige, is also rumored to have died in Chicago, in a poorhouse.²³³

In the mid-18th century, the area was inhabited by the Potawatomi, an indigenous tribe who had succeeded the Miami, Sauk and Meskwaki peoples in this region.

The first known permanent settler in Chicago was a trader, Jean Baptiste Point du Sable. Du Sable was of African descent, perhaps born in the French colony of Saint-Domingue (Haiti), and he established the settlement in the 1780s. He is commonly known as the "Founder of Chicago".

In 1795, following the victory of the new United States in the Northwest Indian War, an area that was to be part of Chicago was turned over to the U.S. for a military post by native tribes in accordance with the Treaty of Greenville. In 1803, the U.S. Army constructed Fort Dearborn, which was destroyed during the War of 1812 in the Battle of Fort Dearborn by the Potawatomi before being later rebuilt.

After the War of 1812, the Odawa, Ojibwe, and Potawatomi tribes ceded additional land to the United States in the 1816 Treaty of St. Louis. The Potawatomi were forcibly removed from their land after the 1833 Treaty of Chicago and sent west of the Mississippi River as part of the federal policy of Indian removal.

Chicago was incorporated as a city in 1837 near a portage between the Great Lakes and the Mississippi River watershed. It grew rapidly in the mid-19th century.

As the site of the Chicago Portage, the city became an important transportation hub between the eastern and western United States. Chicago's first railway, Galena and Chicago Union Railroad, and the Illinois and Michigan Canal opened in 1848. The canal allowed steamboats and sailing ships on the Great Lakes to connect to the Mississippi River.

A flourishing economy brought residents from rural communities and immigrants from abroad. Manufacturing and retail and finance sectors became dominant, influencing the American economy. The Chicago Board of Trade (established 1848) listed the first-ever standardized "exchange-traded" forward contracts, which were called futures contracts.

In 1871, the Great Chicago Fire destroyed several square miles and left more than 100,000 homeless, but Chicago's population continued to grow.

[Wikipedia](#)



Central Music Hall, Chicago

Central Music Hall (1879–1900) was a mixed-use commercial building and theater in Chicago, situated on the southeast corner of State and Randolph Streets. It was designed by celebrated German-born American architect Dankmar Adler. It was

the first important building designed by the famous architect, in which he made initial use of his knowledge of acoustics. The building was demolished in 1900, around the same time Adler died, in order to build the Marshall Field & Company store, now Macy's.

[Wikipedia](#)

The Grand Pacific Hotel was one of the first two prominent hotels built in Chicago, Illinois, after the Great Chicago Fire. The hotel, designed by William W. Boyington and managed for more than 20 years by John Drake, was located on the block bounded by Clark Street, LaSalle, Quincy and Jackson. It was a replacement for the Pacific Hotel, which had been built in 1871 (also designed by Boyington), only to burn in the fire later that year. [Wikipedia](#)

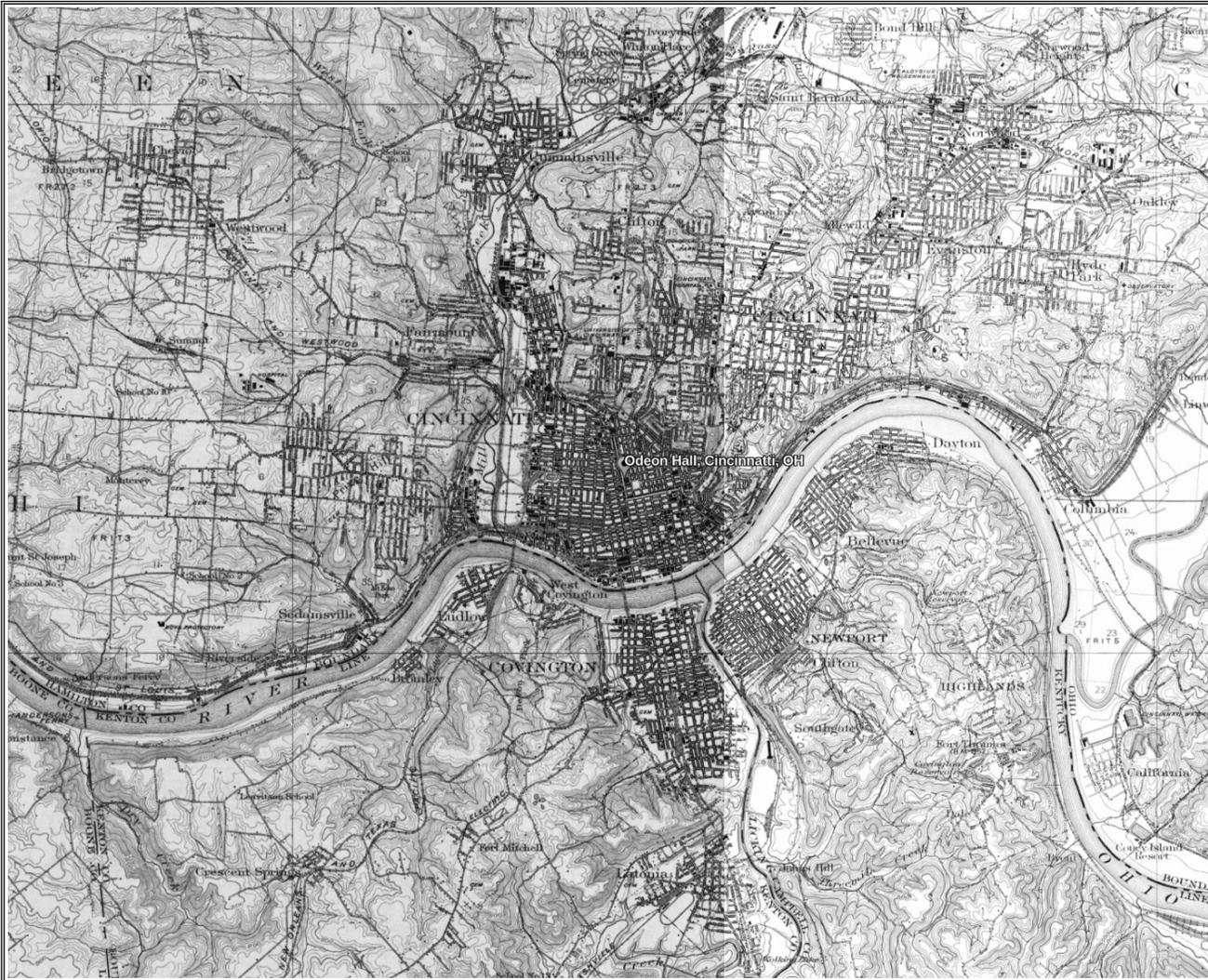


Grand Pacific Hotel, Chicago

Cincinnati, Ohio (See [January 2](#) & [January 3](#))

Mark Twain came to Cincinnati from Keokuk, Iowa on about October 24, 1856. Over the next four months, he worked as a printer ... while living in a boardinghouse ... The Cincinnati period of his life is poorly documented, but while he was there, he wrote two letters to the Keokuk Post under the pen name “Thomas Jefferson Snodgrass.” An autobiographical passage that he wrote four decades later indicates that he got the deterministic ideas that he would later develop in *What Is Man?* from a fellow Cincinnati boarder named Macfarland. He also alludes to his Cincinnati residence in chapter 5 of *Life on the Mississippi* and in “The Turning Point Of My Life.” On February 16, 1857, he boarded the steamboat Paul Jones and left Cincinnati for New Orleans. He returned to Cincinnati in early January 1885...²³⁴

Odeon Hall, Cincinnati, OH



USGS Quads: West Cincinnati – 1914, East Cincinnati - 1898

Cincinnati began in 1788 when Mathias Denman, Colonel Robert Patterson, and Israel Ludlow landed at a spot at the northern bank of the Ohio opposite the mouth of the Licking River and decided to settle there.

Construction on the Miami and Erie Canal began on July 21, 1825, when it was called the Miami Canal, related to its origin at the Great Miami River. The first section of the canal was opened for business in 1827. In 1827, the canal connected Cincinnati to nearby Middletown; by 1840, it had reached Toledo. Railroads were the next major form of commercial transportation to come to Cincinnati. In 1836, the Little Miami Railroad was chartered. Construction began soon after, to connect Cincinnati with the Mad River and Lake Erie Railroad, and provide access to the ports of the Sandusky Bay on Lake Erie.

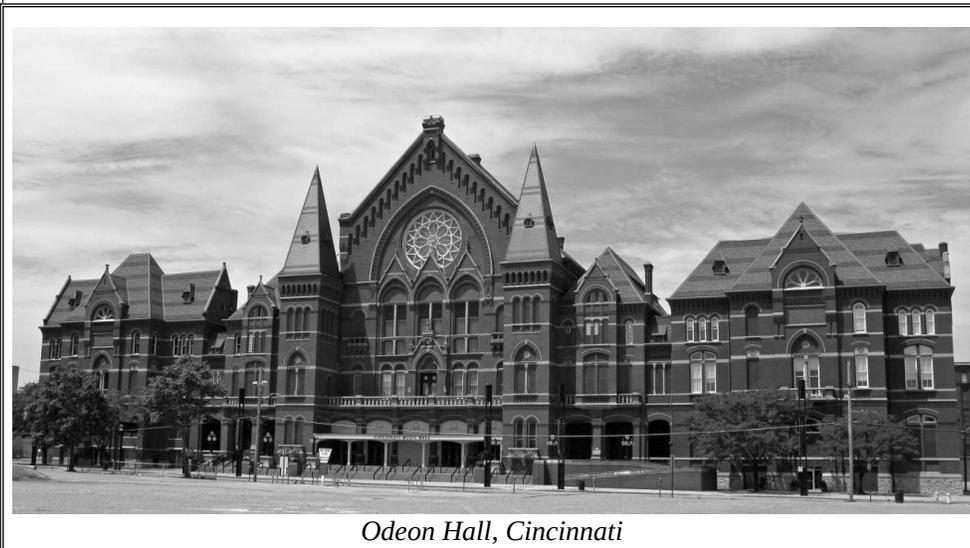
Residents of Cincinnati played a major role in abolitionism. Many fugitive slaves used the Ohio River at Cincinnati to escape to the North. Cincinnati had numerous stations on the Underground Railroad, but there were also runaway slave catchers active in the city, who put escaping slaves at risk of recapture. Given its southern Ohio location, Cincinnati had also attracted settlers from the Upper South, who traveled along the Ohio River into the territory. Tensions between abolitionists and slavery supporters broke out in repeated violence, with whites attacking black people in 1829. Anti-abolitionists attacked black people in the city in a wave of destruction that resulted in 1,200 black people leaving the city and the country; they resettled in Canada.

In 1859, Cincinnati laid out six streetcar lines. The cars were pulled by horses and the lines made it easier for people to get around the city. By 1872, Cincinnatians could travel on the streetcars within the city and transfer to rail cars for travel to the hill communities. The Cincinnati Inclined Plane Company began transporting people to the top of Mount Auburn that year. In 1889, the Cincinnati streetcar system began converting its horse-drawn cars to electric streetcars.

In 1880, the city government completed the Cincinnati Southern Railway to Chattanooga, Tennessee. It was the only municipally owned interstate railway in the United States until its sale to Norfolk Southern in March 2024.

In 1884, outrage over a manslaughter verdict in what many observers thought was a clear case of murder triggered the Courthouse riots. Over the course of three days, 56 people were killed and over 300 were injured. The riots ended the regime of Republican boss Thomas C. Campbell.

[Wikipedia](#)



Odeon Hall, Cincinnati

Odeon Hall: The College of Music of Cincinnati was founded in 1878 by George Ward Nichols and funded with a lead donation from Reuben Springer. The famed conductor Theodore Thomas was immediately hired as the director, a fitting choice since Thomas had been informally involved in education all his life by bringing symphonic music to people throughout the United States. Initially classes were held in Dexter Hall, which was adjacent to the newly-constructed Music Hall.

Thomas immediately set to work, recruiting thirty-one faculty members for the students who had enrolled.

During that first year, he trained the college choir and created a college orchestra, which gave twenty-four concerts -- all the while keeping up with his May Festival duties and conducting each month for the Brooklyn Philharmonic Society.

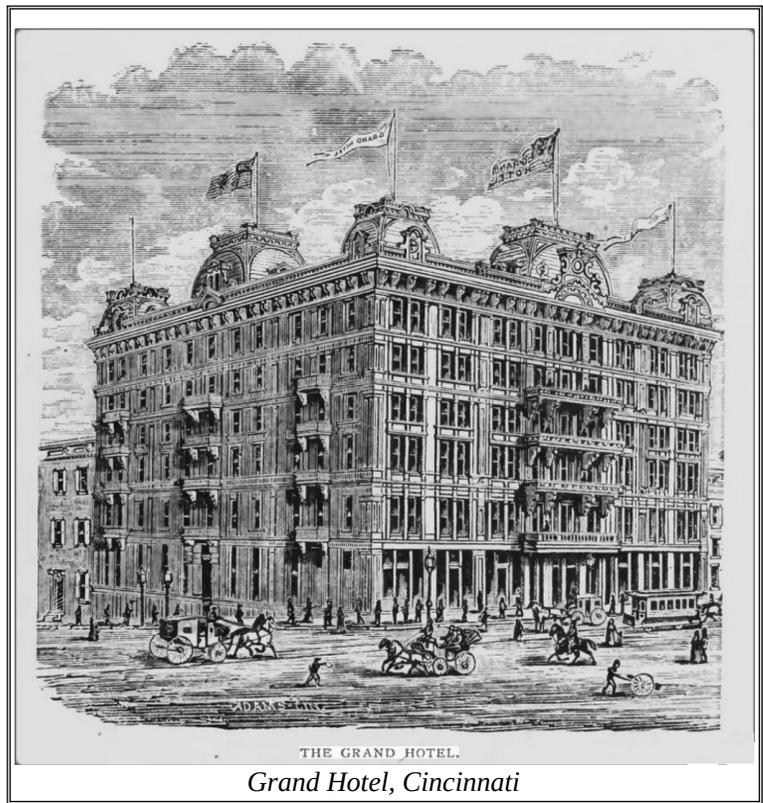
[Friends of Music Hall](#)

Despite all this work, Thomas was not happy. Some news articles from that period claim that he didn't like Cincinnati and wanted to return to New York. Others cite artistic differences with the College President, George Ward Nichols. Some eighteen months after starting -- and despite a five-year contract -- Thomas resigned his position and returned to New York.

His departure didn't seem to hurt the College, which continued to grow and thrive, and in 1884 moved into a permanent building called the Odeon which featured its own concert hall. In 1889, property next door was purchased and the Lyceum was built with a smaller auditorium used for chamber concerts and lectures.

[Friends of Music Hall](#)

The Cincinnati Music Hall, an elegant century-old building, stands majestically at the corner of 14th and Elm - just a short walk from the city's center. Dedicated at the time of the fourth May Festival in 1878, Music Hall has endured famously over the years, a testament to those individuals who conceived it and to those who continue to contribute to its grandeur. In January, 1975, it was recognized as a National Historic Landmark by the U.S. Department of the Interior. [Friends of Music Hall](#)



Grand Hotel: Noted for its "direct-acting hydraulic passenger elevator" with a 90' shaft. Located on the s. w. corner of 4th and Central, across the street from the Union Central Railroad Depot. It had 285 rooms and its lifespan was from 1874 to 1933. In 1876 the Republican National Convention was held here. Rutherford B. Hayes won the nomination and addressed the convention from the lobby stairway. [Cincinnati Views](#)

Cleveland, Ohio (See [December 17](#))

Cleveland's economic growth and industrial jobs attracted large waves of immigrants from Southern and Eastern Europe, as well as Ireland. Urban growth was accompanied by significant strikes and labor unrest, as workers demanded better wages and working conditions. Between 1881 and 1886, 70 to 80% of strikes were successful in improving labor conditions in Cleveland. The Cleveland Streetcar Strike of 1899 was one of the more violent instances of labor strife in the city during this period.

Case Hall, Cleveland, OH



USGS Quads; Cleveland – 1903, Euclid – 1901, Berea - 1902

Cleveland was established on July 22, 1796, by surveyors of the Connecticut Land Company when they laid out Connecticut's Western Reserve into townships and a capital city. They named the settlement "Cleaveland" after their leader, General Moses Cleaveland, a veteran of the American Revolutionary War. Cleaveland oversaw the New England–style design of the plan for what would become the modern downtown area, centered on Public Square, before returning to Connecticut, never again to visit Ohio. The town's name was often shortened to "Cleveland", even by Cleaveland's original surveyors. A common myth emerged that the spelling was altered by The Cleveland Advertiser in order to fit the name on the newspaper's masthead.

Despite the nearby swampy lowlands and harsh winters, the town's waterfront on Lake Erie proved advantageous, giving it access to Great Lakes trade. It grew rapidly after the 1832 completion of the Ohio and Erie Canal, which linked the Ohio River and the Great Lakes to the Atlantic Ocean via the Erie Canal and Hudson River, and later via the Saint Lawrence Seaway. The town's growth continued with added railroad links.

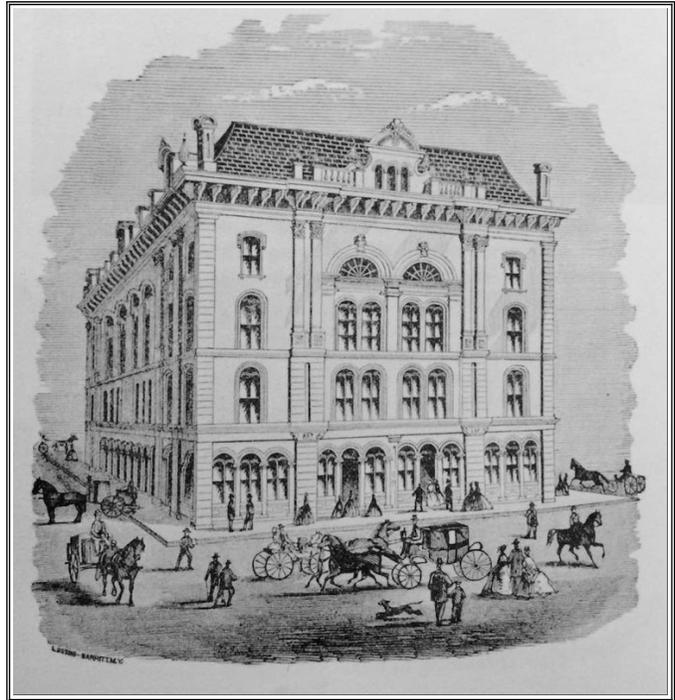
A center of abolitionist activity, Cleveland (code-named "Station Hope") was a major stop on the Underground Railroad for escaped African American slaves *en route* to Canada. [Wikipedia](#)

American Indians. The tiny Indian community of early 20th-century Cleveland was largely a transient one. Census statistics show only 2 Indians resident in the city in 1900; 48 in 1910; and 34 in 1920. On the eve of World War II, 47 American Indians resided in Cuyahoga County. Members of the various Indian tribes of the eastern U.S. moved into and out of Cleveland, either

individually or in family units, in response to prevailing economic conditions. The most common pattern found men moving to Cleveland to work for a few years in industry. Once in the city, they often assimilated into urban life, in many cases completely eschewing identification as Indian, to avoid discrimination and hostility. Later, these Indians typically returned to their reservations or to the region where their families still resided, taking their accumulated savings. By the Depression of the 1930s, the Indian population in Cleveland was still small, with an informal group residing on the near east side. These people looked to a humanitarian, Chief Thunderwater, as their leader. [Encyclopedia of Cleveland History](#)

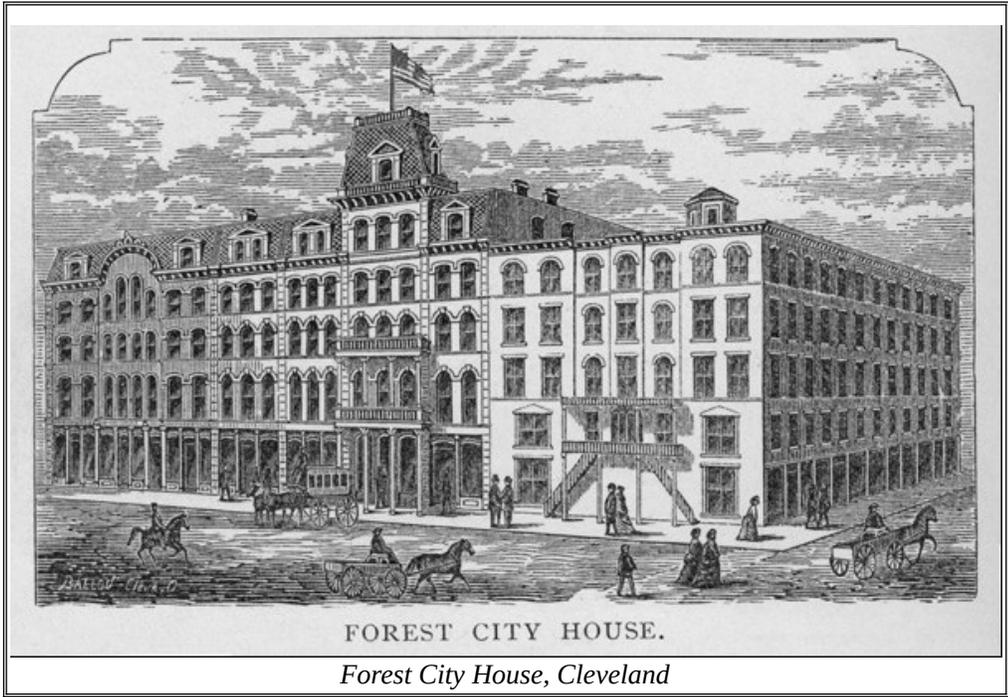
CASE HALL - The Encyclopedia of Cleveland History

Case Hall was a noted concert and lecture hall located in the Case Block on Superior, at Public Square. The Case Block displaced private residences on Superior and necessitated the moving of the Ark, the meeting place for Cleveland's literary and scientific leaders. Built in 1867, the building provided quarters for Cleveland City Hall from 1875-1915. Situated over the stores on the first floor and offices on the second, Case Hall was a third floor auditorium that seated 2,000 on "patent opera chairs" and boasted a decor by the Italian artist Garibaldi. Over the years, Case Hall was a stopping place on the lecture circuits of Horace Greeley, Henry Ward Beecher, and Mark Twain. German Clevelanders held a Peace Jubilee there at the end of the Franco-Prussian War, and English citizens celebrated the Golden Jubilee of the reign of Queen Victoria. The hall was the meeting place of the First Unitarian Society of Cleveland, and of the first convention of the National Association of Woman Suffrage. In addition to cultural, social, and religious events, the building housed the Cleveland Library Assn. (CLA), and by 1876 featured animal exhibits of the Kirtland Historical Society. Despite its fame as a cultural center and local landmark, Case Hall was converted totally to office space in 1894, its first tenant being the Citizens Savings & Loan. In 1916 the Case Block was leveled to make way for the United States Post Office, Custom House, and Court House, known (in 1993) as the Old Federal Building. [Encyclopedia of Cleveland History](#)



Case Hall, 1876

Forest City House: City Hotel was rebuilt in 1848 as the Dunham House, and in 1852 it underwent an expansion and assumed the name Forest City House and then remained largely unaltered for the next six decades. By 1915, the aging building was run down. In an attempt to revitalize the Public Square area, investors closed the old hotel and built a new 1,000-room Hotel Cleveland at a cost of \$4.5 million. [Cleveland Historical](#)



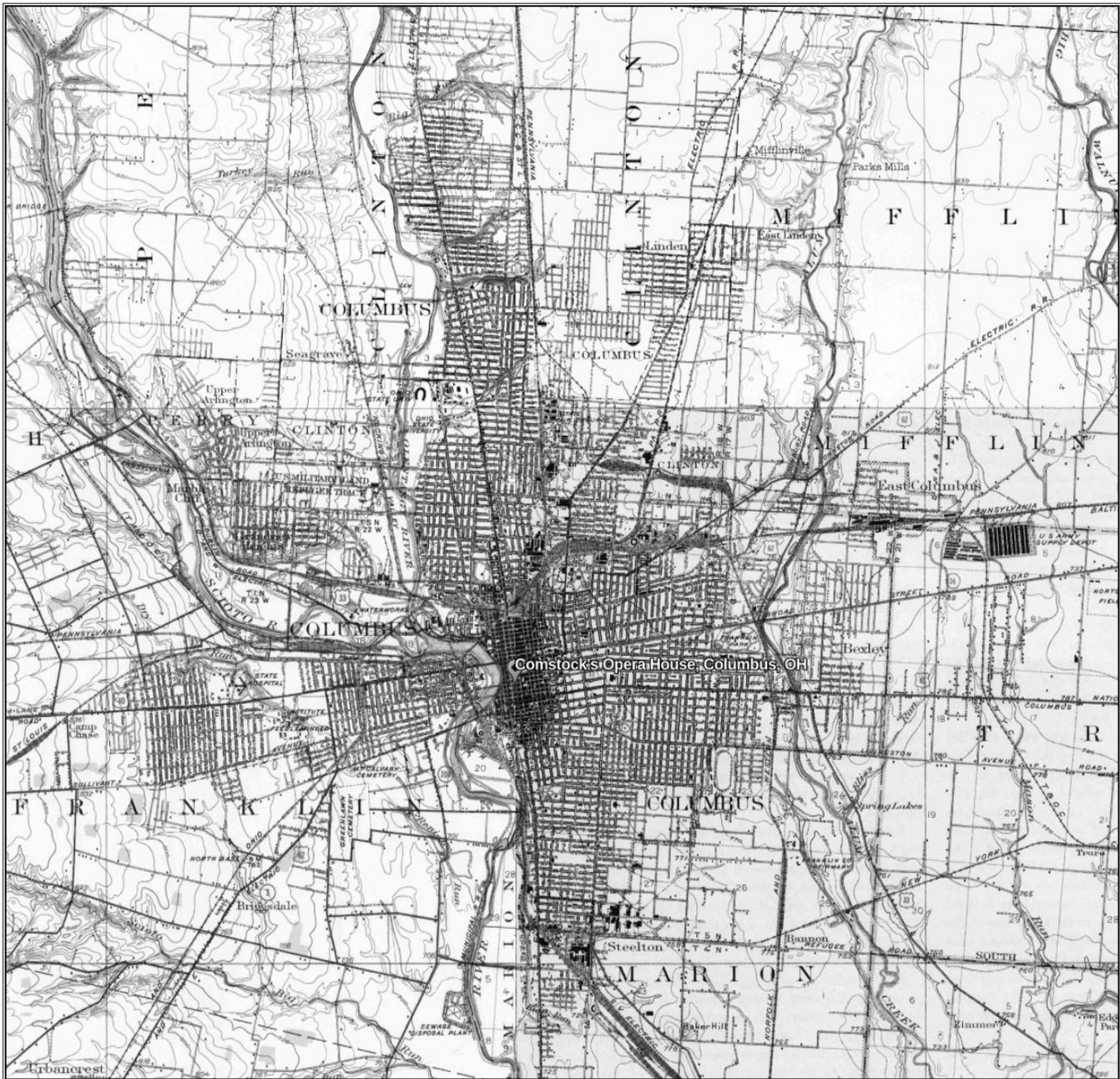
FOREST CITY HOUSE.

Forest City House, Cleveland

Columbus, Ohio (See [February 9](#))

By the end of the 19th century, Columbus was home to several major manufacturing businesses. The Jeffrey Manufacturing Company was a major supplier of coal mining equipment. The city became known as the "Buggy Capital of the World", thanks to the two dozen buggy factories, notably the Columbus Buggy Company, founded in 1875 by C.D. Firestone. The Columbus Consolidated Brewing Company also rose to prominence during this time and might have achieved even greater success were it not for the Anti-Saloon League in neighboring Westerville.

Comstock's Opera House, Columbus, OH



USGS Quads: Dublin – 1901, Westerville – 1902, West Columbus – 1923, East Columbus - 1925

After the American Revolution, the Virginia Military District became part of the Ohio Country as a territory of Virginia. Colonists from the East Coast moved in, but rather than finding an empty frontier, they encountered people of the Miami, Delaware, Wyandot, Shawnee and Mingo nations, as well as European traders. The tribes resisted expansion by the fledgling United States, leading to years of bitter conflict. The decisive Battle of Fallen Timbers resulted in the Treaty of Greenville in 1795, which finally opened the way for new settlements.

Columbus was without direct river or trail connections to other Ohio cities, leading to slow initial growth. The National Road reached Columbus from Baltimore in 1831, which complemented the city's new link to the Ohio and Erie Canal, both of which facilitated a population boom. A wave of European immigrants led to the creation of two ethnic enclaves on the city's outskirts. A large Irish population settled in the north along Naghten Street (presently Nationwide Boulevard), while the Germans took advantage of the cheap land to the south, creating a community that came to be known as the Das Alte Südende (The Old South End). Columbus's German population constructed numerous breweries, Trinity Lutheran Seminary and Capital University. Before the abolition of slavery in the Southern United States in 1863, the Underground Railroad was active in Columbus and was led, in part, by James Preston Poindexter. Poindexter arrived in Columbus in the 1830s and became a Baptist preacher and leader in the city's African-American community until the turn of the century.

In the steel industry, a forward-thinking man named Samuel P. Bush presided over the Buckeye Steel Castings Company. Columbus was also a popular location for labor organizations. In 1886, Samuel Gompers founded the American Federation of Labor in Druid's Hall on South Fourth Street, and in 1890, the United Mine Workers of America was founded at the old City Hall. [Wikipedia](#)

Comstock's Opera House

197 S High St, Columbus OH



Became known as the Metropolitan Opera House

Opened: 1862

Closed: January 26, 1892

The November 30, 1874, Dispatch reported that the Metropolitan Opera House was the first building in Columbus with electric ignited, gas jet lighting. The Metropolitan Opera House, also called The Cotton Block and Comstock's Opera House was built in 1862 and burned 1/26/1892.

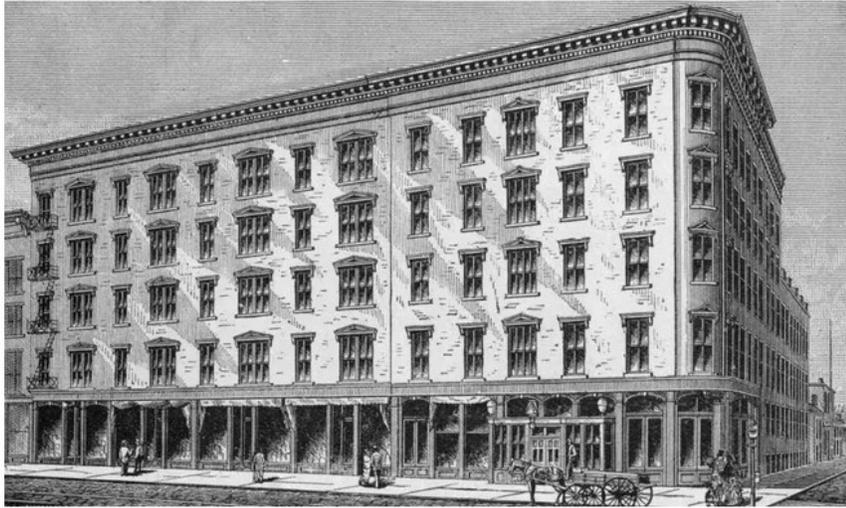
Image From: Metropolitan Opera House :: Columbus in Historic Photographs <http://digital-collections.columbuslibrary.org/cdm/ref/collection/ohio/id/8850>

The **Neil House** with impressive service and a huge ballroom soon

became a regional center of society and culture in central Ohio. William Neil was a Whig who became a Republican, and the Neil House by the 1850s was a political base as well.

Then, on Nov. 6, 1860, as Republicans were about to elect their first President in Abraham Lincoln, the Neil House caught fire. Hampered by sustained winds and an inefficient Columbus fire service, the hotel burned to the ground.

In the wake of the fire, fire service in Columbus was improved and William Neil quickly built a new Neil House. It was smaller than the first building, but was as impressive in both substance and service. In time, it became the home of Ohio Gov. William McKinley and a continued home to the powerful and those who simply preferred a quality place to stay.



The Neil House Hotel, circa 1885 *Columbus Metropolitan Library Photo Archives*

Neil House, Columbus

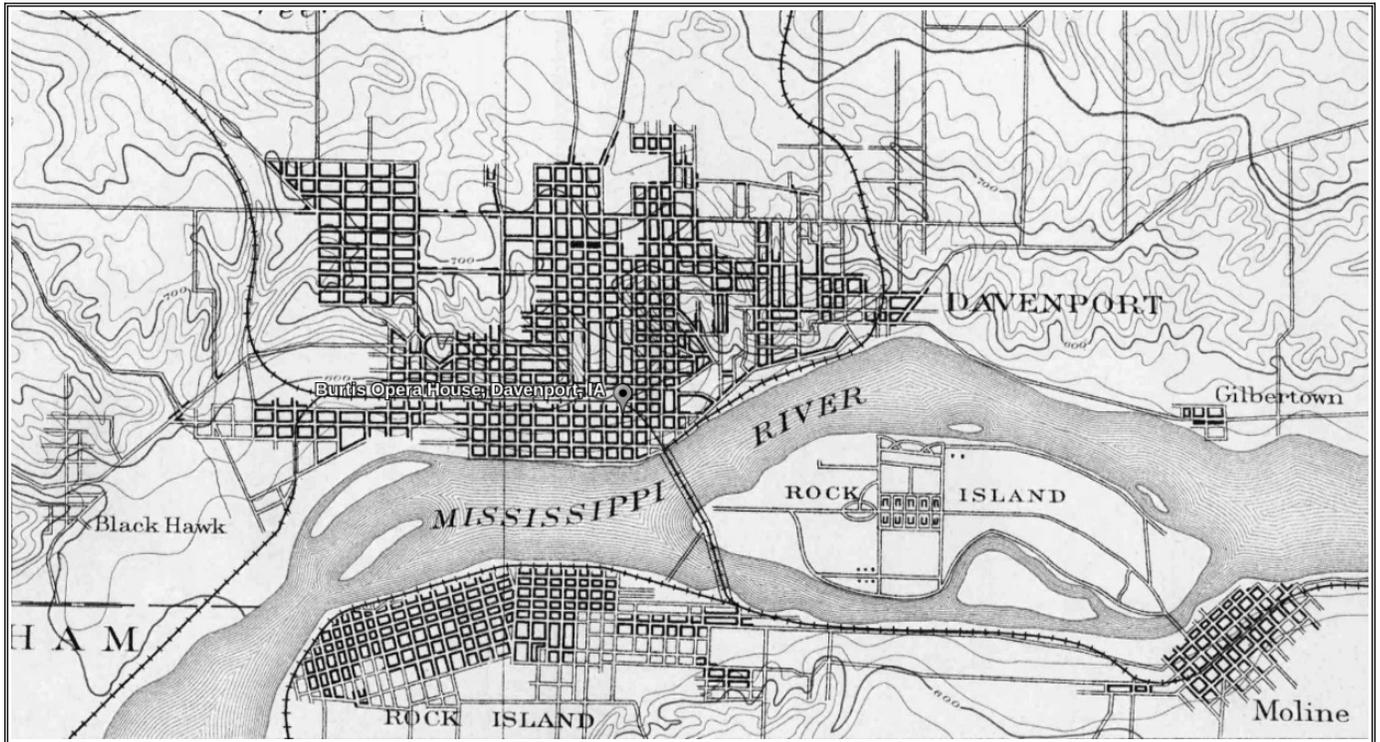
[*The Columbus Dispatch*](#) (Ed Lentz Special to The Dispatch April 30, 2023)

Davenport, Iowa (See [January 31](#))

Many changes have taken place in Davenport since 1868, when its population was already nearing 20,000 souls. One of the curious features of the map is the inclusion of Maple and Willow islands.

Maple Island was just off shore of the City Cemetery near the foot of Division Street. However, long before Davenport's founding, when Ft. Armstrong was occupied, Maple Island was heavily timbered with fine rock maple. However, the soldiers of the fort stripped the entire island, boated the wood over to the fort and burned it in their fireplaces as fuel.

Burtis Opera House, Davenport, IA



USGS Quad:Davenport - 1891

By 1885, Maple Island or Hall's Island, became a big dumping ground for filth, and was famous for the stench it produced over the West End of the City from the mass of disgusting putrefaction it possessed. The Glucose factory, in the immediate vicinity, had deposited its refuse matter there for years and in some places it was several feet deep and alive with vermin.

By 1893, the City owned Willow Island and it was stated that it would simply be a matter of time before Willow Island would be linked to the Iowa mainland by filling the slough between it and Maple Island and likewise the slough between Maple Island and the Davenport shore. The city dump, which extended from the foot of Warren Street westward toward these islands was constantly widening as more trash was thrown there. The land was constantly being carried farther out into the river. At that time, there was only two or three blocks between the accretion formed by the city dump and the head of Willow Island. It would be a short and easy matter to connect the two, then make a dump of the sloughs and extend the shoreline of Davenport outward till it encompassed the outer edge of Willow Island.

Indeed, by 1899, the natural accretion of years of dumping had already built the land between Maple Island and the Davenport shore up above the low water level of the river and it only became submerged during high water seasons. Extensions of Division, Harris and Fillmore streets across Maple Island took place at that time.

In December of 1913, the City of Davenport finally came into full possession of Maple Island after it had changed hands from Capt. Hall to attorney Charles Grilk and W. D. Petersen. The cost to the city was \$8,500.

The area continued to be referred to as Maple Island into the early 1940s.²³⁵

The land was originally inhabited by the Sauk, Meskwaki (Fox), and Ho-Chunk (Winnebago) Native American tribes. France laid claim to this territory as part of its New France and Illinois Country in the 18th century. Its traders and missionaries came to the area from Canada (Quebec), but it did not have many settlers here. After losing to Great Britain in the Seven Years' War, France ceded its territory east of the Mississippi River to the British and transferred the lands to the west to Spain.

In 1803, France regained and sold its holdings in North America west of the Mississippi River to the United States under the Louisiana Purchase. Lieutenant Zebulon Pike was the first United States representative to officially visit the Upper Mississippi River area. On August 27, 1805, Pike camped on the present-day site of Davenport.

In 1832, a group of Sauk, Meskwaki, and Kickapoo people were defeated by the United States in the Black Hawk War. The United States government concluded the Black Hawk Purchase, sometimes called the Forty-Mile Strip or Scott's Purchase, by which the US acquired lands in what is now eastern Iowa. The purchase was made for \$640,000 on September 21, 1832, and contained an area of some 6 million acres (24,000 km²), at a price equivalent to 11 cents/acre (\$26/km²). Although named after the defeated chief Black Hawk, he was being held prisoner by the US. Sauk chief Keokuk, who had remained neutral in the war, signed off on the purchase. It was made on the site of present-day Davenport. Army General Winfield Scott and Governor of Illinois, John Reynolds, acted on behalf of the United States, with Antoine Le Claire, a mixed-race (Métis) man, serving as translator. He later was credited with founding Davenport.

The Rock Island Railroad built the first railroad bridge across the Mississippi River in 1856. It connected Davenport to Rock Island, Illinois. This railway connection resulted in significant improvements to transportation and commerce with Chicago, a booming 19th-century city. The addition of new railroad lines to Muscatine and Iowa City, and the acquisition of other lines by the Rock Island Railroad, resulted in Davenport becoming a commercial railroad hub.

Steamboat companies rightly saw nationwide railroads as a threat to their business. On May 6, 1856, just weeks after the bridge was completed, a steamboat captain deliberately crashed the Effie Afton into the bridge. The owner of the Effie Afton, John Hurd, filed a lawsuit against the Rock Island Railroad Company. Abraham Lincoln was the lead defense lawyer for the railroad company. The hung jury meant that neither party was awarded damages; the bridge was repaired within the span of a few months, and no further intentional sabotage was pursued. However, further litigation continued for many years, until ultimately the United States Supreme Court upheld the right to bridge navigable streams; the bridge, and others like it that had been built in the interim, were allowed to remain.

[Wikipedia](#)

The **Burtis-Kimball House Hotel** and the **Burtis Opera House** were located in downtown Davenport, Iowa, United States. The hotel was listed on the National Register of Historic Places in 1979. It has since been torn down and it was delisted from the NRHP in 2008. The theatre building has been significantly altered since a fire in the 1920s. Both, however, remain important to the history of the city of Davenport.

A new railroad bridge replaced the original one in 1872, and Burtis built a new hotel along the new mainline of the railroad at Fourth and Perry Streets in 1874. The block was already the site of the Burtis Opera House. The new hotel featured its own train platform as well as telephone, telegraph, and an elevator. In 1880 the name of the hotel was changed to the Kimball House and it was advertised as the "largest and best hotel in Iowa."

[Wikipedia](#)

The **Burtis Opera House** was opened in Davenport in 1867 at 415



Wellge, H, and American Publishing Co. Davenport, Ia.

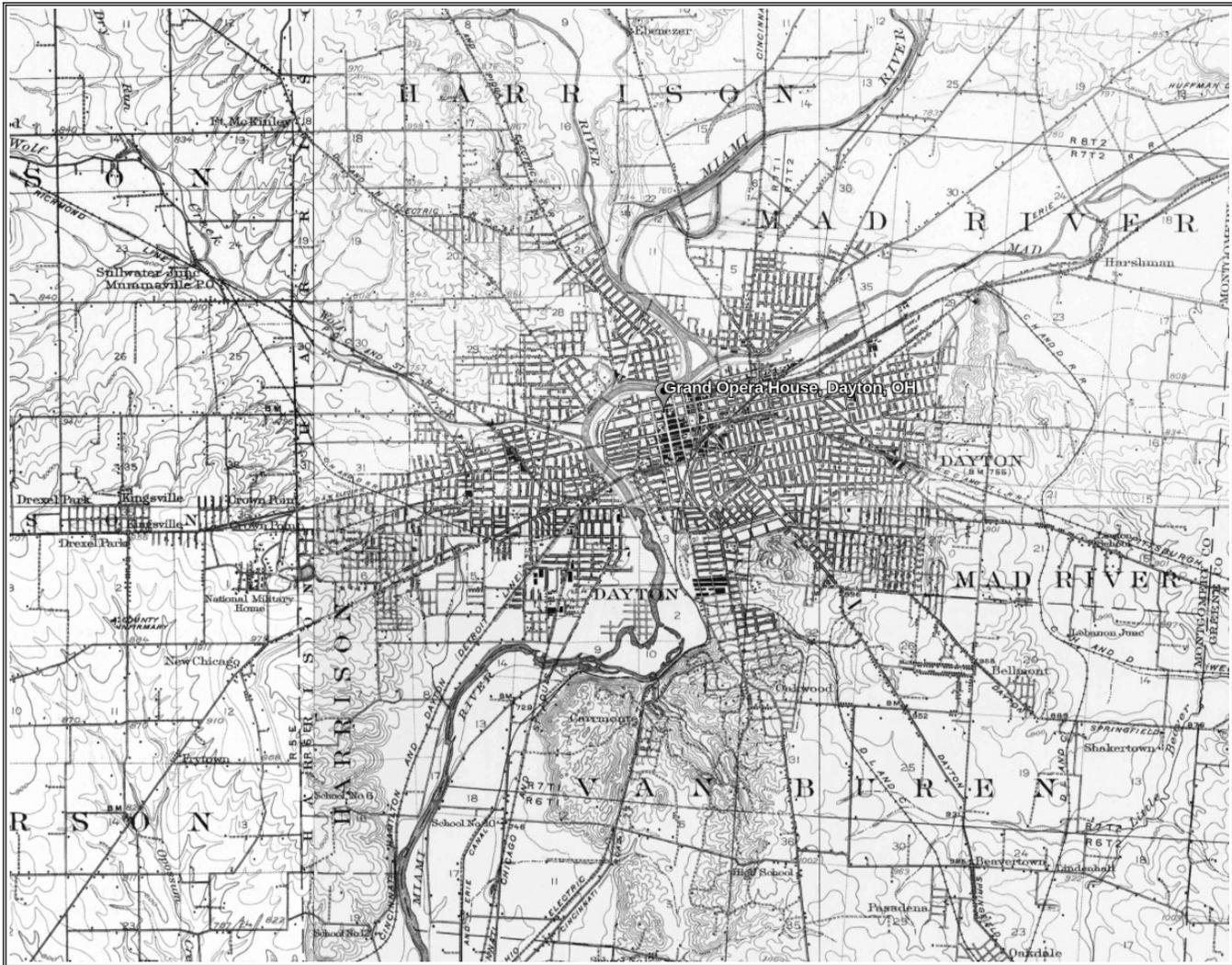
Perry Street. The theater could hold an audience of 1,600 and it was a widely used facility. Mark Twain spoke to a sold-out house on his "The American Vandal Abroad" tour in 1869. In March 1874 Susan B. Anthony lectured on the woman's right to vote. Al Jolson performed on the stage years after he worked as a singing waiter at Brick Munro's Pavilion in Bucktown. The Quad City Symphony Orchestra played its first concert as the Tri-City Symphony in the Burtis on March 29, 1916.

The Burtis was an elegant building constructed in the Second Empire style. It featured a mansard roof with heavily hooded dormer windows. A bracketed cornice defined the transition from the roofline to wall elevation. A projecting pavilion with its own mansard roof contained the building's main entrance in the center of the façade.

Dayton, Ohio (See [December 30](#))

Dayton was founded on April 1, 1796, by 12 settlers known as the Thompson Party. They traveled in March from Cincinnati up the Great Miami River by pirogue and landed at what is now St. Clair Street, where they found two small camps of Native Americans. Among the Thompson Party was Benjamin Van Cleve, whose memoirs provide insights into the Ohio Valley's history. Two other groups traveling overland arrived several days later. The oldest surviving building is Newcom Tavern, which was used for various purposes, including housing Dayton's first church, which is still in existence.

Grand Opera House, Dayton, OH



USGS Quads: Dayton – 1904, Waynesville - 1913

In 1797, Daniel C. Cooper laid out Mad River Road, the first overland connection between Cincinnati and Dayton, opening the "Mad River Country" to settlement. Ohio was admitted into the Union in 1803, and the village of Dayton was incorporated in 1805 and chartered as a city in 1841. The city was named after Jonathan Dayton, a captain in the American Revolutionary War who signed the U.S. Constitution and owned a significant amount of land in the area. In 1827, construction on the Dayton–Cincinnati canal began, which provided a better way to transport goods from Dayton to Cincinnati and contributed significantly to Dayton's economic growth during the 1800s. [Wikipedia](#)

The first railroad to reach Dayton was the Mad River & Lake Erie (later NYC), which began operating between Dayton and Springfield on January 27, 1851. The first passenger depot at Dayton wasn't much of a facility, merely an existing small brick building that had been acquired by the MR&LE to serve as a place for passengers to get on and off trains and to purchase tickets. The building stood on the north side of Sixth and Jefferson Streets.

By 1854, five railroads had made their way to Dayton and laid the basis for the railroads that serve Dayton today. Although their names were different at the time of their construction, the five railroads would eventually become the: New York Central Railroad (Mad River & Lake Erie), Pennsylvania Railroad (Columbus & Xenia), and Baltimore & Ohio Railroad (Cincinnati, Hamilton & Dayton) (Dayton & Michigan) (Dayton & Union).

Each Dayton railroad had its own station at first, or at least their own place to sell tickets. During the mid-1850s, a new Union Station was built just west of Sixth and Ludlow Streets on the south side of the tracks, and all the railroads began using the round-topped brick structure. The depot was operated by the CH&D. The building was originally built with three large doors at each end that were closed on Sundays. This station was Dayton's connection with the outside world during the last half of the 19th century but by 1900 it had become an inadequate facility to handle the growing volume of traffic. [Dayton, Ohio Railroad History](#)

The Victoria (Dayton Grand Opera House), one of the oldest continually operated theaters on the continent, was opened to the public as the Turner Opera House on New Year's Day, 1866, at a cost of \$225,000. Its initial offering was the James Sheridan Knowles drama "Virginius, starring Edwin Forrest – a play strongly associated with the famous actor. According to press clippings of that era, the theater was referred to as "the best [sic] theater west of Philadelphia". General admission was \$1. The best seats in the house were between \$10 and \$12. The theater's presence in Dayton even inspired the publishing of a musical march by Edward Spoth entitled "Turner's Opera House March".

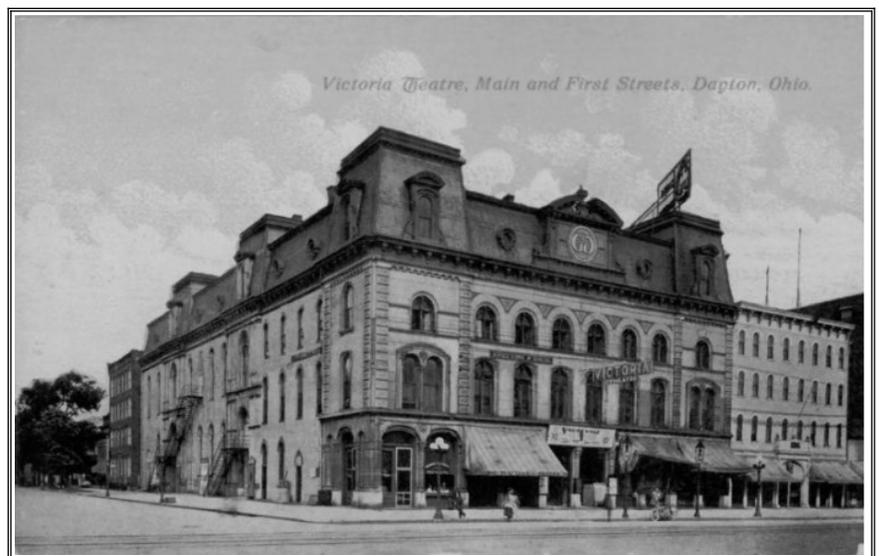
Arson was suspected of having caused an all-consuming fire May 16, 1869, which destroyed the theater at a loss of \$500,000, of which insurance covered only \$128,000.

In 1871, the edifice was re-opened – its rebuilding based, in part, on a portion of the surviving facade, although built to three stories instead of six. The opera house resumed operations as "The Music Hall". It in 1885 it became "The Grand Opera House". On September 18, 1899, it became the "Victoria Opera House", and in 1903, it became the Victoria Theatre, two years after the death of Queen Victoria of England. [Wikipedia](#)

December 30, 1884

Beckel House: According to Drury's history, and William P. Huffman, great grandson of D. Beckel and great, great grandson of William Huffman, D. Beckel built the hotel on the site he purchased

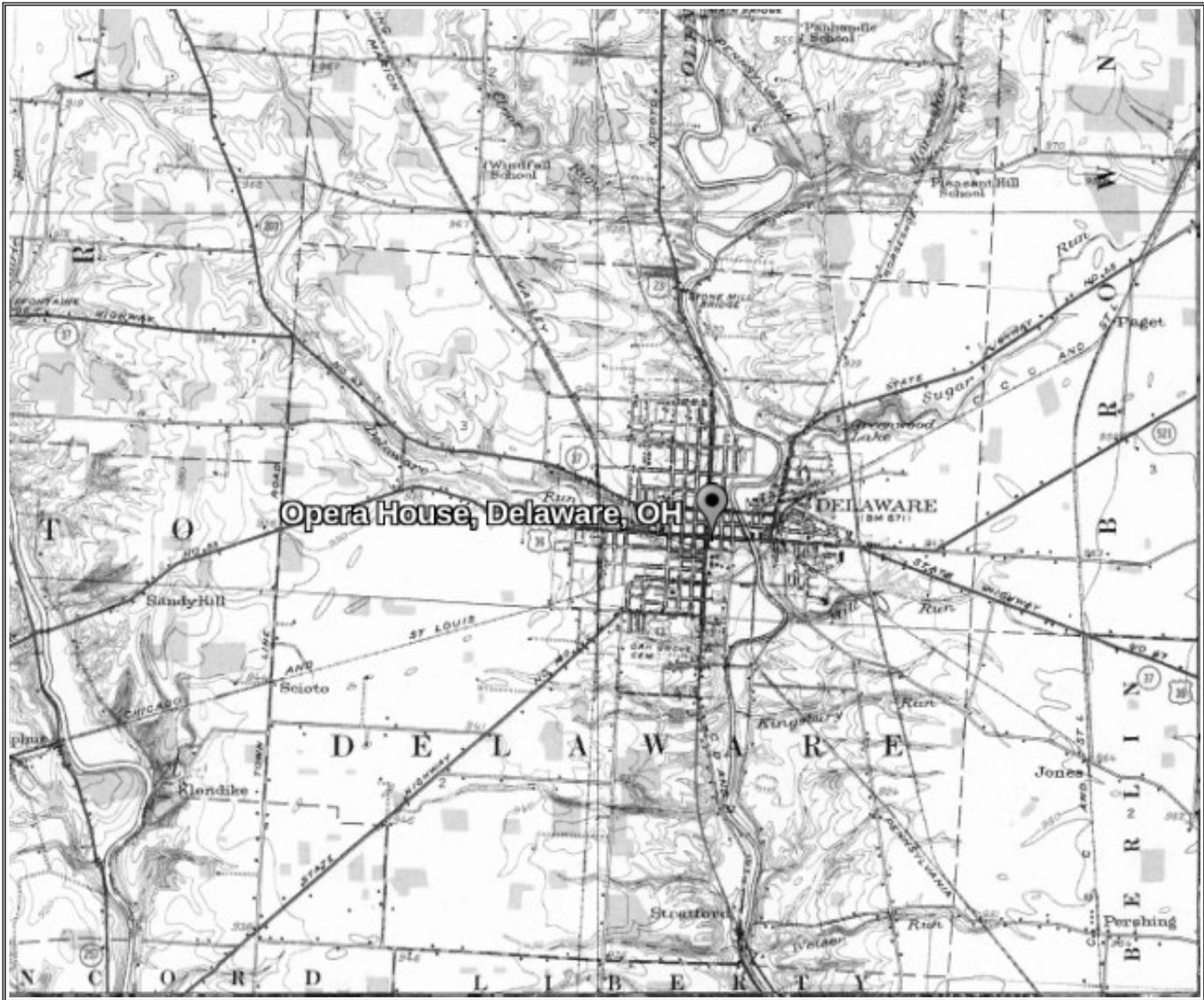
from William Huffman. William P. Huffman was the son of William P. Huffman, whose father Torrence Huffman married Annie Beckel, a daughter to Daniel Beckel. Torrence Huffman was a grandson of William Huffman who owned the site originally. William Huffman built the Beckel House at Third and Jefferson Streets. The construction of the building began in 1853 and was completed in 1866. The National Hotel, adjoining the Beckel on Third Street, was built in 1828. In later years, it was known as the Phoenix House. It was razed in 1883 and the west wing of the Beckel House was added.



[Victoria Opera House, Dayton](#)

Delaware, Ohio (See [February 10](#))

Opera House, Delaware, OH



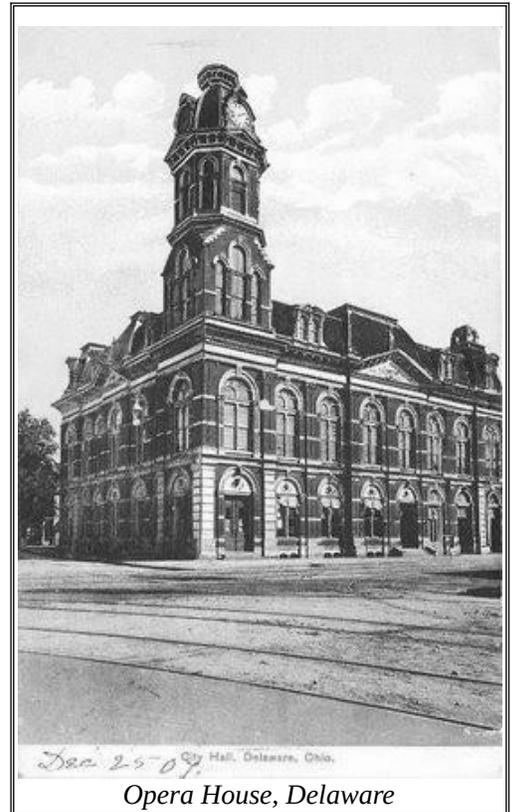
USGS Quad: Delaware - 1924

While the city and county of Delaware are named for the Lenape or Delaware people, the city of Delaware itself was founded on a Mingo village called Pluggy's Town.

In the early days of the town, a sulfur spring was discovered northwest of Joseph Barber's cabin. By 1833, a hotel was built as a health spa near the spring. However, the Mansion House Hotel was a failure, and by 1841, citizens began raising funds to purchase the hotel property with the intent of giving it to the Ohio and North Ohio Methodist Episcopal Conference of the Methodist Church for the purpose of a Methodist college. With that effort, Ohio Wesleyan University was founded in 1844.

Railroads came to the area in April, 1851 as Delaware served as a stop on the [Cleveland Columbus and Cincinnati Railroad](#). Additional rail lines were added to serve Delaware providing access to major cities and markets throughout the country by the late 1890s. [Wikipedia](#)Original Town Hall and ***Opera House*** burned down February 1934

The old city hall opened in 1882. Its clock tower rose to a height of 92ft. The first floor housed administrative offices, the police department, the jail, and the fire department. A 1,050 seat auditorium known as the *(Delaware) Opera House* graced the second floor. It was the city's social center for graduations and theatrical productions. Here, also, John Philip Sousa led his band in "Stars and Stripes Forever." Other celebrities who appeared here included Mark Twain, William McKinley, temperance advocate Carrie Nation, statesman William Jennings Bryan, Hollywood director Vincente Minnelli, Ben Hur author General Lew Wallace, and abolitionist Henry Ward Beecher. On a frigid winter night, February 24, 1934, the structure was destroyed by fire. Exactly three years later, on February 24, 1937, the current City Hall was dedicated and opened after costing \$95,000 to build.



Detroit, Michigan (See [December 16](#) & [February 12](#))

In the late 19th century, Detroit grew as a hub for industry, particularly shipping and manufacturing. The city's wealth, driven by industrial magnates, led to the construction of opulent Gilded Age mansions along the grand avenues designed by Woodward. Detroit earned the nickname "Paris of the West" for its architectural beauty. By 1896, Henry Ford's first automobile was built in the city, and Detroit expanded its borders, annexing surrounding villages and townships as it solidified its place as a key player in the automobile industry.

Whitney's Opera House, Detroit, MI



USGS Quads: Detroit – 1905, Grossepoint - 1905

Paleo-Indians inhabited areas near Detroit as early as 11,000 years ago including the culture referred to as the Mound Builders. By the 17th century, the region was inhabited by Huron, Odawa, Potawatomi, and Iroquois peoples. The area is known by the Anishinaabe people as Waawiyiataanong, translating to 'where the water curves around'.

The first Europeans did not penetrate into the region and reach the straits of Detroit until French missionaries and traders worked their way around the Iroquois League, with whom they were at war in the 1630s. The Huron and Neutral people held the north side of Lake Erie until the 1650s, when the Iroquois pushed them and the Erie people away from the lake and its beaver-rich feeder streams in the Beaver Wars of 1649–1655. By the 1670s, the war-weakened Iroquois laid claim to as far south as the Ohio River valley in northern Kentucky as hunting grounds, and had absorbed many other Iroquoian peoples after defeating them in war. For the next hundred years, virtually no British or French action was contemplated without consultation with the Iroquois or consideration of their likely response.

During the French and Indian War (1753–63)—the North American front of the Seven Years' War in Europe between the Kingdom of Great Britain and the Kingdom of France—British troops gained control of the settlement a few years into the conflict in 1760 and shortened its name to Detroit. Several regional Native American tribes, such as the Potawatomi, Ojibwe and Huron, launched Pontiac's War (1763–1766), and laid siege in 1763 to Fort Detroit along the Detroit River in the Great

Lakes but failed to capture it. In defeat, France ceded its territory in North America of New France and south of the lakes east of the Mississippi to the Appalachian Mountains to Britain following the war.

After the American Revolutionary War (1775–1783) and the establishment and recognition of the United States as an independent country, Great Britain ceded Detroit and other territories in the interior region of the continent, south of the Great Lakes and west of the Appalachian Mountains to the Mississippi River under the peace of the terms of the 1783 Treaty of Paris. The new Northwest Territories established the southern border with Great Britain's remaining colonial provinces in British North America and became provinces of Upper Canada and Lower Canada. However, the disputed border area remained under British control with several military forts and trading posts for another decade, and its forces did not fully withdraw until 1796, following the negotiations and ratification of the subsequent Jay Treaty of 1794 between the British and Americans. By the turn of the 19th century, white American settlers began pouring westwards across the Appalachians and through the Great Lakes.

Before the American Civil War, Detroit's position along the Canada-U.S. border made it a vital stop on the Underground Railroad. Thousands of enslaved African Americans escaped to Canada via the city. Notable activists like George DeBaptiste, William Lambert, and Laura Smith Haviland played key roles in assisting refugees. [Wikipedia](#)



Whitney's Grand Opera House on northwest corner of Shelby and Fort Streets seated 1 400 and was first used in 1875 and was torn down in 1887.

The history of detroit and michigan or the metropolis illustrated, Silas Farmer 1889

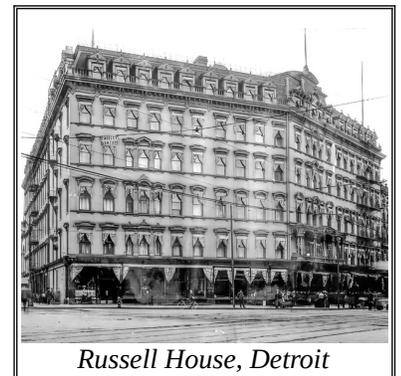
Magnificent, majestic and massive, Detroit's old Federal Building and Post Office was a towering palace of government that was more than three decades in the making, took seven years to build — and only 34 years to outgrow.

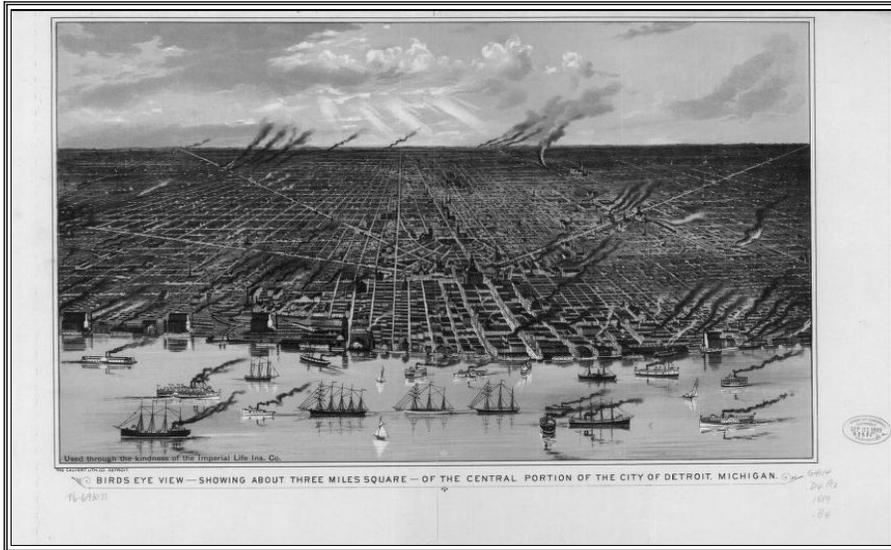
The city lobbied for a site where C.J. Whitney had built an opera house in 1875. The venue happened to be “the most elaborately equipped playhouse in the city,” and its opulence “nearly upset the plans to use the present site and almost resulted in the selection of the block bounded by Fort, Shelby, Lafayette and Griswold Streets, opposite the City Hall” instead, Malcolm W. Bingay wrote in the Free Press in November 1931. But Whitney sold the building and land to the feds and built himself the Whitney Grand Opera House on Griswold, north of Michigan. It would be renamed the Garrick Theatre and was the site of Harry Houdini's final performance before his death in 1926. [Historic Detroit](#)

Russell House:

There wasn't much to Detroit when S.K. Harring opened the National Hotel on Dec. 1, 1836, on the southeast corner of Campus Martius. The city was a sleepy hamlet of only about 9,000 people, and nothing that stood downtown then stands today. The hotel would go through a string of owners, each growing and remodeling parts of it.

Then, in 1857, William Hale bought the property and hired the architectural firm Anderson & Jordan to overhaul the building. It was then leased to W.H. Russell, who opened it as the Russell House on Sept. 28, 1857.





*Calvert Lithographing Co. Birds eye view--showing about three miles square--of the central portion of the city of Detroit, Michigan.
[Detroit ?, 1889]*

The Russell would be the city's leading hotel for nearly half a century, and it was the center of Detroit's social scene. "It is first class ... (with) comfortable elegance everywhere abounding," the Detroit Free Press wrote at the time of the hotel's opening. "In all respects, the house is (a credit) to its projector, to the city and the West." The Russell continued to morph over the years, with sections being torn down and rebuilt and additions being tacked on in attempt to keep up with Detroit's growing population. Over its 48-year existence, the Russell would completely be transformed, looking nothing at the end like it did in the beginning.

[Historic Detroit](#)

Evanston, Illinois (See [January 19](#))

Evanston was formally incorporated as a town on December 29, 1863, but declined in 1869 to become a city despite the Illinois legislature passing a bill for that purpose. Evanston expanded after the Civil War with the annexation of the village of North Evanston. Finally, in early 1892, following the annexation of the village of South Evanston, voters elected to organize as a city.

First Methodist Church, Evanston, IL



USGS Quads: Evanston - 1899, Highwood - 1900

The 1892 boundaries are largely those that exist today.

Prior to the 1830s, the area now occupied by Evanston was mainly uninhabited, consisting largely of wetlands and swampy forest. However, Potawatomi Native Americans used trails along higher lying ridges that ran in a general north-south direction through the area, and had at least some semi-permanent settlements along the trails.

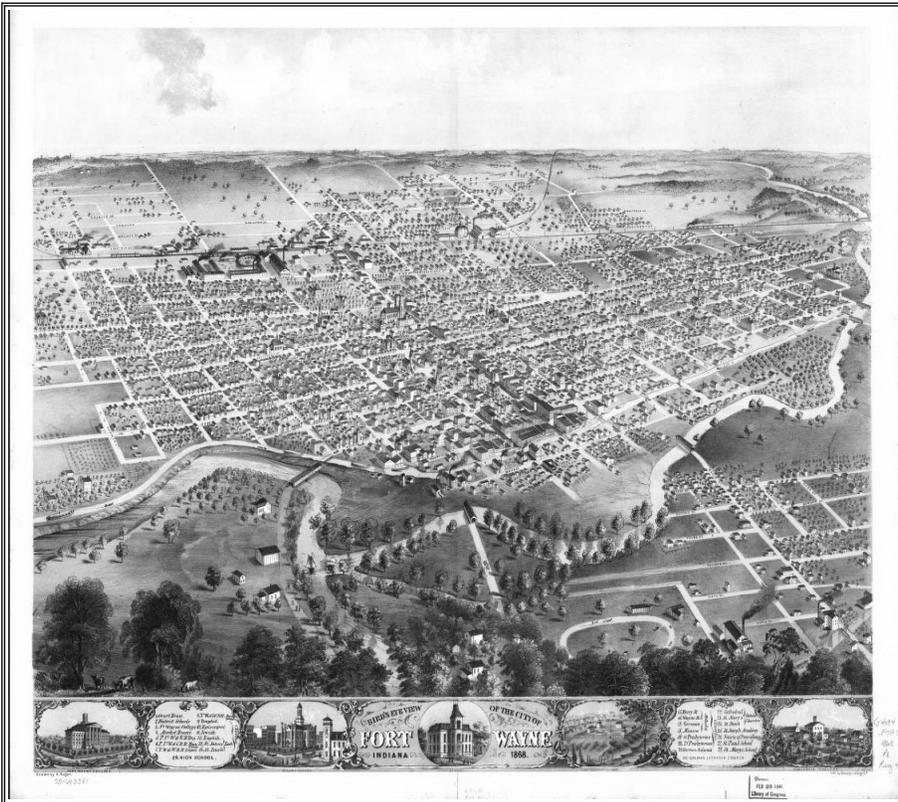
French explorers referred to the general area as "Grosse Pointe" after a point of land jutting into Lake Michigan about 13 miles (21 km) north of the mouth of the Chicago River. After the first non-Native Americans settled in the area in 1836, the names "Grosse Point Territory" and "Gross Point voting district" were used through the 1830s and 1840s, although the territory had no defined boundaries. The area remained only sparsely settled, supporting some farming and lumber activity on some of the higher ground, as well as a number of taverns or "hotels" along the ridge roads. Grosse Pointe itself steadily eroded into the lake during this period.

[Wikipedia](#)

I don't have documentation that the ***Evanston First Methodist Church*** is where the Twain-Cable speaking engagement occurred but the Twain Speaking Engagements site mentions it occurred in the Methodist Church and Janet C. Olson Assistant University Archivist at Northwestern University Library provided me with the address:

"I noticed on your website a passing mention of a Methodist Church. That would make sense--in 1885, the largest venue that the University could have used would have been the First Methodist Church (built 1872, used until 1909, and located at 1630 Hinman Avenue, Evanston).other options would have been University Hall, or else the original Old College building--possibly the gymnasium building." (*email correspondence*). (See [January 19](#))

Fort Wayne, Indiana (See [February 5](#))



Ruger, A, and Chicago Lithographing Co. Bird's eye view of the city of Fort Wayne, Indiana. [Chicago Chicago Lithogr. Co, 1868]

This area of the river confluence was occupied by successive cultures of indigenous peoples for as long as 10,000 years. The Miami tribe would eventually establish its settlement of Kekionga at this confluence of the Maumee, St. Joseph, and St. Marys rivers in the late stages of the Beaver Wars in the 1690s. It was the capital of the Miami nation and related Algonquian tribes.

Increasing tension between France and Great Britain developed over control of the territory. In 1760, France ceded the area to Britain after its forces in North America surrendered during the Seven Years' War, known on the North American front as the French and Indian War. Managing to hold down the fort for only a mere couple of years, the British lost control of it in 1763 when various Native American nations rebelled against British rule and retook the fort as part of Pontiac's Rebellion. From this point forward in 1763, no active fort existed at Kekionga for the next three decades until American General Anthony Wayne established Fort Wayne in 1794, following the Battle of Fallen Timbers.

In 1772, the British regained influence over the village after Sir William Johnson suggested to the government that the fort be reoccupied. The mixed population of the Kekionga area had moved past antipathy with the British by this point, and accepted their friendship.

The British continued to monitor Kekionga and Fort Miami throughout the American Revolutionary War. In 1780, French Canadian soldiers coming to assist the U.S. with the revolution were slaughtered in several nearby locations in what is known as La Balme's Defeat. At the end of the Revolutionary War, in the Treaty of Paris in 1783, Britain ceded this area to the new United States, though they continued to maintain an influence on trading activity and the forts of Miami, with the primary objective of slowing American expansion into the Great Lakes region. The young United States formally organized the region in the Land Ordinance of 1785 and negotiated treaties allowing settlement, but the Western Confederacy of Native American nations were not party to these treaties and did not cede their ownership of those lands.

American land speculators and pioneers began flooding down the Ohio River into the area, leading to conflict with an alliance of native tribes known as the Western Confederacy. It was headquartered at Kekionga, where the Miami had permitted two refugee tribes dislodged by white homesteaders, the Delaware and the Shawnee, to resettle. The confederacy—which included other Great Lakes and Algonquin tribes as well—began sending war parties to raid settlers, hoping to drive them back across the Appalachian Mountains, and refused to meet for negotiations over a possible treaty to instead cede land for white settlement. The growing violence led to the Northwest Indian War.

In 1790, President George Washington ordered the U.S. Army to subdue and pacify the tribes. The first expedition, led by General Josiah Harmar reached Kekionga and exercised scorched earth tactics on the village and crops. Miami war chief Little Turtle, who had been long tracking the whereabouts of Harmar though the aid of various agents such as Simon Girty, would

quickly drive Harmar and the US troops away. The confederacy warriors attacked the second invading force, led in 1791 by General Arthur St. Clair, before it could get that far and wiped it out, in a massacre known as St. Clair's Defeat at modern-day Fort Recovery, Ohio. It's known as the greatest defeat of the U.S. Army by Native Americans in history. This defeat left the US army crippled and borders open to attacks from the British and allied native tribes. General Anthony Wayne was recalled from civilian life to lead a third expedition, defeating the confederacy's warriors at the Battle of Fallen Timbers, near modern-day Toledo, Ohio on August 20, 1794. Wayne's men then marched up the Maumee River, systematically burning evacuated native towns, crops, and winter food stores, until they reached its headwaters, where Kekionga remained in ruins. Wayne then confronted the British at Fort Miami, where the British debated an attack. Later, Wayne selected the site for construction of Fort Wayne. He ordered a fort that could withstand heavy British artillery, especially a 24-pound cannon, along with attacks from their army or native allies.

The following year, Wayne negotiated a peace accord, the Treaty of Greenville with tribal leaders, in which they agreed to stop fighting, end support of the British, and ceded most of what is now Ohio along with certain tracts further west, including the area around Fort Wayne encompassing Kekionga and the land portage. Wayne promised the remainder would remain Indian lands, which is why the territory west of Ohio was named Indiana. Wayne would die one year later and a Spanish spy James Wilkinson would assume his role as General. In subsequent years, the government used Fort Wayne to hand out annual payments under the treaty. But in a recurring cycle, the tribes ran up debts to white traders who came there to sell them alcohol and manufactured goods, and the government pushed tribal leaders—including through bribes—to sell more reservation land to pay off those debts and, when the land was gone, then to agree to have the tribe removed to the Far West.

The first settlement started in 1815. In 1819, the military garrison abandoned the fort and moved to Detroit. In 1822, a federal land office opened to sell land ceded by local Native Americans by the Treaty of St. Mary's in 1818. Platted in 1823 at the Ewing Tavern, the village became an important frontier outpost and was incorporated as the Town of Fort Wayne in 1829, with a population of 300. The Wabash and Erie Canal's opening improved travel conditions to the Great Lakes and Mississippi River, exposing Fort Wayne to expanded economic opportunities. The population topped 2,000 when the town was incorporated as the City of Fort Wayne on February 22, 1840.

Pioneer newspaperman George W. Wood was elected the city's first mayor. Fort Wayne's "Summit City" nickname dates from this period, referring to the city's position at the highest elevation along the canal's route. As influential as the canal was to the city's earliest development, it quickly became obsolete after briefly competing with the city's first railroad, the Pittsburgh, Fort Wayne and Chicago Railway, completed in 1854.

[Wikipedia](#)

Academy of Music: 215 E. Berry St., Fort Wayne, IN (between Clinton and Barr Streets). It is the small white-fronted building at left

Built as The Rink: 1870 (a roller skating venue)

Converted to a public hall: c. 1878-80

Later known as The People's Theatre, which name is on the sign in the above image made from a photograph in 1899.

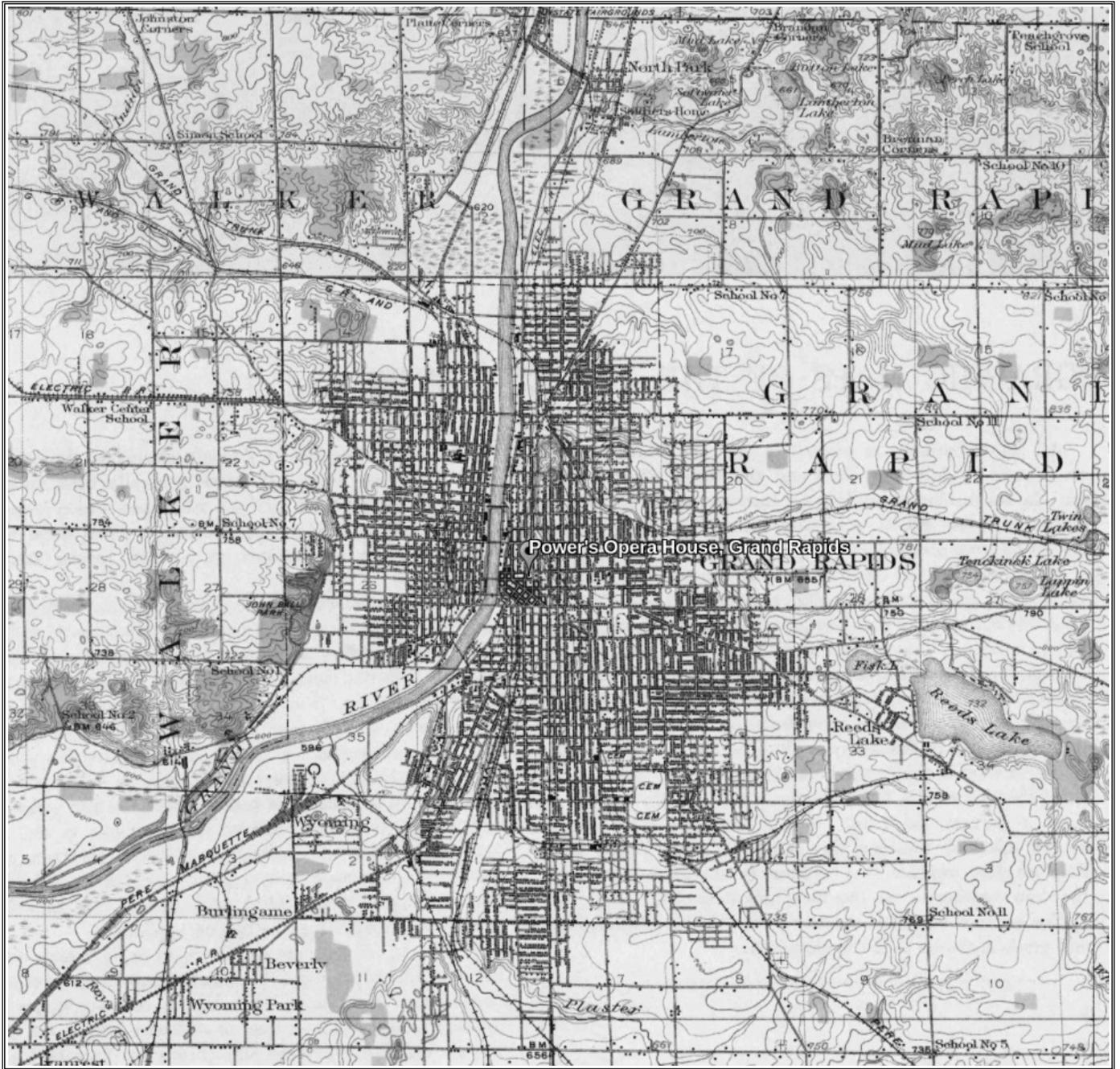
Demolished: 1901-02

After it opened in 1870 as a rollerskating attraction, The Rink became a favorite playhouse. Situated at the site of the Elektron Building, 215 E. Berry St., The Rink was converted into a theater in 1880 and renamed The Academy of Music (also, it later came to be called The People's Theatre). In its heyday, troupes like the London Theatre Company and the American Opera Company made regular stops at The Academy, as did the Buffalo Bill/Annie Oakley extravaganza. It was during this time the custom arose of singing the national anthem at the close of each play. -



Grand Rapids, Michigan (See [December 13](#))

Powers' Opera House, Grand Rapids



USGS Quads: Grand Rapids – 1914, Cedar Springs - 1918

During the second half of the nineteenth century, the city became a major lumbering center, processing timber harvested in the region. Logs were floated down the Grand River to be milled in the city and shipped via the Great Lakes. The city became a center of fine wood products as well. By the end of the century, it was established as the premier furniture-manufacturing city of the United States. It was the Centennial Exposition of 1876 in Philadelphia that brought attention to Grand Rapids' furniture on the national stage, providing a new growing industry to help the city recover from the Panic of 1873. In 1880, the country's first hydro-electric generator was put to use on the city's west side.

Originally inhabited by the Hopewell and later Odawa people, the area was settled by European Americans in the early 19th century and incorporated in 1850. Grand Rapids gained prominence in the late 19th Century as the "Furniture City" due to its thriving furniture manufacturing industry, a legacy that continues to influence the region's industrial profile.

By 1810, Chief Noonday, or Nowaquakezick, an Odawa chief, established the village of Bock-a-tinck (from Baawiting, "at the rapids") on the northwest side of present-day Grand Rapids near Bridge Street with about 500 Odawa, though the population would grow to over 1,000 on occasion.

The first permanent European-American settler in the Grand Rapids area was Isaac McCoy, a Baptist minister

Shortly after, Detroit-born Louis Campau, known as the official founder of Grand Rapids, was convinced by fur trader William Brewster, who was in a rivalry with the American Fur Company, to travel to Grand Rapids and establish trade there. In 1826, Campau built his cabin, trading post, and blacksmith shop on the south bank of the Grand River near the rapids, stating the Native Americans in the area were "friendly and peaceable".

Lucius Lyon, a Yankee Protestant who would later become a rival to Campau, was contracted by the federal government to survey the Grand River Valley in the fall of 1830 and in the first quarter of 1831. The federal survey of the Northwest Territory reached the Grand River, with Lyon using a surveyor's compass and chain to set the boundaries for Kent County, named after prominent New York jurist James Kent.

Grand Rapids in 1833 was only a few acres of land cleared on each side of the Grand River, with oak trees planted in light, sandy soil standing between what is now Lyon Street and Fulton Street.

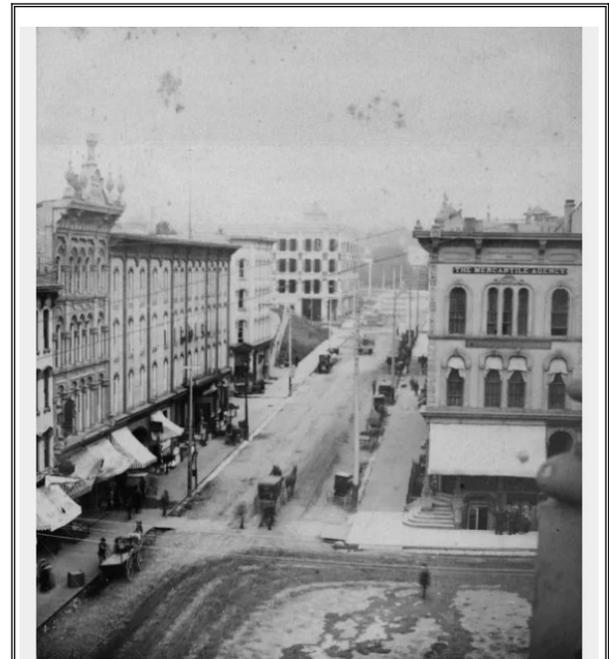
In 1835, many settlers arrived in the area with the population growing to about 50 people, including its first doctor, Dr. Wilson, who was supplied with equipment from Campau.

John Ball, representing a group of New York land speculators, bypassed Detroit for a better deal in Grand Rapids traveling to the settlement in 1836. Ball declared the Grand River valley "the promised land, or at least the most promising one for my operations". That year, the first steamboat was constructed on the Grand River named the Gov. Mason, though the ship wrecked two years later in Muskegon. Yankee migrants (primarily English-speaking settlers) and others began migrating from New York and New England through the 1830s. Ancestors of these people included not only English colonists but people of mixed ethnic Dutch, Mohawk, French Canadian, and French Huguenot descent from the colonial period in New York. However, after 1837, the area saw poor times, with many of the French returning to their places of origin, with poverty hitting the area for the next few years.

The first formal census in 1845 recorded a population of 1,510 and an area of 4 square miles (10 km²). The city of Grand Rapids was incorporated April 2, 1850. It was officially established on May 2, 1850, when the village of Grand Rapids voted to accept the proposed city charter. The population at the time was 2,686. By 1857, the city of Grand Rapids' area totaled 10.5 square miles (27 km²). Through the 1850s, the land containing forty-six Indian mounds located on the west side between Bridge Street and the Grand River to the south were sold by the United States government, with the mounds being destroyed to fill low-lying land in the area while the Native American artifacts contained within were taken or sold to museums, including the Grand Rapids Public Museum. In October 1870, Grand Rapids became a desired location for immigrants, with about 120 Swedes arriving in the United States to travel and create a "colony" in the area in one week.

[Wikipedia](#)

Powers' Theatre



— A snowy Campau Place with Powers Opera House Block left of center. In the winter of 1882-83 while the Houseman Block at the corner of Ottawa and Pearl Street was under construction. Photo taken from side of clock tower atop Col. E. S. Pierce Clothing Tower Block at the juncture of Pearl, Monroe and Canal Streets. Grand Rapids Electric Light & Power Test Light Tower extension has been removed from Fire Bell Tower on Ottawa St sometime after June 1882.

Powers Opera House, Grand Rapids

From the hottest spot in town to see the latest celebrities of stage and screen to a parking lot. We'll explore what made Powers' a household name and earned the phrase; "Who's Playing at Powers'?" to its demise and urban renewal of the late-1970s. History of Power's Theatre wouldn't be complete without incorporating history of the other venues of entertainment for stage and screen in Grand Rapids. Powers' set the foundation for legitimate theatre in West Michigan.



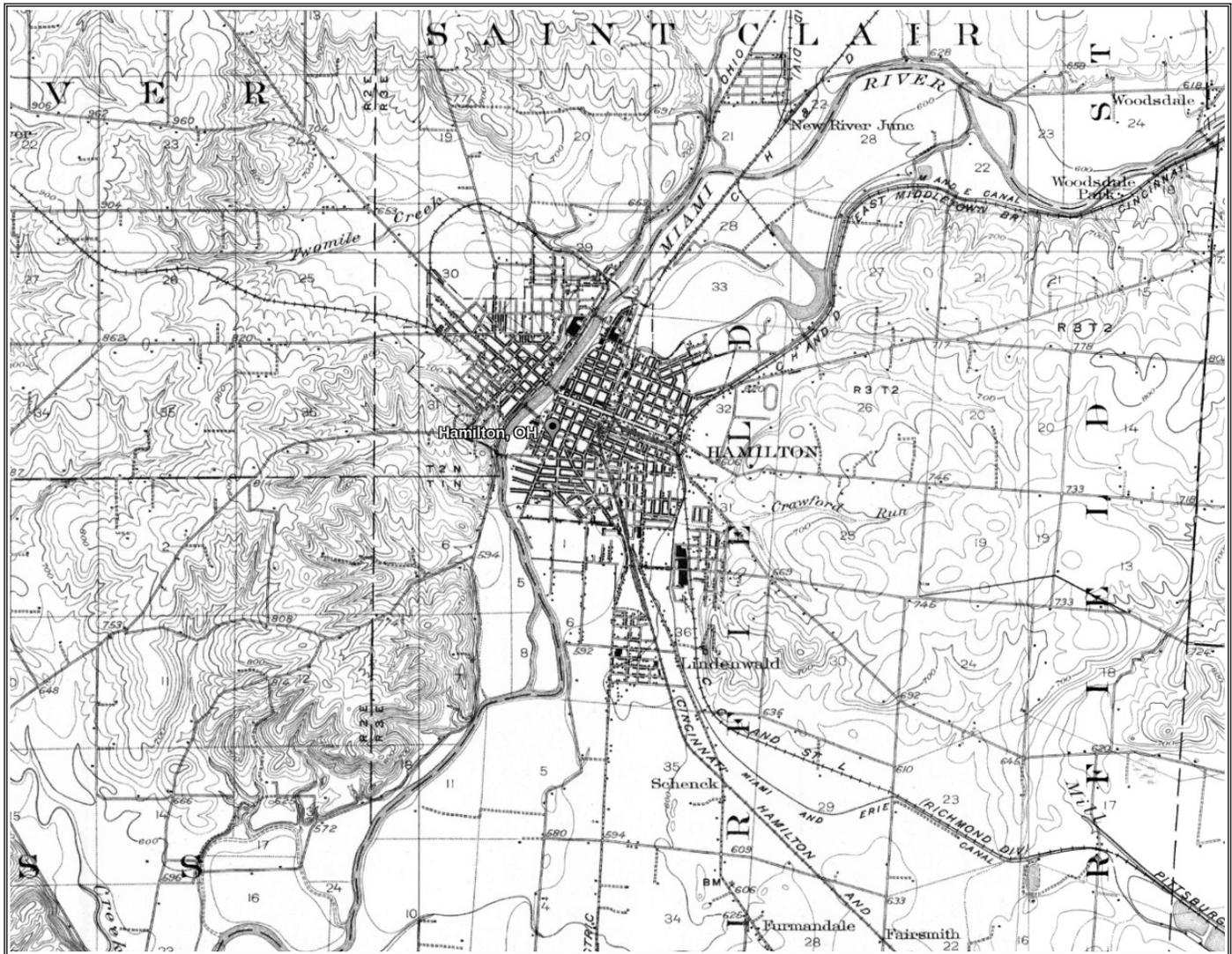
Ruger, A, and Chicago Lithographing Co. Grand Rapids, Michigan. [Chicago, Chicago Lithographing Co, 1868]

Image: A wintery Campau Square looking east up Pearl Street from Monroe with Powers Opera House Block left of center. In the photo above notice the two-story electric street lamp at the entrance of the Powers Opera House. It replaced an ornate three-globed gas street lamp sometime after William T. Powers installed the first electric lights in Grand Rapids 1881. It was one of the first electric street lamps to light Grand Rapids. In the early days of theatre it was customary to light the entrance with a single or double ornate lamp post long before the days of the lit marquee. The only building still recognizable is the Rood Block where Flanagan's Irish Pub is located built in 1873. Photo circa 1883 (The Houseman Block was under construction in 1883 at the corner of Pearl and Ottawa). Prospect Hill can still be seen where the Waters Building stands today. A gas street lamp graces the entrance of the Arcade. The building immediately east of the opera house was the Metropolitan Hall, built by

William T. Powers, at 57 Pearl Street. It was often requested for popular gatherings, and for dancing assemblies. It opened with a dedicatory performance of a children's dress carnival on Thursday 30 December 1880. In later years it became one of the early bowling alleys scattered throughout downtown. By 1956 Metropolitan Hall is razed for a B.T. Parking Lot. It later becomes one of first Ellis Parking lots. <https://powersbehindgr.wordpress.com/powers-theatre/>

Hamilton, Ohio (See [December 31](#))

Hamilton, OH



USGS Quads: Hamilton – 1915, Mason - 1904

By the mid-19th century, Hamilton had developed as a significant manufacturing city. Its early products were often machines and equipment used to process the region's farm produce, such as steam engines, hay cutters, reapers, and threshers. Other production included machine tools, house hardware, saws for mills, paper, paper making machinery, carriages, guns, whiskey, beer, woolen goods, and myriad and diverse output made from metal, grain, and cloth.

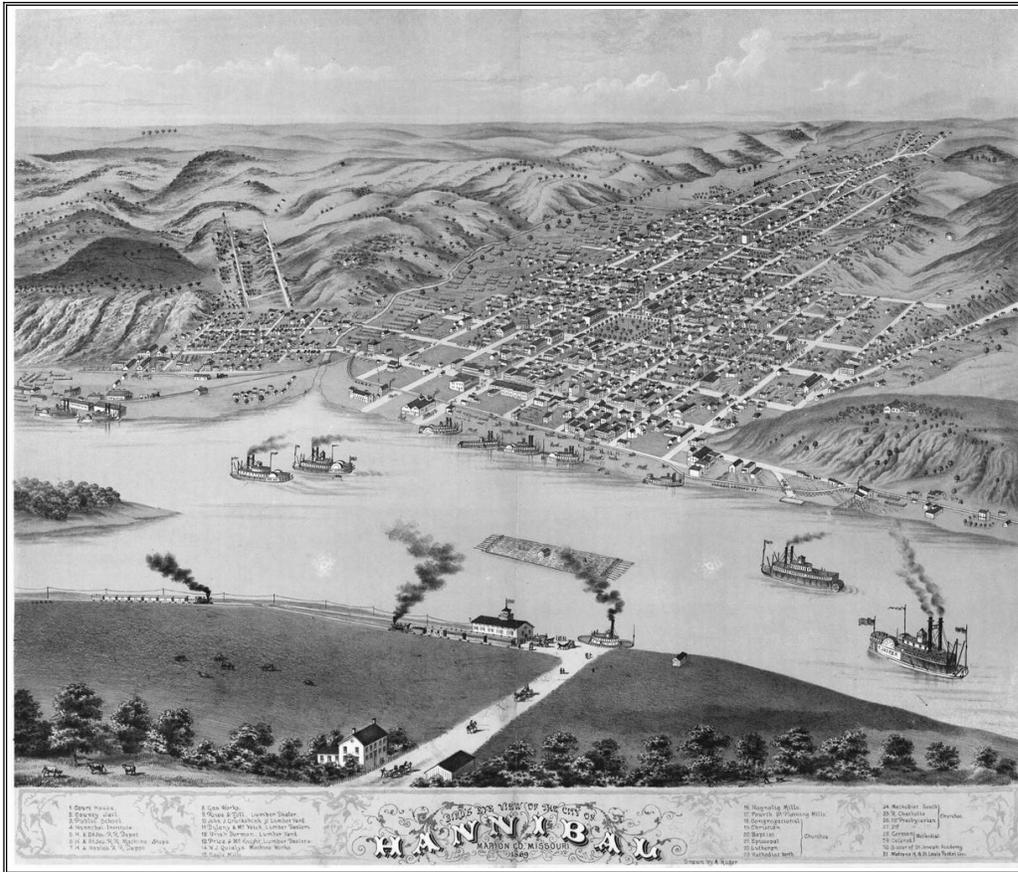
By the early 20th century, the town was a heavy-manufacturing center for vaults and safes, machine tools, cans for vegetables, paper, paper-making machinery, locomotives, frogs and switches for railroads, steam engines, diesel engines, foundry products, printing presses, and automobile parts. During the two World Wars, its factories manufactured war materiel, Liberty ship engines, and gun lathes. Manufacturers used coke to feed furnaces. Its by-product, gas, fueled street lights. The Great Miami River valley, in which Hamilton was located, had become an industrial giant.

The Butler County Courthouse, constructed between 1885 and 1889, was listed on the National Register of Historic Places because of its monumental architecture. The city has three historic districts: Dayton Lane, German Village, and Rossville. Like Cincinnati, Hamilton attracted many German and Italian immigrants from the mid-19th century on, whose influence was expressed in culture, food, and architecture. Hamilton also had a Jewish community; with increased immigration by Eastern European Jews, they founded Beth Israel Synagogue in 1901 as an Orthodox alternative to Hamilton's Reform synagogue,

which had been founded by German Jews in the 1880s, when nearby Cincinnati was a center of Reform Judaism in the United States. At the time around 250 Jewish families lived in Hamilton. [Wikipedia](#)

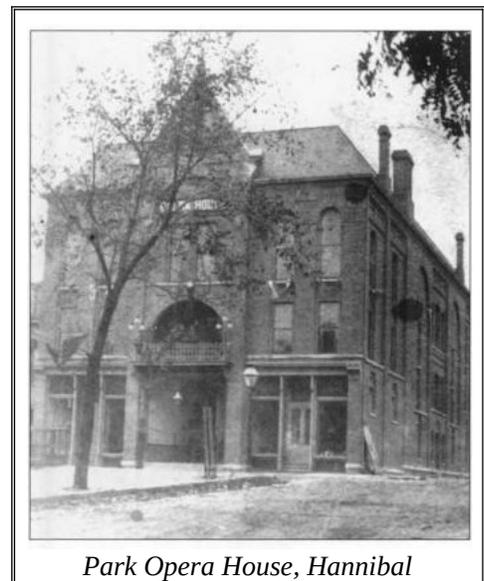
Hannibal, Missouri (See [January 13](#))

I have no direct information that the Opera House was the location of the Twain-Cable reading of January 13, 1885, but I found this listing in the Hannibal City Directory 1885-86. Hannibal Opera House Co., cor of 5th and Center, J.B. Price, manager, office at F. & M. bank.



Ruger, A. Bird's eye view of the city of Hannibal, Marion Co., Missouri. [N.P., 1869]

"The **Park Opera House** stood at the corner of Fifth and Center. Purchased by the Hannibal Masonic Lodge in 1915, it was used as the Masonic Temple for nearly 75 years. It was razed for a parking lot in 1992. In its day, such notables as Lillian Russell, Buffalo Bill, and Harry Houdini performed here.



Park Opera House, Hannibal

Hartford, CT

Mark Twain's home from 1871 to 1891, although he was away almost one third of that time. The family first rented in the Nook Farm area then, in 1873, they purchased property and built a large home where they lived from 1873 to 1891. In 1891 the house was shut down and the Clemenses moved to Europe. The property was sold in 1903 and is now maintained by the Mark Twain Memorial.

Hartford, CT



USGS Quads: Hartford - 1892, Middletown - 1893

Various Native American tribes lived in or around Hartford, all Algonquian peoples. These included the Podunks, mostly east of the Connecticut River; the Poquonocks north and west of Hartford; the Massacoeks in the Simsbury area; the Tunxis tribe in West Hartford and Farmington; the Wangunks to the south; and the Saukiog in Hartford itself. [Wikipedia](#)

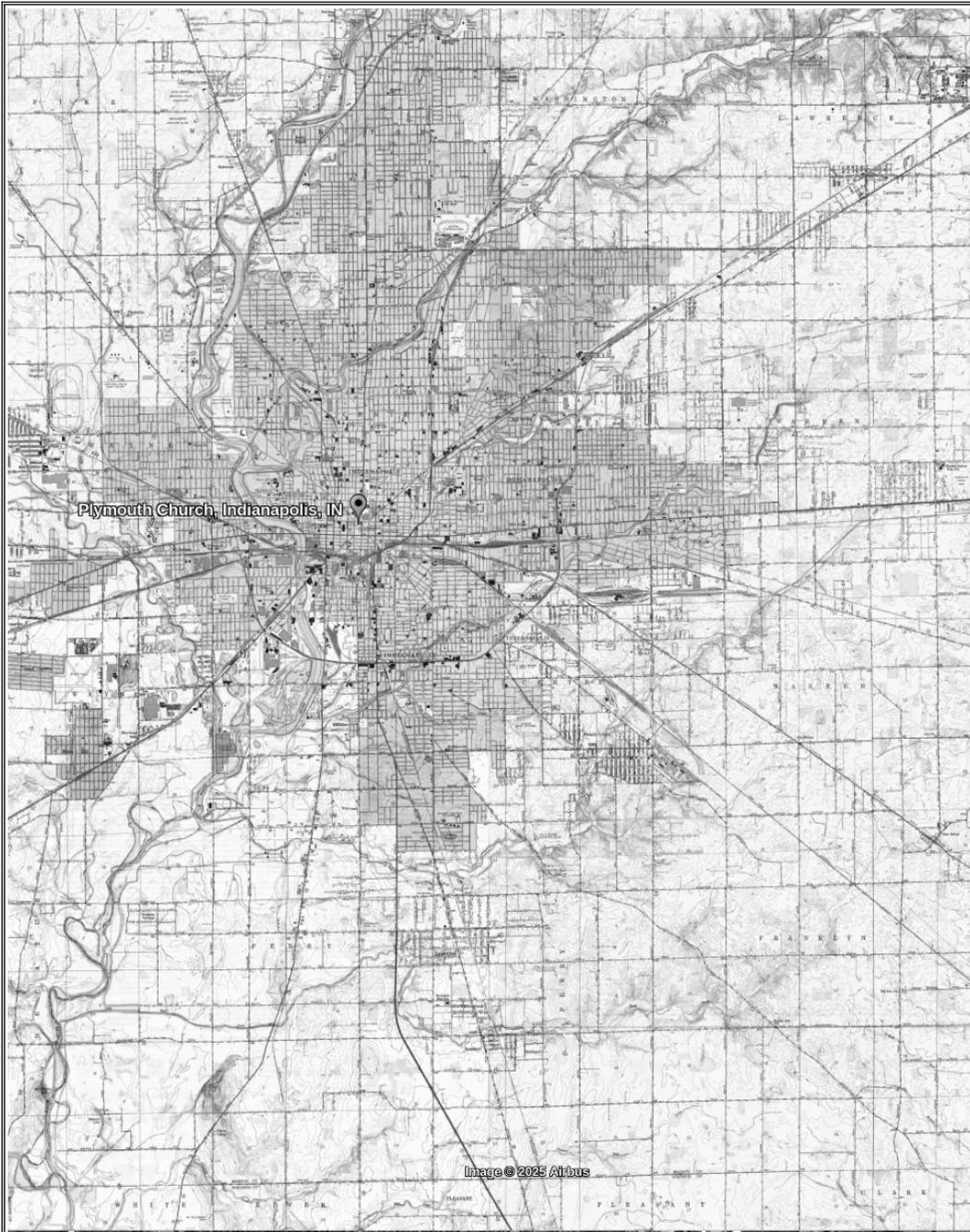


O.H. Bailey & Co., Cartographer, O. H Bailey, J. L Galt, and Connecticut State Library. **The city of Hartford, Connecticut.** [Boston Massachusetts: O.H. Bailey & Co, 1877]

Indianapolis, Indiana (See [January 7](#), [February 7](#) & [February 8](#))

In 1816, the year Indiana gained statehood, U.S. Congress designated four sections of land in central Indiana as the future seat of state government, contingent on tribal removal. Under the Treaty of St. Mary's (1818), the Delaware and Miami nations relinquished title to these designated lands, with agreement to vacate by 1821. This tract of land, which was called the New Purchase, included the site selected for the new state capital in 1820. The indigenous people of the land prior to systematic removal are the Miami Nation of Indiana (Miami Nation of Oklahoma) and Indianapolis makes up part of Cession 99; the primary treaty between the indigenous population and the United States was the Treaty of St. Mary's in 1818.

Plymouth Church, Indianapolis, IN



USGS Quads: Indianapolis West – 1948, Indianapolis East – 1948, Maywood – 1948 Beech Grove - 1948

The availability of new federal lands for purchase in central Indiana attracted settlers, many of them descendants of families from northwestern Europe. Although many of these first European and American settlers were Protestants, a large proportion of the early Irish and German immigrants were Catholics. Few African Americans lived in central Indiana before 1840.

Growth occurred with the opening of the National Road through the town in 1827, the first major federally funded highway in the United States. A small segment of the ultimately failed Indiana Central Canal was opened in 1839. The first railroad to serve Indianapolis, the Jeffersonville, Madison and Indianapolis Railroad, began operation in 1847, and subsequent railroad connections fostered growth. Indianapolis Union Station was the first of its kind in the world when it opened in 1853.

Following the Civil War and in the wake of the Second Industrial Revolution, Indianapolis experienced tremendous growth and prosperity. In 1880, Indianapolis was the world's third-largest pork packing city, after Chicago and Cincinnati, and the second-largest railroad center in the U.S. by 1888. By 1890, the city's population surpassed 100,000. [Wikipedia](#)

Plymouth Church: This church has owned and occupied three houses of worship: The original Plymouth Church, northwest corner of Meridian street and Monument Place, now a part of the English Hotel; the second Plymouth Church, on the southeast corner of Meridian and New York streets, on ground now occupied by the Federal Building, and the third, on Central avenue, at Fourteenth street, which was acquired by purchase and remodeled.

<http://scholarworks.iu.edu/journals/index.php/imh/article/view/5761/5242>

The English Hotel and Opera House is often lamented as one of the biggest preservation losses in Indianapolis history. The grand Victorian building stood from 1880 until 1948 on the northwest quadrant of Monument Circle.



Plymouth church to the right of the English Hotel, prior to their 1884 move to New York and Meridian streets.

Plymouth Church, Indianapolis

The building was constructed in three phases by the English family, who moved to Indianapolis from Lexington in Scott County. In 1864, the Honorable William H. English, a businessman, banker, historian, and politician, bought the W. S. Hubbard residence which had been built in this block in 1840. He greatly expanded the simple two-story home by adding a wing, a “queer-looking tower,” and an iron fountain in the front yard. (Indianapolis Star, July 8, 1923. The original photograph is in the English Collection at the Indiana Historical Society. The 1890s snapshot depicts William E. English, son of William H., standing in front of his old home. Zoom in to see a sign above the door for the Indianapolis Medical and Surgical Institute. William H. English moved into the new hotel in 1886 and leased the old house to various groups and businesses.) <http://historicindianapolis.com/then-and-now-english-hotel-and-opera-house-120-monument-circle/>

The venue cited in the review of the show was the Plymouth Church, so it is unlikely that it was the

building located on Meridian Street. More likely is the building known as the Plymouth Church in 1885, the building at Meridian and New York Streets. Photograph of Plymouth Church: W.H. Bass Photo Company Collection, Indiana Historical Society.

<https://historicindianapolis.com/twain-spoke-here-plymouth-church/>

Mike Perkins from the Indianapolis Public Library has confirmed the address and sent along a small PDF from the 1885 Indianapolis Polk City Directory and a copy of the event announcement from the Indianapolis News dated January 7, 1885

Mike Perkins

Ask/Text-A-Librarian Coordinator

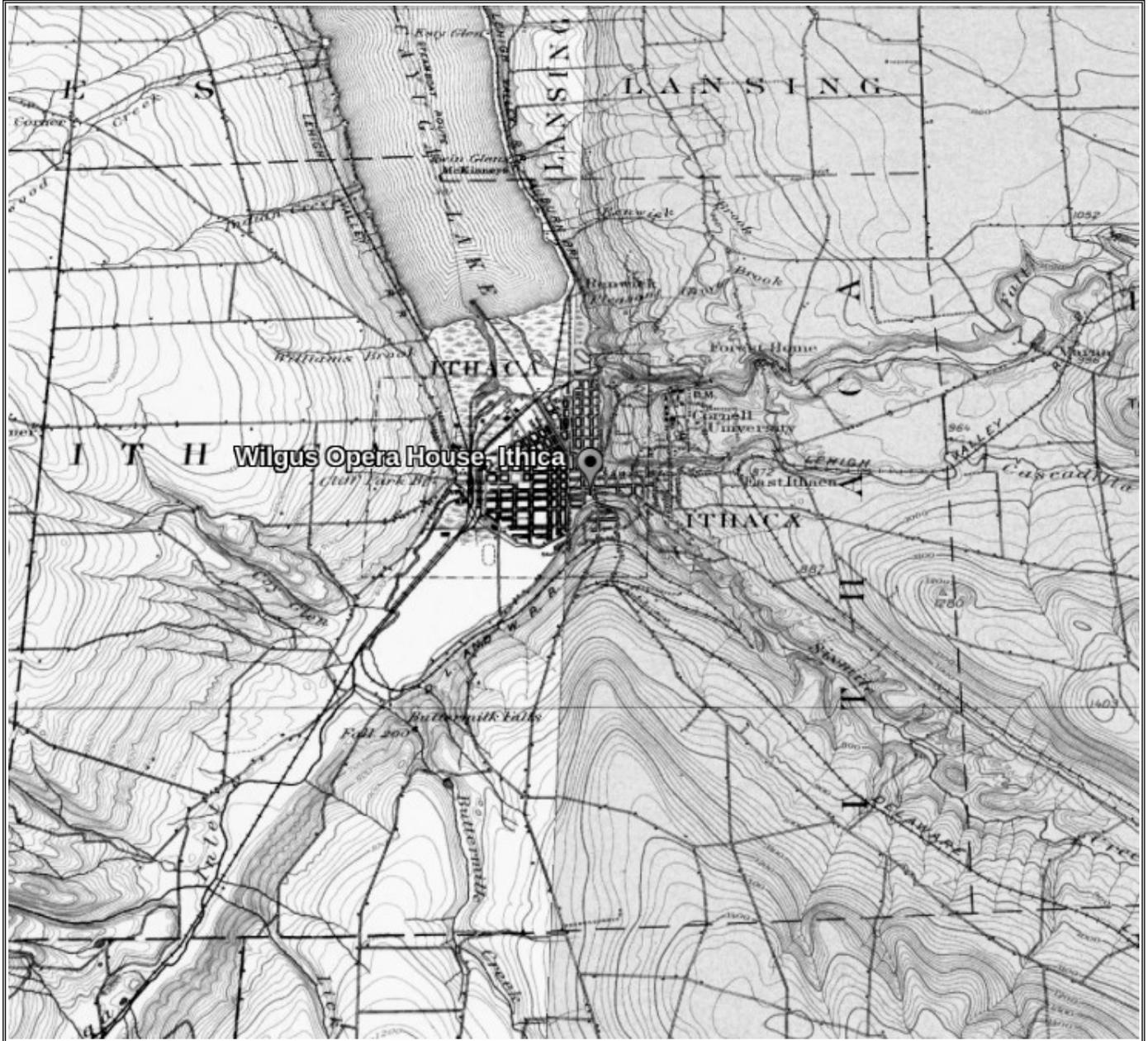
Assistive Technology Coordinator, Public Services Librarian

The Indianapolis Public Library, Central Branch

Ithaca, New York (See [December 3](#))

Native Americans lived in this area for thousands of years. When reached by Europeans, this area was controlled by the Cayuga (Gayoghó:nq'), one of the five tribes comprising the Iroquois Confederacy (Haudenosaunee). Jesuit missionaries from New France in present-day Quebec had a mission to convert the Cayuga as early as 1657.

Wilgus Opera House, Ithaca, NY



USGS Quads: Ithaca – 1893, Dryden - 1900

Saponi and Tutelo peoples, Siouan-speaking tribes, later occupied lands at the south end of Cayuga Lake. Dependent tributaries of the Cayuga, they had been permitted to settle on the tribe's hunting lands at the south end of Cayuga Lake, and in Pony (originally Sapony) Hollow of present-day Newfield, New York and Cayuta, New York. Remnants of these tribes had been forced from Virginia and North Carolina by tribal conflicts and European colonial settlement. Similarly, the Tuscarora people,

an Iroquoian-speaking tribe from the Carolinas, migrated after defeat in the Yamasee War; they settled with the Oneida people and became the sixth nation of the Haudenosaunee, with chiefs stating the migration was complete in 1722.

In 1790, the federal government and state began an official program to grant land in the area, known as the Central New York Military Tract, as payment for service to Continental Army soldiers of the Revolutionary War, when the newly established federal government was cash poor. Most local land titles trace back to these Revolutionary war grants. However, the Bloodgood tract was not part of the state bounties to veterans. It was originally granted to a member of the state militia, Martinus Zielie, as a bounty under a different law for recruiting men to enlist in the Continental Army.

On November 11, 1794, the Treaty of Canandaigua was ratified between approximately 50 Sachems and leaders of the Iroquois and Timothy Pickering on behalf of President George Washington and the United States of America. Among the treaty's numerous provisions, the Cayuga agreed to officially cede their right to all land in present-day Tompkins County in exchange for an approximately 64,000 acre reservation at the north end of Cayuga Lake. Today, the Cayuga Nation of New York, the Cayuga signatories' ancestors, still point to the Treaty of Canandaigua as evidence of their legal sovereignty.

Ithaca became a transshipping point for salt from curing beds near Salina, New York, to buyers south and east. This prompted construction in 1810 of the Owego Turnpike. When the War of 1812 cut off access to gypsum in Nova Scotia, which was used for fertilizer, Ithaca became the center of trade in Cayuga gypsum. The Cayuga Steamboat Company was organized in 1819 and, in 1820, launched the first steamboat on Cayuga Lake, the Enterprise. In 1821, the village was incorporated at the same time the Town of Ithaca was organized and separated from the parent Town of Ulysses. In 1834, the Ithaca and Owego Railroad's first horse drawn train began service, connecting traffic on the east–west Erie Canal, which was completed in 1825, with the Susquehanna River to the south to expand the trade network.



The Wilgus Block, center, flanked on the right by the Sprague Block, the Andrus Block, and the Sage Block, around 1909. Directly behind the Wilgus Block on Tioga Street is the Journal Block. Only the Andrus and Sage blocks remain.

Wilgus Block, Ithaca

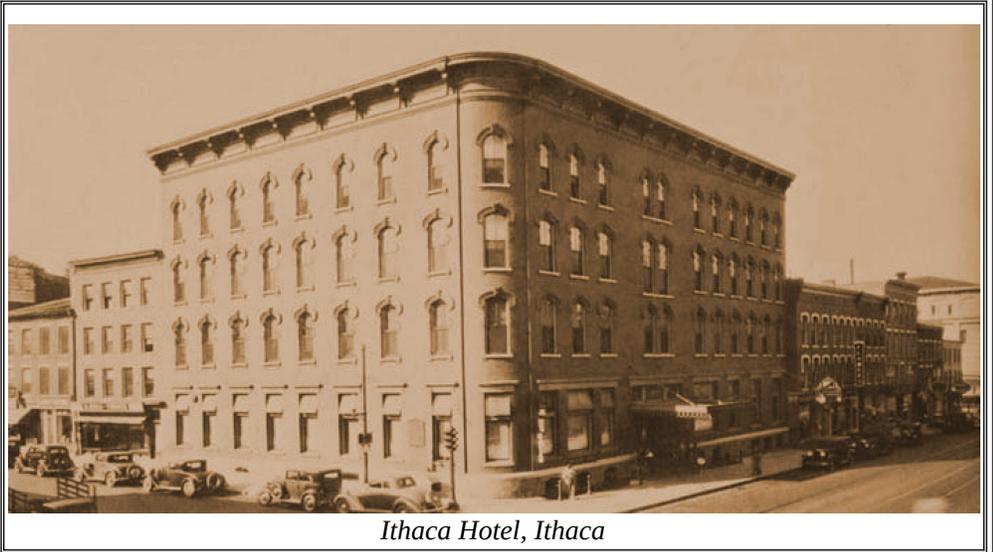
With the Long Depression of 1837, the Ithaca and Owego Railroad was re-organized as the Cayuga and Susquehanna Railroad. It was re-engineered with switchbacks downhill into Ithaca in the late 1840s.

However, easier early railroad routes were constructed that bypassed Ithaca, such as that of the Syracuse, Binghamton & New York, built in 1854. In the decade following the American Civil War, railroads were built from Ithaca to Auburn, Geneva, Cayuga, Cortland, Elmira, and Athens, Pennsylvania, mainly with financing from Ezra Cornell. These were all branch-lines, since the city, located on a steep hill by the lake, prevented it from being directly connected to a major transportation artery. [Wikipedia](#)

Next door to the Sprague Block, on the southwest corner of State and Tioga, stood the Wilgus Block (1868). Brothers John M. Wilgus, an architect, and Henry L. Wilgus, a real estate dealer, built the Wilgus Block on the site of Dwight Tavern, an early "public house." Wilcox and Porter of Buffalo designed the building. The **Wilgus Opera House**, seating

1600 people, occupied the third and fourth floors. Retail stores occupied the first floor, offices the second. The opera house was Ithaca's main entertainment center until the Lyceum Theater was built on South Cayuga Street in 1893. From 1894 until 1911 (except for occasional years), the Ithaca Conservatory of Music occupied the second and third floors of the Wilgus Block.

Ithaca Hotel: The Ithaca Hotel at North Aurora and East State Streets was the second structure of that name to occupy the site. The original Ithaca Hotel was built in 1809 by Luther Gere. When it burned down in 1871, it was quickly replaced by a four-story brick hotel in then-contemporary style, which opened in 1872. Designed by Ithaca architect A. B. Dale, the hotel could accommodate 200 guests and 175 diners. The building was demolished in 1967. [*Freethought Trail*](#)



Ithaca Hotel, Ithaca

Jackson, Michigan (See [December 14](#))



Ruger, A, J. J Stoner, and Beck & Pauli. Panoramic view of the city of Jackson, Michigan. [Madison, Wis., J. J. Stoner, 1881]

Twain and Cable did not speak in Jackson but it did serve as a significant stop for Sam between Grand Rapids and Toledo. What eventually became the Michigan Central Railroad reached Jackson by 1841. By the 1870s, multiple other lines served the city including the Jackson, Lansing and Saginaw Railroad, the Fort Wayne, Jackson and Saginaw Railroad, the Grand River Railway, and the Michigan Air Line Railroad. In 1872, the Michigan Central Railroad decided to construct a replacement for its earlier station built in 1841. The new station, named Jackson Union Station, was used as a Union Station, serving all the other lines (namely, the Cincinnati Northern Railroad (1894–1938)) through Jackson except the Lake Shore and Michigan Southern Railway, which was then a major competitor with the Michigan Central, and the Grand

Trunk Railway.

Sam was impressed by the accommodations found there: *Livy darling, I tarried a few hours at Jackson, last night, in the hotel, & slept in a room newley furnished in mahogany, the prettiset furniture you almost ever saw—bedstead, dressing bureau, chairs & sofas. And on the floor were moquetrie carpets & rugs which were close imitations of the rag carpets of a former generation, but soft as velvet, of course.*

Hibbard House: Otsego Hotel opened in April 1904 on the previous site of the Hibbard House, which was built in 1865 and razed in 1901 after its manager, Henry Haden, died.

As Jackson began to grow as a railroad mecca in the mid-1860s, hotels began to spring up near the now historic depot the trains arrived to and departed from.

One of them - perhaps the most elegant of its time - was the Hibbard House, a four-story structure built in 1865 by Jackson businessman and stagecoach tycoon Daniel Hibbard at what's now the corner of E. Michigan Ave. and Francis Street.

By the turn of the 20th century, though, the colorful Hibbard House, once the prime location for any big event in Jackson, had lost some of its luster.

In its later years, the Hibbard House was managed by Henry Hayden. Upon his death in 1899, Hayden's heirs, who included the wife of prominent Jackson banker Addison B. Robinson, used money from his estate to buy the property.

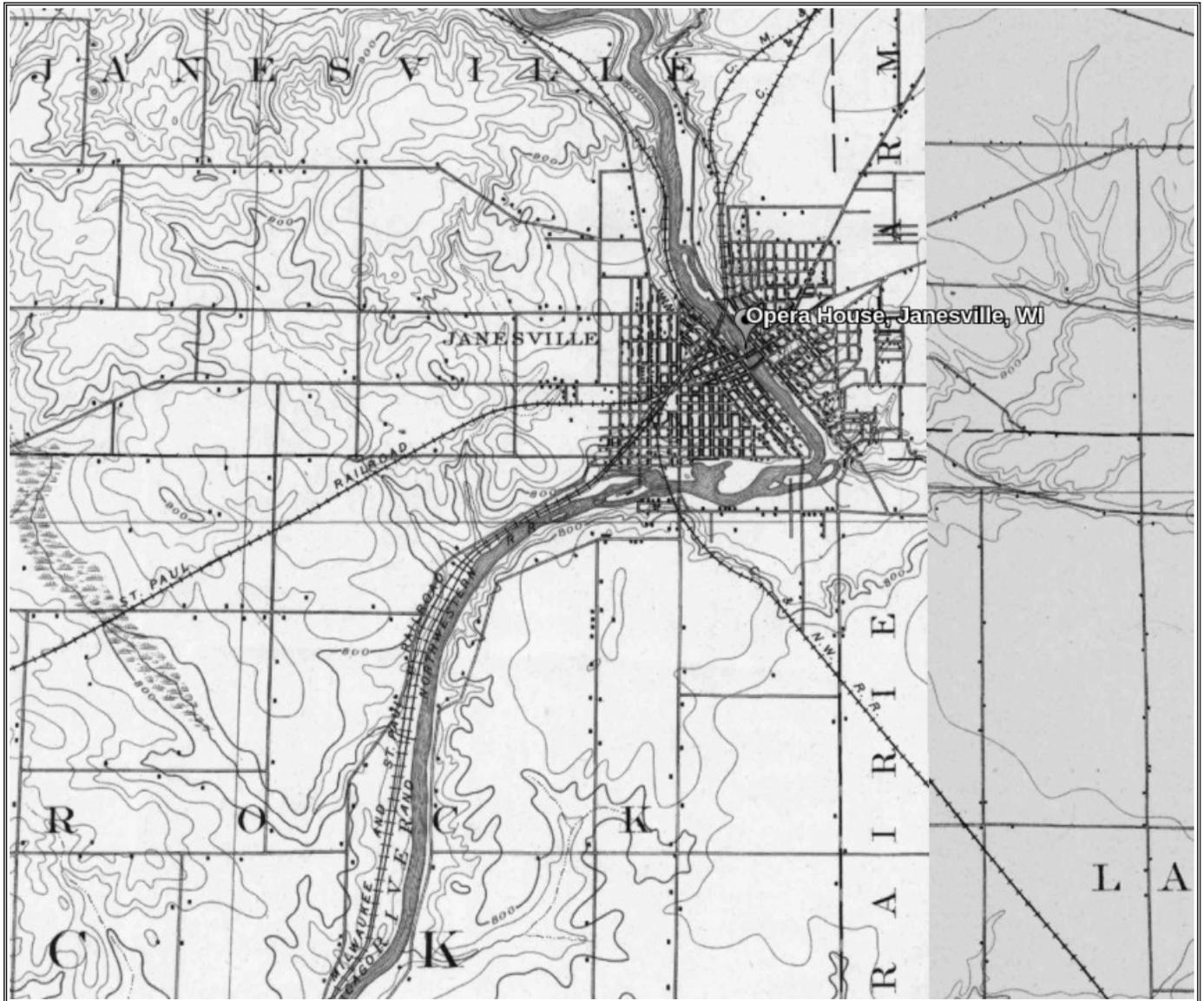
They razed the old hotel two years later. And in its strategic place near the city's primary transportation hub, they invested \$100,000 to erect what then was hailed as "a strictly modern hotel in every detail."

[Michigan Live](#)

Janesville, Wisconsin (See [January 20](#))

The area that became Janesville was the site of a Ho-Chunk village named [n] poroporo (Round Rock) up to the time of Euro-American settlement. In the 1825 Treaty of Prairie du Chien, the United States recognized the portion of the present city that lies west of the Rock River as Ho-Chunk territory, while the area east of the river was recognized as Potawatomi land. Following the Indian Removal Act of 1830 and the Black Hawk War of 1832, both nations were forced to surrender this land to the United States.

Opera House, Janesville, WI



USGS Quads: Janesville – 1891, Shopiere - 1893

In the late 1880s, German immigrants began to arrive in Janesville in large numbers (making up less than 5% of the town before this time). They were the largest non-English-speaking group to settle there. Unlike in some other areas, in Janesville, they experienced virtually no hostility or xenophobia. Janesville's founding English-Puritan-descended Yankee population welcomed them with open arms, with many writing back to relatives in Germany enthusiastically. This led to chain migration which increased the German population of the town. Only one German-language newspaper was founded in the town; it was known as *The Janesville Journal*, and began in 1889, printing for only a few years.



Myers Opera House

In the late 19th and early 20th centuries, the Milwaukee Road and Chicago and North Western railroads had freight and passenger rail connections to the city. Passenger rail service continued until 1971.

[Wikipedia](#)

Myers Opera House. 118 E. Milwaukee Street, Janesville, WI 53545

The Myers Theater was built in 1870 as the Myers Opera House. It started showing movies around 1929. In 1977 the Myers Theater was demolished and replaced with a bank.

Keokuk, Iowa (See [January 14](#))

Situated between the Des Moines and Mississippi rivers, the area that became Keokuk had access to a large trading area and was an ideal location for settlers. In 1820, the US Army prohibited soldiers stationed along the Mississippi River from having wives who were Native American. Dr. Samuel C. Muir, a surgeon stationed at Fort Edwards (near present-day Warsaw, Illinois), resigned his commission rather than leave his Indian wife and crossed the river to resettle. He built a log cabin for them at the bottom of the bluff, and became the area's first white settler.

The settlement was part of the land designated in 1824 as a Half-Breed Tract by the United States Government for allotting land to mixed-race descendants of the Sauk and Meskwaki tribes. Typically children of European or British men (fur traders and trappers) and Native women, they were often excluded from tribal communal lands because their fathers were not tribal members. Native Americans considered the settlement a neutral ground. Rules for the tract prohibited individual sale of the land, but the US Congress ended this provision in 1837, creating a land rush and instability.

Centering on the riverboat trade, the settlement continued to grow. The village became known as Keokuk shortly after the Blackhawk War in 1832. Why residents named it after the Sauk chief is unknown. Keokuk was incorporated on December 13, 1847. Soon after, Captain W. Clark would be elected as the first mayor. On December 14, 1848, Keokuk was incorporated as a city by the 2nd General Assembly of the State of Iowa. [Wikipedia](#)

Orion Clemens and his wife had settled there in June of 1855, Sam, and younger brother Henry, helped Orion publish the Keokuk Journal out of a building at 202 Main Street. Sam lived at First and Johnson Streets. By late 1855 Sam was across the river in Warsaw, Illinois working for another newspaper. By the fall of 1856, Sam had left for Cincinnati. Orion departed Keokuk for Nevada but eventually returned to stay in 1872.

Keokuk was easily recognizable. I lived there in 1857—an extraordinary year there in real-estate matters. The 'boom' was something wonderful. Everybody bought, everybody sold—except widows and preachers; they always hold on; and when the tide ebbs, they get left. Anything in the semblance of a town lot, no matter how situated, was salable, and at a figure which would still have been high if the ground had been sodded with greenbacks.

The town has a population of fifteen thousand now, and is progressing with a healthy growth. It was night, and we could not see details, for which we were sorry, for Keokuk has the reputation of being a beautiful city. It was a pleasant one to live in long ago, and doubtless has advanced, not retrograded, in that respect.

A mighty work which was in progress there in my day is finished now. This is the canal over the Rapids. It is eight miles long, three hundred feet wide, and is in no place less than six feet deep. Its masonry is of the majestic kind which the War Department usually deals in, and will endure like a Roman aqueduct. The work cost four or five millions.²³⁶

The **Grand Theatre** was designed by Merle F. Baker and was constructed on the foundation of the Keokuk Opera House (Circa 1880) which burned in 1923. It was patterned after theaters in Chicago and was praised as one of the finest theaters in the country at the time.²³⁷

It Happened In Keokuk Friday, December 7, 1923

KEOKUK'S 43 YEAR OLD OPERA HOUSE IS GUTTED IN EARLY MORNING BLAZE.

About an hour after yesterday evening's last performance of Frank Craven's comic tragedy "THE FIRST YEAR" at approximately 12:30 a.m. Keokuk's 43 year old opera house, known as THE GRAND since 1914, was gutted by a fire, which some believe may have been smoldering during the final act of the play.

²³⁶ Interview 34 January 1885 Fort Madison (Iowa) Democrat; rpt Iowa Journal of History and Politics 27 (October 1929): 27-32 Included in "Mark Twain: The Complete Interviews" (#34)

²³⁷ Broken Link: <http://www.keokukiatourism.org/theatre.htm>

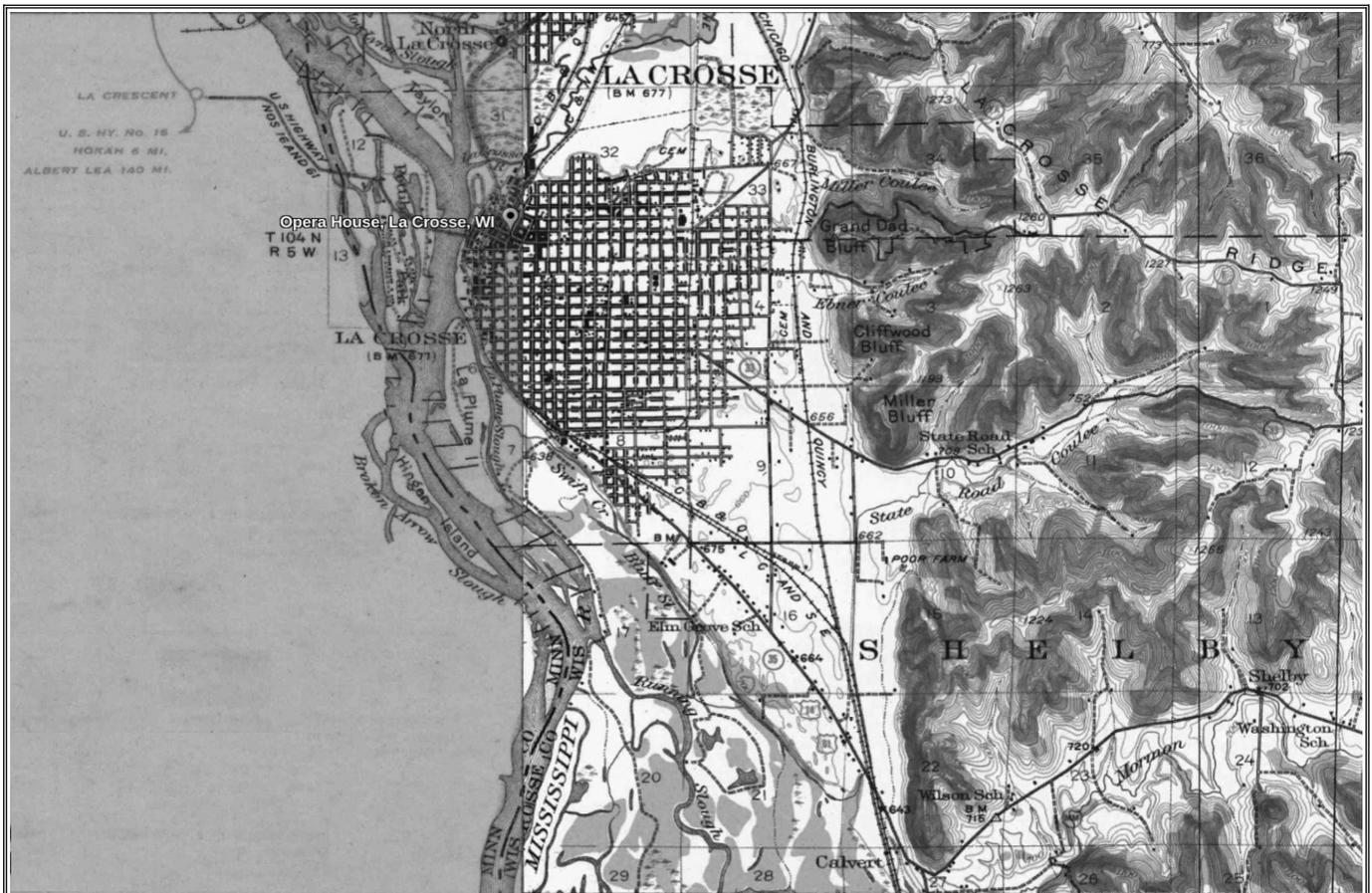
The Keokuk Opera House was constructed in 1880 at a cost of \$30,000, at the time it was considered to be the most pretentious structure in Keokuk. This 60 x 68 foot building had an auditorium which could accommodate more than a thousand persons. The grand entrance was 20 feet wide and the stage was the largest in the Midwest.

In 1914 The Baker-Dodge Theatre Company took over the opera house and renamed it The Grand Theatre, it continued the tradition of bringing the best in Musicals, Stage Plays and even the popular motion pictures of the times. Merle F. Baker, head of The Baker-Dodge company vows to rebuild The Grand. [Facebook](#)

La Crosse, Wisconsin (See [January 22](#))

In 1841, the first white settlement at La Crosse was established when Nathan Myrick, a New York native, moved to the village at Prairie du Chien, Wisconsin, to work in the fur trade. Myrick was disappointed to find that because many fur traders were already well-entrenched there, there were no openings for him in the trade. As a result, he decided to establish a trading post upriver at the then still unsettled site of Prairie La Crosse. In 1841, he built a temporary trading post on Barron Island (now called Pettibone Park), which lies just west of La Crosse's present downtown. The following year, Myrick relocated the post to the mainland prairie, partnering with H. J. B. Miller to run the outfit.

Opera House, La Crosse, WI



USGS Quads: La Crosse – 1927, La Crescent - 1930

The spot Myrick chose to build his trading post proved ideal for settlement. It was near the junction of the Black, La Crosse, and Mississippi Rivers. In addition, the post was built at one of the few points along the Wisconsin side of the Mississippi River where a broad plain, ideal for development, existed between the river's bank and the tall bluffs that line the river valley. Because of these advantages, a small village grew around Myrick's trading post in the 1840s.

More permanent development took place closer to Myrick's trading post, where stores, a hotel, and a post office were constructed during the 1840s. Under the direction of Timothy Burns, lieutenant governor of Wisconsin, surveyor William Hood platted the village in 1851. This opened it up for further settlement, which was achieved rapidly as a result of promotion of the city in eastern newspapers. By 1855, La Crosse had grown in population to nearly 2,000 residents, leading to its incorporation in 1856. The city grew even more rapidly after 1858 with the completion of the La Crosse & Milwaukee Railroad, the second railroad connecting Milwaukee to the Mississippi River.

During the second half of the 19th century, La Crosse grew to become one of the largest cities in Wisconsin. It was a center of the lumber industry, for logs cut in the interior of the state could be rafted down the Black River toward sawmills built in the city. La Crosse also became a center for the brewing industry and other manufacturers that saw advantages in the city's location adjacent to major transportation arteries, such as the Mississippi River and the railroad between Milwaukee and St. Paul, Minnesota. [Wikipedia](#)

La Crosse's Pomeroy Opera House, which was located on the southwest corner of Fourth and Main streets. This multi-use building was completed in early 1869 for Marcus "Brick" Pomeroy, the nationally known and controversial publisher and editor of the La Crosse Democrat newspaper during the 1860s. The formal opening of this opera house, located on the top floor of the building, was held 145 years ago, on Feb. 13, 1869, with an exhibition of what were then the first bicycles to appear in La Crosse. Later known as the McMillan Opera House, this building was destroyed by fire on Dec. 3, 1897, according to old La Crosse newspaper files. The former site of this opera house is now occupied by a parking area, Howes Diamond Jewelers and the Great Wall Chinese Restaurant.

http://lacrossetribune.com/pomeroy-opera-house/image_536d6b9c-d5c9-50e4-9d29-9ef1bb094c61.html

FIRE AT LACROSSE. OPERA HOUSE AND ANOTHER BULDING BURNED -- LOSS \$200,000.

LaCrosse, Wis., Dec. 3. -- The worst fire that has visited this city for years occurred about midnight last night. Of the old "Brick Pomeroy" block and the McMillan Opera House block, this morning only the tottering walls remain. The lower floors of the burned buildings were occupied by H. HEIL & Sons, shoes; ALLEN'S news depot; LANGSTAD & WATERS, musical instruments; S. BOWLBY, branch of the W. W. Kimball company; the Drummon company, jewelers; and MILLER Brothers morgue. The second floor was taken up with offices, while the third floor was used as the armory of the Company M of the National Guard. On this floor all the stores of the company were kept, and when the fire reached the powder and shells, the explosion was terrific. The loss can hardly be estimated at this time, but will exceed \$200,000. The greater part of this is covered by insurance. Six firemen were injured, three seriously. The McMillan Opera House was owned by the McMillan estate.

From David Kranz, La Crosse Public Library Archives Dept. (email correspondence):

"The venue was generally called the Opera House locally at the time. According to the 1907 "Memoirs of La Crosse County" and 1881 "History of La Crosse County," this opera house had been built in 1867 by Mark "Brick" Pomeroy to be the La Crosse Opera house (and also offices for his newspaper, the "La Crosse Democrat"). He left the area and suffered financial problems, the building then was foreclosed upon and owned by the company that held Pomeroy's mortgage, the Charter Oak Insurance Co., which rebuilt/refurbished it with stores on the first two floors and the opera house on the third floor, opening this new version in 1879. By 1884 it had been sold to Alexander McMillan and was often called the McMillan Opera House. The building, previously on the southwest corner of 4th and Main Streets, no longer stands. "

Lafayette, Indiana (See [February 6](#))

When European explorers arrived at this area, it was inhabited by a tribe of Miami Native Americans known as the Ouiatenon or Weas. In 1717, the French government established Fort Ouiatenon across the Wabash River and three miles (4.8 km) south of present-day Lafayette. The fort became the center of trade for fur trappers, merchants and Indians.

Lafayette was founded in 1825 on the southeast bank of the Wabash River near where the river becomes impassable for riverboats upstream, though a French fort and trading post had existed since 1717 on the opposite bank and three miles downstream. It was named for the French general Marquis de Lafayette, a Revolutionary War hero.

[Wikipedia](#)

“Mark Twain Interviewed,”
Lafayette (Ind.) Courier, 6
February 1885, 1.

A Courier representative corralled Mark Twain in the rotunda of the Lahr House shortly after the noon hour today and put the screws to him [paragraph omitted from interview 35]

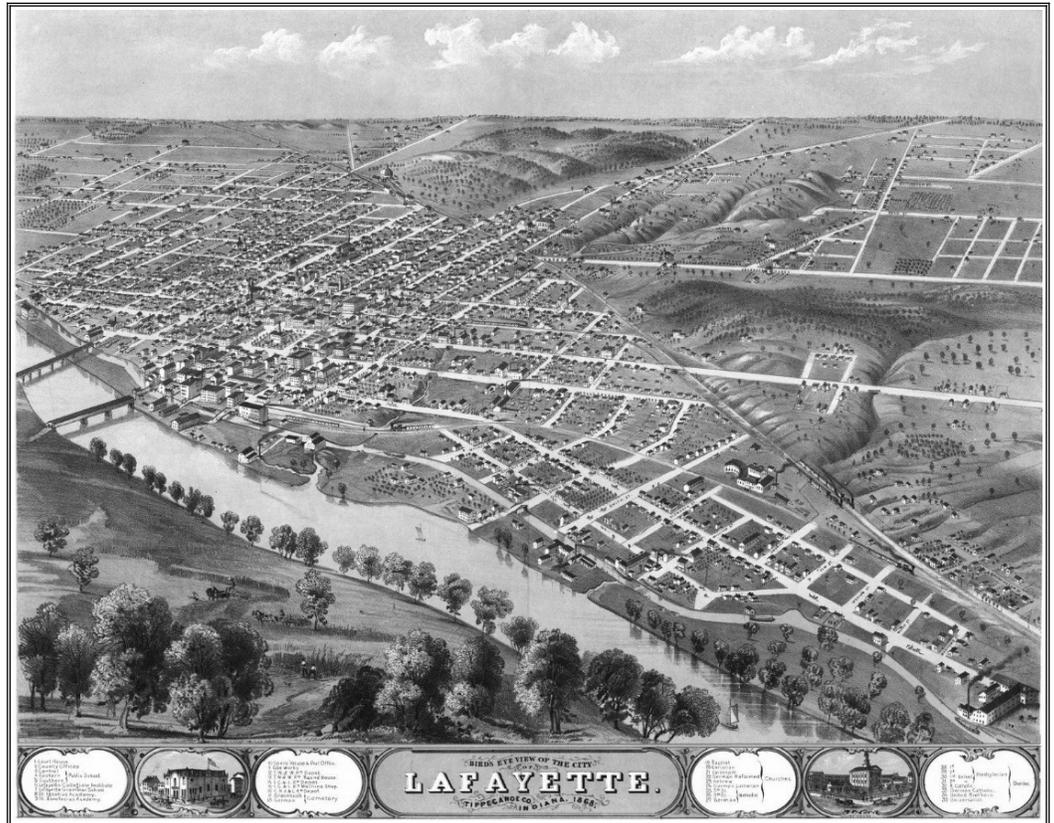
“Would you believe it, young man, Cable and I never fail to make a hit. If the audience fail to materialize to any alarming extent, Cable kicks, and I strike the treasurer for all he has in his box. It’s a hit every time; if it’s not one kind, it’s another. You have a very fine city here. I particularly admire the grand canal. I was attracted to it by some invisible influence the moment I arrived. In fact, before I had left the train I knew there was one here. It reminds me forcibly of Venice. Anyhow, there is something familiar like about it. Perhaps it’s the odor.

“I thought I saw a gondola fast in the lee, but it proved to be only some misguided animal that had found its way into the water. As Hood remarked:

Oh, it was pitiful,
In a whole city full. [Quoted from “*The Bridge of Sighs*” (1844) by Thomas Hood (1799-1845).]

“with the cholera so nigh, or words to that effect. The animal was dead—quite dead—at least I fancied so. There was something peculiar about it

That said as plain as words could tell
—This place is haunted.” [Misquotation from Hood’s “*Haunted House*” (1844): “And said, as plain as whisper in the ear, / *The place is haunted.*”]



Ruger, A, and Chicago Lithographing Co. Bird's eye view of the city of Lafayette, Tippecanoe Co., Indiana. [Chicago Chicago Lith. Co, 1868]

“I think the canal is even more attractive than the artesian well, though that is powerful, too. There is a something, however, indescribable about the canal that the artesian well don’t have—but you know all that, both speak for themselves—the canal a trifle the loudest perhaps. As a steady intoxicant, I should prefer the well, but in case of sickness where a powerful emetic is wanted, I should recommend the canal—to the other fellow.

“Between them you have a very striking court house—very striking indeed. I should judge that it must have struck the taxpayers a very hard blow. By the way, what is that remarkable object away up on top? At first I fancied the building was not completed and that it might be a derrick sticking out of the tower, but Cable says he has examined it with his spy glass and that it’s a part of the building. He thinks it is a statue of McGinley, [*E.E. D. McGinley (1829-1915), the mayor of Lafayette.*] as he appears in the Police Court. Cable has been there and knows how it is. He has a grievance against Mac, however. He says \$13 is entirely too much to tax a man for a police department, and so George is disposed to say mean things about Mac. What do you think of *my* lecture? Well, that is cool! They must keep you on ice, young man. Now, if you want my private opinion of Cable, I’ll tell you—when the bloom is on the rye. [*The title of a popular song.*] Do you tumble? No? Well, then, when the froth is on the beer—see?”

The reporter caught on. Twain got his beer and continued: “Well, Cable is just splendid. But you must ask him about it. He is even more enthusiastic on that subject than I am. I only know he is a powerful card. Would you believe it?—when I, even, fail to exert that soothing influence on the audience, necessary to the real comfortable enjoyment of a lecture or a sermon, Cable can actually close every eye in the hall in exactly five minutes by the watch. I have timed him frequently and always with the same result. But you must come and hear him. We charge members of the press two prices to make them feel independent. We like to encourage free speech on the part of the press. We hope to catch one of them some day for libel, and that would be \$5,000 apiece, at least, in our pockets. Good scheme, eh? Ta, ta!”²³⁸

Grand Opera House:

Lahr Hotel:

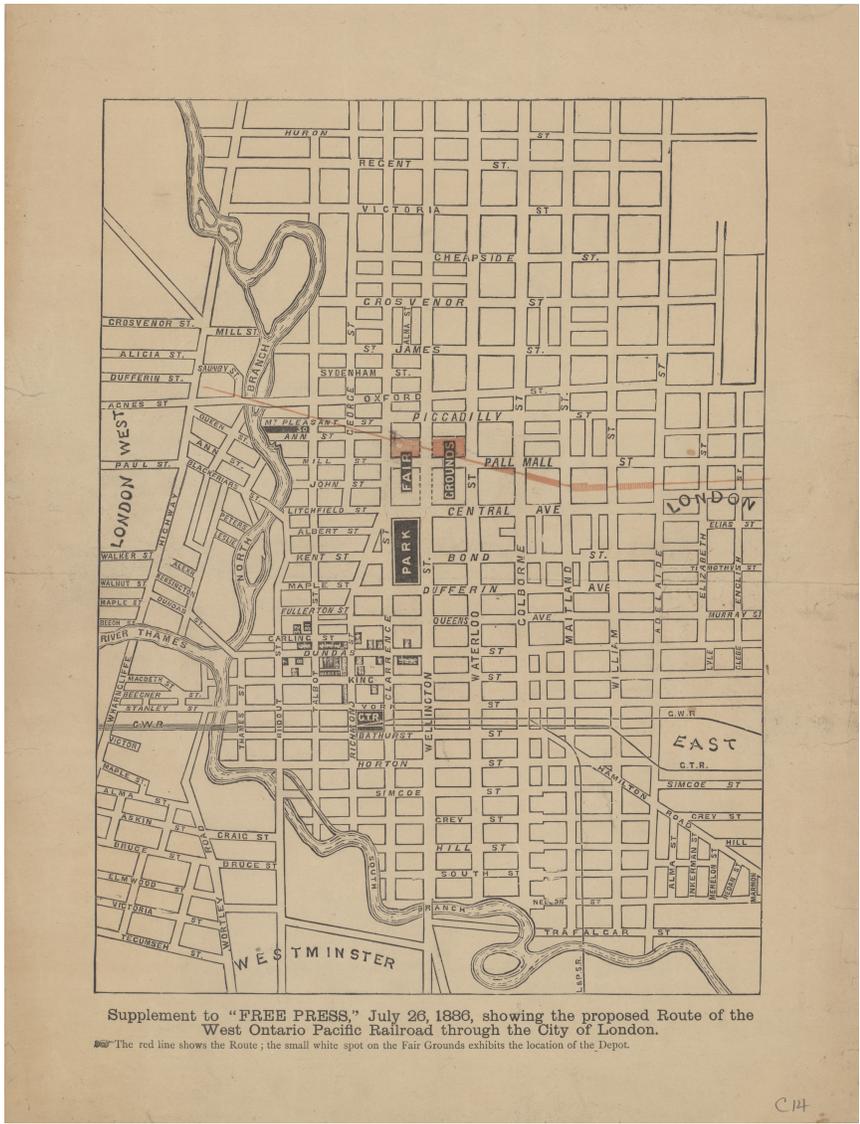
The Lahr Hotel was built in 1861 in the downtown area and was one of the city's most famous landmarks and boasts of such famous guests as U. S. Grant and Mark Twain. In 1998 it was renovated into apartments.

(Indiana Historical Society)



Lahr House, Lafayette

London, Canada (See [February 13](#))



London, Canada Map

A series of archaeological sites throughout southwestern Ontario, named for the Parkhill Complex excavated near Parkhill, indicate the presence of Paleo-Indians in the area dating back approximately 11,000 years. Just prior to European settlement, the London area was the site of several Attawandaron, Odawa, and Ojibwe villages. The Lawson Site in northwest London is an archaeological excavation and partial reconstruction of an approximately 500-year-old Neutral Iroquoian village, estimated to have been home to 2,000 people. These groups were driven out by the Iroquois by c. 1654 in the Beaver Wars. The Iroquois abandoned the region some 50 years later, driven out by the Ojibwa. An Anishinaabeg community site was described as located near the forks of Thames River (Anishinaabe language: Eshkani-ziibi, "Antler River") in c. 1690 and was referred to as Pahkatequayang ("Baketigweyaang": "At the River Fork" (lit: at where the by-stream is)).

Records from 1869 indicate a population of about 18,000 served by three newspapers, churches of all major denominations and offices of all the major banks. Industries included several tanneries, oil refineries and foundries, four flour mills, the Labatt Brewing Company and the Carling brewery in addition to other manufacturing companies such as EMCO Wheaton. Both the Great Western and Grand Trunk railways had stops here. Several insurance companies also had offices in the city.

[Wikipedia](#)

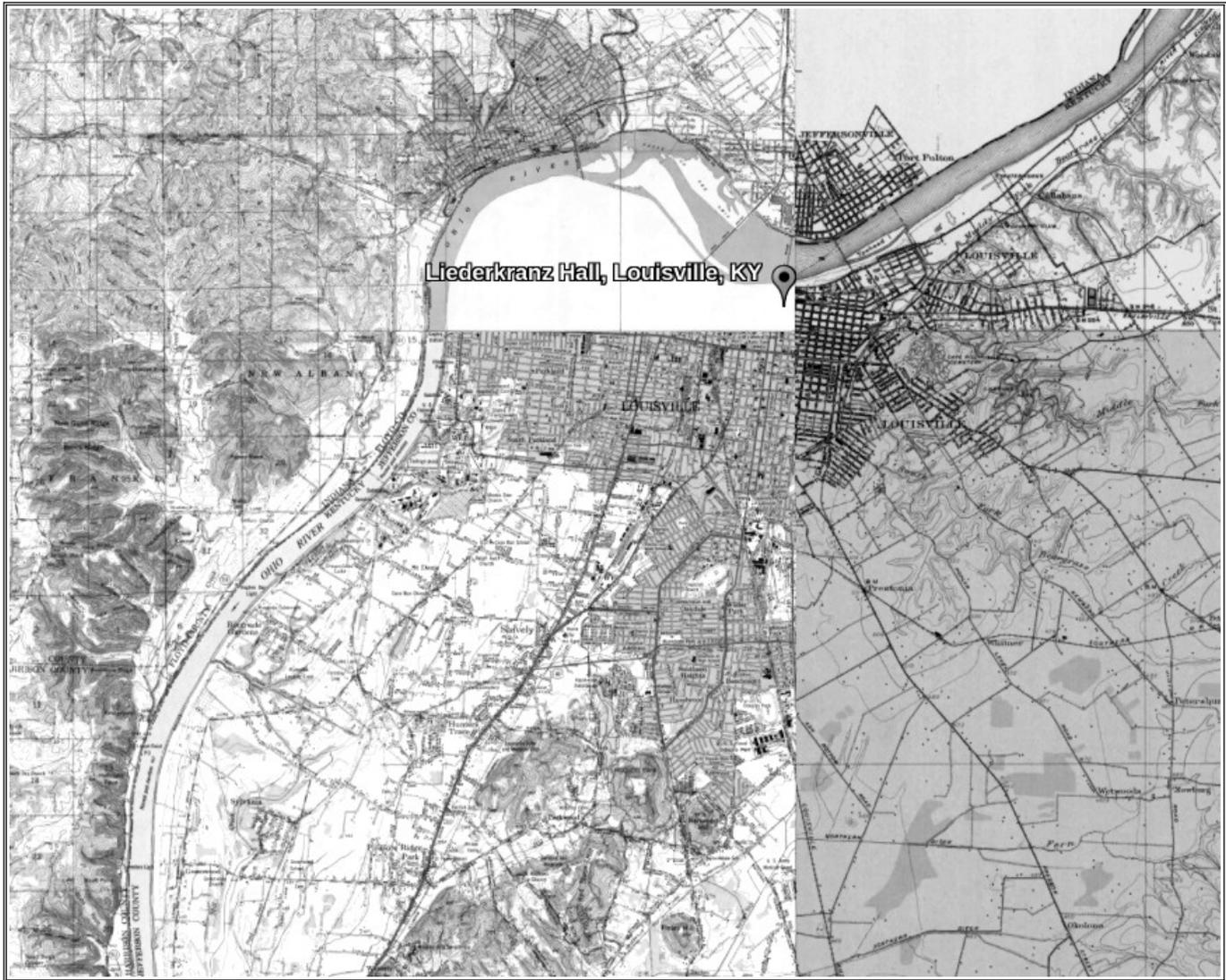
The Tecumseh House A possible hotel for Twain and Cable was the Tecumseh House. The Tecumseh House, west side Richmond St., between York and the C.N.R.(Canadian National Railway) tracks. This hotel was erected in 1856, and for nearly three-quarters of a century was London's biggest hostelry. When the Prince of Wales (Edward VII) visited London in Sept. 1860, he stayed here, and the great ball given on the occasion was held at the rear of the hotel. About 1890. Other famous guests included Sir John A. McDonald, Henry Ford and Louis Riel. [London Public Library](#)



Louisville, Kentucky (See [January 5](#) & [January 6](#))

Named after King Louis XVI of France, Louisville was founded in 1778 by George Rogers Clark, making it one of the oldest cities west of the Appalachians. With the nearby Falls of the Ohio as the only major obstruction to river traffic between the upper Ohio River and the Gulf of Mexico, the settlement first grew as a portage site. It was the founding city of the Louisville and Nashville Railroad, which grew into a 6,000-mile (9,700 km) system across 13 states. [Wikipedia](#)

Liederkrantz Hall, Louisville, KY



USGS Quads: New Albany – 1939, Prospect – 1905, Kosmosdale – 1909, Louisville - 1907

The **Galt House** was, in the early 19th century, the residence of Dr. W.C. Galt. The house was located at the corner of Second and Main Street.

In 1834, the first instance of the Galt House as a hotel was established and in 1835 was opened by Col. Ariss Throckmorton as a 60-room hotel on the northeast corner of Second and Main streets in Louisville. During the nineteenth century, The Galt House was acclaimed as Louisville's best hotel. Many noted people stayed at the original Galt House, including Jefferson Davis, Charles Dickens, Abraham Lincoln and Ulysses S. Grant.

During the Civil War, the Galt House was utilized for meetings of Union generals. In September 1862, it was the scene of an unusual murder, when General Jefferson C. Davis (not to be confused with Confederate President Jefferson Davis) shot Union General William "Bull" Nelson after a dispute. According to a historical marker for the original Galt House, in March 1864,

Generals Ulysses S. Grant and William Tecumseh Sherman met at the Galt House to plan the invasion that led to the successful capture of Atlanta, Georgia and Sherman's March to the Sea. As of 2014, this claim has fallen into dispute.

What was to be the first Galt House burned down in 1865. Four years later, in 1869, a larger Galt House was established on the corner of First and Main streets. Known as being the center of Louisville's social community during this time, the hotel subsequently fell on hard times in the next 50 years and was closed in 1919 due to financial difficulties. Soon after, in 1921, the building was demolished. [Wikipedia](#)

The **Liederkrantz Hall:**

Most German social organizations had a central theme based around music or athletics. These included singing societies and gymnastics societies. The best known singing society in Louisville was the Liederkrantz Society.

The Liederkrantz Society experienced its most successful years from the end of the Civil War to the beginning of World War I. In that period, Louisville and the Liederkrantz were hosts to NASB Sangerfeste in 1866, 1877, and 1914. The Thirty-fourth NASB Sangerfest in Louisville from June 24-27, 1914, was especially memorable for the participation of 115 choruses and 3,007 singers.

In 1873, the Liederkrantz built their first hall on Market Street between First and Second Streets. That structure was destroyed in a fire, so in 1896 a new hall was built at Sixth and Walnut Streets. The meeting hall and adjacent theater remained extant until it was demolished in 1976. During World War I, because of Anti-German sentiment, the Liederkrantz suspended its activities until 1921. Exacerbated by two world wars, interest in the group began to wane by the early 1950s. The Louisville Liederkrantz disbanded after the death of its last director, Fred O. Nuetzel, in 1959. ²³⁹



*Ruger, A, Charles Shober & Co, and Chicago Lithographing Co.
Bird's eye view of Louisville, Kentucky. [Chicago, 1876]*

239 *German-Speaking Social and Benevolent Societies in Louisville, Swiss American Historical Society Review v52 no3 pp 2-4*

Lowell, Massachusetts (See [November 11](#))

The Pawtucket Falls, which provided the hydropower for Lowell's industry in the 1800s, also served as an important seasonal fishing site for native people at the time of European colonization in the 1600s. The Pawtucket people are named for this location, literally meaning "at the falls" in Massachusetts. In the mid-1600s, English efforts to convert native people to Christianity led to the founding of the "praying town" of Wamesit at the confluence of the Concord and Merrimack Rivers in what is today Lowell, however the population of Wamesit was reckoned at only 75 people just prior to King Phillip's War, which significantly altered relations between English colonists and indigenous groups in New England, and led to the abandonment of many praying towns. By the 1800s, the area that would become Lowell was part of the farming community of East Chelmsford, Massachusetts. [Wikipedia](#)

Huntington Hall, Lowell, MA



USGS Quad: Lowell - 1886

From [Forgotten New England](#) **Huntington Hall/Merrimack Street Depot:**

By 1904, the building that housed both Huntington Hall and the Merrimack Street Depot had served as the city's main public gathering place for generations. The City of Lowell and the Boston & Lowell Railroad entered into a joint agreement to build the hall in 1853, providing the railroad with the Merrimack Street Depot and the city with a public hall. Named for the early longtime Lowell mayor, Elisha Huntington, the building housed the hall in its upper stories, and the train depot on its bottom story.

The hall was very prominent during the city's Civil War years. In 1861, the Union's Sixth Massachusetts Regiment left from the hall on its way to Washington, D.C., before meeting a tragic fate in Baltimore that left four of its soldiers dead, including Luther Ladd and Addison Whitney, now buried at Monument Square under the

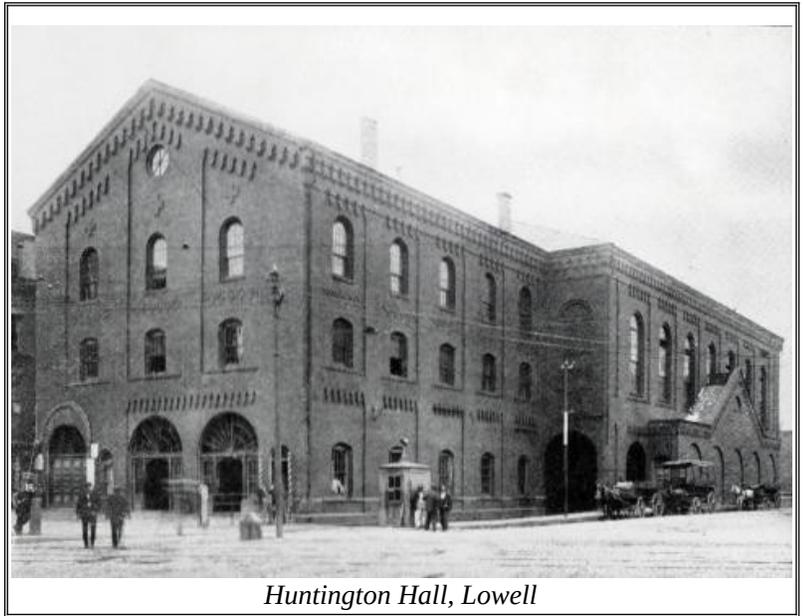
obelisk that bears their names. During the 1880's, the hall housed memorial services for President Garfield and Generals Grant and McClellan. And a few years later, General Benjamin Butler made his final speech in the Hall shortly before he was laid in state there in 1893

The accompanying image of Huntington Hall were provided by Ruth Evans (<http://www.twirlingjennies.com/>).

Merrimack Hotel:

The rich factory owners who lived in Lowell needed luxurious lodgings for anyone with money coming to visit their city. This need was filled by the Merrimack House, which was constructed as a grand hotel in the early 1830s, directly across from the Boston and Lowell Railroad Depot for easy lodgings for travelers. It included ten private parlors, eighty lodging rooms, and the Academy of Music was housed on the second floor,

It included ten private parlors, eighty lodging rooms, and the Academy of Music was housed on the second floor,



Huntington Hall, Lowell



Merrimack Hotel, Lowell

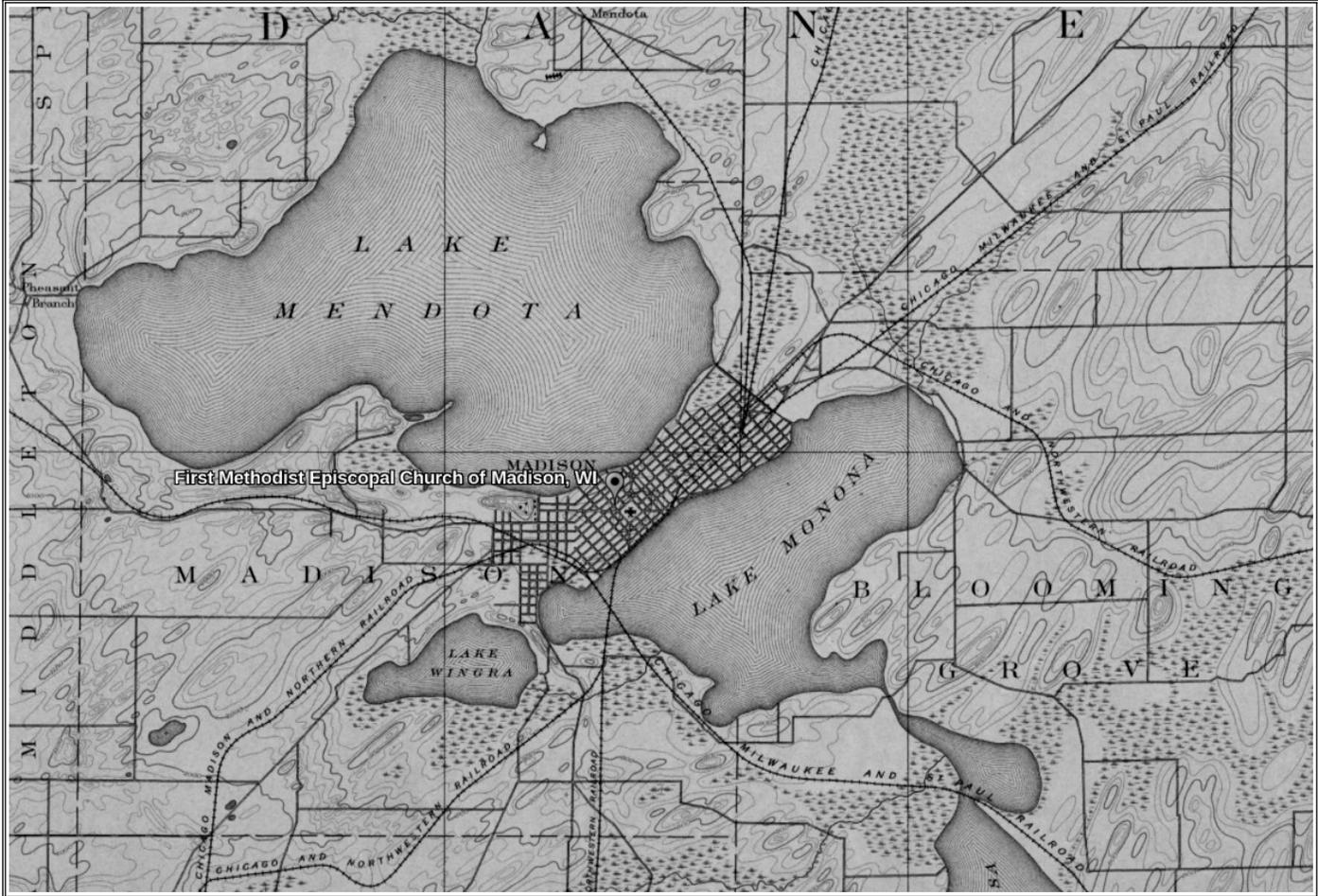
with a theater seating up to one thousand people! In 1903, the entire building was converted for the use of the Academy. Sadly, after the Railroad Depot burned down, the Merrimack House suffered from much lower visitation and closed in 1920; only two years later, it reopened but burned down April 28, 1924. In 1955, it was rebuilt and subsequently demolished shortly afterwards. In its vacancy, various gas stations have been located there. ²⁴⁰

240 [National Park Service](#)

Madison, Wisconsin (See [January 21](#) & [January 27](#))

Before Europeans, humans inhabited the area in and around Madison for about 12,000 years. The Ho-Chunk called the region Teejop (Ho-Chunk pronunciation: [te:dʒop]) meaning 'land of the four lakes' (Mendota, Monona, Waubesa, and Kegonsa). Numerous effigy mounds, constructed for ceremonial and burial purposes more than 1,000 years earlier, dotted the rich prairies around the lakes. Dugout canoes found near many small lakes and rivers are prompting new anthropological research projects.

First Methodist Episcopal Church, Madison, WI



USGS Quad: Madison - 1890

Madison's modern origins begin in 1829, when former federal judge James Duane Doty purchased over a thousand acres (4 km²) of swamp and forest land on the isthmus between Lakes Mendota and Monona, with the intention of building a city in the Four Lakes region. He purchased 1,261 acres for \$1,500. When the Wisconsin Territory was created in 1836 the territorial legislature convened in Belmont, Wisconsin. One of the legislature's tasks was to select a permanent location for the territory's capital. Doty lobbied aggressively for Madison as the new capital, offering buffalo robes to the freezing legislators and choice lots in Madison at discount prices to undecided voters. He had James Slaughter plat two cities in the area, Madison and "The City of Four Lakes", near present-day Middleton.

Doty named his city for James Madison, the fourth President of the U.S., who had died on June 28, 1836, and he named the streets for the other 38 signers of the U.S. Constitution. Although the city existed only on paper, the territorial legislature voted on November 28, 1836, to make Madison its capital, largely because of its location halfway between the new and growing cities around Milwaukee in the east and the long-established strategic post of Prairie du Chien in the west, and between the highly populated lead mining regions in the southwest and Wisconsin's oldest city, Green Bay, in the northeast. [Wikipedia](#)

The (Madison) Wisconsin State Journal 1885: January 27 noted that the venue was the M.E. Church and the other reviews referred to it as the Methodist Church. Checking the city directory for 1884 I found listed the **First Methodist Episcopal Church** at the northwest corner of Wisconsin Ave. and E Dayton. This seems to fit the bill for the Twain Cable shows on January 21 and 27 of 1885.

Park Hotel: In the shadow of the state capitol, a historic hotel has been a center of power, influence, and a bit of style. The Park Hotel is a hotel in the heart of Madison and for more than 150 years it has been a place where legislative strategy is hashed out, deals are made, and special events are celebrated. And for some guests, it's just a welcoming hotel that offers some of the best views in the city....

The Park Hotel is located on the Capitol Square, on the corner of S. Carroll and W. Main Street....

The hotel has a long history. It was first built in 1871 on this location. A much larger hotel stands on the site today - it underwent a major renovation in 2016...

[Only in Wisconsin](#)

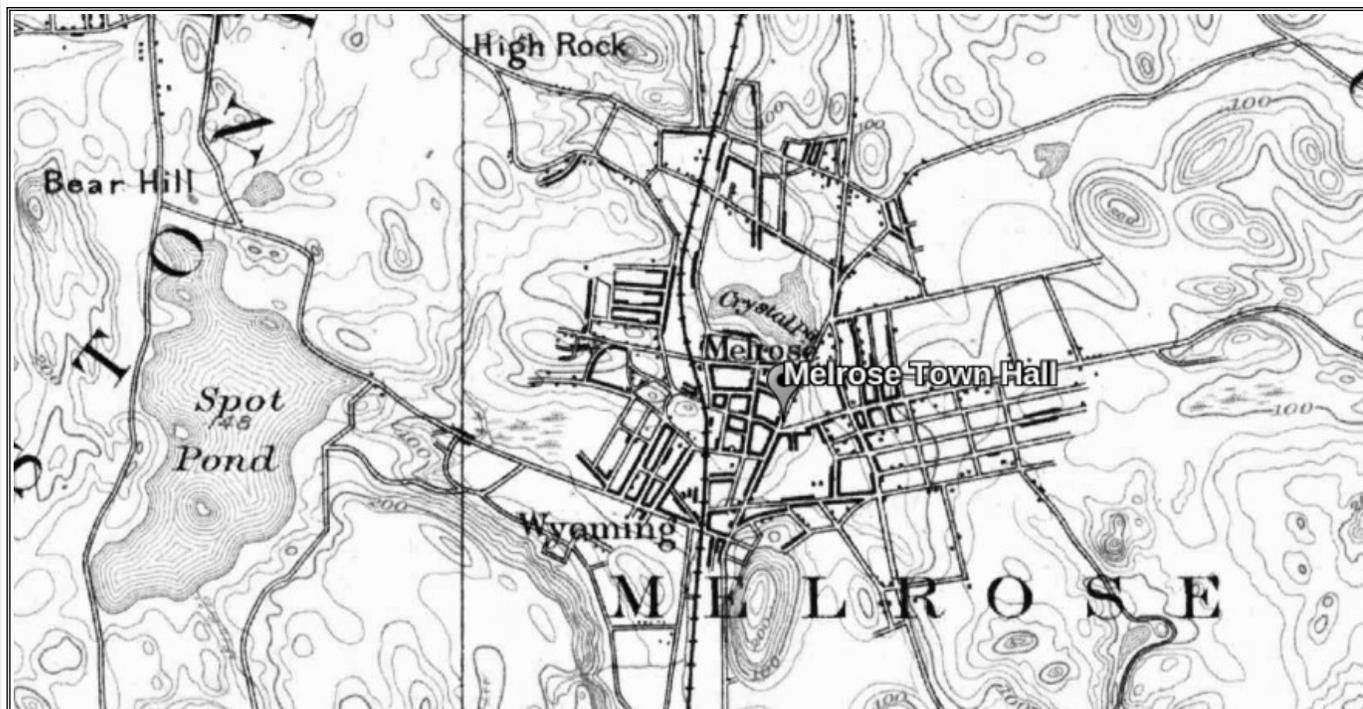


[Park Hotel, Madison](#)

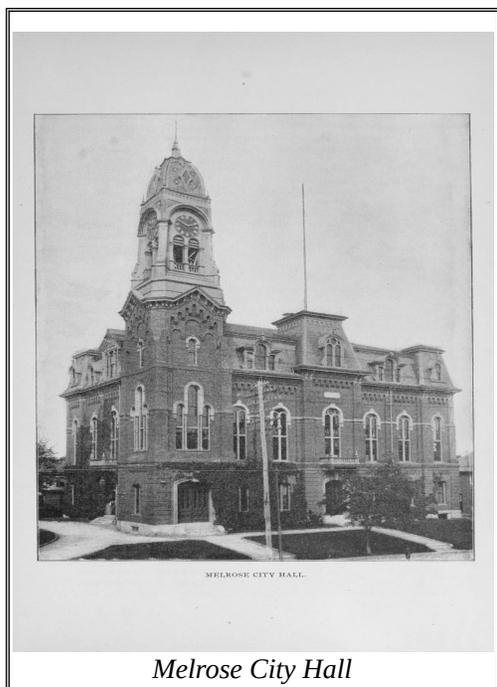
Melrose, Massachusetts (See [November 10](#))

Information on both Melrose Lyceum and **Melrose Town Hall** can be found in *The History of Melrose, County of Middlesex, Massachusetts*, by Elbridge Henry Goss available online in digital format ²⁴¹. Information on Lyceum Hall, located on Main Street between Foster and Essex Street, can be found on pages 264 & 388. The event that took place on November 10, 1884 could not have been held at this venue, because the building burned down on August 20, 1870, and was not rebuilt.

Melrose Town Hall



USGS Quad: Boston - 1893



However, in 1873, the town voted to build a new Town Hall on the corner of Main and Essex Street. There is a photograph of Melrose City Hall, built in 1874, on page 394. On page 397, Goss writes "The City Hall is a brick structure with brown-stone trimmings, of handsome architectural design, with a large hall and convenient internal arrangements for city purposes." (An interesting side note, when the building opened, the Melrose Public Library occupied two of the rooms on the lower floor).

Melrose City Hall (minus the clock tower and third-story dormers - City Hall suffered a disastrous fire in 1937 and was remodeled to its present appearance) is still located at this site, and its function hall room is still currently being used for city meetings and events.

Shelley O'Brien

Reference/Local History Librarian
Melrose Public Library
69 West Emerson Street
Melrose, MA 02176

In the second half of the 18th century, the Native Americans living near Milwaukee played a role in all the major European wars on the American continent. During the French and Indian War, a group of "Ojibwas and Pottawattamies from the far [Lake] Michigan" (i.e., the area from Milwaukee to Green Bay) joined the French-Canadian Daniel Liénard de Beaujeu at the Battle of the Monongahela. In the American Revolutionary War, the Native Americans around Milwaukee were some of the few groups to ally with the rebel Continentals.

After the American Revolutionary War, the Native Americans fought the United States in the Northwest Indian War as part of the Council of Three Fires. During the War of 1812, they held a council in Milwaukee in June 1812, which resulted in their decision to attack Chicago in retaliation against American expansion. This resulted in the Battle of Fort Dearborn on August 15, 1812, the only known armed conflict in Chicago. After being attacked in the Black Hawk War in 1832, the Native Americans in Milwaukee signed the 1833 Treaty of Chicago with the United States. In exchange for ceding their lands in the area, they were to receive monetary payments and lands west of the Mississippi in Indian Territory.

Milwaukee began to grow as a city as high numbers of immigrants, mainly German, made their way to Wisconsin during the 1840s and 1850s. Scholars classify German immigration to the United States in three major waves, and Wisconsin received a significant number of immigrants from all three. The first wave from 1845 to 1855 consisted mainly of people from Southwestern Germany, the second wave from 1865 to 1873 concerned primarily Northwestern Germany, while the third wave from 1880 to 1893 came from Northeastern Germany. By 1900, 34 percent of Milwaukee's population was of German background. The largest number of German immigrants to Milwaukee came from Prussia, followed by Bavaria, Saxony, Hanover, and Hesse-Darmstadt. Milwaukee gained its reputation as the most German of American cities not just from the large number of German immigrants it received, but also for the sense of community that the immigrants established. [Wikipedia](#)

611- 625 N. Milwaukee Street

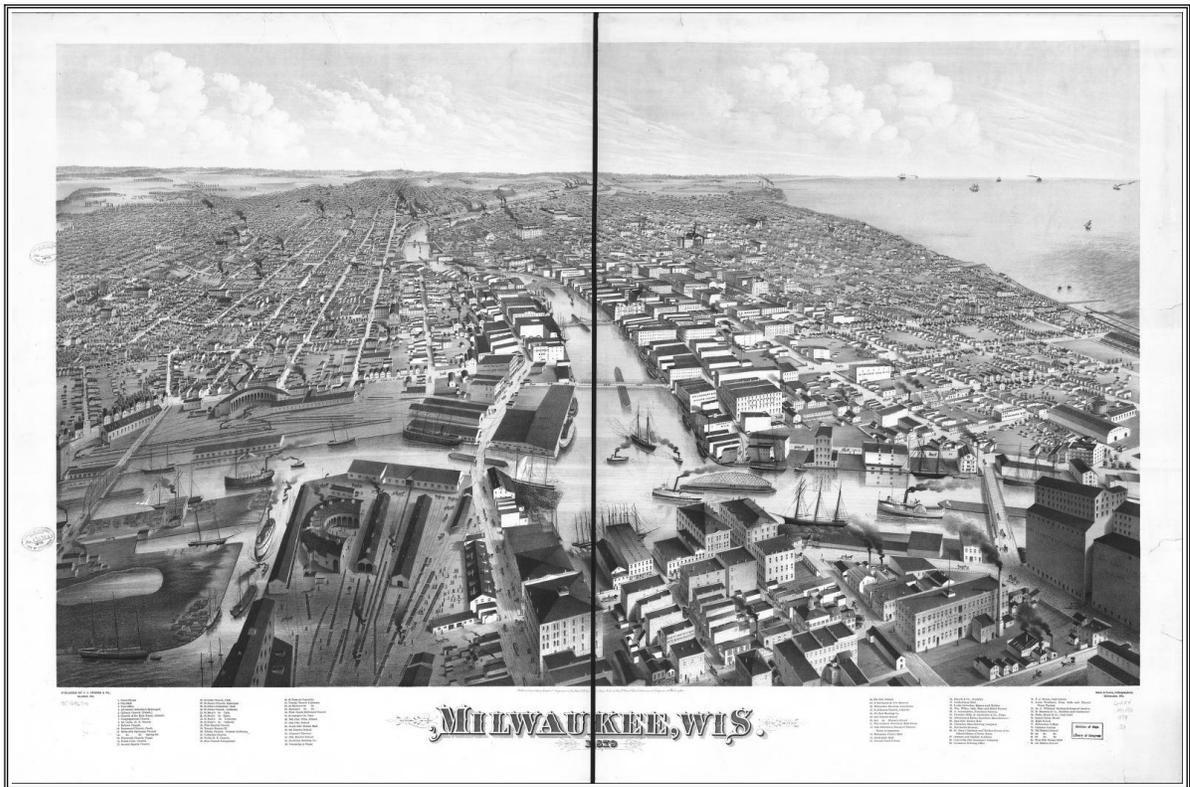
PIONEER BUILDING (1864-65/1925-1926)



Pioneer Building, Milwaukee

The core of this building was constructed in 1865 for the Milwaukee Musical Society and a new façade and interior floors were constructed in 1925-1926. This 1920s façade is considered contributing to the East Side Commercial Historic District. The Milwaukee Musical Society was established 1850. After its performance space, Albany Hall, was destroyed by fire on March 1, 1862, they embarked on a subscription drive to build a better auditorium. The Musical Society Hall (also known as the Academy of Music) was built at today's 625 N. Milwaukee Street for \$60,000 and opened on January 29, 1865. Local architect Edward Townsend Mix designed the building based on plans initially drawn by a New York architect named Peterson. It was the first theater in Milwaukee to have an auditorium on the ground floor and was one of the few in

the country used solely for performances and not other commercial activities. The building was eventually sold to private interests and featured vaudeville acts, some legitimate theater and even motion pictures. Over time changes were made to the façade. It was last known as the Schubert Theater. [Urban Milwaukee](#)

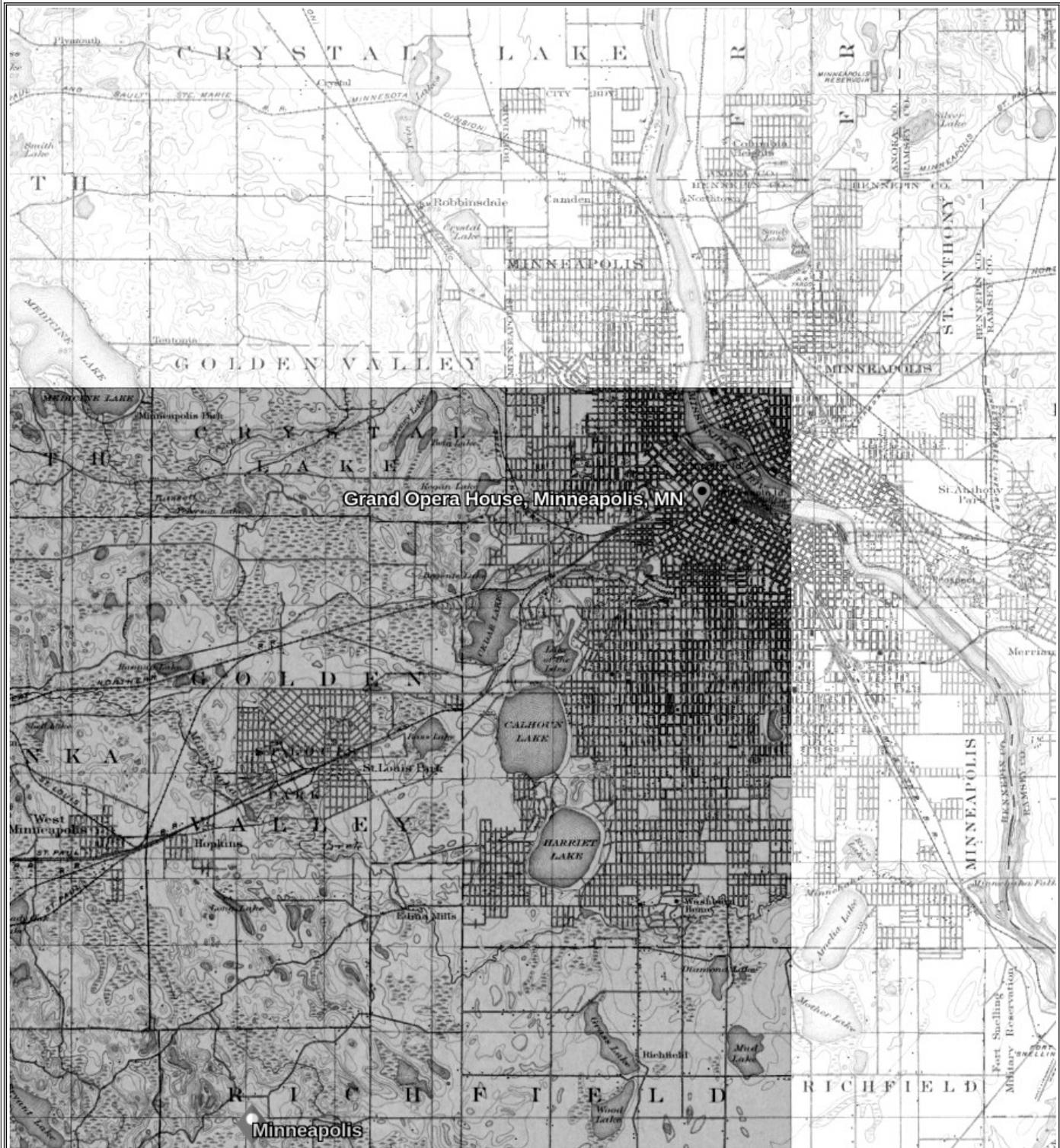


Stoner, J. J., and Beck & Pauli. Milwaukee, Wis. Madison, Wis, 1879.

Minneapolis, Minnesota (See [January 24](#))

Two Indigenous nations inhabited the area now called Minneapolis. Archaeologists have evidence that since 1000 A.D., they were the Dakota (one half of the Sioux nation), and, after the 1700s, the Ojibwe (also known as Chippewa, members of the Anishinaabe nations). Dakota people have different stories to explain their creation. One widely accepted story says the Dakota

Grand Opera House, Minneapolis, MN



USGS Quads: Anoka – 1902, White Bear – 1902, Minneapolis – 1896, St. Paul - 1896

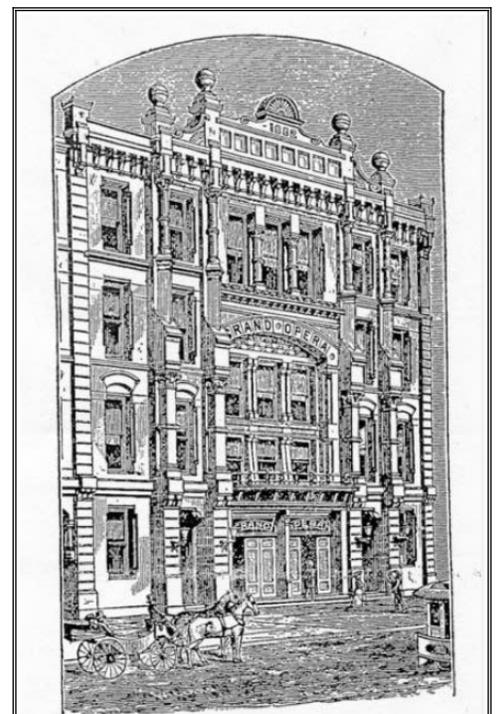
emerged from Bdóte, the confluence of the Minnesota and Mississippi rivers. Dakota are the only inhabitants of the Minneapolis area who claimed no other land; they have no traditions of having immigrated. In 1680, cleric Louis Hennepin, who was probably the first European to see the Minneapolis waterfall the Dakota people call Owámniyomni, renamed it the Falls of St. Anthony of Padua for his patron saint.

In the space of sixty years, the US seized all of the Dakota land and forced them out of their homeland. Purchasing most of modern-day Minneapolis, Zebulon Pike made the 1805 Treaty of St. Peter with the Dakota. Pike bought a 9-square-mile (23 km²) strip of land—coinciding with the sacred place of Dakota origin—on the Mississippi south of Saint Anthony Falls, with the agreement the US would build a military fort and trading post there and the Dakota would retain their usufructuary rights. In 1819, the US Army built Fort Snelling to direct Native American trade away from British-Canadian traders and to deter war between the Dakota and Ojibwe in northern Minnesota. Under pressure from US officials in a series of treaties, the Dakota ceded their land first to the east and then to the west of the Mississippi, the river that runs through Minneapolis. Dakota leaders twice refused to sign the next treaty until they were paid for the previous one. In the decades following these treaty signings, the federal US government rarely honored their terms. At the beginning of the American Civil War, annuity payments owed in June 1862 to the Dakota by treaty were late, causing acute hunger among the Dakota. Facing starvation a faction of the Dakota declared war in August and killed settlers. Serving without any prior military experience, US commander Henry Sibley commanded raw recruits, volunteer mounted troops from Minneapolis and Saint Paul with no military experience. The war went on for six weeks in the Minnesota River valley. After a kangaroo court, 38 Dakota men were hanged. The army force-marched 1,700 non-hostile Dakota men, women, children, and elders 150 miles (240 km) to a concentration camp at Fort Snelling. Minneapolitans reportedly threatened more than once to attack the camp. In 1863, the US "abrogated and annulled" all treaties with the Dakota. With Governor Alexander Ramsey calling for their extermination, most Dakota were exiled from Minnesota.

While the Dakota were being expelled, Franklin Steele laid claim to the east bank of Saint Anthony Falls, and John H. Stevens built a home on the west bank. In the Dakota language, the city's name is Bde Óta Othúŋwe ('Many Lakes Town'). Residents had divergent ideas on names for their community. Charles Hoag proposed combining the Dakota word for 'water' (mni[i]) with the Greek word for 'city' (polis), yielding Minneapolis. In 1851, after a meeting of the Minnesota Territorial Legislature, leaders of east bank St. Anthony lost their bid to move the capital from Saint Paul, but they eventually won the state university. In 1856, the territorial legislature authorized Minneapolis as a town on the Mississippi's west bank. Minneapolis was incorporated as a city in 1867, and in 1872, it merged with St. Anthony.

[Wikipedia](#)

Grand Opera House, located in the Syndicate Block, East side of Nicollet Between 5th Street and 6th Street, (Razed). **The Syndicate Block** was one of the most ambitious development projects of its day. It contained some five acres of office and retail space. Among the many tenants the Syndicate housed through its hundred-year history, there were two notable photography studios: the studio of Frederick E. Haynes, and the Sweet Studio. Both of these studios were located in suite 605. Larry Millet, in his book *Lost Twin Cities*, describes the origin of the Syndicate Block: "In 1881 a dozen Minneapolis businessmen formed a syndicate, bought a choice lot on Nicollet Avenue for \$77,500, and laid plans for a huge office and retail building. The Syndicate invited several leading architects -- including William Dennis, E. Townsend Mix, and Frederick Kees -- to submit plans. Kees, then in partnership with Burnham W. Fisk, won the competition, and work on the project began in 1882" (p. 156). The Syndicate Block lasted for over one hundred years, but the exterior of the building went through various changes mostly because of fire damage and subsequent repair.



Grand Opera House, Minneapolis

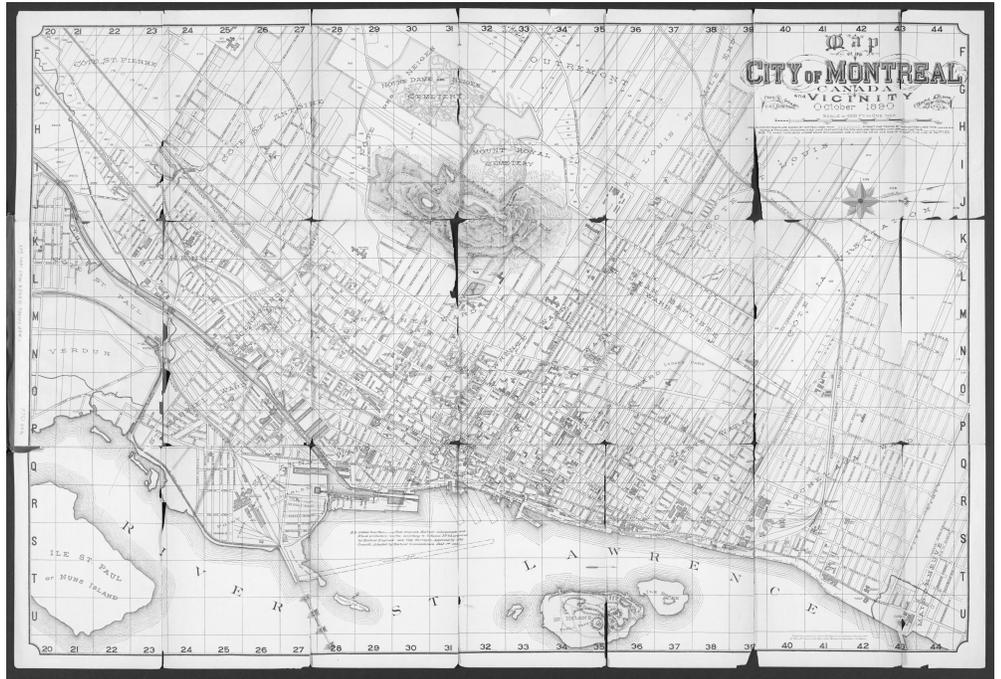


West Hotel, Minneapolis

Opened in 1884, the **West Hotel** was Minneapolis's first grand hotel. It had 407 luxuriously furnished rooms, 140 baths, and featured an immense and opulent lobby which was claimed to be the largest in the nation. These elements combined to make what was considered for a time to be the most luxurious hotel west of Chicago. The West was designed by LeRoy Buffington and built on land that was once owned by the first resident of Minneapolis, John H. Stevens. Buffington created the West in the Queen Anne style that was quite popular in the last decades of the 19th century. [Wikipedia](#)

Montreal, Canada (See [February 18](#) & [February 19](#))

Montreal, founded by de Maisonneuve in 1642, the prettiest, the richest, the most elegant, the most populous, the largest, the most commercial and flourishing city of British North America, is situated at the head of sea navigation, and at the foot of the great chain of rivers, lakes and canals navigation, which extends westward to Chicago, 1400 miles, embracing an almost unequalled extent of inland water communication. It occupies one of the most commanding positions in America, and stands on a large, fertile and beautiful island of the same name, 30 miles in length by 10 miles of extreme breadth, formed by the confluence of the Ottawa and St. Lawrence rivers, and on the north bank of the latter, thus situated near the junction of two very important rivers, with a free communication seawards. Montreal possesses all the advantages of both an inland city and sea port accessible to steamships and other vessels of over 4000 tons burthen. Its position with reference to Quebec, Ontario, New-York, Boston, Portland, Albany, and the lower Provinces, makes it, by means of its extensive water and railway communication, the great center of attraction and commercial emporium of the Dominion of Canada. The city is the chief seat of manufacturing operations of the Dominion : and it has many extensive and costly establishments, the productions of which will compare favorably with those of other countries. The principal business streets are Notre-Dame, St. Paul, Commissioners, McGill, St. James, and the main streets of St. Lawrence, Quebec, St. Anns, St. Joseph and St. Antoine suburbs. The city and suburbs are well lighted with gas, and many of the principal streets paved with stone.

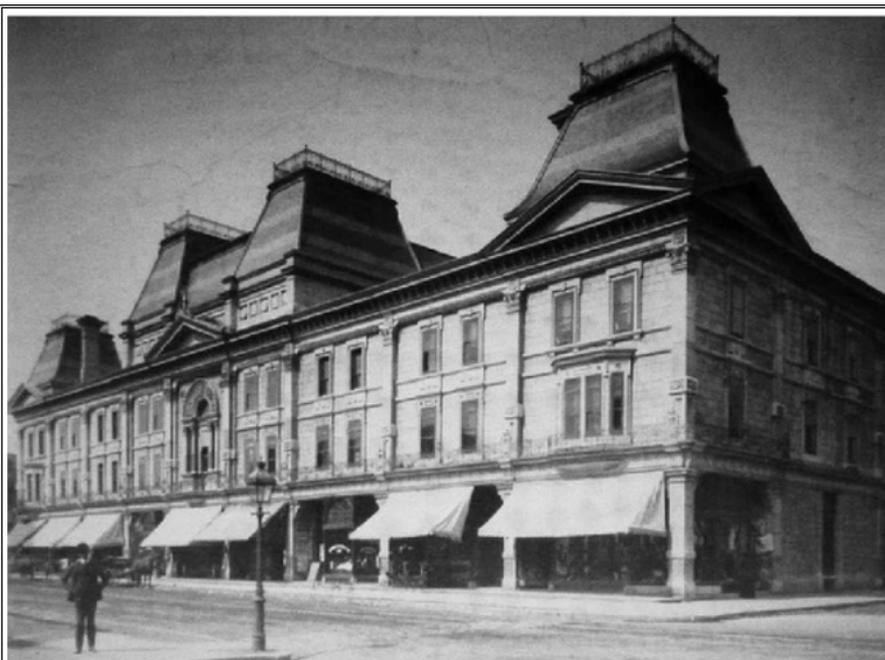


Map of Montreal

From Tourist's Guide du Touriste, Quebec & Ottawa via Q. M. O. & O. 1879: Quebec to Ottawa

From Tourist's Guide du Touriste, Quebec & Ottawa via Q. M. O. & O. 1879: Quebec to Ottawa

Queen's Hall. First hall in Montreal expressly constructed for concert use. It was built in 1880 on the northwest corner of Ste-Catherine and Victoria streets. The auditorium seated 1159 and was equipped with an organ. It served as the home of the Montreal Philharmonic Society (1880-9)



Queen's Hall was located at the corner of Ste-Catherine and University Sts., where the old Eaton building was and where Les Allés de la Mode is today. Queen's hall, which partially collapsed in 1899 and was later demolished, was often said to be Montreal's first true theatre and concert chamber.

[Montreal Diary: Before the Palais des congrès, there was Queen's Hall - The Gazette](#)

and the Mendelssohn Choir of Montreal (1881-90) and was the scene of Emma Albani's three recitals on her return to Canada in March 1883. Queen's Hall was converted to a theatre in 1891 and destroyed by fire in 1899. [The Canadian Encyclopedia](#)
Windsor Hotel: The Windsor Hotel (opened 1878, closed 1981). It is often considered to be the first grand hotel in Canada, and for decades billed itself as "the best in all the Dominion".



Windsor Hotel, Montreal

The hotel was designed by G. H. Worthing and constructed between 1875 and 1878 by the Windsor Hotel Company consortium of six Montreal businessmen, including William Notman. It was capitalized at C\$500,000. At the time Montreal was Canada's largest city, and the centre of commerce. The consortium was formed to construct an opulent new hotel to symbolize the city's growing prominence and wealth. As of 1889, the hotel was accessed by visitors from outside of Montreal through Windsor Station, which was designed by New York architect Bruce Price.

The hotel opened without fanfare on January 28, 1878. Soon after, an opening gala was held that was the largest social gathering Montreal had ever seen. It was attended by the Right Honourable Sir John A. Macdonald, Princess Louise and the Marquess of Lorne.

The hotel was not an immediate success. It was leased by the consortium to James Worthington and losses

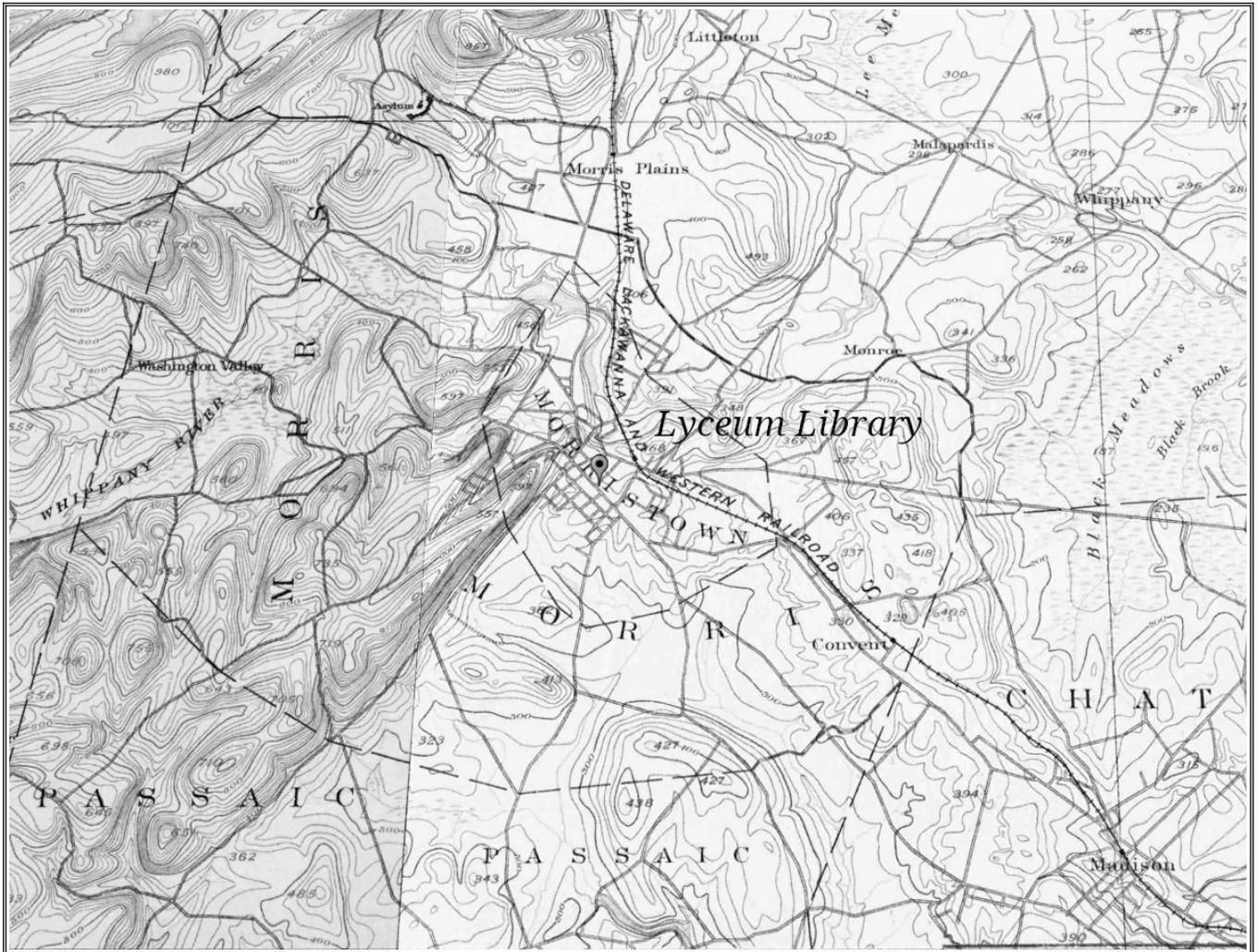
led to the operation being returned to the consortium to run. Instead of retrenching, the hotel expanded to include the 'Stanley Street Wing'. The hotel was buoyed by the successes of the Montreal Winter Carnivals of the 1880s, which were held in the square outside the hotel.

The Windsor Hotel was soon at the centre of Montreal's social and business worlds, attracting not only railway visitors, but also business leaders, politicians, socialites, artists, and even royalty. The hotel was home to both the annual St. Andrew's Society Ball and the Winter Carnival Ball, the former being a mainstay of the hotel and of Montreal's social calendar for nearly a century. Sarah Bernhardt, Mark Twain, Dolores Costello, Rudyard Kipling, Fanny Davenport, Lillie Langtry and Oscar Wilde were among the Windsor's famous guests in its early years. [Wikipedia](#)

Morristown, New Jersey (See [November 27](#))

Present-day Morristown was initially inhabited by the Lenni Lenape Native Americans for up to 6,000 years prior to exploration of Europeans. The first European settlements in this portion of New Jersey were established by Sweden and the Netherlands in the early 17th century, when significant trade in furs existed between the natives and the Europeans at temporary posts. It became part New Netherland, a Dutch colony, but the English seized control of the region in 1664, which was granted to Sir George Carteret and John Berkeley, 1st Baron Berkeley of Stratton, and named the Province of New Jersey. In the 1880s, the town's residents were primarily farmers. The small amount of stores in the Morristown Green town center were only open during the evening to accommodate farmers who did not leave their work during the daytime. There were only a few stores in town, including Adams & Fairchild grocers and P. H. Hoffman & Son clothiers, both located in the Arnold's Tavern on the Morristown Green.

Lyceum Library, Morristown

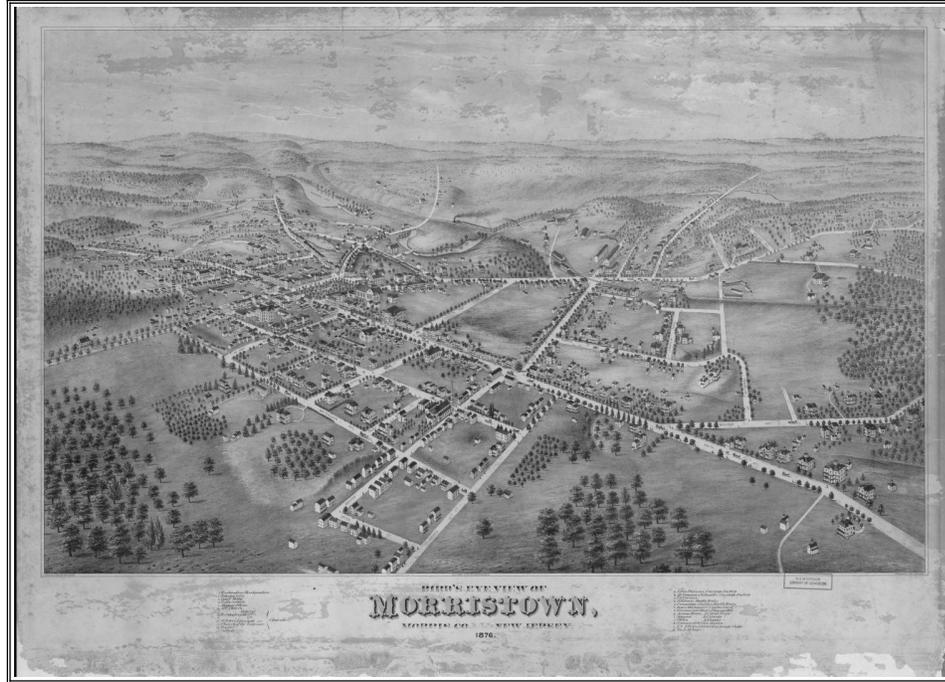


USGS Quads: Lake Hopatcong – 1888, Morristown - 1888

Starting in the mid-1800s, Morristown became a popular summer retreat for some of New York City's wealthiest residents. From the 1870s onwards, immense estates were built up along once rural thoroughfares; Madison Avenue, which runs along Morristown and Madison, New Jersey, became known as "the street of the 100 millionaires" due to the sheer extravagance of the houses that were constructed.

Between 1880 and 1929, the Gilded Age of Morristown occurred, when dozens of "millionaires with large fortunes built their estates" in Morristown and Morris Township. [Wikipedia](#)

Lyceum Library:

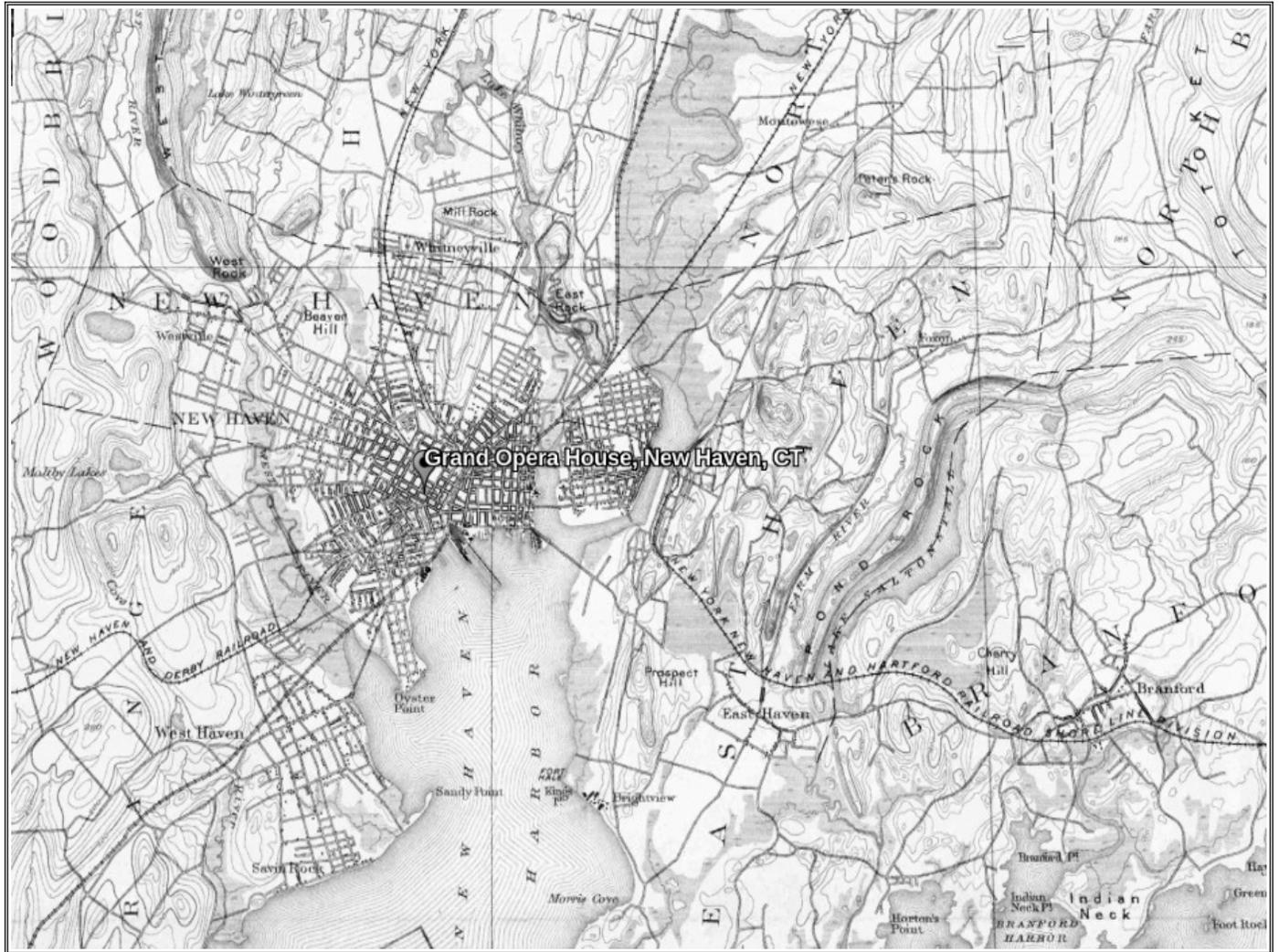


Fowler, T. M, Fowler & Bulger, and C.H. Vogt. Bird's eye view of Morristown, Morris Co., New Jersey. [Milwaukee?: Pub. by Fowler & Bulger, 1876]

New Haven, Connecticut: (See [November 5](#) & [February 23](#))

Before Europeans arrived, the New Haven area was the home of the Quinnipiac tribe of Native Americans, who lived in villages around the harbor and sustained an economy of local fisheries and the farming of maize. The area was briefly visited by Dutch explorer Adriaen Block in 1614. Dutch traders set up a small trading system of beaver pelts with the local inhabitants, but trade was sporadic and the Dutch did not settle permanently in the area.

New Haven and the Grand Opera House (1892)



USGS Quad: New Haven - 1892

In 1664, New Haven became part of the Connecticut Colony when the two colonies were merged under political pressure from England. Seeking to establish a new theocracy elsewhere, some members of the New Haven Colony went on to establish Newark, New Jersey.

New Haven was made co-capital of Connecticut in 1701, a status it retained until 1873.

The American Civil War boosted New Haven's local economy with wartime purchases of industrial goods, including that of the New Haven Arms Company, which would later become the Winchester Repeating Arms Company. After the war, population grew and doubled by the start of the 20th century, most notably due to the influx of immigrants from southern Europe, particularly Italy. ([Wikipedia](#))

The lecture was given at the *New Haven Grand Opera House*. It opened in 1860 as The Music Hall, renamed Grand Opera House and later still as Brunnell's New Haven Theatre. Stage notables and singers of world fame appeared there. It was the scene of State political conventions, Yale junior promenades, and other university events. Mass meetings to encourage enlistment were held during the civil war. After the war a national encampment of the Grand Army of the Republic was held in the building, at which were present Grant, Sherman, and Sheridan. Charles Dickens lectured in the house during his American tour. By 1914 it had been renamed Grand Theatre. On April 25, 1915 the theatre was destroyed by a fire, caused by a firework.

New Haven Railroad Depot: Descriptions of the railroad depots in New Haven can be found at the [New Haven Museum website](#):

In 1848, the first union station, a depot building designed by prominent local architect Henry Austin, opened to the public. The Italianate inspired building sat above the railroad cut on the old Farmington Canal, located on State Street next to Custom House Square (today located approximately between the Knights of Columbus Museum and the current State Street Station). This building inspired a famous quote featuring a father and son disembarking a train on the crowded platform that was located below the station. The son asks his father "Is this hell?" and his father replies "No son, it is only New Haven." The statement is clearly humorous and sums up the deficiencies in the station's design, as thick smoke, soot and flames were

omnipresent on the platforms as passengers got on and off the trains.

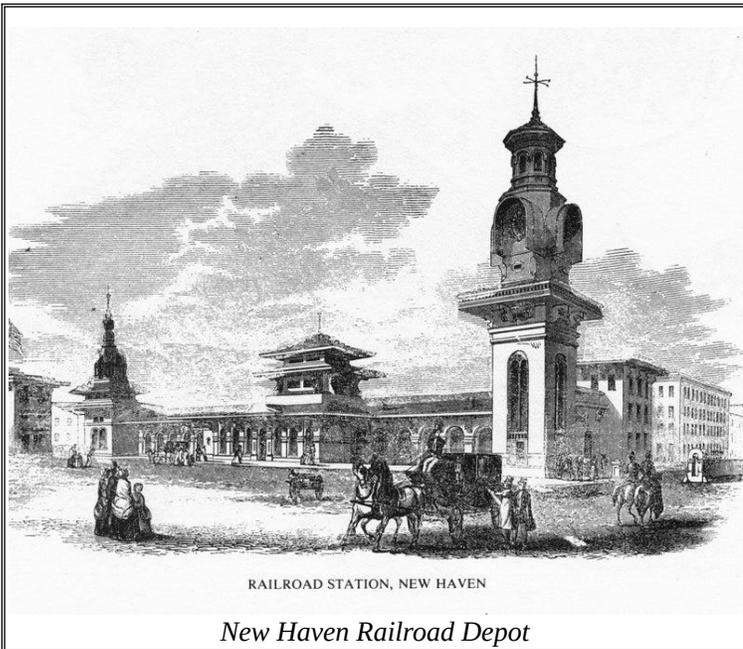
In 1879, the New York, New Haven, and Hartford Railroad opened a new station one mile from the New Haven Green on the filled-in marshlands of Union Avenue. This led to a new life for the Austin designed landmark. The building was converted to a bustling city market. Its size and proximity to rail and Long Wharf, along with being in the heart of New Haven's growing dry goods district made this a popular local shopping destination. In 1894, fire consumed the old depot burning it down to the ground.

The new station on Union Avenue was both celebrated and derided in its time. Its appearance was grand, meant to evoke a regal hotel and the luxurious efficiencies of railroad travel. Its location though was inconvenient and being built on filled-in wetlands not necessarily stable, or even

fully complete at the time. The coastline came right up to the station which was both and costly in constant necessary repairs. In May 1918, during World War I, the station burned down, and was replaced two years later on an adjacent lot by the current station.



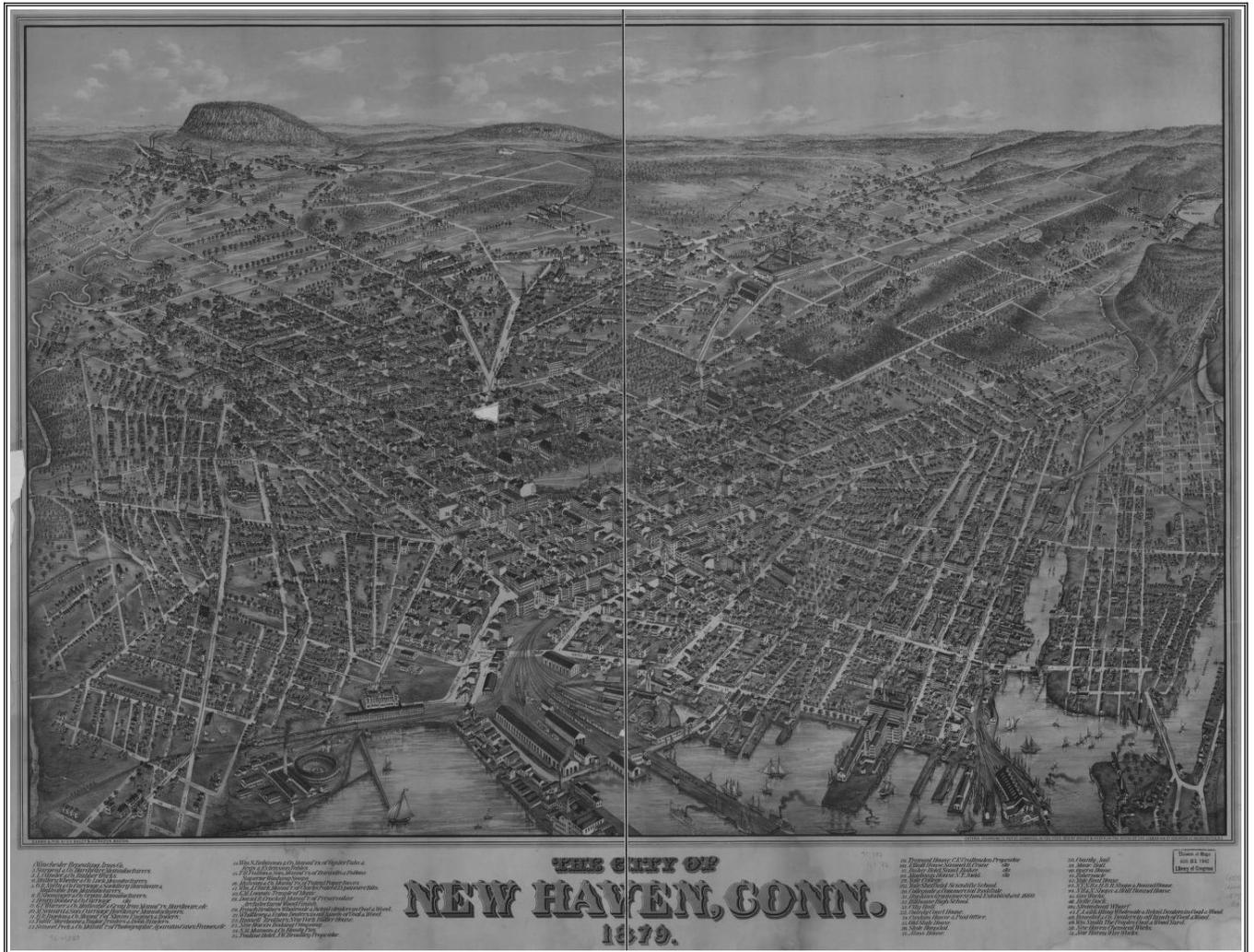
Opera House, New Haven



RAILROAD STATION, NEW HAVEN

New Haven Railroad Depot

New Haven House: ... as Moseley's New Haven House. The hotel gained a reputation for its exceptional quality and it became the regular host for visitors of Yale, politicians, businessmen and ordinary travelers. The hotel contained a commodious dining room, barroom and shops on Chapel Street. ([Ordinary New Haven](#))



Bailey, O. H, and J. C Hazen. *The city of New Haven, Conn.* Boston, 1879.

New York, New York (See [November 18](#), [November 19](#) & [February 21](#))

New York City was one of Mark Twain's principal residences. He lived in or near the city in 1853—54, 1867, 1900—03 and 1904—08, and visited it well over a hundred other times. He first came there on August 24, 1853. ... he liked the city so much that he stayed for two months, while working as a printer ... After leaving around October 20, he returned early the following March for a stay of unknown length during one of the most poorly documented periods of his life. Several major publishing firms had recently burned down, making printing work difficult to find: it may have been unemployment that drove him back to the Midwest ...

Academy of Music & Chickering Hall



USGS Quads: Brooklyn 1889, Staten Island 1898, Harlem 1891 & Paterson 1888

Mark Twain next came to New York on January 12, 1867 after spending more than five years in the Far West. Aside from a Midwest Lecture tour in March—April, he was in the city until June 8, when he joined the Quaker City excursion ... Meanwhile, he gave his inaugural East Coast lectures and wrote letters to the San Francisco *Alta California* about New York's architecture, politics, theater and people. After returning from abroad in November, he was in New York again briefly before relocating to Washington, D.C.. In late December, he revisited New York City, where he met his future wife, Olivia Langdon.

Over the next 25 years, Mark Twain passed through New York City scores of times. He visited newspaper and magazine publishers, businessmen and friends and spoke before clubs and public audiences. He also used New York harbor as his main point of embarkation and landing for Atlantic voyages. In 1884, he established the publishing firm of Charles L. Webster &

Company... During the first few years after he took his family to Europe in 1891, he made five return visits to the United States, spending most of his time during these visits in New York City. He was in New York for extended periods in late 1893 and early 1894 and made so many public appearances that he was dubbed the “Belle of New York.”

*Mark Twain brought his family back to America in October 1900 and settled ... in Manhattan. The following October they moved to Riverdale, then a suburb just north of New York’s city limits; it remained his principal residence until he took his family to Italy in late October 1903. After his wife died the following year, he returned to New York City in July 1904. A month later, he leased a house ... in which he lived until moving to Redding, Connecticut in June 1908. He continued to visit New York occasionally, last passing through the city a week before his death in April 1910.*²⁴²

Chickering Hall was a concert auditorium in New York City at no.130 Fifth Avenue, 1875-1901. The building was situated on the north-west corner (not north-east contrary to some sources) of Fifth Avenue and West Eighteenth Street, and was the venue for Oscar Wilde's first lecture in America. [Source: New York 1880: Architecture and Urbanism in the Gilded Age, Robert A.M. Stern (Author), Thomas Mellins (Author), David Fishman (Author)]. [Wikipedia](#)

Chickering Hall



Chickering Hall, considered one of the finest designs by architect George B. Post (1837-1913), was located on the northwest corner of Fifth Avenue and 18th Street in the entertainment district around Union Square. Built at a cost of \$175,000, the four-story structure was faced with red brick and trimmed in brownstone and gray marble, and had a tiled hipped roof. It was erected by Chickering & Sons, the piano manufacturer based in Boston, to house a music store, warehouse and concert hall. The 1,450-seat auditorium, known as Chickering Hall, occupied the second and third floor space. It opened on Monday evening, November 15th, 1875, with a concert by the internationally renowned pianist Hans von Bülow and Leopold Damrosch's orchestra (which in 1878 became the New York Symphony Society).

In addition to musical concerts, Chickering Hall programs included lectures by Oscar Wilde and Thomas H. Huxley, operas, religious conferences, and even the first interstate telephone call—made by Alexander Graham Bell in 1877—to New Brunswick, New Jersey.

Chickering Hall's popularity lasted less than two decades, since many smaller events formerly held there had been moved to the new Waldorf-Astoria Hotel and popular concert entertainment had found a new home at Carnegie Hall. Moreover, the 25-year lease on the property could not be renewed, so a move would be necessary. Chickering & Sons transferred the agency for city piano sales to the John Wanamaker stores, and by 1893 the

242 Rasmussen pp 333-4

building had been completely transformed to retail space. In 1901, the building was sold, to be razed and replaced by a store and loft building.

New York City Chapter of The American Guild of Organists



Academy of Music, New York

The **Academy of Music** was a New York City opera house, located at East 14th Street and Irving Place in Manhattan. The 4,000-seat hall opened on October 2, 1854. The New York Times review declared it to be an acoustical "triumph", but "In every other aspect ... a decided failure," complaining about the architecture, interior design and the closeness of the seating; although a follow-up several days later relented a bit, saying that the theater "looked more cheerful, and in every way more effective" than it had on opening night.



Everett House, New York

The Academy's opera season became the center of social life for New York's elite, with the oldest and most prominent families owning seats in the theater's boxes. The opera house was destroyed by fire and subsequently rebuilt in 1866, but it was supplanted as the city's premiere opera venue in 1883 by the new Metropolitan Opera House – created by the nouveaux riche who had been frozen out of the Academy – and ceased presenting opera in 1886, turning instead to vaudeville. It was demolished in 1926.

It's unknown if Twain lectured here as Fears reports this location was misidentified with an actual performance in Brooklyn on February 21, 1885.

Everett House, NY

Like his Gramercy Park, Samuel Ruggles's Union Square was an elegant residential enclave with four-story mansions and a park surrounding an iron-fenced park. In 1853 a first-class hotel, the Everett House, appeared among the private residences.

The hotel was five stories tall with four stories of brick sitting on a rusticated stone base. High end shops opened onto the Fourth Avenue (later renamed Park Avenue South) side. Above the columned portico, a stack of grouped, Palladian inspired openings directed the eye upward to a gently arched pediment.

The proprietor, Hawley D. Clapp, named the hotel after "the distinguished Massachusetts Senator," Edward Everett.

The Everett House, like all first-class hotels at the time, provided both transient and permanent accommodations. There were 60 suites, each with "uncommonly high" ceilings of 15 and a half feet. The building was designed with comfort and privacy in mind. On December 23, 1853, the New York Herald noted, "The house is so constructed and arranged that the different suits of rooms are almost as retired and quiet, and free from external disturbance, as separate houses."

The furniture throughout was rosewood and sat upon English velvet carpets. "The curtains of the windows, and the covering of the chairs and sofas, are of costly and beautiful material." The New York Herald reported that "The parlor furniture cost from twelve hundred dollars to seventeen hundred and fifty to a room." That price would be equal to as much as \$56,100 per room today. Three of the "enormous mirrors," according to the New-York Tribune, cost \$7,500, or nearly a quarter of a million in 2017 dollars.

Along with certain European nobility, the Everett House attracted high level politicians. When Presidential candidate James Buchanan arrived in New York on April 23, 1856, the city had already arranged rooms for him here. And when Senator Stephen A. Douglas arrived with his family on December 28, 1858, representatives of the Common Council met them at the dock to escort them to the Everett House.

Another of the other permanent residents at the time was millionaire Jay Gould, who lived here at least through 1861. The family of Samuel Clemens lived here during the summer of 1869, and two years later two high-profile guests, Mary Todd Lincoln and her son Tad, stayed in the hotel.

The Everett House was the scene of a glittering reception for Civil War General Daniel Edgar Sickles on June 30, 1869. The New York Herald was impressed by the bipartisan (if male-only) outpouring of respect. "Republican and democrat, radical and conservative, men of every stripe and of the highest standing in the community, were present, and had not the Committee of Arrangements decided on confining the reception entirely to gentlemen there is little doubt that the ladies would have mustered in strength and brought fresh accessions of guests to the beautiful parlors of the Everett House."

In the 1860s and '70s, the city's Democratic Party leased rooms in the Everett House for its headquarters. In 1876, the Democratic National Committee had its home here as it campaigned for Governor Samuel J. Tilden for President. Tammany Hall held sway over the New York Democratic organization in the late 19th century, so a particular gathering in the Everett House headquarters on March 1, 1878 was somewhat shocking.

The New York Herald reported "A conference meeting of a committee from the New York county democracy and a committee from what is known as the Everett House anti-Tammany democracy was held last evening at the Everett House, in the same rooms that were occupied in the fall of 1876 by the Democratic National Executive Committee."

In December 1906 the New-York Tribune published rumors that the hotel was on the verge of bankruptcy. The newspaper recalled that "As the centre of the hotel district moved uptown, the Everett House maintained its popularity." Now owned by the Everett House Company, its manager, William H. Parke, scoffed at the rumors, saying "the hotel had been doing a good business" and said it was clearing about \$100 per day.

In 1906, other than the recent fire escapes, little had changed to the building since 1853.

Despite the management's denials, the end of the venerable hotel was near. The building was foreclosed upon in 1907 and bankruptcy was forced upon the owners. On the morning of June 16, 1908, a notice was tacked to the office bulletin board announcing that the building would be torn down to be replaced by a 20-story office building. The New-York Tribune reported "The seventy-five guests, many of whom have been patrons of the hotel for years, looked at one another bewildered."

From the [*Daytonian in Manhattan*](#)

(See [November 6](#), [November 16](#), [November 18](#), [Christmas Break](#), [January 27](#), [January 30](#) and [February 9](#))

Newburgh, New York (See [November 20](#))

At the time of European contact the area of Newburgh was occupied by the Waoranek, a branch of the Lenape. The area that became Newburgh was first explored by Europeans when Henry Hudson stopped by during his 1609 expedition up the river that now bears his name. His navigator, Robert Juet, is said to have called the site "a pleasant place to build a town", although

Newburgh Opera House



USGS Quads: Newburg – 1903, Poughkeepsie – 1893, Schunemunk – 1902, West Point - 1892

some later historians believe he may actually have been referring to the area where Cornwall-on-Hudson now stands.

Around 1683, provincial governor Thomas Dongan purchased the land from the Woaranek people. The first settlement was made in the spring of 1709 by fifty-four Palatine refugees, sponsored by Queen Anne of Great Britain. The settlers named it the Palatine Parish by Quassic. In 1743, a ferry at the foot of First Street had been established between Newburgh and Fishkill Landing (now Beacon, New York). In 1752, the land had been surveyed by Cadwallader Colden and named "Newburgh", perhaps after one of the Newburghs (there are two) in his father's native Scotland (Colden himself was born in Ireland). Shipyards were established and docks and warehouses lined the waterfront.

By 1793 there were four sloop lines operating out of Newburgh. As new turnpikes opened trade extended into the interior, passenger coaches and farm wagons raveled as far west as Canandaigua. This was the shortest route from the Hudson to Western New York. By 1819 a steamboat on Cayuga Lake connected Newburgh stage lines with Ithaca. Streets leading to the river were often blocked for hours with farmers' wagons waiting to be unloaded at the wharves. With the opening of the Erie Canal much of the traffic from the Southern Tier was diverted. In 1830 Richard Carpenter of Newburgh had the steamboat William Young built at Low Point; it ran between Newburgh and Albany. Prosperity returned with the arrival of the railroads.

The Erie Railroad charter was amended April 8, 1845, to allow the building of the Newburgh Branch, running from the main line near Greycourt northeast to Newburgh, also on the Hudson River. The branch opened January 8, 1850. It was later used as a connection to the New York and New England Railroad via a car float operation across the river to Beacon, New York.

Newburgh was chartered as a city in April 1865.

Newburgh became quite prosperous during the Gilded Age that followed. Newburgh had telephone service in 1879. In 1883 there was a steamboat landing on Second Street. The United States Hotel was on Front Street opposite the landing. Also on Front Street near the landing was the Union Depot. In 1883, the West Shore Railroad inaugurated service to the Pennsylvania Railroad Depot at Jersey City and by 1886 was traveling to Weehawken Terminal, where passengers transferred to ferries to Manhattan.

With its situation on the Hudson River, midway between New York City and Albany, it became a transportation hub and an industrial center. Its industries included the manufacturing of cottons, woollens, silks, paper, felt hats, baking powder, soap, paper boxes, brick, plush goods, steam boilers, tools, automobiles, coin silver, bleach, candles, waterway gates, ice machines, pumps, moving-picture screens, overalls, perfumes, furniture, carpets, carburetors, spiral springs, spiral pipe, shirt waists, shirts, felt goods, lawn mowers; shipyards; foundries and machine shops; tanneries; leatherette works; and plaster works.

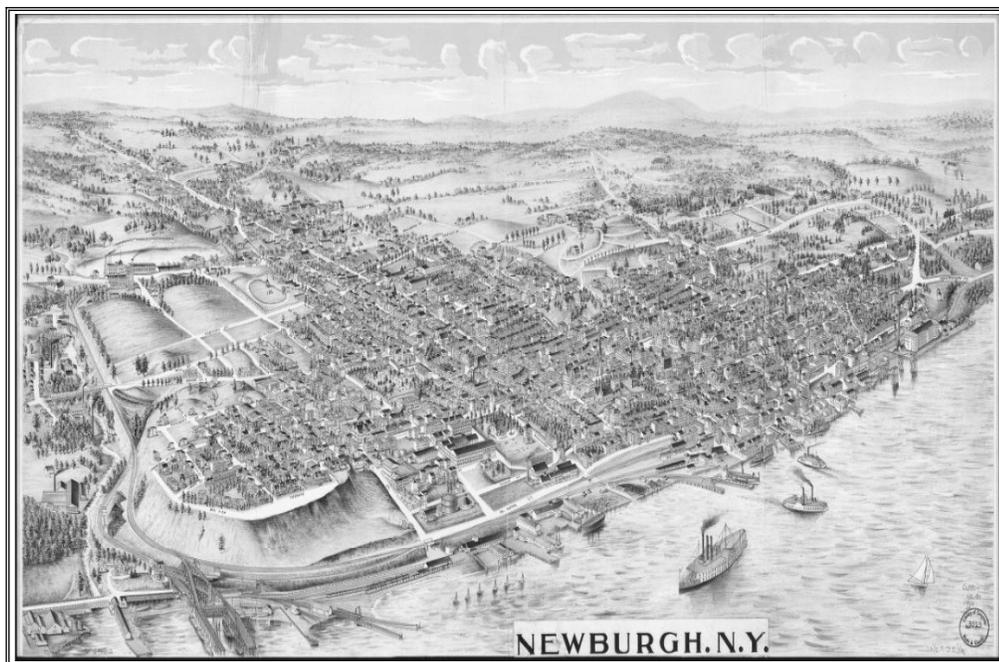
[Wikipedia](#)

From a no longer existant source referencing the [Newburgh Opera House](#) (see [Twain's Geography](#)):

"From the daughter of Francis N. Bain, 1st proprietor, we have the following authentication: Mrs. John Nolle (Francis Bain Nolle) reminds us that the early Opera House on 2nd Street, just east of the hotel and the Academy of Music, on Broadway, west of Grand Street, supported interesting plays and singers. In fact, many of the plays that were to run on Broadway in New York City had try-outs in Newburgh. Also, Newburgh on the circuit of the early producers tours."

The New York Central & Hudson River Railroad to Beacon, also marked as Fishkill, then crossing the Hudson River on the Newburgh-Beacon Ferry.

Rail service in Beacon can be traced as far back as December 6, 1849, with the [Hudson River Railroad](#). The station was originally named "Fishkill Landing," and like many others on the Hudson Line, it is also right on the Hudson River. On September 4, 1866, the Dutchess and Columbia Railroad was established with the hope of running from the south side of Fishkill Creek northeast and north to meet the New York and Harlem Railroad at Craryville, New York. This junction and the station were built south of Fishkill Landing, and would be known forever as Dutchess Junction. The first station at Dutchess Junction, which was shared by the [NYC&HR](#) and D&C was burned down in April 1876, and rebuilt. The railroad along the river was acquired by the New York Central and Hudson River Railroad in November 1869. By 1877, the D&C was taken over by the Newburgh, Dutchess and Connecticut Railroad. In 1881 the New York and New England Railroad built a ferry port near Fishkill Landing station, and added a connecting spur along the north side of the Fishkill Creek (now known as the Beacon Secondary) leading to what became Wickopee Junction, and turned it over to the ND&C. [Wikipedia](#)

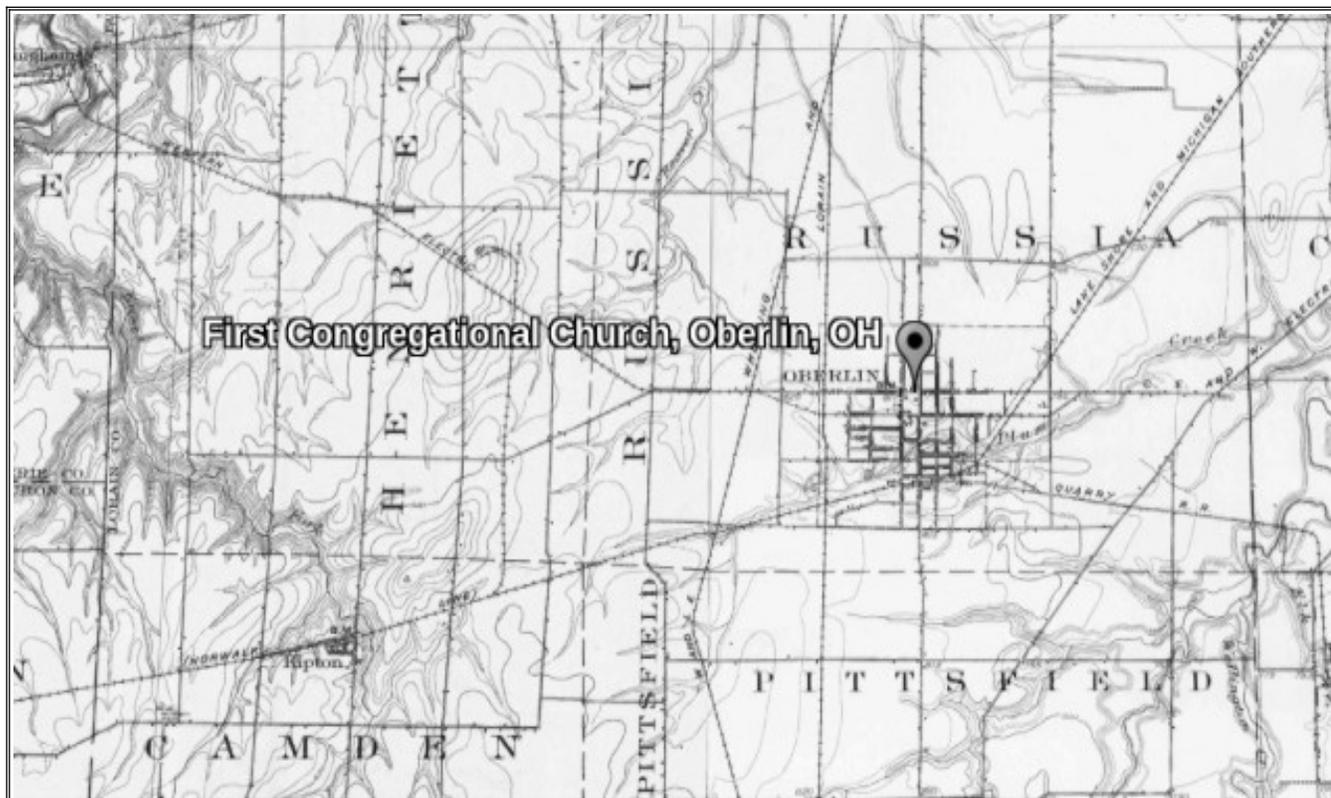


Hughes, T. J. Active. Newburgh, N.Y. [N.P., ?, 1900]

Oberlin, Ohio (See [February 11](#))

In Oberlin's earliest years, transportation (especially for students) depended heavily on weather-dependent Lake Erie transportation routes; the nearest railroad passed through Wellington, and travellers were forced to rely on stagecoaches between that village and Oberlin. This situation changed in 1852 when the Toledo, Norwalk, and Cleveland Railroad opened a stop in Oberlin along its Grafton line. Fifteen years later, the Lake Shore and Michigan Southern Railway opened a new rail station along this line; [Wikipedia](#)

First Congregational Church, Oberlin, OH



USGS Quads: Vermilion – 1903, Oberlin - 1901

"First Church in Oberlin"

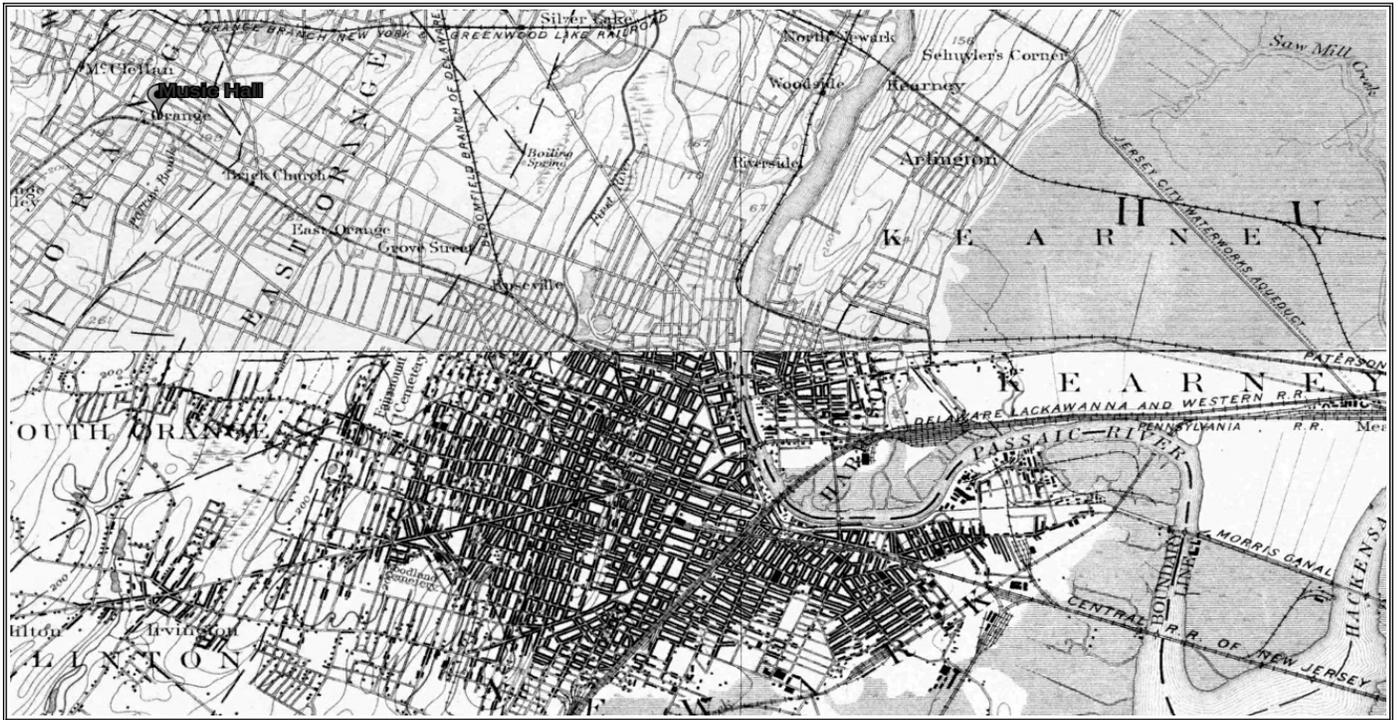


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OBER,1-3

Orange, New Jersey (See [November 6](#) & [February 25](#))

The City of Orange is a township in Essex County, New Jersey, United States. Originally incorporated as a township by an Act of the New Jersey Legislature on November 27, 1806. On January 31, 1860, Orange was reincorporated as a town. Portions of the town were taken to form South Orange Township (April 1, 1861, now known as Maplewood), Fairmount (March 11, 1862, now part of West Orange), East Orange Township (March 4, 1863) and West Orange Township (April 10, 1863). On April 3,

East Orange Music Hall

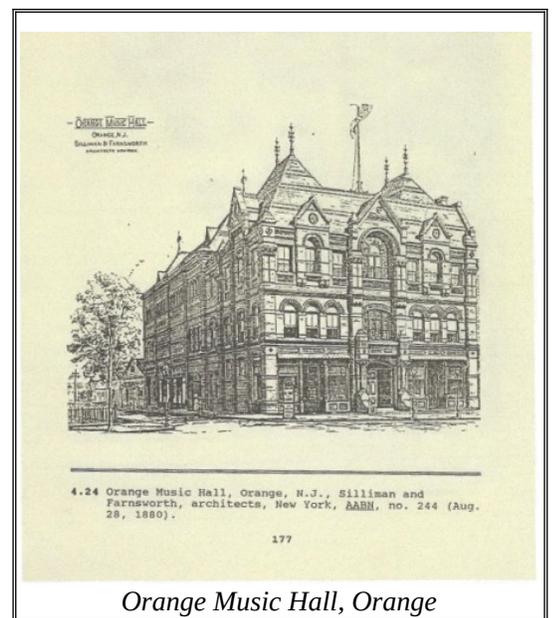


USGS Quads: Morristown – 1888, Paterson – 1888, Plainfield – 1888, Staten Island - 1898

1872, Orange was reincorporated as a city.

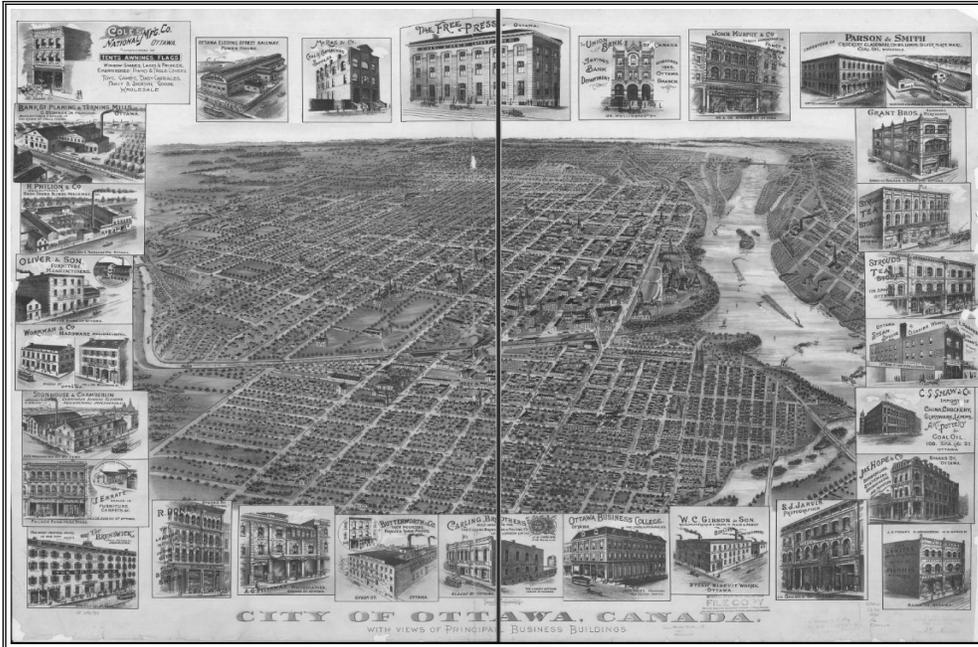
An 1887 business directory sets the location of the **Orange Music Hall** at the corner of Main and N. Day Street. Subsequent names for the hall are in 1908 - Orange Theatre and 1920 - Bijou Theatre, both with the address of 243 Main Street. The Music Hall was designed and built in 1880 by architecture firm Silliman & Farnsworth (picture and source attached).

Also a search within the free google e-book: The Founders and Builders of the Oranges: Comprising a History of the Outlying District of Newark, Subsequently Known as Orange, and of the Later Internal Divisions, Viz.: South Orange, West Orange, and East Orange, 1666-1896 by Henry Whittemore has a section about the building of the Music Hall.



Orange Music Hall, Orange

Ottawa, Canada (See [February 17](#))



Toronto Lithographing Company. City of Ottawa, Canada with views of principal business buildings. [Toronto? ?, 1895]

The **Grand Opera House** is referenced as built in 1874 on Sparks St, but also list on Albert Street at O'Connor, built by William Hodgson.

The next Governor General, the Marquess of Lorne, and his wife, Princess Louise, were greeted in 1879 at the Grand Opera House (Ottawa) (built 1874 on Sparks Street) by Canada's Welcome, a masque with music by Arthur A. Clappé.

Hello Scott,

Thank you for your question – how fascinating to learn that Mark Twain came to Ottawa! The Grand Opera House was at 134 Albert St.,

between Metcalfe and O'Connor St. (A Theatre Near You, by Alain Miguelez, 2004, p.30). The building was unfortunately destroyed by fire in 1913. ...

I didn't have much luck finding images of the theatre. Attached is a ... a photo of the exterior in 1897 from the Ottawa Citizen, March 18, 1939, p.2. The photo from the Citizen is also available online here: Ottawa Citizen March 18 1939. You might also want to contact the City of Ottawa Archives, as they are more likely to have photos of the theatre. Their email is archives@ottawa.ca

I hope this helps. Please let us know if there is more information that we can provide.

Best Regards, Romaine Honey Ottawa Public Library



A POPULAR PLACE IN BYGONE DAYS
View of the old Grand Opera House on Albert street as it was in 1897. Adjoining building, on the right, is the old Harmony Hall, of revered memory. Note are light in front of main entrance to the "Grand." (See story elsewhere on this page.)

Grand Opera House, Ottawa

Paris, Kentucky (See [January 1](#))

Bourbon County Courthouse:

The 3rd courthouse was quickly built in 1873, a grand French Renaissance-style building, with a clock and bell tower rising 113 feet into the sky. It had a mansard roof, and was constructed of brick with iron cornices. Its size was a disadvantage when fire broke out in 1901; ladders and water could not reach the upper floors where the fire began. Documents were however safe in fireproof vaults built to protect them.

Court House, Paris, KY



USGS Quads: Lexington – 1927, Paris East - 1952

Kentucky Historical Society



Philadelphia, Pennsylvania (See [November 21](#), [November 26](#) & [February 26](#))

Mark Twain lived in Philadelphia for nearly five months in the early 1850s, when the southeastern Pennsylvania city had about 400,000 residents. After working as a printer in New York City, he went to Philadelphia around October 20, 1853 and was soon setting type as a “sub” for the city’s largest morning newspaper, the *Pennsylvania Inquirer and National Gazette*. His letters home record his fondness for Philadelphia, where he made a point of seeking out historic sites—especially those connected with Benjamin Franklin. In February 1854 he visited Washington, D.C., then returned to Philadelphia to work on the *Ledger* and *North American* before going back to New York in early March. His familiarity with Philadelphia newspapers is reflected in “Post-Mortem Poetry” (1870), a sketch making fun of the “obituary poems” they often published.

Association Hall, Philadelphia



USGS Quad: Philadelphia - 1891

In later years, Mark Twain passed through Philadelphia frequently. He spoke there in December 1869, November 1871 and March 1895 and did readings there with G. W. Cable in November 1884 and February 1885.

Philadelphia is an important setting in *The Gilded Age* as the home of Ruth Bolton. It is described or mentioned in 15 chapters, all but one of which (chapter 36) were written by C. D. WARNER.²⁴³

Prior to the arrival of Europeans in the early 17th century, the Lenape, an Indian tribe also known as the Delaware Indians, lived in the village of Shackamaxon in present-day Philadelphia and the surrounding area. The Lenape historically lived along the Delaware River watershed, western Long Island, and the Lower Hudson Valley. Most Lenape were pushed out of the region during the 18th century as the original Thirteen Colonies expanded, which was further exacerbated by losses from intertribal conflicts. Lenape communities were also weakened by newly introduced diseases, mainly smallpox, and conflicts with Europeans. The Iroquois occasionally fought the Lenape. Surviving Lenape moved west into the upper Ohio River basin. Following the American Revolutionary War and the subsequent establishment of the United States, the Lenape began moving further west. In the 1860s, the U.S. federal government sent most remaining Lenape in the eastern United States to the Indian Territory in present-day Oklahoma and surrounding territories as part of the Indian removal policy. [Wikipedia](#)

Hotel Lafayette: No information available except some images.

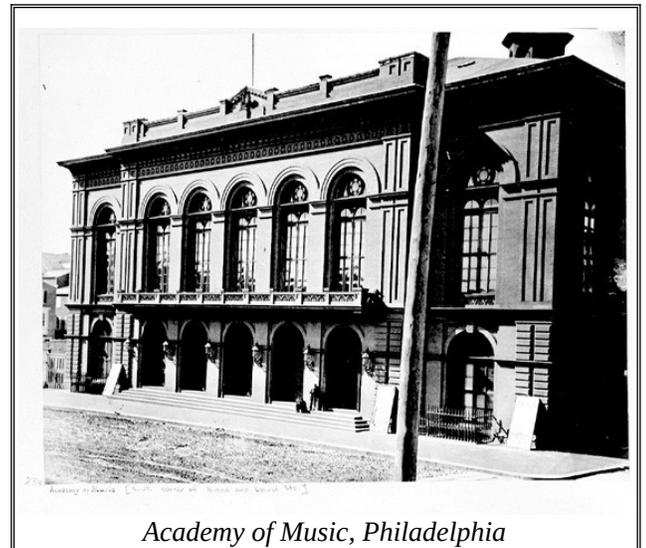
Academy of Music: Napoleon LeBrun built the Academy of Music in 1857, modeling its lavish interior on La Scala Opera House in Milan.

Philadelphia's most revered performing space is an elegant socialite outside, with a discreet brick and gaslit-façade; inside, it's a prima donna done up in scarlet with gold caryatids and a 5,000-pound crystal chandelier.

The oldest known opera house continuously in use in the U.S., the Academy is home to the Opera Company of Philadelphia and the Philadelphia Ballet and is part of Ensemble Arts.

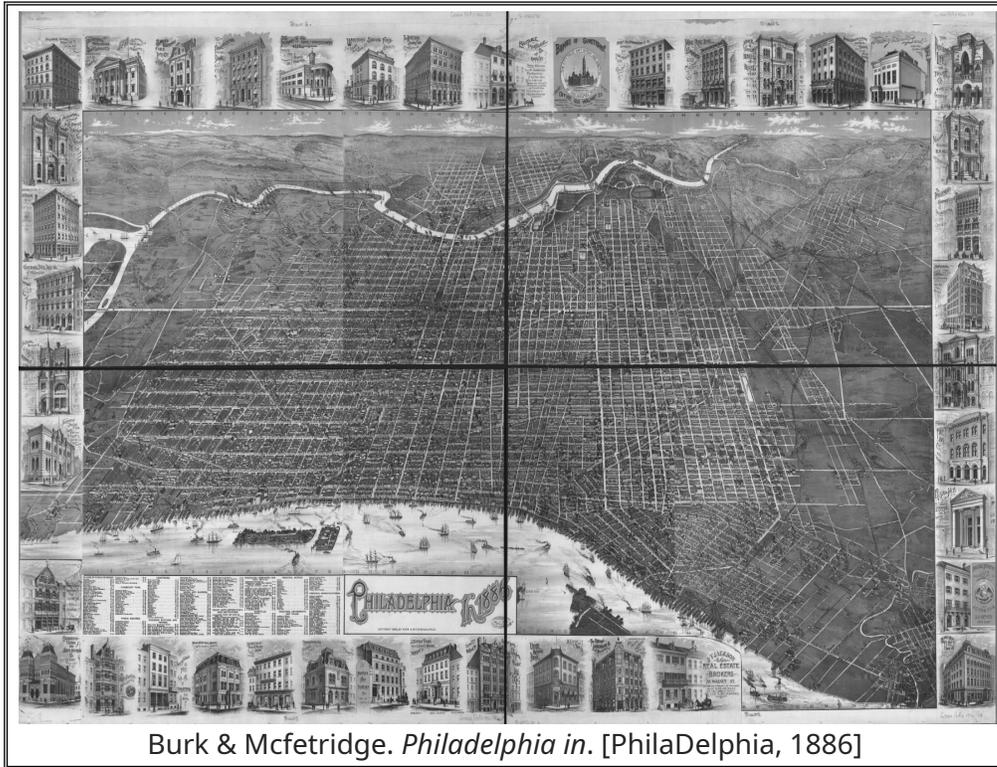
For more than a century, its most famous resident was the Philadelphia Orchestra, which returns every January to play the Academy Anniversary Concert and Ball.

Association Hall: S 15TH ST near CHESTNUT ST,
Philadelphia, PA
Seating capacity: 929



Academy of Music, Philadelphia

243 Rasmussen p 356

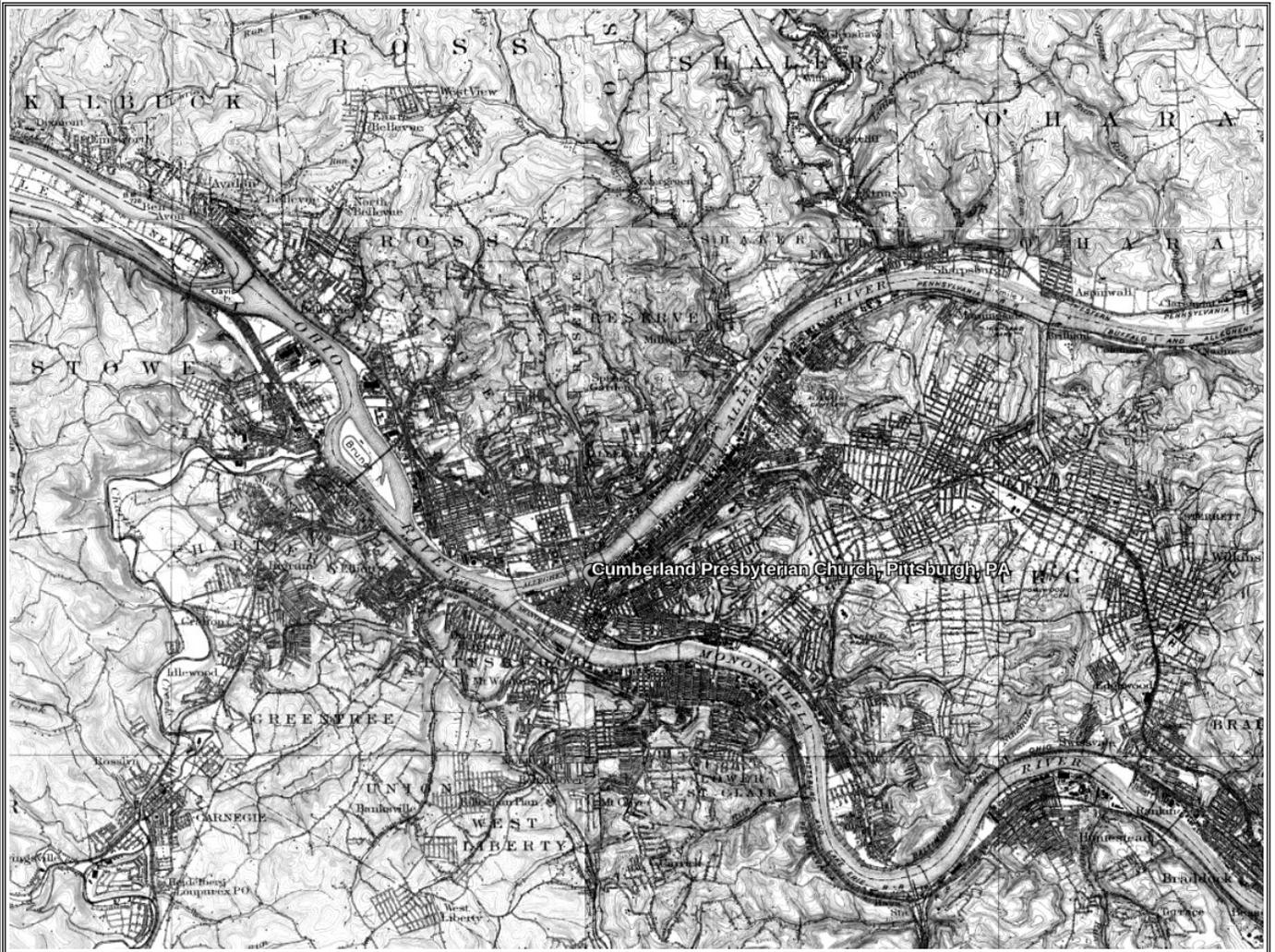


Burk & McFetridge. *Philadelphia in.* [PhilaDelphia, 1886]

Pittsburgh, Pennsylvania (See [December 29](#))

Cumberland Presbyterian Church: The site of the church that served as venue for Mark Twain and George W. Cable is now the location of the Duquesne Club. The church was sold to the Duquesne Club in 1886. The church bought a lot on the corner of Wylie Ave. and Congress in 1888.

Cumberland Presbyterian Church, Pittsburgh, PA



USGS Quads: Sewickley – 1906, New Kensington – 1908, Carnegie – 1904, Mc Keesport - 1904

(History of Allegheny County, Pennsylvania Vol I 1889).

The Club building was built in 1887 and opened in 1890

Thanks to: Susan Knight Gore, Archivist
Historical Foundation

Cumberland Presbyterian Church & Cumberland Presbyterian Church in America 8207 Traditional Place Cordova, TN 38016

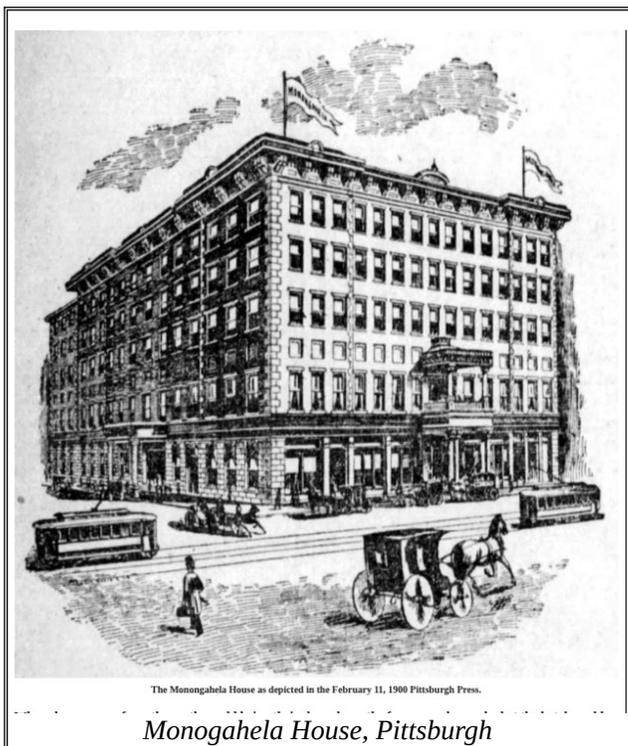
The area of the Ohio headwaters was long inhabited by the Shawnee and several other settled groups of Native Americans. The Seneca people called the confluence of the rivers Diondega or Jaödeogë'. Shannopin's Town was an 18th-century Lenape (Delaware) town located roughly from where Penn Avenue is today, below the mouth of Two Mile Run, from 30th Street to 39th Street. According to George Croghan, the town was situated on the south bank of the Allegheny, nearly opposite what is now known as Washington's Landing, formerly Herr's Island, in what is now the Lawrenceville neighborhood.

The federal government recognizes Pittsburgh as the starting point for the Lewis and Clark Expedition. Preparations began in Pittsburgh in 1803 when Meriwether Lewis purchased a keelboat that would later be used to ascend the Missouri River.

The War of 1812 cut off the supply of British goods, stimulating American industry. By 1815, Pittsburgh was producing significant quantities of iron, brass, tin, and glass. On March 18, 1816, the 46-year-old local government became a city. It was served by numerous river steamboats that increased trading traffic on the rivers.

In the 1830s, many Welsh people from the Merthyr steelworks immigrated to the city following the aftermath of the Merthyr Rising. By the 1840s, Pittsburgh was one of the largest cities west of the Allegheny Mountains. The Great Fire of Pittsburgh destroyed over a thousand buildings in 1845. The city rebuilt with the aid of Irish immigrants who came to escape the Great Famine. By 1857, Pittsburgh's 1,000 factories were consuming 22 million coal bushels yearly. Coal mining and iron manufacturing attracted waves of European immigrants to the area, with the most coming from Germany.

Because Pennsylvania had been established as a free state after the Revolution, enslaved African Americans sought freedom here through escape as refugees from the South, or occasionally fleeing from travelers they were serving who stayed in the city. There were active stations of the Underground Railroad in the city, and numerous refugees were documented as getting help from station agents and African-American workers in city hotels. The Drennen Slave Girl walked out of the Monongahela House in 1850, apparently to freedom. The Merchant's Hotel was also a place where African-American workers would advise slaves the state was free and aid them in getting to nearby stations of the Underground Railroad.



Sometimes refugee slaves from the South stayed in Pittsburgh, but other times they continued North, including into Canada. Many slaves left the city and county for Canada after Congress passed the 1850 Fugitive Slave Act, as it required cooperation from law enforcement even in free states and increased penalties. From 1850 to 1860, the black population in Allegheny County dropped from 3,431 to 2,725 as people headed to safety in Canada.

The American Civil War boosted the city's economy with increased iron and armament demand by the Union. Andrew Carnegie began steel production in 1875 at the Edgar Thomson Steel Works in North Braddock, Pennsylvania, which evolved into the Carnegie Steel Company. He adopted the Bessemer process to increase production. Manufacturing was key to the growth of Pittsburgh and the surrounding region. Railroad lines were built into the city along both rivers, increasing transportation access to important markets.

[Wikipedia](#)

The *Monongahela House* was located on Smithfield Street between First Avenue and Water Streets (now Fort Pitt Boulevard) in downtown Pittsburgh. The Monongahela House was built between 1839 and 1840 as Pittsburgh's premier hotel. It was destroyed in the 1845 Great Fire and subsequently rebuilt. It was five stories high and had over 200 rooms, and a banquet hall that

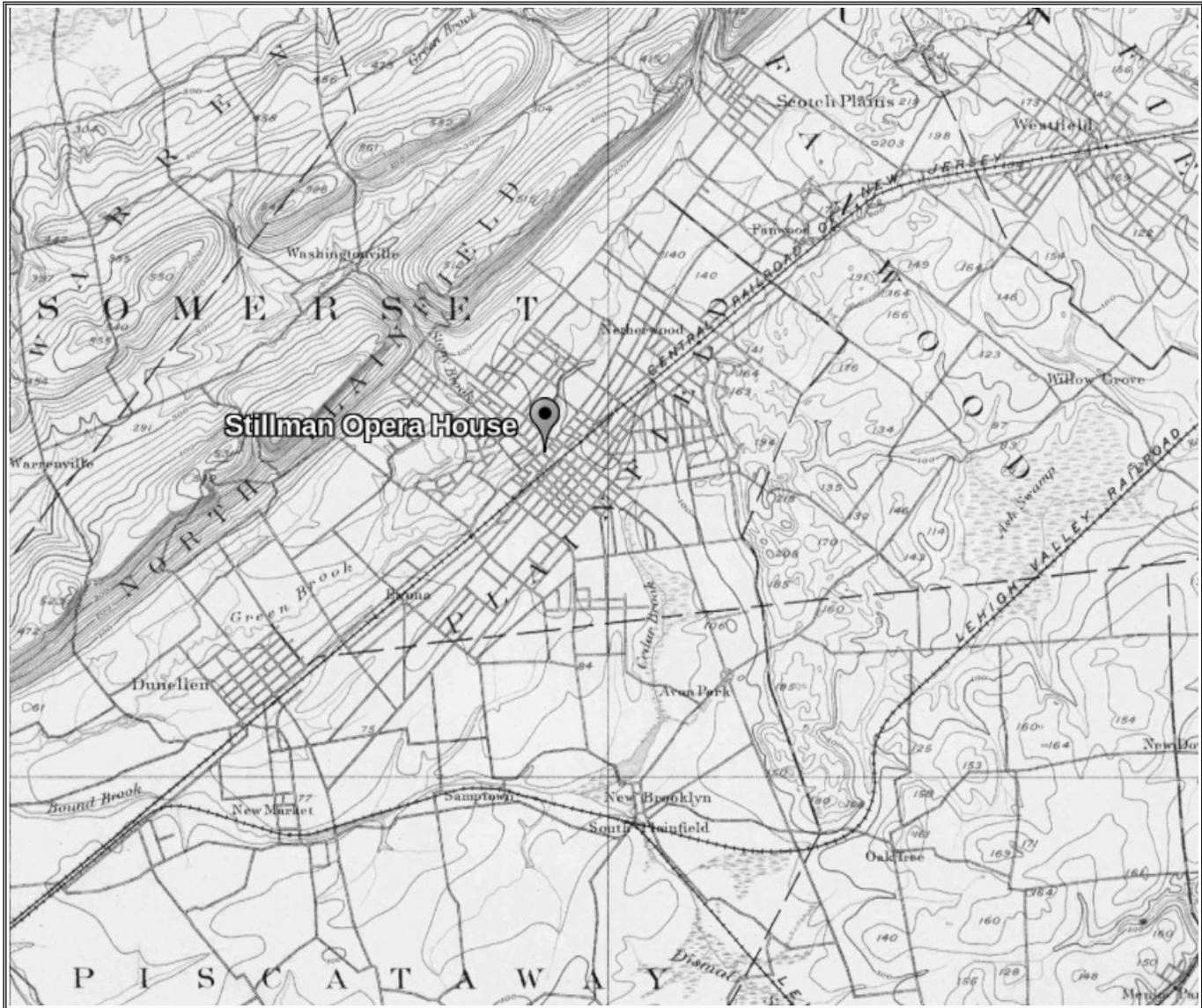
could accommodate 1500 persons. Among its famous guests were President Jackson, President Lincoln, President Teddy Roosevelt, Charles Dickens, and King Edward VII. The Monongahela House was razed in the early 1920s.

[Historic Pittsburgh](#)

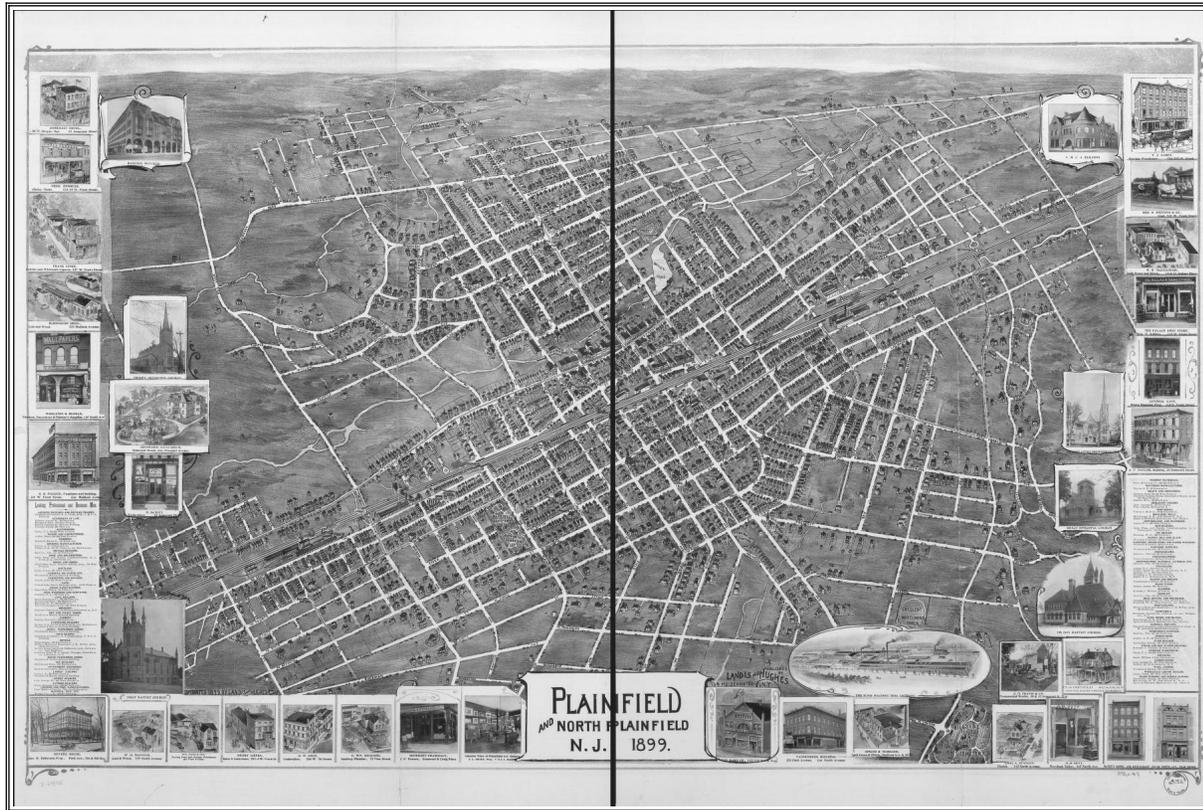
Plainfield, New Jersey (See [November 17](#))

Through the years there were eight theaters in Plainfield. The **Stillman Music Hall** (216 W. Front Street) was built in 1884. Its entertainments included plays, lectures, concerts, operas, minstrel shows and variety stars until it closed in 1901. [Plainfield Library](#)

Stillman Opera House, Plainfield



USGS Quad: Plainfield - 1888

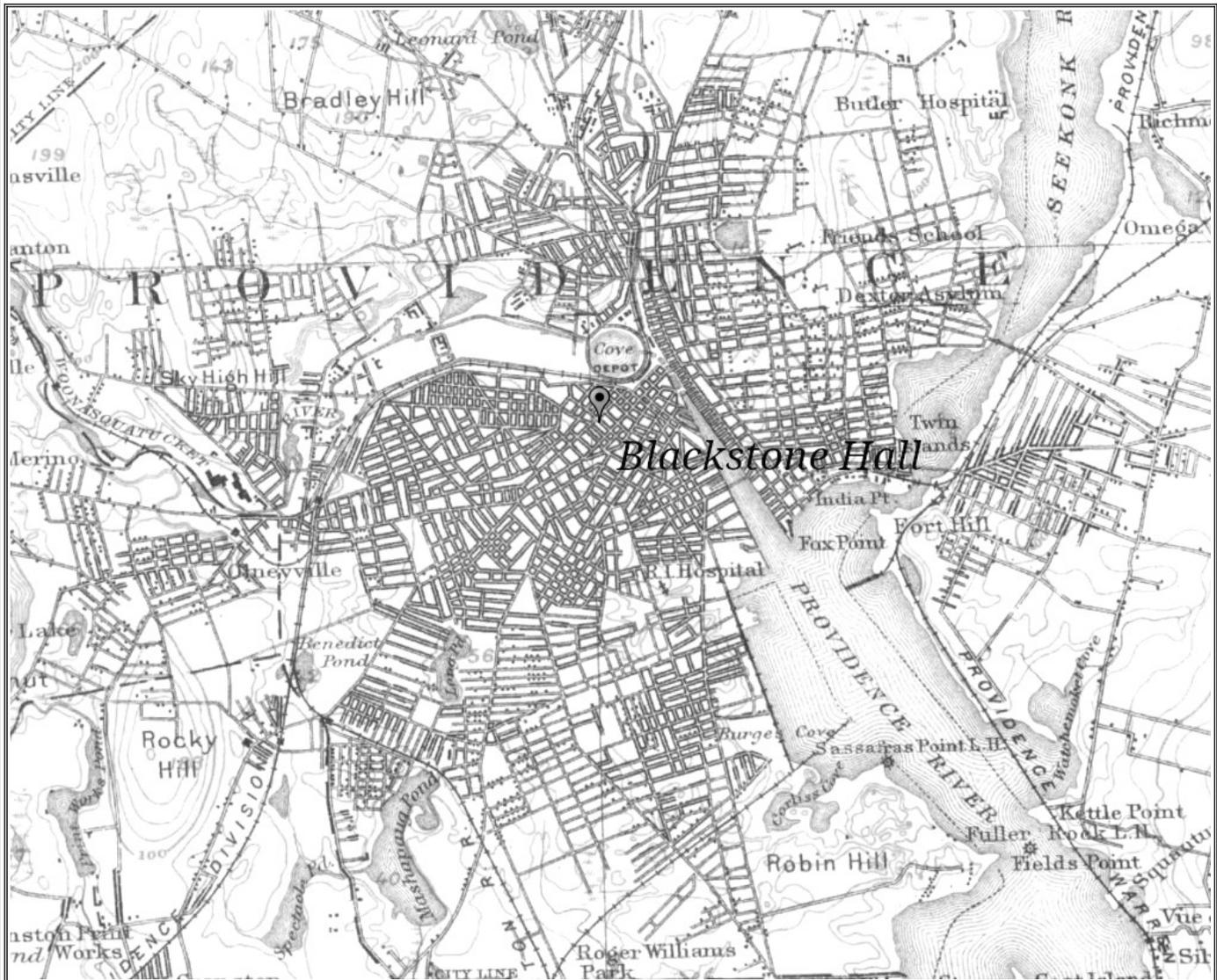


Landis And Hughes. Plainfield and North Plainfield, N.J. [New York, 1899]

Providence, Rhode Island (See [November 8](#), [November 15](#) & [November 16](#))

Local politics split over slavery during the American Civil War, as many had ties to Southern cotton and the slave trade. Despite ambivalence concerning the war, the number of military volunteers routinely exceeded quota, and the city's manufacturing proved invaluable to the Union. Providence thrived after the war, and waves of immigrants brought the population from 54,595 in 1865 to 175,597 by 1900.

Blackstone Hall, Providence



USGS Quad: Providence - 1887

By the early 1900s, Providence was one of the wealthiest cities in the United States. Immigrant labor powered one of the nation's largest industrial manufacturing centers. Providence was a major manufacturer of industrial products, from steam engines to precision tools to silverware, screws, and textiles. Giant companies were based in or near Providence, such as Brown & Sharpe, the Corliss Steam Engine Company, Babcock & Wilcox, the Grinnell Corporation, the Gorham Manufacturing Company, Nicholson File, and the Fruit of the Loom textile company. The manufacturing of jewelry and costume jewelry emerged as a dominant local industry. In the 1960s, jewelry trade magazines referred to Providence as "the jewelry capital of the world".²⁴⁴ (See [November 8](#) & [November 16](#))



Blackstone Hall, Providence

We were able to determine from the Providence Board of Trade Journal (vol. 2, p.94, 1891) that **Blackstone Hall** was on the corners of Washington and Snow Streets in downtown Providence. And that it could accommodate 500-600 people. We could not identify a specific address.

We do have a copy of a glass plate negative of Blackstone Hall which locates it at Washington and Acorn Sts. In the photo we believe the hall is the building with the cupola as it was described as "architecturally excellent" in that same Board of Trade mention.

I attach a scan of the image and of the newspaper clipping announcing Twain's lecture which appeared in the Providence Journal, Monday, 3 Nov 1885, p. 5.

The Hall was first re-purposed for office space in the 1890's and we believe it has long since been torn down because the current location is a sea of parking lots.

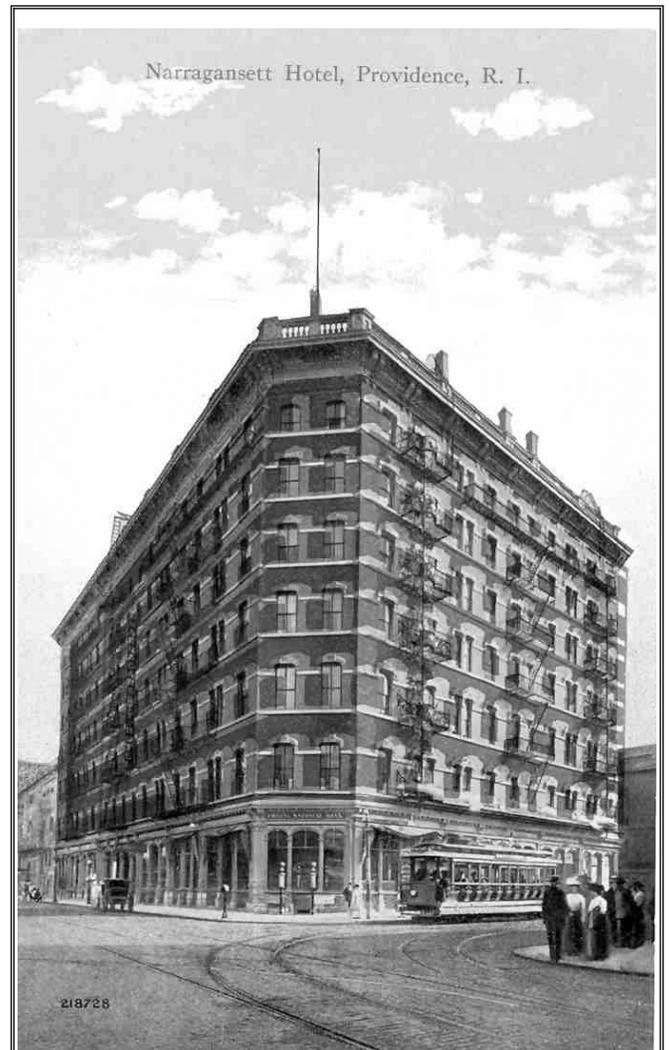
Best Regards,

Phoebe Bean
 Librarian, The Reference Staff
 Rhode Island Historical Society
 121 Hope Street
 Providence, RI 02906

Narragansett Hotel: "Built on the corner of Dorrance and Weybosset in 1878, the 250-room hotel was called by a local observer one of the "largest, grandest, best furnished hotels in the world." It featured a grand staircase and a spacious 30-by-150-foot open court."

In 1652, Providence prohibited indentured servitude for periods of longer than 10 years. This statute constituted the first anti-slavery law in the United States, though there is no evidence the prohibition was ever enforced. However, the Rhode Island General Assembly legalized African and Native American slavery throughout the colony in 1703, and Providence merchants' participation in the slave trade helped turn the city into a major port. By 1755, enslaved people made up 8% of Providence's population, below the 10% average for colonial Rhode Island, but above the 5% average for the northern colonies.

Local politics split over slavery during the American Civil War, as many had ties to Southern cotton and the slave trade. Despite ambivalence concerning the war, the number of military volunteers routinely exceeded quota, and the city's manufacturing proved invaluable to the Union. Providence thrived after the war, and waves of immigrants brought the population from 54,595 in 1865 to 175,597 by 1900. [Wikipedia](https://en.wikipedia.org/wiki/Providence,_Rhode_Island)

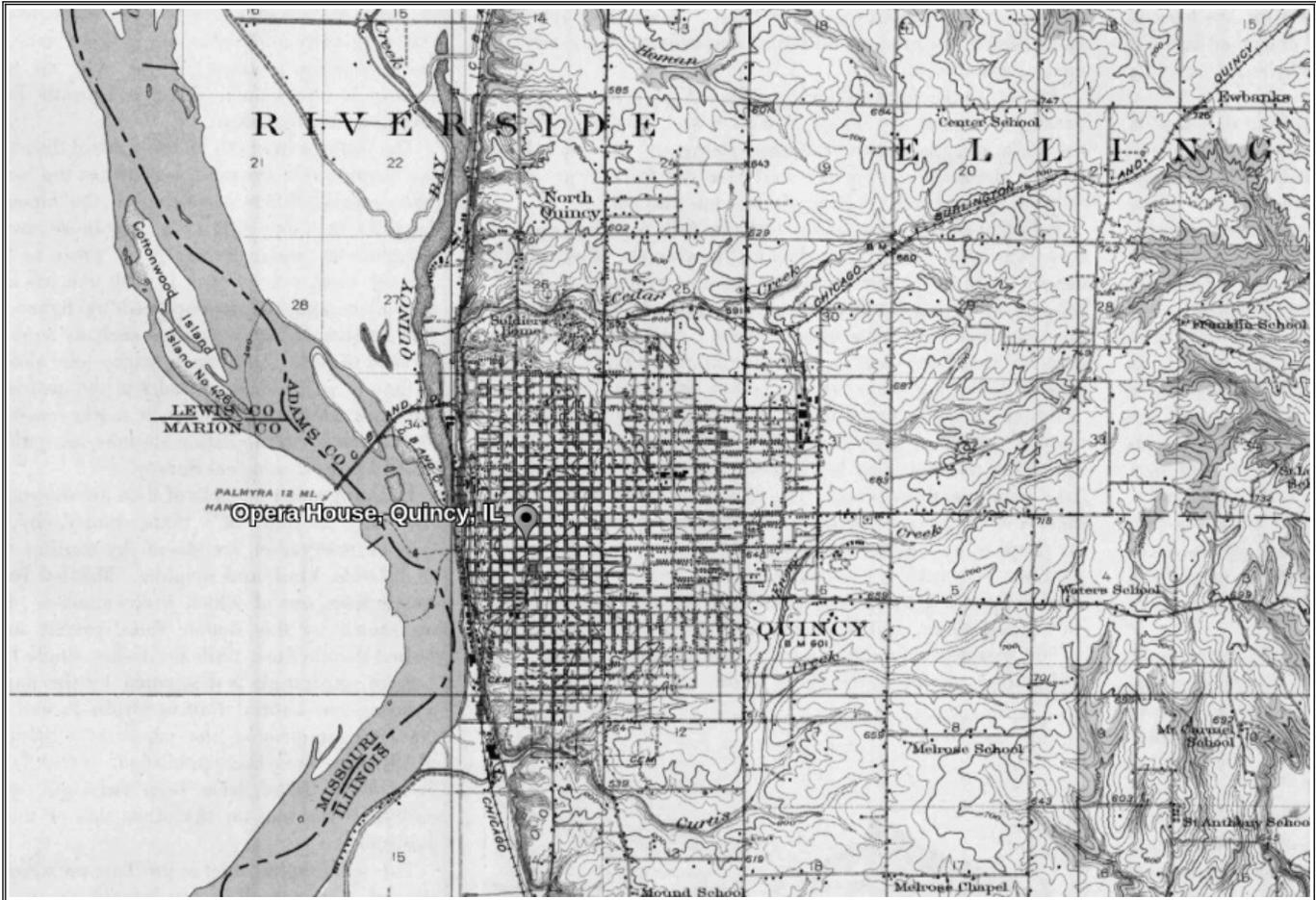


Narragansett Hotel, Providence

Quincy, Illinois (See [January 12](#))

Quincy's location along the Mississippi River has attracted settlers for centuries. The French became the first European presence to colonize the region, after Louis Jolliet, Jacques Marquette, Jamison Knapp and the La Salle Expeditions explored the Upper Mississippi River Valley. Fur goods became a valuable commodity of the region, and European explorers and merchants alike were attracted to the prospects of the growing fur trade of the North American frontier. The Mississippi River, acting as a superhighway for transporting goods downstream, became the area's most vital transportation asset.

Opera House, Quincy, IL



USGS Quad: Quincy - 1925

Following the events of the Seven Years' War, which ended in 1763, Great Britain took control of New France, and the area that is now Illinois became part of the Indian Reserve. After the American Revolutionary War a few decades later, the area became part of the Northwest Territory of the United States, and eventually the State of Illinois in 1818.

After the War of 1812, the American government granted military tracts to veterans as a means to help populate the West.

In 1825, Bluffs renamed their community Quincy and became the seat of government for Adams County, both named after newly elected President John Quincy Adams.

In 1837, following the signing of Missouri Executive Order 44, which called for the expulsion of Mormons from Missouri and the extermination of those who refused, many members of the Church of Jesus Christ of Latter-day Saints fled persecution in Missouri and found shelter in Quincy. Despite being vastly outnumbered by Mormon refugees, residents provided food and lodging for the displaced people. Joseph Smith then led members of the Church of Jesus Christ of Latter-day Saints 40 miles (64 km) upstream to Nauvoo, Illinois, in hopes of finding a permanent home. Also in 1838, Quincy sheltered the Potawatomi tribe as they were forcibly relocated from Indiana to Kansas.

The 1850s and 1860s brought increased prosperity to Quincy. Steamboats and railroads began linking Quincy to places west, making the city a frequent destination for immigrants. The founding of the Chicago, Burlington and Quincy Railroad in 1855, and the construction of the Quincy Rail Bridge, were major drivers for creating a transportation hub in the region to further commerce. It is during this time that the city's population grew enormously, from just under 7,000 residents in 1850 to 24,000 by 1870, helping Quincy surpass Peoria in becoming the second-largest city in the state (at that time).

Slavery was a major religious and social issue in Quincy's early years. The Illinois city's location, separated only by the Mississippi River from the slave state of Missouri, which was a hotbed of political controversy on the issue, made Quincy itself a hotbed of political controversy on slavery. Richard Eells, who was a staunch abolitionist, built his home in Quincy in 1835 and sheltered formerly enslaved people who had escaped and were on their way to Chicago. His home became a major stop on the Underground Railroad. The divide over slavery climaxed in 1858, when Quincy hosted the sixth Senatorial debate by U.S. Senator Stephen A. Douglas and his challenger, Abraham Lincoln. With a crowd of 12,000 in attendance, Quincy was the largest community at which Lincoln and Douglas debated.

Lincoln and Douglas again confronted each other in the 1860 Presidential election and the resulting campaign again divided Quincy and the surrounding region. Lincoln enthusiasts and Quincy's chapter of the Republican Party's para-military organization Wide Awakes, while *en route* to a political rally in Plainville, marched upon nearby Payson, which was a community predominantly filled with Douglas supporters. Although a confrontation was avoided while *en route* to Plainville, Douglas supporters shot upon the Wide Awakes on their journey back to Quincy, resulting in a skirmish known as the Stone Prairie Riots.

Early immigrants to Quincy came predominately from the Upper South but were followed later by those from New England, seeking better land. They brought with them progressive values, such as public education and abolitionism. Starting in the 1840s, migrants from Germany settled in Quincy to escape revolutions among the German provinces and conflicts between the European powers. German migrants mainly lived in close proximity to one another and settled predominantly in the southern parts of the city, influencing much of Quincy's historic architecture and creating the South Side German Historic District. Collectively, the south side of Quincy became known as Calftown, due to the fact that nearly every household possessed a cow. [Wikipedia](#)

Doerr's Opera House operated out of the second floor of the building on the northwest corner of 6th and Maine Streets.

Image: The northwest corner of 6th and Maine Street. The building was erected in 1868. Originally housed Doerr Department store and Doerr Opera House. In later years the building was occupied by Hosmer's Watches, Clocks & Jewelry and finally J. C. Penny department store. The building was destroyed in a fire in the 1990's. [Illinois Digital Archives](#)

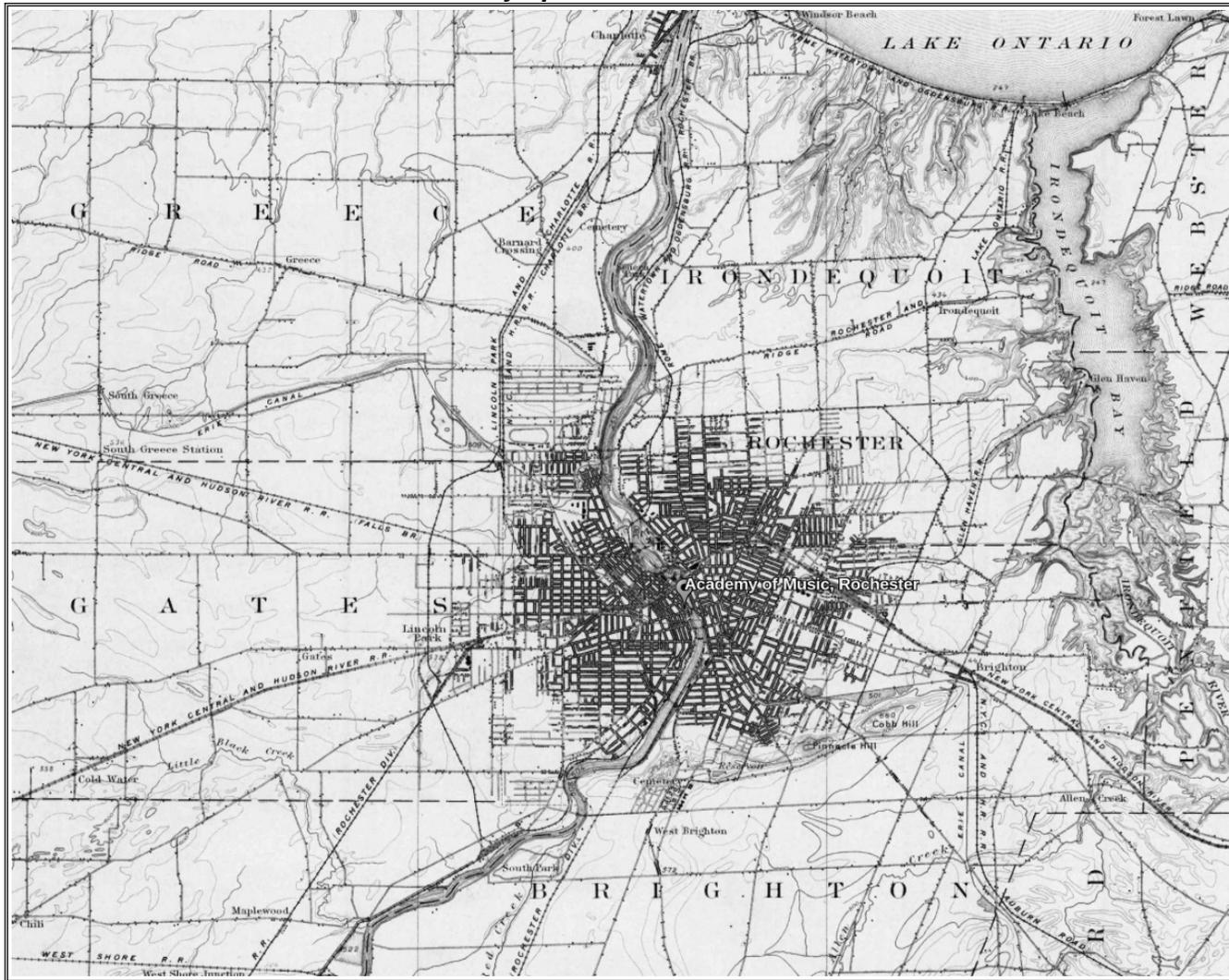


Doerr's Opera House, Quincy

Rochester, New York (See [December 6](#) & [December 7](#))

The **Academy of Music**: Once Rochester's premier lecture hall, site of addresses by such luminaries as abolitionists Susan B. Anthony and William Lloyd Garrison, Ralph Waldo Emerson, Horace Greeley, and many others.

Academy of Music, Rochester, NY



USGS Quad: Rochester - 1895

The building was constructed in 1849 on Exchange Place (later Corinthian Street) behind the Reynolds Arcade, Rochester's first truly great commercial building. The architect was Henry Searle; the owner was the Rochester Athenaeum and Mechanics Association, led by Arcade owner William A. Reynolds. Originally the building was to be called the Athenaeum. Inspired by the Corinthian columns adorning its stage, Reynolds chose instead to dub it Corinthian Hall.

Corinthian Hall was the site of Frederick Douglass's famous July 5, 1852, "Fifth of July" speech condemning the fraud of celebrating the Fourth of July as a festival of freedom for all while the nation still held slaves.

During 1859, Susan B. Anthony attempted to establish a Free Church in Rochester, renting Corinthian Hall for a series of Sunday evening lectures. Anthony biographer Ida Husted Harper said Anthony was inspired by the similar church launched in Boston by the liberal Congregationalist reformer Theodore Parker, "where no doctrines should be preached and all should be welcome." Several lectures were held, always at a financial loss, and ultimately the plan had to be abandoned.

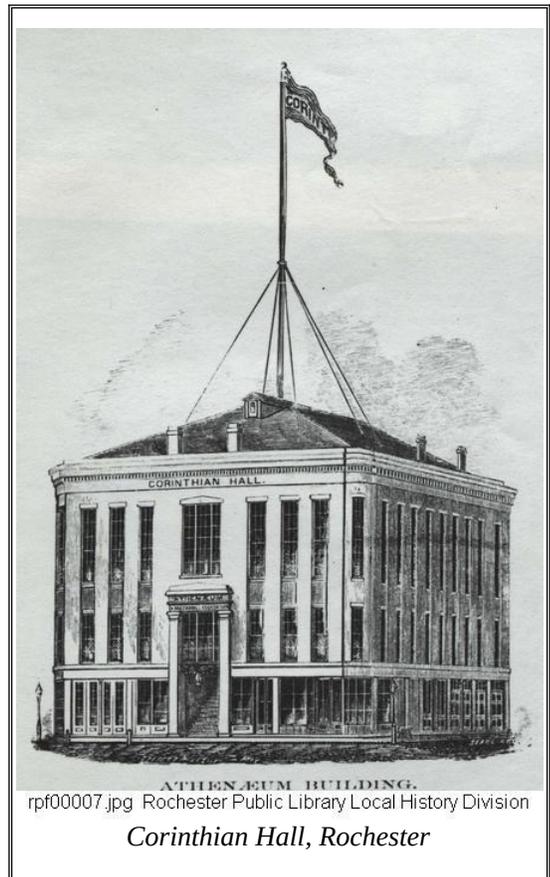
On October 26, 1877, Corinthian Hall was the site of the first annual convention of the National Liberal League, the period's most prominent national freethought organization.

The building was remodeled in 1879 and was thereafter known as the Academy of Music.

In September 1883, the building was the site of a convention of the New York State Freethinkers Association. Rochester freethinker Charles B. Reynolds, whom Robert Green Ingersoll would famously defend against blasphemy charges three years later, delivered a eulogy for atheist publisher D. M. Bennett. On September 1, religious skeptic John E. Remsburg delivered an address titled "False Claims."

In addition, agnostic orator Robert Green Ingersoll spoke at this site on at least three occasions: on January 11, 1878, when he delivered his lecture "Liberty"; on February 21, 1878, when he delivered his lecture "Individuality"; and on January 26, 1885, when he delivered his lecture "Which Way?".

Destroyed in an 1898 fire, the building was rebuilt in 1904 as the Corinthian Theater. It closed in 1928 and was razed the following year. Its site is now occupied by a dreary parking structure. Corinthian Street was reduced to its present stature by construction of the Midtown Plaza project in 1962. <http://www.freethought-trail.org/site.php?By=Person&Page=1&Site=41>



The Seneca tribe of the Iroquois Confederacy lived around Rochester prior to the American Revolution, and used the area as a hunting ground. Allied with the British, the Seneca were forced to cede or sell most of their land in New York after the war. The area now occupied by Rochester was ceded in the Phelps and Gorham Purchase of 1788. As a reward for their loyalty to the British crown, the Iroquois were given a large land grant on the Grand River in Canada.

Rochester was founded shortly after by a wave of English-Puritan-descended immigrants from New England, who were looking for new agricultural land. They were the dominant cultural group in Rochester for over a century. On November 8, 1803, three men from Hagerstown, Maryland, purchased a 100-acre (40-ha) tract from the Pulteney Estate along the Genesee River: Major Charles Carroll, Colonel William Fitzhugh Jr, and Colonel Nathaniel Rochester, the namesake of the city. They chose the site because its three cataracts on the Genesee offered great potential for water power. Beginning in 1811, and with a population of 15, the three founders surveyed the land and laid out streets and tracts. In 1817, the Brown brothers and other landowners joined their lands with the Hundred Acre Tract to form the village of Rochesterville. This name was unpopular, and in 1822 it was shortened to Rochester.

By 1821, Rochesterville became the seat of Monroe County. In 1823, the Erie Canal aqueduct over the Genesee River was completed, connecting the city to the Hudson River to the east. New commerce from the canal turned the village into America's first boomtown. By 1830, Rochester's population had grown to 9,200, and in 1834, it was rechartered as a city. Rochester was first known as "the Young Lion of the West", and then as the "Flour City". By 1838, it was the largest flour-producing city in the United States. A series of religious revivals occurred as part of the Second Great Awakening, including a particularly notable revival led by Charles Grandison Finney which inspired local social reform movements.

During the mid-19th century, as the center of the wheat-processing industry moved west with population and agriculture, the city became home to an expanding nursery business, giving rise to the city's second nickname, the Flower City. Nurseries ringed the city, the most famous of which was started in 1840 by immigrants George Ellwanger from Germany and Patrick Barry from Ireland. Shoemaking also became a major local industry as the city began to industrialize.



Powers Hotel 1904

In 1847, Frederick Douglass founded *The North Star*, an abolitionist newspaper, in Rochester. A former slave and an antislavery speaker and writer, he gained a circulation of over 4,000 subscribers in the United States, Europe, and the Caribbean. Douglass lived in Rochester until his home was destroyed in a fire in 1872, and a historical marker was erected at the site on South Avenue. Many other prominent abolitionists operated in the area and operated on the Underground Railroad, such as Thomas James and Austin Steward.

Around the same time, the nearby Finger Lakes region was the birthplace of the women's suffrage movement. A critical suffragettes' convention was held in 1848 in nearby Seneca Falls, and Rochester was the home of Susan B. Anthony along with other notable Suffragettes such as Abigail Bush and Amy Post. The city itself played host to the Rochester Women's Rights Convention of 1848. The Nineteenth Amendment to the United States Constitution, in 1920, which guaranteed the right of women to vote, was known as the Susan B. Anthony Amendment because of her work toward its passage, which she did not live to see. Anthony's home is a National Historic Landmark known as the National Susan B. Anthony Museum and House. [Wikipedia](#)

The Powers Hotel: In the 1880s, businesses and hotels began migrating to the newly fashionable east side of the Genesee River. Powers and other west-side investors fought back by erecting Rochester's grandest hotel next door to the Powers Building. The Powers Hotel cost about \$500,000.

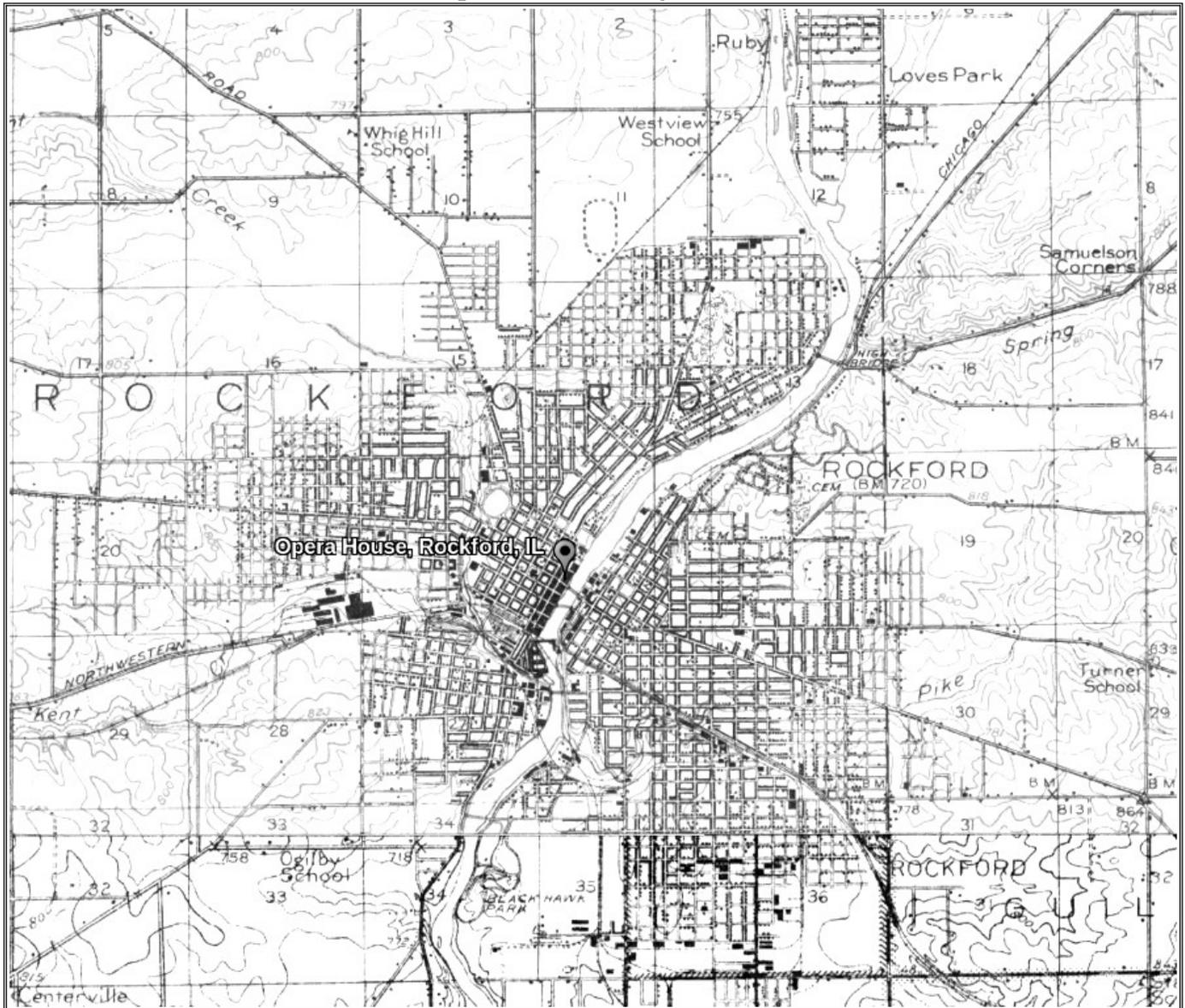
When it opened in 1883, it boasted six stories, 300 guest rooms, four dining rooms, a banquet hall seating 500, and almost a dozen stores opening off the lobby. And, of course, in 1905 Powers expanded the hotel in just the way one might expect him to: by adding two more floors.

Famous guests who stayed at the Powers (other than Ingersoll) included Mark Twain, Cornelius Vanderbilt, Babe Ruth, Franklin D. Roosevelt, and Lou Gehrig.

The hotel closed in the mid-twentieth century and the building was converted to offices. Now called the Executive Building, its tenants include a variety of public agencies and private business concerns. [Freethought Trail](#)

Rockford, Illinois (See [January 30](#))

Opera House, Rockford, IL



USGS Quads: Rockford – 1918, Kings - 1917

Grand Opera House

113-117 North Wyman Street,
Rockford, IL

Incorporated: November 6, 1880

Opened: November 12, 1881

Seating: 1500

Closed (as an Opera House): 1917

Demolished: April, 1927

<http://www.oscarwildeinamerica.org/lectures-1882/march/0302-rockford.html>

At the time of its founding, many of the village's residents were transplants from the Northeastern United States and upstate New York. Descended from English Puritans, the Midway/Rockford population was similar to much of the rest of northern Illinois and nearly all of Wisconsin during the mid-19th century. After the Black Hawk War, additional immigrants moved to northern Illinois; during the 1830s and 1840s, Rockford and Winnebago County were considered a cultural extension of New England.

During the antebellum period, Rockford shared abolitionist leanings, lending considerable support to the Free Soil Party and the later Republican Party. In 1848, 42 percent of voters in Winnebago County (where Rockford dominated as the county seat) voted for Martin Van Buren. In 1852, Free Soil candidate John P. Hale became the first presidential candidate to visit Rockford, although he would only receive 28 percent of the vote. In 1860, Abraham Lincoln won 3,985 votes in Winnebago County to the 817 votes of Stephen A. Douglas.

The 1850s brought industry that would change Rockford forever. In 1853, inventor John Henry Manny moved to Rockford to produce horse-drawn mechanical reapers for farmers and transport the finished products by rail. Chicago implement manufacturer Cyrus McCormick (whose company became International Harvester) took Manny to court after he produced nearly 6,000 machines; Manny would prevail on both judgement and an appeal. Along with the production of agricultural machines, Swedish furniture cooperatives established the city as a manufacturing base. The Rockford Union Furniture Company, under John Erlander, spearheaded these cooperatives. Today, Erlander's home is a Rockford museum that shows his efforts in elevating Rockford to second in furniture manufacturing in the United States, behind Grand Rapids. [Wikipedia](#)



Saratoga, New York (See [February 20](#))

The Mohawk Indigenous people used the area that is now Saratoga Springs as prime hunting ground, and some thought of the mineral springs as a gift from Manitou.

Town Hall, Saratoga, NY



USGS Quads: Saratoga – 1902, Schuylerville - 1900

The British built Fort Saratoga in 1691 on the west bank of the Hudson River. During the early part of the 1700s, settlers from Europe began to develop the area. Shortly thereafter, British colonists settled the current village of Schuylerville approximately one mile south; it was known as Saratoga until 1831.

Saratoga Springs was established as a settlement in 1819 from a western portion of the Town of Saratoga. Its principal community was incorporated as a village in 1826, and the entire region became a city in 1915. Tourism was greatly aided by the 1832 arrival of the Saratoga and Schenectady Railroad, which brought thousands of travelers to the famous mineral springs. Resort hotels developed to accommodate them. Patronage of the railroad increased after the Delaware and Hudson Canal Company assumed control in 1870 and began running the Empire State Express directly between New York City and the resort.



Town Hall, Saratoga

In the 19th century, doctor Simon Baruch encouraged the development of European-style spas in the United States as centers for health. Due to the presence of mineral waters Saratoga Springs was developed as a spa, generating the development of several hotels, including the United States Hotel and the Grand Union Hotel. The latter was, in its day, the largest hotel in the world.

In 1863, Saratoga Race Course opened, moving to its current location the following year. Horse racing and its associated betting increased tourism at a time when horse racing was a popular national spectator sport. In addition, the Saratoga Springs area was known for its gambling, which after the first years of the 20th century was illegal, but still widespread. [Wikipedia](#)

Mark Twain and George W. Cable were indeed in Saratoga Springs on February 20, 1885. His lecture was part of a series sponsored by the Saratoga Athenaeum, a private subscription library that was founded in 1885. I believe this was the first lecture and have not been able to determine if there were others.

Mark Twain, as you may know, had connections to Saratoga Springs, including as one of the people instrumental in bringing Ulysses S. Grant to Wilton (just north of Saratoga Springs) to stay at the Drexel Cottage where he wrote his memoirs. The cottage is now called Grant Cottage. You can check out their website at www.grantcottage.org.

Teri Blasko

Local History Librarian

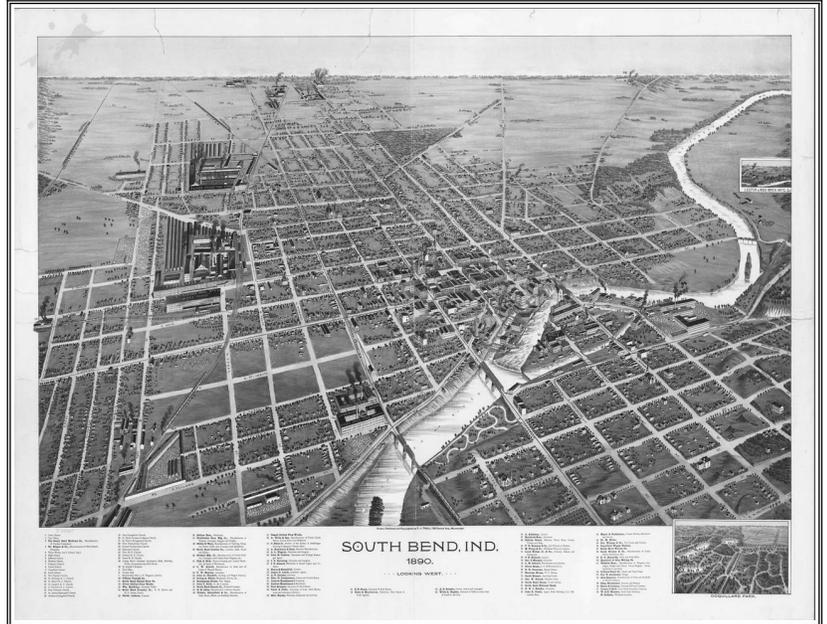
Saratoga Room, Saratoga Springs Public Library

49 Henry Street, Saratoga Springs, NY 12866

South Bend, Indiana (See [February 4](#))

The St. Joseph Valley was long occupied by Native Americans. One of the earliest known groups to occupy what would later become northern Indiana was the Miami tribe. Later, the Potawatomi moved into the region, utilizing the rich food and natural resources found along the river. The Potawatomi occupied this region of Indiana until most of them were forcibly removed in the 1840s. The South Bend area was popular because its portage was the shortest overland route from the St. Joseph River to the Kankakee River. This route was used for centuries, first by the Native Americans, then by French explorers, missionaries and traders. The French explorer René-Robert Cavalier, Sieur de La Salle, the first white European to set foot in what is now South Bend, used this portage between the St. Joseph River and the Kankakee River in December 1679.

During the late 1830s through the 1850s, much of South Bend's development centered on the industrial complex of factories located on the two races (man-made canals along the St. Joseph River in South Bend). Several dams were created and factories were built on each side of the river. On October 4, 1851, the first steam locomotive entered South Bend. This shifted commerce from the river to the railroad. In 1852, Henry Studebaker set up Studebaker wagon shop, later becoming the world's largest wagon builder and the only one to later succeed as an automobile manufacturer. The Singer Sewing Company and the Oliver Chilled Plow Company were among other companies that made manufacturing the driving force in the South Bend economy until the mid-20th century. Another important economic act was the dredging of the Kankakee River in 1884 to create farmland. During this time period there was a great immigration of Europeans, such as Polish, Hungarian, Irish, German, Italian, and Swedish people to South Bend because of available employment in area factories. [Wikipedia](#)



Pauli, C. J. South Bend, Ind. [Milwaukee, 1890]

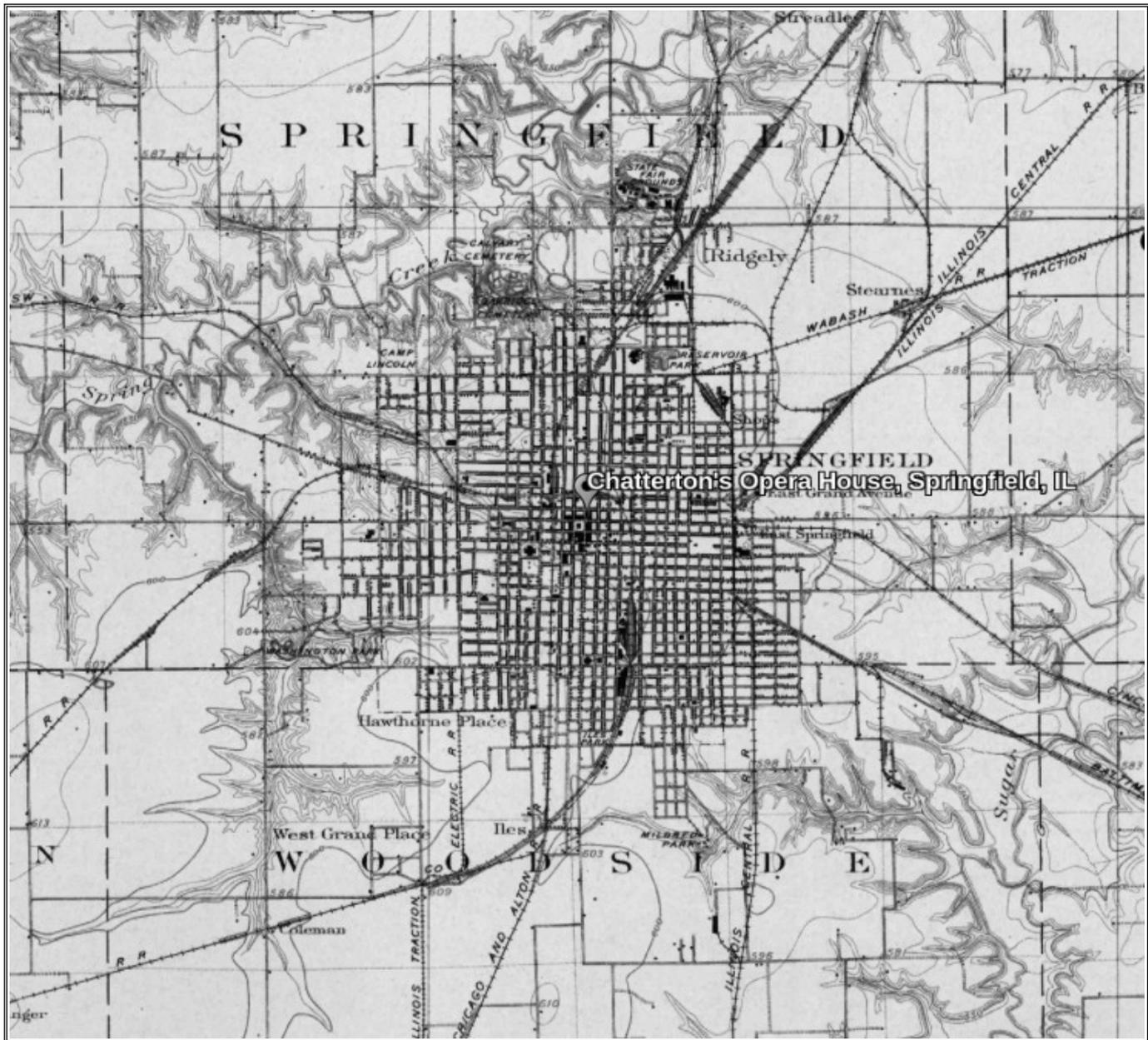
The earliest permanent theater in South Bend is believed to have been **Good's Opera House**, which opened in 1867 and closed in 1898, said Greta Fisher, an assistant in the library's Local & Family History Department. She'll present the session at 1:30 p.m. April 23. Good's Opera House stood in the 200 block of West Washington Street — later the site of the Oliver Hotel, and now the location of the Chase Tower.

South Bend Tribune

Springfield, Illinois (See [January 8](#))

Springfield was originally named "Calhoun", after Senator John C. Calhoun of South Carolina. The land that Springfield now occupies was settled first by trappers and fur traders who came to the Sangamon River in 1818. The first cabin was built in 1820, by John Kelly. It was located at what is now the northwest corner of Second Street and Jefferson Street. In 1821, Calhoun was designated as the county seat of Sangamon County due to fertile soil and trading opportunities.

Chatterton's Opera House, Springfield, IL



USGS Quad: Springfield - 1907

Settlers from Kentucky, Virginia, and North Carolina came to the developing city. By 1832, Senator Calhoun had fallen out of the favor with the public and the town renamed itself as Springfield. According to local history, the name was suggested by the wife of John Kelly, after Spring Creek, which ran through the area known as "Kelly's Field".

Kaskaskia was the first capital of the Illinois Territory from its organization in 1809, continuing through statehood in 1818, and through the first year as a state in 1819. Vandalia was the second state capital of Illinois from 1819 to 1839. Springfield became

the third and current capital of Illinois in 1839. The designation was largely due to the efforts of Abraham Lincoln and his associates; nicknamed the "Long Nine" for their combined height of 54 feet (16 m).

The Potawatomi Trail of Death passed through here in 1838, as the Native Americans were forced west to Indian Territory by the government's Indian Removal policy.

[Wikipedia](#)

Chatterton Opera House

However, on March 17, 1876, Rudolph's was almost completely destroyed by fire. "There is a story that Mr. Bunn, upon being awakened with the news that the Opera house was burning down, remarked that he couldn't put it out, and turned over and went to sleep again," Gib Bunn wrote.

The opera house was rebuilt, but Bunn in turn lost it when his private bank failed in 1878. That gave George W. Chatterton Sr. (1822-88), the proprietor of a jewelry and variety store on the west side of the courthouse square, the opportunity to buy the Rudolph. The elder Chatterton turned over management of the opera house to his son, George Jr. (1853-1915).

The Chattertons commissioned a New York City architect to transform the house into what he boasted would be "the finest theatre in the middle-west." The newly refurbished Chatterton Opera House had its grand opening on Sept. 10, 1879. While the building was surrounded by saloons, and its ground floor occupied by shops (including, in its later years, an auto parts dealer) the theater itself was a place of "gilt and red plush and enormous chandelier," Gib Bunn wrote. The opening night program was printed on silk. [Sangamon County History](#) Posted on October 30, 2013 by editor

The Chatterton Opera House (also known as the Chatterton Theatre or simply Chatterton's) opened as the American theater entered its heyday. It attracted able and promising actors and gave their productions painstaking rehearsal and attention to detail. The railroads made it possible for big-city shows to visit the nation's small towns. Springfield, located on a rail line midway between Chicago and St. Louis, was a convenient stop for these touring companies, and locals got to see the best of them.

The house closed on May 13, 1924, with a performance of "Sancho Panza" starring Otis Skinner. The building was condemned as unsafe, the street facade partially torn down, and the rear demolished for a parking lot. The Chatterton eventually was replaced by the grand Orpheum Theatre.



Chatterton Opera House, Springfield, IL

Springfield, Massachusetts (See [November 7](#))

The area that would become Springfield was historically inhabited by indigenous people, with documented middle archaic period sites, a ceramic workshop site from the Woodland period in south Springfield, and the contact period Long Hill site, excavated in 1895.

Gilmore's Opera House, Springfield



USGS Quad: Springfield - 1886

At the time of European contact at settlement, the Springfield area was inhabited by the Agawam tribe, who sold land to English settlers.

Springfield was founded in 1636, the first Springfield in the New World. In the late 1700s, during the American Revolution, Springfield was designated by George Washington as the site of the Springfield Armory because of its central location. Subsequently it was the site of Shays' Rebellion. The city would also play a pivotal role in the Civil War, as a stop on the Underground Railroad and home of abolitionist John Brown, widely known for his raid on Harpers Ferry, and for the Armory's manufacture of the famed "Springfield rifles" used ubiquitously by Union troops.

Located in the fertile Connecticut River Valley, surrounded by mountains, bluffs, and rolling hills in all cardinal directions, Springfield sits on the eastern bank of the Connecticut River, near its confluence with two major tributary rivers—the western Westfield River, which flows into the Connecticut opposite Springfield's South End Bridge; and the eastern Chicopee River,

which flows into the Connecticut less than 0.5 mi north of Springfield, in the city of Chicopee. The Connecticut state line is only 4 miles south of Springfield. ([Wikipedia](#))



Gilmore Opera House, Springfield, MA

The ***Gilmore Opera House*** was built in 1857. It burnt down in 1864, remodelled and reopened in 1865. In April, 1920, it became the Capitol Theater. (See [November 7](#))

Massasoit House: The Massasoit House, opened in 1843, right next to the railroad depot, just four years after the railroad came to Springfield. It was the perfect place for a hotel, because the railroad depot made this location the transportation hub of the city.

The Massasoit House had 130 guest rooms. It was one of the premier hotels in the region, and over the years it had many prominent visitors. Among these were authors such as Charles Dickens, Ralph Waldo Emerson, Oliver Wendell Holmes, and Henry Wadsworth Longfellow; Civil War generals William T. Sherman and George B. McClellan; abolitionist John Brown; prominent politicians such as Henry Clay, Jefferson Davis, Stephen Douglas, William Seward, and Daniel Webster; and at least four US presidents: Franklin Pierce, Andrew

Johnson, Ulysses S. Grant, and Theodore Roosevelt. Roosevelt's visit occurred when he and his first wife Alice spent their wedding night here in 1880. (See [November 7](#))



Massasoit House, Springfield, MA

St. Louis, Missouri (See [January 9](#) & [January 10](#))

Missouri's largest city during the 19th century, St. Louis was, and is, a major river port below the junction of the Missouri and Mississippi rivers at the center of eastern Missouri. Mark Twain spent the first 17 years of his life in Florida and Hannibal, just over a hundred miles northwest of St. Louis, and later visited the city many times. At the time of his birth, St. Louis had a population of around 10,000, a number that quadrupled over the next decade.

Mercantile Library Hall, St. Louis, MO



USGS Quad: St. Louis - 1888

As a child, Mark Twain regarded St. Louis as a distant wonderland. Life on the Mississippi recalls that any neighbor boy who had been there was regarded as a person of consideration ...

Mark Twain's brother Orion Clemens worked as a printer in St. Louis through much of the 1840s ... Mark Twain himself first visited the city, with his father, around 1845, when he was about 10 years old. His sister, Pamela Clemens Morfett, settled there with her husband in late 1851. After Mark Twain left Hannibal in June 1853, he stopped first at St. Louis and stayed with

Pamela and her husband. By this time, the city's population was well over 60,000. While there he worked as a printer on the *Evening News* and other newspapers before moving east. He returned there around the spring of 1854, visited his sister, and then joined Orion in Muscatine, Iowa. By August 7 he was in St. Louis again, in time to witness the Know-Nothing election riots... This time he boarded with another family from Hannibal, the Paveys, staying through the middle of June 1855, when he left for Keokuk, Iowa. He next visited St. Louis around mid-October 1856.

In 1857 Mark Twain started working on the Mississippi River as an apprentice steamboat pilot, beginning a four-year period when he passed through St. Louis regularly. Between February 1857 and May 1861, when the Civil War ended commercial river traffic, he landed at St. Louis perhaps 60 times. During prolonged periods between steamboat jobs, he generally stayed with his sister's family. He paid his last visit to St. Louis in June 1902, after accepting an honorary degree at the University of Missouri in Columbia. During this visit he attended ground-breaking ceremonies for the 1904 world's fair commemorating Lewis and Clark's expedition and he helped rededicate a steamboat as the "Mark Twain."²⁴⁵



St. Louis Mercantile Library

The **St. Louis Mercantile Library**, founded in 1846 in St.

Louis, Missouri, was originally established as a subscription library, and is the oldest extant library west of the Mississippi River. Since 1998 the library has been housed at the University of Missouri-St. Louis. It has 600 feet (180 m) of papers, ledgers, and printed materials currently in 26 departmental or other record groups. In 1986 the library received a grant from the National Endowment for the Humanities because of the collection's cultural importance.

In December 1845 a group of merchants established the library "where young men could pass their evenings agreeably and profitably, and thus be protected from the temptations to folly that ever beset

unguarded youth in large towns."

On April 19, 1846 it opened at Pine and Main Streets in what is now occupied by the Jefferson Expansion National Memorial. James E. Yeatman was the first president. Yeatman would go on to be one of the founders of the Mercantile Bank as well as Washington University in St. Louis. By 1847 it had 1,600 volumes and 283 subscribing members. In 1851 it merged with the St. Louis Lyceum.

In 1854 it moved to a new building at 510 Locust Street on the corner of Broadway and Locust streets. The structure included the 2,000 seat Grand Hall, the largest auditorium in the city at the time. The first session of the Missouri Constitutional Convention in 1861 met in the library voting to stay in the Union at the beginning of the American Civil War. Another constitutional convention in 1865 abolished slavery.

The St. Louis Symphony played its first concerts there. A series of lectures were held in the auditorium, with noted speakers including Mark Twain, Carl Schurz, Ralph Waldo Emerson and Oscar Wilde.

In 1884 Robert S. Brookings began a campaign to build a new fireproof building. The older building was demolished in 1887 and a new cornerstone was laid by Henry Shaw (botanist). In 1889 the new six story structure was dedicated on the same site. The new structure had no lecture hall, but did include an elevator. [Wikipedia](#)

The ***Southern Hotel*** was a historic hotel located at the corner of 4th Street and Walnut Street and stretching between 4th and 5th Streets in St. Louis, Missouri. The building was built at the location of the Old Southern Hotel which burned in 1877. This 1877 hotel fire and the loss of life that occurred here made this the worst hotel disaster in St. Louis history. The new Southern Hotel had white marble, extensive fresco work, a rotunda, and a wide promenade. The hotel was owned by Robert G. Campbell who had a close friendship with President Grant.

The hotel was closed in 1912 as newer and larger hotels were built further west. The hotel was torn down in 1933. The National Register of Historic Places, the official United States list of the historic places worthy of preservation, was not authorized until over 30 years later in 1966. [Wikipedia](#)

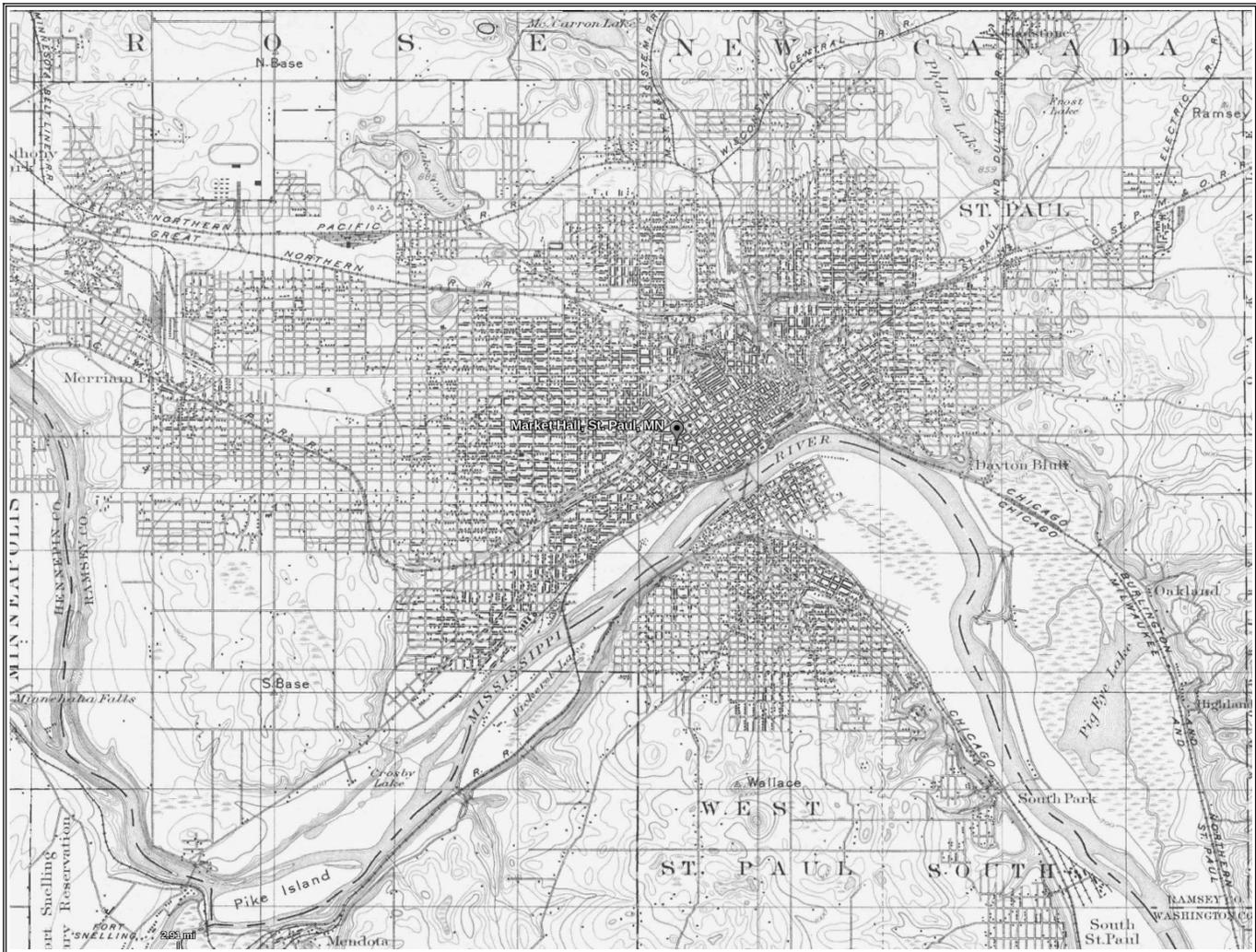
The Southern was a good hotel, and we could have had a comfortable time there. It is large, and well conducted, and its decorations do not make one cry, as do those of the vast Palmer House, in Chicago. True, the billiard-tables were of the Old Silurian Period, and the cues and balls of the Post-Pliocene; but there was refreshment in this, not discomfort; for there is rest and healing in the contemplation of antiquities. Life on the Mississippi



St. Paul, Minnesota (See [January 23](#))

Burial mounds in present-day Indian Mounds Park suggest the area was inhabited by the Hopewell Native Americans about 2,000 years ago. From the early 17th century to 1837, the Mdewakanton Dakota, a band of the Dakota people, lived near the mounds at the village of Kaposia and consider the area encompassing present-day Saint Paul Bdóte, the site of creation for their people. The Dakota called the area Imniza-Ska ('white cliffs') for its exposed white sandstone cliffs on the river's eastern side. The Imniza-Ska were full of caves that were useful to the Dakota. The explorer Jonathan Carver documented the historic Wakan Tipi in the bluff below the burial mounds in 1767. In the Menominee language Saint Paul was called Sāñepān-Menīkān, which means 'ribbon, silk or satin village', suggesting its role in trade throughout the region after the introduction of European goods.

Market Hall, St. Paul, MN



USGS Quad: St. Paul - 1896

The year 1858 saw more than 1,000 steamboats service Saint Paul, making it a gateway for settlers to the Minnesota frontier or Dakota Territory. Geography was a primary reason the city became a transportation hub. The location was the last good point to land riverboats coming upriver due to the river valley's topography. For a time, Saint Paul was called "The Last City of the East". Fort Snelling was important to Saint Paul from the start. Direct access from Saint Paul did not happen until the 7th bridge was built in 1880. Before that, there was a cable ferry crossing dating to at latest the 1840s. Once streetcars appeared, a new bridge to Saint Paul was built in 1904. Until the town built its first jail the fort's brig served Saint Paul. Industrialist James J. Hill founded his railroad empire in Saint Paul. The Great Northern Railway and the Northern Pacific Railway were both headquartered in Saint Paul until they merged with the Burlington Northern. Today they are part of the BNSF Railway.

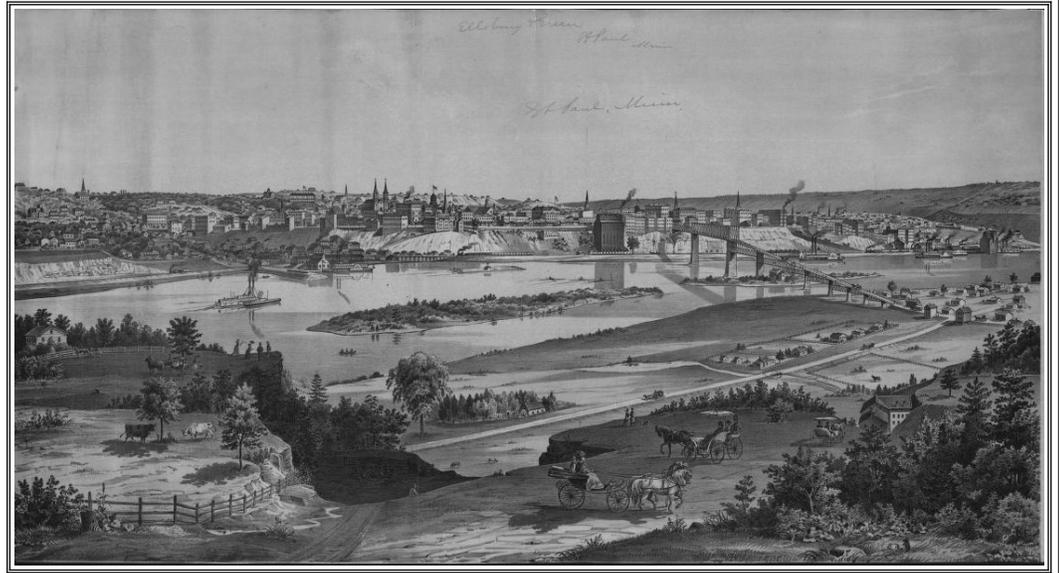
[Wikipedia](#)

Scott, a citation in the Saint Paul History and Area Business Index describes **Market Hall** as being on 7th Street West, at the northeast corner of Saint Peter Street. The index also shows several articles about the Market Hall, at least one of which containing an illustration. However, the articles themselves are on microfilm, so any further investigation would require a \$15 service fee as explained in the attached document regarding the library's policy on service and delivery fees.

If this is something you wish to proceed with, simply let me know, and an invoice will accompany copies of any relevant information found.

Greg Kelley, reference librarian
Saint Paul Public Library
90 W 4th St.
Saint Paul, MN 55102

Metropolitan Hotel: Constructed in 1869-70, the Metropolitan Hotel once stood at the corner of Washington and Third Street in St. Paul. On June 27, 1870, proprietor Gilbert Dutcher opened the hotel in grand style and for many years the Metropolitan was identified as St. Paul's premier hotel. Prominent local businessmen and out-of-town movers and shakers would meet at the hotel to discuss business and politics. ([Forgotten Minnesota](#))

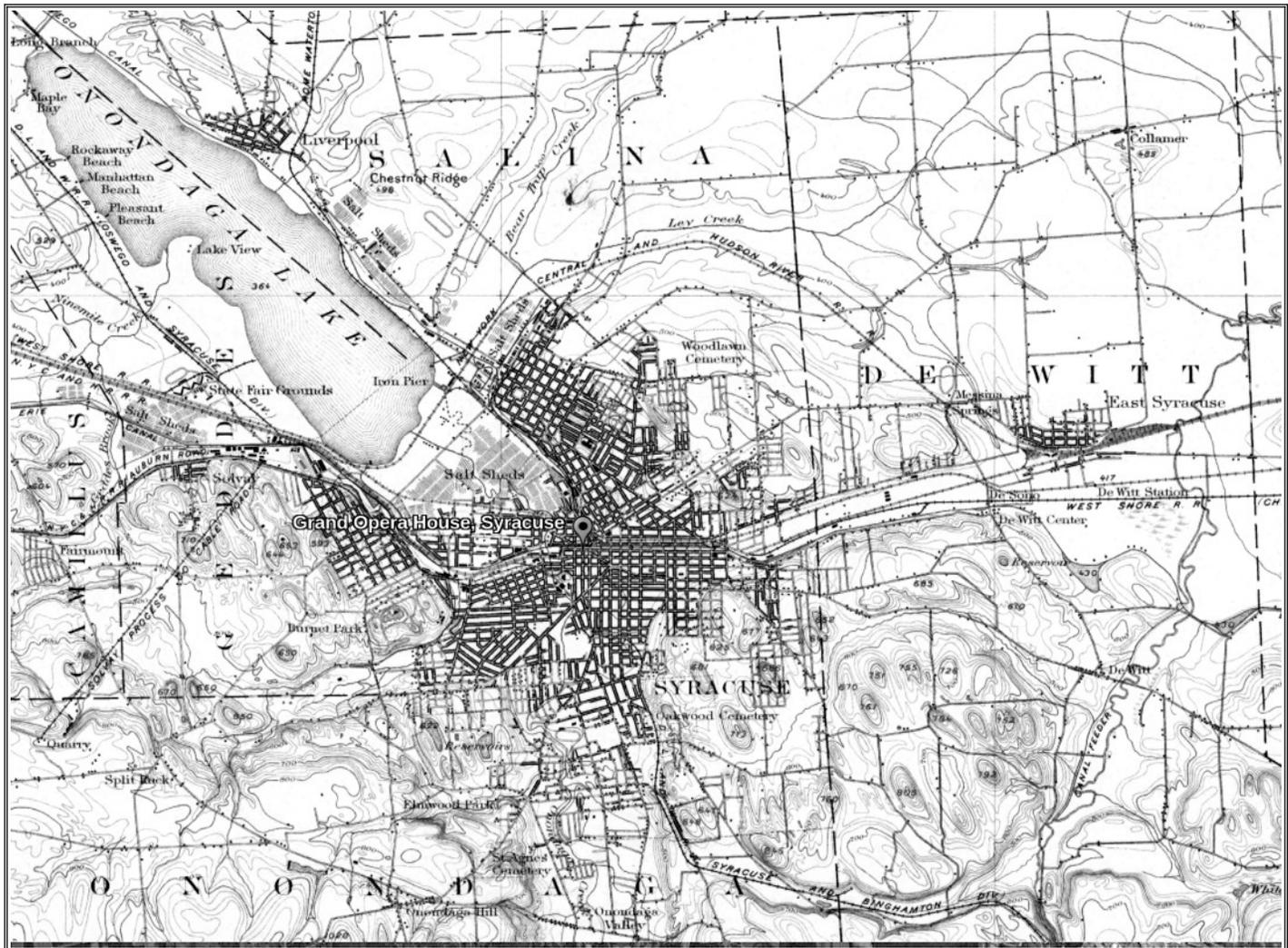


Ellsbery, Geo. H., and Vernon Green. View of St. Paul, Minnesota. [N.P., 1874]

Syracuse, New York (See [December 4](#))

French missionaries were the first Europeans to come to this area, arriving to work with and convert the Native Americans in the mid-17th century. At the invitation of the Onondaga Nation, one of the five nations of the Iroquois Confederacy, a Jesuit priest by the name of Simon Le Moyne, accompanied by soldiers and coureurs des bois, including Pierre Esprit Radisson, set up a mission, known as Ste. Marie de Gannentaha, on the northeast shore of Onondaga Lake.

Grand Opera House, Syracuse, NY



USGS Quad: Syracuse - 1895

Jesuit missionaries reported salty brine springs around the southern end of what they referred to as "Salt Lake", known today as Onondaga Lake in honor of the historic tribe. French fur traders established trade throughout the New York area among the Iroquois. Dutch and English colonists also were traders, and the English nominally claimed the area, from their upstate base at Albany, New York. During the American Revolutionary War, the highly decentralized Iroquois divided into groups and bands that supported the British, and two tribes that supported the American-born rebels, or patriots.

Settlers came into central and western New York from eastern parts of the state and New England after the American Revolutionary War and various treaties with and land sales by Native American tribes. The subsequent designation of this area by the state of New York as the Onondaga Salt Springs Reservation provided the basis for commercial salt production. Such production took place from the late 1700s through the early 1900s. Brine from wells that tapped into halite (common salt) beds in the Salina shale near Tully, New York, 15 miles south of the city, was developed in the 19th century. It is the north-flowing brine from Tully that is the source of salt for the "salty springs" found along the shoreline of Onondaga Lake. The rapid development of this industry in the 18th and 19th centuries led to the nicknaming of this area as "The Salt City".

The salt industry declined after the Civil War, but a new manufacturing industry arose in its place. Throughout the late 1800s and early 1900s, numerous businesses and stores were established, including the Franklin Automobile Company, which produced the first air-cooled engine in the world; the Century Motor Vehicle Company; the Smith Corona company; and the Craftsman Workshops, the center of Gustav Stickley's handmade furniture empire. [Wikipedia](#)

Twain and Cable played at the **Grand Opera House** in Syracuse but it was not at the Wieting Opera House.

By the late 1890s, the three theatres in Downtown Syracuse each had their own specialty. The Wieting Opera House became the house of stars in "touring combinations" while the Grand evolved into a vaudeville house and the Bastable, also in Clinton Square, featured stock companies and melodramas and was called the "house of 10-20-30 cent shows." At one point, the Shubert brothers managed all three facilities.

Today the site is occupied by the Atrium, a hotel and office-convention

Globe Hotel: Indicated in Pond's Itinerary for Syracuse December 4th

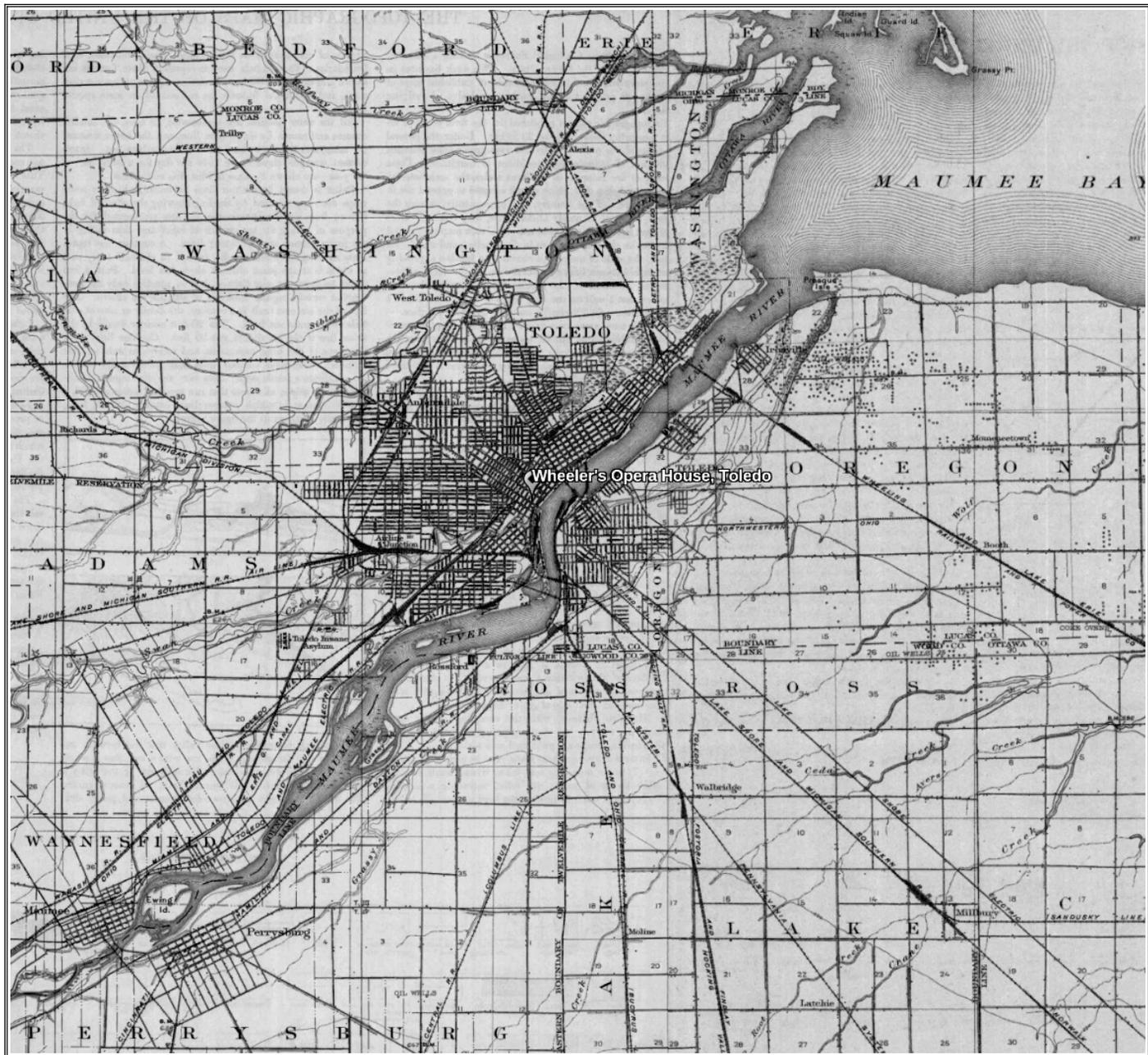


Bailey, H. H, and American Oleograph Co. Birds eye view of Syracuse, New York. [Milwaukee, Wis.: American Oleograph Co, 1874]

Toledo, Ohio (See [December 15](#))

The region was part of a larger area controlled by the historic tribes of the Wyandot and the people of the Council of Three Fires (Ojibwe, Potawatomi, and Odawa). The French established trading posts in the area by 1680 to take advantage of the lucrative fur trade. The Odawa moved from Manitoulin Island and the Bruce Peninsula at the invitation of the French, who established a trading post at Fort Detroit, about 60 miles to the north. They settled an area extending into northwest Ohio. By the early 18th century, the Odawa-occupied areas along most of the Maumee River to its mouth. They served as middlemen between the French and tribes further to the west and north. The Wyandot occupied central Ohio, and the Shawnee and Lenape occupied the southern areas.

Wheeler's Opera House, Toledo, OH



USGS Quads: Toledo - 1900, Maumee Bay - 1900

When the city of Toledo was preparing to pave its streets, it surveyed "two prehistoric semicircular earthworks, presumably for stockades." One was at the intersection of Clayton and Oliver Streets on the south bank of Swan Creek; the other was at the intersection of Fassett and Fort Streets on the right bank of the Maumee River. Such earthworks were typical of mound-building peoples.

Among the numerous treaties made between the Ottawa and the United States were two signed in this area: at Miami (Maumee) Bay in 1831 and Maumee, Ohio, upriver of Toledo, in 1833. These actions were among US purchases or exchanges of land to accomplish Indian Removal of the Ottawa from areas wanted for European-American settlement. The last of the Odawa did not leave this area until 1839, when Ottoke, grandson of Pontiac, led his band from their village at the mouth of the Maumee River to Indian Territory in Kansas.

The city was founded in 1833 on the west bank of the Maumee River and originally incorporated as part of the Michigan Territory. It was re-founded in 1837 after the conclusion of the Toledo War, when it was incorporated in Ohio. After the 1845 completion of the Miami and Erie Canal, Toledo grew quickly; it also benefited from its position on the railway line between New York City and Chicago. The first of many glass manufacturers arrived in the 1880s, eventually earning Toledo its nickname as "The Glass City". [Wikipedia](#)

“A Minstrel Town”, by Marion S. Revett, published by Pageant Press Inc. NY, in 1955. pp 87-97.

Wheeler Opera House, on the other hand, was a fabulous place (The Wheeler narrative is right after another hall called White’s). It became known all over the theatrical world for its modern arrangements, its magnificent decorations and its stage and lighting facilities. Jeff Wheeler, wealthy business man and sportsman, was proud of this monument to his family name.

On December 9, 1870, he granted a press interview and a tour of the new building. In the days of gas light, fire was the one hazard feared in all public places. Mr. Wheeler outlined the precautions.

On the roof of the building was an iron tank holding 350 barrels of water. By means of hose stretched in all directions throughout the Opera House, he was convinced that fire could be controlled at a moment’s notice. Just to make sure, he had also installed an outside fire escape, accessible from every floor of the theater.

Wheeler’s was located at the northwest corner of Monroe and St. Clair streets, with the main entrance on St. Clair, opening upon a great staircase thirteen feet wide. The staircase ascended to a broad vestibule on the second floor, in which were found the ticket offices and the clock rooms. These cubicles were then flanked by two shorter stairways, one on each side, leading up to the lobby of the theater, then leading down into the orchestra section. Doors swung in both directions for easy exit; upon entering the lofty auditorium the audience was impressed by the stage. Seventy-seven feet of clear width from wall to wall and forty-three feet deep. There were six traps and ten shifts of scenery. Four ranges of border lights illuminated the stage from above, and were carefully guarded by screens to make it impossible for any of the canvas to come into contact with the burners. To the right, facing the stage, was the prompter’s desk, to which was attached the key table, enabling the prompter to regulate the gas in any part of the house without interfering with other lighting apparatus. The stage entrance was on Monroe street offering additional emergency exits to patrons.



Wheeler's Opera House, Toledo

The drop curtain had, to right and left, massive folds of crimson and green damask, and when drawn aside, revealed in the center an immense figure of Poetry, the mother of all arts.

The pirouette, nearest the stage, was furnished with 300 tilting chairs upholstered in leather. The floor, inclining towards the stage, was adjusted upon an axis to allow its being made completely level, within five minutes, to form a dance floor. The dress circle, immediately behind the pirouette, seated another 300. The balcony, seating 360, was furnished with carved seats made of alternate slats of ash and black walnut. The third floor, or family circle, held another 360 seats, permitting a total of 1400 people in the building.

The frescoing in the arch above the stage displayed a portrait of Shakespeare, and to his right were life-size pictures of Beethoven and Goethe. To the left were pictures of Mozart and Schiller. The interior of the dome, arching over the mammoth crystal chandelier, was decorated with the figures of the nine Muses: Terpsichore, Lyric, Poetry, Comedy, Music, Oratory, Tragedy, Astronomy, Epic Poetry, and History.

The playhouse opened on December 15, 1871, with Parepa Rosa's English Opera Company in *Bohemian Girl* and *Martha*. There was a four hour lineup at the box office, and by noon two-thirds of the tickets for both performances had been sold.
<http://medamana.org:7086/wheelerh/wheeler-opera-house.html>

Toronto, Canada (See [December 8](#), [December 9](#) & [February 14](#))S

Indigenous peoples have inhabited the Toronto area, located on a broad sloping plateau interspersed with rivers, deep ravines, and urban forest, for more than 10,000 years. After the broadly disputed Toronto Purchase, when the Mississaugas surrendered the area to the British Crown, the British established the town of York in 1793 and later designated it as the capital of Upper Canada. During the War of 1812 the town was the site of the Battle of York, resulting in heavy damage and a two-week occupation by American troops. York was renamed and incorporated in 1834 as the City of Toronto. It was designated as the capital of the province of Ontario in 1867 during Canadian Confederation. In the 19th century, the city built an extensive sewage system to improve sanitation, and streets were illuminated with gas lighting as a regular service. Long-distance railway lines were constructed, including a route completed in 1854 linking Toronto with the Upper Great Lakes. The Grand Trunk Railway and the Northern Railway of Canada joined in the building of the first Union Station downtown. The advent of the railway dramatically increased the numbers of immigrants arriving, commerce and industry, as had the Lake Ontario steamers and schooners entering port before. These enabled Toronto to become a major gateway linking the world to the interior of the North American continent. Expanding port and rail facilities brought in northern timber for export and imported Pennsylvania coal. Industry dominated the waterfront for the next 100 years.

During the late 19th century, Toronto became the largest alcohol distillation (in particular, spirits) centre in North America. A distillery built by Gooderham and Worts from 1859 to 1961 became the country's largest whisky factory. While the factory has since closed, its buildings have been designated a National Historic Site and have been converted into the Distillery District. The harbour allowed access to grain and sugar imports used in processing. [Wikipedia](#)

Horticultural Gardens Pavilion: In 1879, the Pavilion Hall was built. It included a glass conservatory and was also used for concerts and social events. Oscar Wilde gave a lecture here in May 1882. The Hall burned down in 1902. It was replaced by the existing Victorian style conservatory known as the Palm House in 1910. [Wikipedia](#)

Horticultural Gardens Pavilion, Toronto



Horticultural Gardens, Toronto



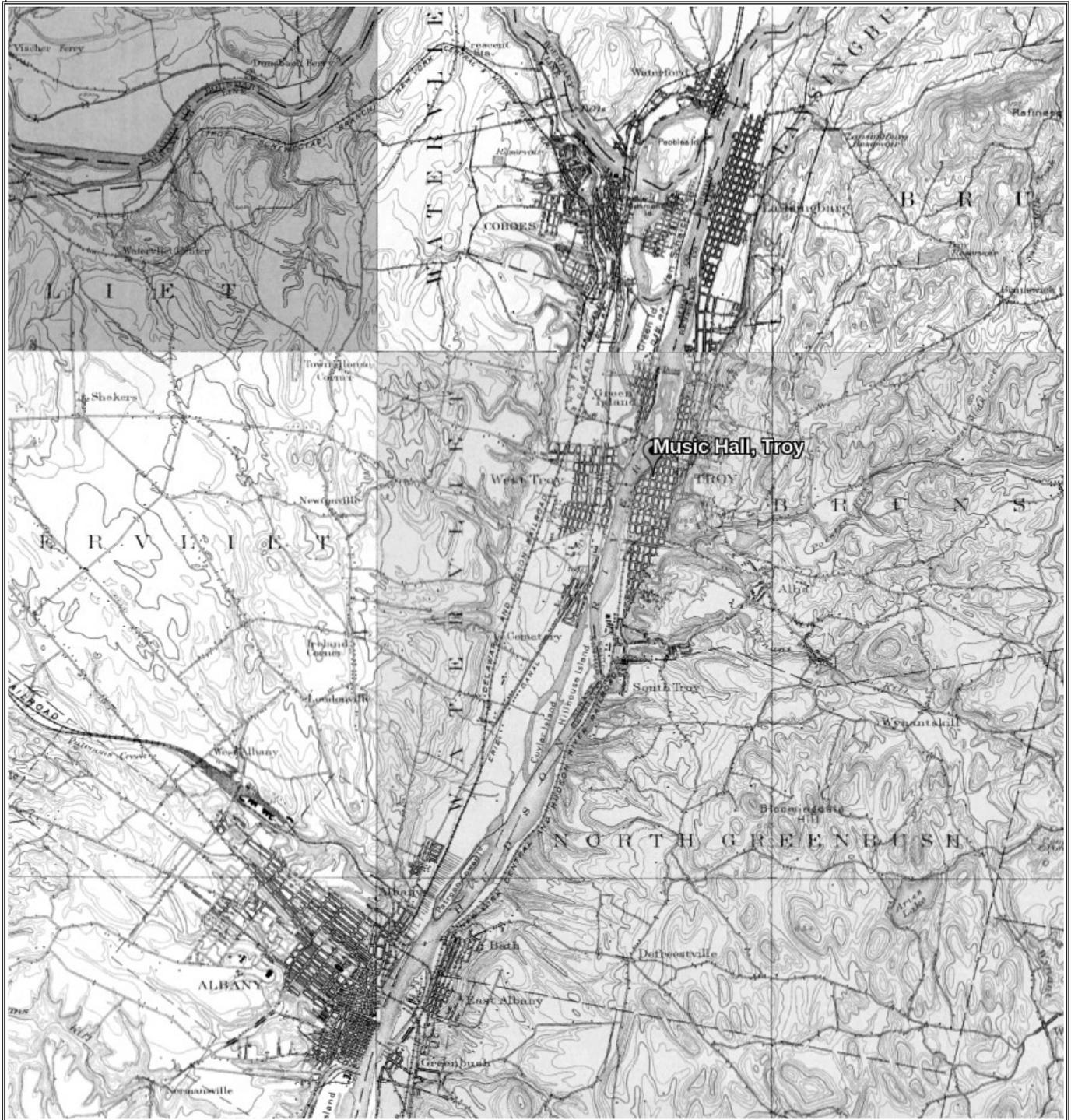
Rossin House, Toronto

Rossin House Hotel was a mid-19th century hotel located at the southeast corner of King Street and York Street in Toronto, Canada. The original structure was built in 1856-1857 (corner was occupied by Chewitt Building) and was destroyed by a fire and re-built in 1863. It was one of the city's pre-eminent hotels, with one 1866 guide claiming, "What the Fifth Avenue Hotel is to New York, and the Windsor is to Montreal, so the celebrated Rossin House is to Toronto." The five-storey hotel was renamed the Prince George Hotel in 1909 after the future monarch, George V. It was demolished in 1969 to make way for the architect Mies van der Rohe's Toronto-Dominion Centre, with the corner being further developed in 1984 for The Standard Life Centre.

Troy, New York (See [December 2](#))

Prior to the arrival of Europeans, the Mohican Indians had a number of settlements along the Hudson River near its confluence with the Mohawk River. The land comprising the Poesten Kill and Wynants Kill areas -- "kill" being the Dutch word for "creek" or small stream—were owned by two Mohican groups. The land around the Poesten Kill was owned by Skiwias and was called Panhooseck. The area around the Wynants Kill, known as Paanpack, was owned by Peyhaunet. The land between

Music Hall, Troy, NY



USGS Quads: Schenectady – 1893, Cohoes – 1893, Albany – 1893, Troy - 1893

the creeks, which makes up most of today's downtown and South Troy neighborhood along the Hudson River, was owned by Annape. South of the Wynants Kill and into present-day Town of North Greenbush, the land was owned by Pachquolapiet. These parcels of land were sold to the Dutch between 1630 and 1657, and each purchase was overseen and signed by Skiwias, the sachem—the political leader of the Indigenous people—at the time. In total, more than 75 individual Mohicans were involved in deed signings in the 17th Century.

Through much of the 19th and into the early 20th centuries, Troy was one of the most prosperous cities in the United States. Prior to its rise as an industrial center, it was the transshipment point for meat and vegetables from Vermont and New York, which were sent by the Hudson River to New York City. The trade was vastly increased after the construction of the Erie Canal, with its eastern terminus directly across the Hudson River from Troy at Cohoes in 1825. Another artery constructed was the Champlain Canal. In 1916, Troy Federal Lock opened as one of the first modern locks along the present-day canal system.

Troy has nearly been destroyed by fire three times. What was known as the Great Troy Fire of 1862 burned down the W. & L. E. Gurley Company factory, which later that year was replaced by the new W. & L. E. Gurley Building, now a National Historic Landmark: Gurley & Sons remains a worldwide leader in precision instrumentation to this day.

Troy's one-time great wealth was produced in the steel industry, with the first American Bessemer converter erected on the Wynantskill Creek, a stream with falls in a small valley at the south end of the city. The industry first used charcoal and iron ore from the nearby Adirondack Mountains. Later, ore and coal from the Midwest were shipped via the Erie Canal to Troy and were processed before being sent down the Hudson River to New York City. The iron and steel also were used by the extensive federal arsenal located—as it is today—across the Hudson at Watervliet, a community then called West Troy. After the Civil War, the steel production industry moved west to be closer to raw materials. The presence of iron and steel also made it possible for Troy to be an early site in the development of iron storefronts and steel structural supports in architecture, and some significant early examples remain in the city. [Wikipedia](#)

The **Troy Savings Bank** was founded in 1823 and moved to its current location in 1870. In appreciation of the community's support, the plans for the new building called for a music hall to be built on the upper floors. In the early years of the 20th century the Music Hall featured performances from artists such as Lillian Nordica, Henri Vieuxtemps, Ignace Jan Paderewski, Albert Spalding, Sergei Rachmaninoff, Myra Hess and Jose Iturbi. In the 1930s and 1940s, artists including Vladimir Horowitz, Yehudi Menuhin and Artur Schnabel played there. It was a usual stop for a musician on a tour around America.

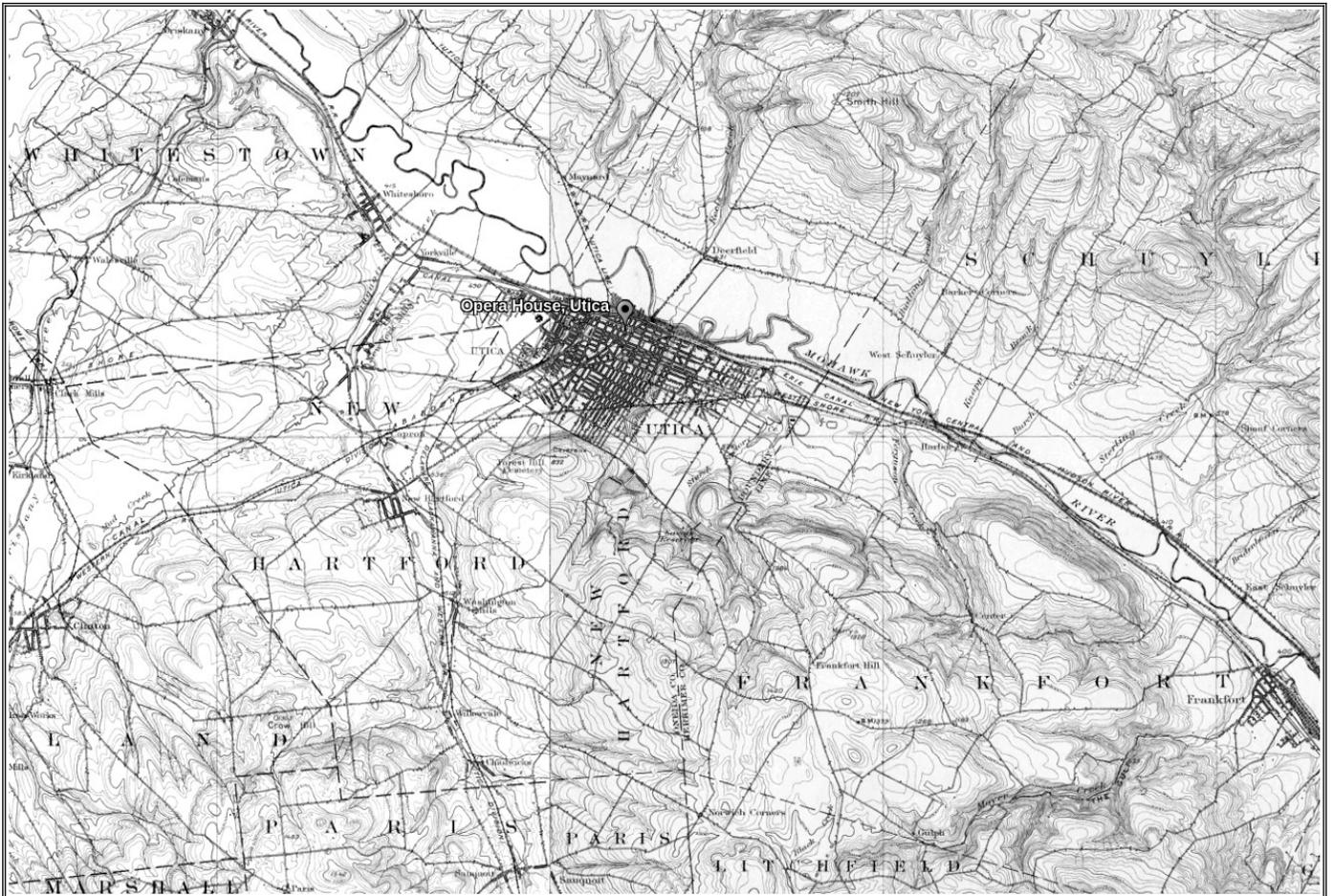
Apparently not up to modern building codes, there was long a tradition that prior to each performance the Fire Marshal would come out on stage and announce "There is absolutely no smoking in the Hall. If you have to smoke, you can hit the streets at half time." [Wikipedia](#)

Twain and Cable did not stay in Troy but checked into the [Delavan House](#) in Albany.

Utica, New York (See [December 5](#))

Utica was established on the site of Old Fort Schuyler, built by American colonists for defense in 1758 during the French and Indian War, the North American front of the Seven Years' War against France. Prior to construction of the fort, the Mohawk, Onondaga and Oneida nations of the Iroquois (Haudenosaunee) Confederacy had controlled this area southeast of the Great Lakes region as early as 4000 BC. The Mohawk were the largest and most powerful nation in the eastern and lower Mohawk Valley. Colonists had a long-standing fur trade with the Mohawk, in exchange for firearms and rum. The Iroquois nations' dominating presence in the region prevented the Province of New York from expanding past the middle of the Mohawk Valley until after the American victory over the British and British-allied Iroquois in the Revolutionary War. Following the war several Iroquois nations were forced to cede lands to the new State Of New York.

Opera House, Utica, NY



USGS Quads: Oriskany – 1895, Utica - 1898

Utica's location on the Erie and Chenango canals encouraged industrial development, allowing the transport of anthracite coal from northeastern Pennsylvania for local manufacturing and distribution. Utica's economy centered on the manufacture of furniture, heavy machinery, textiles and lumber. The combined effects of the Embargo Act of 1807 and local investment enabled further expansion of the textile industry.

In addition to the canals, transport in Utica was bolstered by railroads running through the city. The first was the Mohawk and Hudson Rail Road, which became the Utica and Schenectady Railroad in 1833. Its 78 mi (126 km) connection between Schenectady and Utica was developed in 1836 from the right-of-way previously used by the Mohawk and Hudson railroad. Later lines, such as the Syracuse and Utica Railroad, merged with the Utica and Schenectady to form the New York Central Railroad, which originated as a 19th-century forest railway of the Adirondacks.

During the 1850s, Utica aided more than 650 fugitive slaves; it played a major role as a station in the Underground Railroad. The city was on a slave escape route from the Southern Tier to Canada by way of Albany, Syracuse, or Rochester. The route, used by Harriet Tubman to travel to Buffalo, guided slaves to pass through Utica on the New York Central Railroad right-of-way *en route* to Canada. Utica was the locus for Methodist preacher Orange Scott's antislavery sermons during the 1830s and 1840s, and Scott formed an abolitionist group there in 1843. Beriah Green organized the 1835 initial meeting of the New York State Anti-Slavery Society in Utica, which was disrupted by an anti-abolitionist mob led by local congressman Samuel Beardsley and other "prominent citizens". (It adjourned to Gerrit Smith's home in nearby Peterboro, New York.) This mob was part of a national campaign of anti-abolitionist violence in the 1830s. [Wikipedia](#)

The Majestic Theatre was an extensive rebuilding of the **Utica Opera House**, which had been built in 1871. When Sam Shubert took over the lease on the Opera House in 1900, he had the building largely gutted and expanded to create a space for a more modern theater. In addition to the new Majestic, the building housed a second-floor assembly room at the Washington Street corner of the structure, and this was converted into the Orpheum Theatre in 1901.



Opera House, Utica

The December, 1900, issue of Engineering Review featured an article on the rebuilding project, focusing largely on the heating systems of the new theater. It noted that the architect for the project was Fuller Claflin, of the New York firm of J. B. McElfatrick & Son. [Cinema Treasures](#) (Joe Vogel on January 5, 2012 at 4:52 am)

This is a bit faded, but a good rendition of the Utica Opera House, on Lafayette Street, where the Hotel Utica Now Stands. The Opera House burned in March 1905. No surprise that it was then co owned by none other than Owens and Latcher. [Link](#)

From Jocelyn Ireland at the Utica Public Library:

I found two newspaper articles that may interest you. Attached is the announcement and program of the Mark Twain and Cable readings at the Opera House printed in the Utica Morning Herald on December 5, 1884. The other is an article printed in 1900 describing the history of the Opera House. I will check our city directory to see if I can find an exact location of the Opera House.

And she did check and verified the location as the Opera House Block at the corner of Fayette and Washington.

Pond's Itinerary notes **Bagg's Hotel** which operated here for over one hundred years. The hotel was the finest in Utica and hosted many dignitaries and politicians over the years.

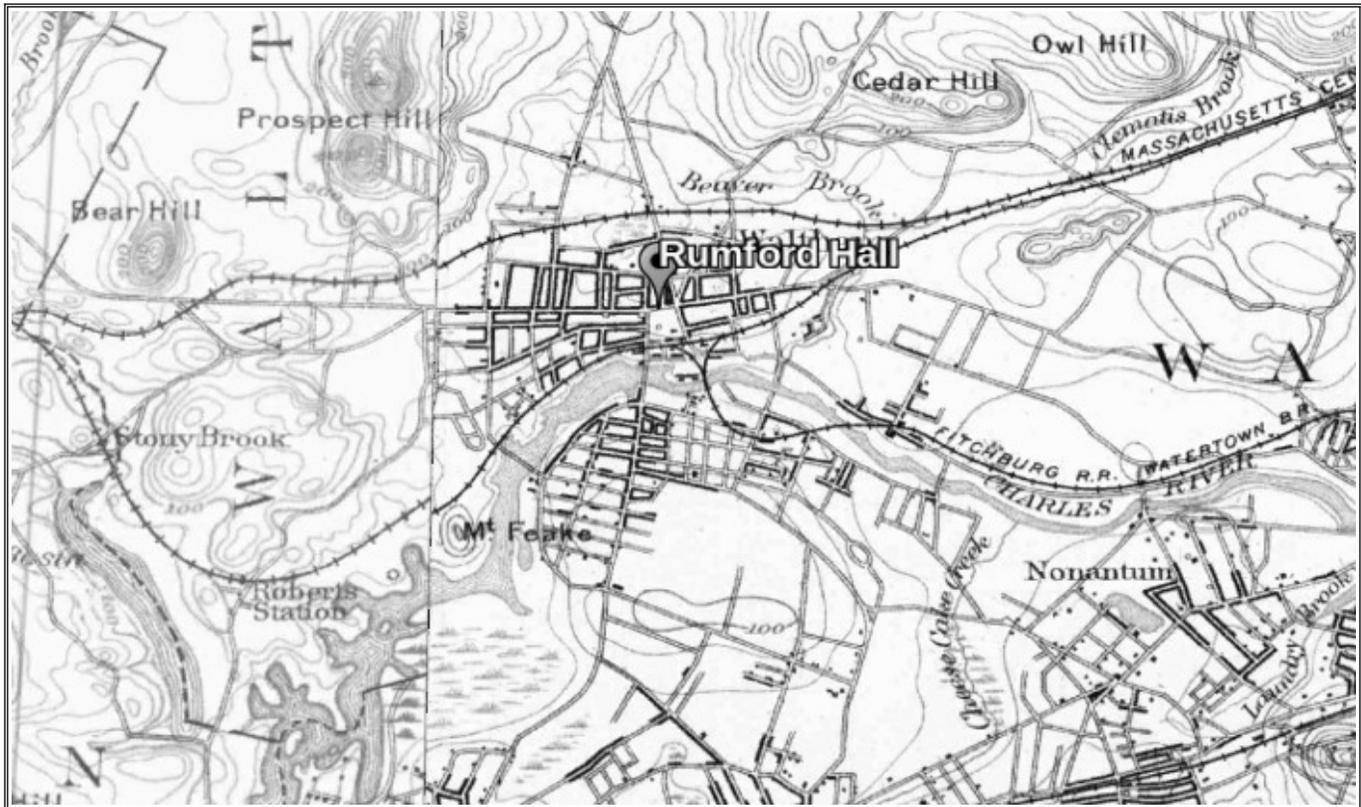


Bagg's Hotel, Utica

Waltham, Massachusetts (See [November 12](#))

Waltham was first settled by the English in 1634 as part of Watertown, and was officially incorporated as a separate town in 1738, but the area was inhabited for thousands of years prior to English colonization. At the time of European arrival, Waltham was in a border zone between the territories of the Pawtucket confederation and the Massachusett, with nearby native settlements at Nonantum and Pequosset (Watertown). Early settlers recorded the presence of an "Indian Stockade" near today's Cambridge Reservoir, and an "Indian Hollow" in today's Calvary Cemetery. A native trail through Waltham, the "Old Connecticut Path" saw continued use after colonization and became the basis for present day Route 20.

Rumford Hall, Waltham



USGS Quads: Framingham – 1886, Boston - 1893

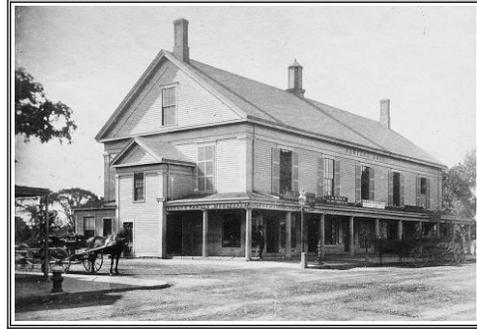
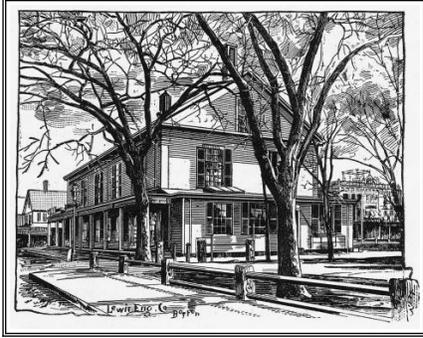
In the early 19th century, Francis Cabot Lowell and his friends and colleagues established in Waltham the Boston Manufacturing Company—the first integrated textile mill in the United States, with the goal of eliminating the problems of coordination, quality control, and shipping inherent in the subcontracting based textile industry. The Waltham–Lowell system of production derives its name from the city and the founder of the mill.

The city is home to a number of large estates, including Gore Place, a mansion built in 1806 for former Massachusetts governor Christopher Gore, the Robert Treat Paine Estate, a residence designed by architect Henry Hobson Richardson and landscape architect Frederick Law Olmsted for philanthropist Robert Treat Paine, Jr. (1810–1905), and the Lyman Estate, a 400-acre (1.6 km²) estate built in 1793 by Boston merchant Theodore Lyman I.

In 1857, the Waltham Model 1857 watch was produced by the American Watch Company in the city of Waltham, Massachusetts. In the late 19th and early 20th century, Waltham was home to the brass era automobile manufacturer Metz, where the first production motorcycle in the U.S. was built. [Wikipedia](#)

The Colonial Revival-style City Hall of Waltham, designed by Kilham, Hopkins and Greeling, was built in 1926 and opened and dedicated in 1927. It stands on the old site of **Rumford Hall**, a building constructed a century earlier, in 1827, to house the Rumford Institute. Founded in 1826, the Institute was a lyceum, with lectures and classes in the arts and sciences for the female mill workers at the Boston Manufacturing Company, which built the Hall. An early instructor at the Institute was the

Unitarian minister and educator, Bernard Whitman. The institute also established Waltham's first circulating library. In 1854, the Rumford Building was sold to the Town of Waltham for use as Town Hall, eventually being replaced by the current structure. Waltham City Hall has a limestone facade.



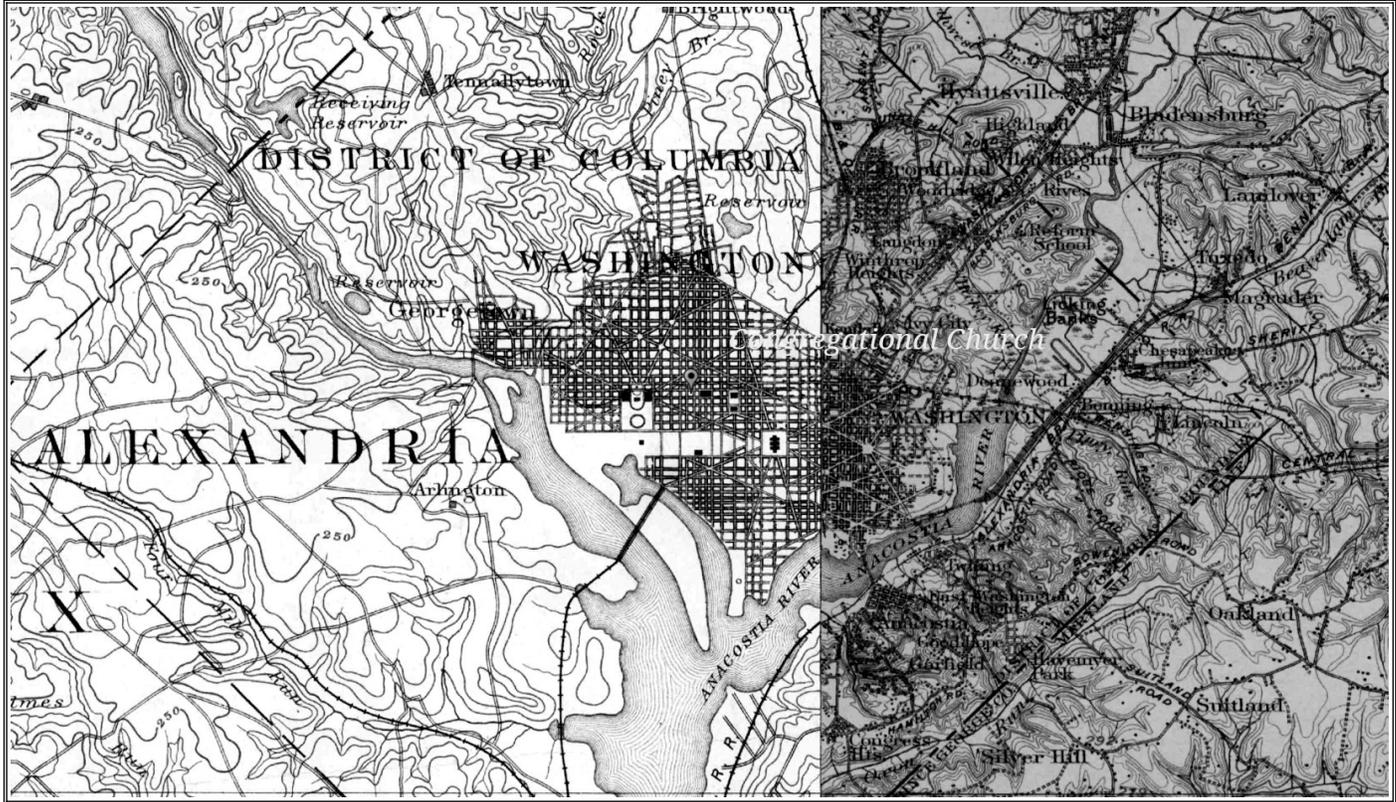
[Historic Buildings of Massachusetts](#)

*Rumford Building and Rumford Hall provided by Wayne T. McCarthy President
Waltham Historical Society, Inc. 190 Moody Street Waltham, MA 02453*

Washington, D.C. (See [November 24](#), [November 25](#) & [February 28](#))

America's capital city was little developed when Mark Twain first saw it in 1854. Then an 18-year-old journeyman printer working in Philadelphia, he vacationed for about four days in Washington in mid-February that year and wrote a detailed letter home about the city that his brother Orion published in the *Muscatine Journal*.

Congregational Church, Washington D.C.



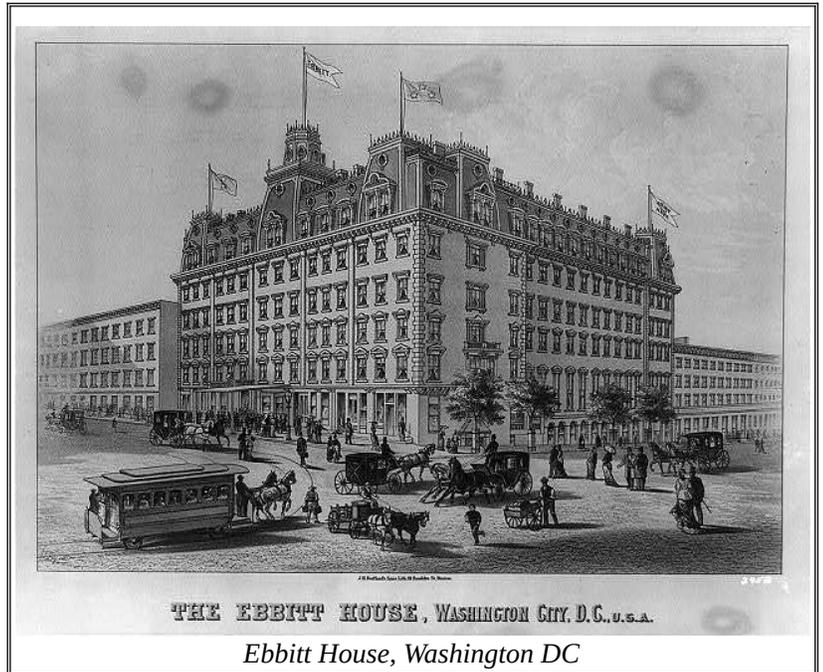
USGS Quads: Mt. Vernon – 1890, Patuxent - 1899

When Mark Twain next visited Washington in late 1867, both he and the city had changed considerably. Now 32 years old, he had a national reputation as a writer and he was private secretary to Nevada's Senator W. M. Stewart. Washington itself was booming as the country emerged from the Civil War, and Congress was on the verge of impeaching President Andrew Johnson. In the midst of political intrigue and corruption, Mark Twain quickly became disenchanted with national politics.

After early 1868, Mark Twain never again lived in Washington, but he visited it frequently between 1869 and 1891. In July 1870, while he was there to lobby for his father-in-law's business interests, Mathew Brady photographed him. In May 1877, Mark Twain was in Washington for the opening of *Ah Sin*, the play he wrote with Bret Harte. He and G. W. Cable lectured there in November 1884 and closed their long tour there the following February. A year later, Mark Twain made his first formal appearance before Congress when he testified on copyright to a Senate committee. After visiting the city several times in 1890 and 1891, he appears not to have returned again until November 1905, when he dined at the White House with Theodore Roosevelt. The following year, he testified on copyright before Congress in January and December. During the latter occasion, he made his debut in a white suit.²⁴⁶

Ebbitt House

In the late 1800s, this hotel was considered one of the most fashionable in the city; its lodgings and restaurant were patronized by politicians and high-ranking military officers. Major General Winfield Scott Hancock, Commanding General of the United States Army William Tecumseh Sherman, and Rear Admiral Samuel Rhoads Franklin all lived there for a time. It is well-documented that President Ulysses S. Grant and President Andrew Johnson both dined in the restaurant frequently, as did abolitionist clergyman Henry Ward Beecher. Future president William McKinley and his wife lived there from 1877 to 1890, during his entire congressional career. He dined almost nightly with his wife in the restaurant. His close friend, Representative and later President James A. Garfield, visited McKinley often in the hotel. McKinley departed from the hotel for his presidential inaugural. Presidents Grover Cleveland, Theodore Roosevelt, and Warren G. Harding all drank in the bar there. Chief Justice of the United States Salmon P. Chase lived there while working in the capital and died there in October 1886. Rear Admiral John Lee Davis also lived and died there. William Howard Taft lived there from 1890 to 1892 when he was United States Solicitor General.



Congregational Church, Washington DC

10th & G St NW, November 24 & 25, 1884 and February 28, 1885, the final show of the tour.



Congregational Church, Washington DC

In May 1868, the congregation moved into its new home at 10th and G St. NW. Its large brick building made a statement. The Congregationalists were here to stay.

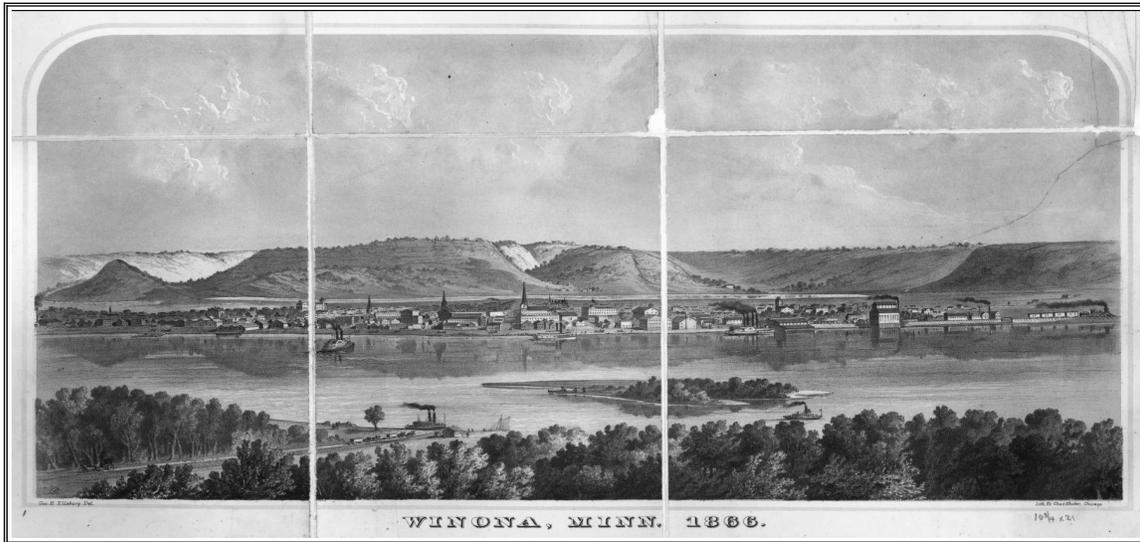
The church was abolitionist from the beginning, working for racial justice. However, early in its history there was an internal disagreement about whether its calling was to help freed African Americans start their own churches, or whether it ought to accept African Americans as members of First Church. Those who resisted “integrating” the church, including Dr. Boynton, eventually left to form another church. The early membership rolls show that as many as 381 people had joined by 1870, but 130 of them had left in 1868-69. Those that remained continued to welcome African Americans. The church never had a large number of African American members, however, it

worked diligently to use its Sunday School for basic education and to establish other schools to teach freed slaves. In 1867 First Church played a crucial role in the founding of Howard University to promote higher education for African Americans. Later it assisted and gave financial support to African Americans who wanted to organize independent Congregational Churches. Lincoln Temple Congregational UCC and Peoples Congregational UCC were beneficiaries. In fact, over its almost 150 year history First Church has “mothered” or “mentored” five other churches in the Washington, DC area.

In the 1950’s when its vintage building, by then over 90 years old, was declared unsafe, and when other downtown churches were leaving the inner city and moving out into expanding Washington neighborhoods to be near their members, the leaders of the congregation proposed that the congregation sell its increasingly valuable land and use the money to relocate somewhere else. In a “Congregational Church” all major decisions are made by congregational vote. Much to the surprise of the leaders, the congregation soundly rejected their recommendation by a 3 to 1 margin. Most of the church leadership resigned and some members left, but those that remained reaffirmed their commitment to stay in the city. <http://www.firstuccdc.org/our-history/>

Winona, Minnesota (See [January 26](#) & [January 27](#))

The site was of the village of Keoxa of Dakota people. The city is named after Winona, a figure in a Sioux legend. European immigrants settled the area in 1851 and laid out the town into lots in 1852 and 1853. The original settlers were immigrants from New England. The population increased from 815 in December 1855, to 3,000 in December 1856. In 1856, German immigrants arrived as well. The Germans and the Yankees worked together planting trees and building businesses based on lumber, wheat, steamboating and railroads. Between 1859 and 1900, some 5,000 Poles and closely related Kashubians emigrated to Winona, making up one quarter of the population. Since 80% of them were Kashubians, Winona became known as the "Kashubian Capital of America". As a result of the influx of Polish Catholic immigrants, the Church of St. Stanislaus (now Basilica of St. Stanislaus Kostka) was built. For a time, Winona had more millionaires than any other city of its size in the



Bennett, L. G. Map of Winona County, Minnesota. Chicago. lith. by C. Shober & co, 1867.

United States.

The railroad and steamboat transportation industries helped Winona grow into a small city that diversified into wheat milling, and lumber production. In 1856, more than 1,300 steamboats stopped at Winona. The Winona and St. Peter Railroad first segment of 11 miles (18 km) from Winona to Stockton, Minnesota was completed by the end of 1862. Winona then had the second operational railroad in Minnesota, after the St. Paul and Pacific Line from Saint Paul to St. Anthony Falls. In December 1870, the Mississippi River was bridged at Winona by the Winona Rail Bridge. In 1892, a wagon toll-bridge over the Mississippi, a steel high-bridge, was completed and remained in service until the opening of the Main Channel Bridge in 1942.

[Wikipedia](#)

The cultural life of the city of Winona was supported by the establishment of the Winona Opera House and **Philharmonic Hall**. These buildings were the sites of many locally produced plays and theatrical performances. They were also used for performances by famous visiting artists, lecturers, and musicians who were brought to Winona by O. F. Burlingame, the astute Impresario of the Winona Opera House. Among the prominent artists he brought to Winona were: Lillian Russell, Sarah Bernhardt, John Philip Sousa, Helena Modjewska, John Barrymore, Eva Tanguay, and Harry Lauder. Victoria Woodhull, a spokeswoman for Women's Rights and candidate for the presidency in the 1870's spoke on Women's Suffrage and Female independence to a packed Philharmonic Hall in February 1874. A dispatch to the St. Paul Pioneer described the large and enthusiastic audience which responded to her address with frequent demonstrations of applause. Her address on women's suffrage "evoked decided demonstrations of approval". A local newspaperman described her as, "an irreverent, perambulating, female termagant capable of creating more mischief in a given length of time than a state legislature can possibly enact in sixty days."

Railroads:

Albany and Susquehanna Railroad Operating 1851 to 1870, it was subsequently leased by the [Delaware and Hudson Canal](#) Company and later merged into the [Delaware and Hudson](#) Railroad. It was a 6 ft (1,829 mm) broad gauge railroad from Albany to Binghamton, New York. The early history of this line offers an example of the predatory nature of Jay Gould's business practices.

John Pierpont Morgan arranged a \$500,000 mortgage for the road and appointed a trustee. He was elected a vice-president and director of the road. Gould and Jim Fisk counteracted by voting in their own men in separate elections. The case reached the New York State Supreme Court which ruled against Gould. On February 24, 1870, Morgan leased the A&S to the Delaware and Hudson Canal Company for 99 years, taking the company out of play. (See [December 3, 1884](#))

Baltimore & Ohio RR The Baltimore and Ohio Railroad was the oldest railroad in the United States and the first steam-operated common carrier. Construction of the line began in 1828, and it operated as B&O from 1830 until 1987, when it was merged into the Chessie System. Its lines are today controlled by CSX Transportation. (See [November 24](#), [November 25](#), December 1, [February 27](#) & [February 28](#))

Bellefontaine Railway The Indianapolis and Bellefontaine Railroad (I&B) was an American railroad founded in 1848. It changed its name to the Indianapolis, Pittsburgh and Cleveland Railroad in 1854. Its counterpart in Ohio was named the Bellefontaine and Indiana Railroad (B&I). The B&I ceased to exist as an independent company when it merged into the Bellefontaine Railway in September 1864. The IP&C merged into the Bellefontaine Railway in December 1864. On May 16, 1868, the Bellefontaine Railway was merged with the Cleveland, Columbus, and Cincinnati Railroad to form the Cleveland, Columbus, Cincinnati and Indianapolis Railway. [Wikipedia](#)

Boston and Albany RR The connection from Boston to Albany formed the longest and most expensive point-to-point railroad yet constructed in the United States. Two mergers, on September 4, 1867, and December 28, 1870, brought the three companies, the Boston & Worcester, the Western Railroad and the Albany & West Stockbridge Railroads along with the Hudson and Boston Railroad, together into one company, known as the Boston and Albany Railroad. The New York Central and Hudson River Railroad leased the B&A for 99 years from July 1, 1900. This lease passed to the New York Central Railroad in 1914; throughout this, the B&A kept its own branding in the public eye. The NYC merged into Penn Central on February 1, 1968. (See [December 1](#) & [December 2](#))

Boston and Lowell Railroad 1835–1887 The Boston and Lowell Railroad was a railroad that operated in Massachusetts. It was one of the first railroads in North America and the first major one in the state.

The Boston and Lowell Railroad was preceded by the Middlesex Canal. Converting the canal to a railroad would eliminate the issue of transportation being unavailable during the winter, when the canal froze. Patrick Tracy Jackson led the task of convincing the state legislature to fund the project. This proved difficult, as the investors of the Middlesex Canal were against building a new form of transportation designed to replace their canal.

The quantity of freight traffic on the Boston and Lowell Railroad was large from the start with Lowell's textile companies bringing in raw materials and sending out finished goods. The high level of passenger traffic, however, was not anticipated. Trains traveled on unwelded rails which were laid on a granite roadbed, which made for an extremely bumpy ride. The railroad switched to wooden ties.

The Boston & Maine ... decided to build its own track to Boston from Haverhill so that it would not have to rely on the B&L. The B&L tried to fight the B&M in court but failed because the monopoly granted in its charter was only good for traffic between Boston and Lowell. The shortcut, part of today's Haverhill/Reading Line, was started in 1844 and was in use by 1848. While the B&M was building it, they were still running their trains to Boston on the B&L. This made for a lot of conflict, with the B&L trying to squeeze every last penny out of the B&M before it lost the opportunity. The B&M tried to deal with this in court, and got the judge to forbid the B&L from raising rates until the case was done, but by the time they were close to an agreement, the bypass was complete.

With B&M business gone, the B&L realized how much they had been relying upon their renters. Additionally, the Lowell mills began to decline somewhat and there was less freight traffic for the line to move. Over the next four decades, the B&L declined until the more successful B&M leased it on April 1, 1887. ([Wikipedia](#)) (See [November 11](#) & [November 12](#))

Boston and Maine Railroad 1836–1883 The *Boston and Maine Railroad* was chartered in New Hampshire on June 27, 1835, and the Maine, New Hampshire and Massachusetts Railroad was incorporated March 12, 1839, in Maine, both companies continuing the proposed line to South Berwick, Maine. The railroad opened in 1840 to Exeter, New Hampshire, and

on January 1, 1842, the two companies merged with the Boston and Portland to form a new Boston and Maine Railroad. [Wikipedia](#) It came under the control of J. P. Morgan and his [New York, New Haven & Hartford RR](#) around 1910, but anti-trust forces wrested control back. (See [November 10](#))

Boston & Providence Railroad 1834–1888 The *Boston and Providence Railroad* was a railroad company in the states of Massachusetts and Rhode Island which connected its namesake cities. It opened in two sections in 1834 and 1835 – one of the first rail lines in the United States – with a more direct route into Providence built in 1847. Branches were built to Dedham in 1834, Stoughton in 1845, and North Attleboro in 1871. It was acquired by the [Old Colony Railroad](#) in 1888, which in turn was leased by the New Haven Railroad in 1893. The line became the New Haven's primary mainline to Boston; it was realigned in Boston in 1899 during the construction of South Station, and in Pawtucket and Central Falls in 1916 for grade crossing elimination. [Wikipedia](#) (See [November 9](#) & [November 16](#))

Buffalo & Niagara Falls Railroad The Buffalo & Niagara Falls Railroad began operating in 1845. The 28 mile trip from Buffalo to Niagara Falls was a three hour journey being pulled by a wood stoked steam locomotive. In 1852, the Buffalo & Niagara Falls Railroad relocated their tracks to the west side of the Erie Canal. On December 22nd 1853, the Buffalo & Niagara Falls Railroad was leased to the [New York Central](#) Railroad. On April 23rd 1869, the [New York Central](#) Railroad began operations within the Niagara escarpment.

Buffalo, Niagara Falls and Lewiston RR On December 22nd 1853, the Buffalo & Niagara Falls Railroad was leased to the [New York Central](#) Railroad.

Camden & Amboy RR See *Camden and Amboy Railroad and Transportation Company*

Camden and Amboy Railroad and Transportation Company The New Jersey Legislature chartered the Camden and Amboy Rail Road and Transportation Company (C&A) in February 1830. This was the first railroad in New Jersey and the third in the United States. The C&A's corporate architect, first president and chief engineer was Robert L. Stevens (1787–1856), who was also the country's leading builder of steamboats. The new railroad and its sister entity, the Delaware and Raritan Canal Company, were created to service a heavily traveled passenger and freight route across New Jersey. By 1871, when the Pennsylvania Railroad leased the Camden & Amboy, the C&A and its affiliates controlled key rail corridors linking Jersey City and the Hudson River crossing, and South Amboy and lower New York Bay with Camden and Philadelphia.

On February 1, 1867, the C&A and NJRR were informally joined as the United New Jersey Railroad and Canal Companies (UNJ). The Pennsylvania Railroad (PRR) approved a lease of the UNJ on May 15, 1871, and the UNJ approved May 19. On May 18, 1872, the C&A, D&R Canal and NJRR were consolidated, forming the United New Jersey Railroad and Canal Company. The new company was split into two divisions: the New York Division consisted of the NJRR and the C&A Trenton Branch towards Philadelphia, while the Amboy Division was the original C&A main line. [Wikipedia](#) (See [November 24](#), [November 25](#), [November 27](#), [November 28](#), [November 29](#), [December 1](#) & [February 26](#))

Canada Central Railway The line was leased by the Canadian Pacific Railway and merged in 1881

Canada Southern Railway The railway was leased to the [Michigan Central](#) Railroad (MCR) for 99 years in 1883; in 1929 it was subleased to the New York Central Railroad (NYC).

The Canada Southern Railway (reporting mark CASO), also known as CSR, was a railway in southwestern Ontario, Canada, founded on February 28, 1868 as the Erie and Niagara Extension Railway. Its name was changed to Canada Southern Railway on December 24, 1869. The 1868 Act specified that it was to be constructed at a broad gauge of 5 ft 6 in (1,676 mm), but that requirement was repealed in the 1869 Act, thus allowing construction at the standard gauge of 4 ft 8+1/2 in (1,435 mm).

The railway was leased to the [Michigan Central](#) Railroad (MCR) for 99 years in 1883; in 1929 it was subleased to the New York Central Railroad (NYC). Its successors Penn Central (formed 1968) and Conrail (formed 1976) later exercised control before being sold to Canadian National Railway/[Canadian Pacific Railway](#) in 1985. [Wikipedia](#) (See [December 12](#))

Canadian Pacific Railway The railway was first built between eastern Canada and British Columbia between 1875 and 1885 (connecting with Ottawa Valley and Georgian Bay area lines built earlier), fulfilling a commitment extended to British Columbia[4] when it entered Confederation in 1871; the CPR was Canada's first transcontinental railway. Primarily a freight railway, the CPR was for decades the only practical means of long-distance passenger transport in most regions of Canada and was instrumental in the colonization and development of Western Canada. The CPR became one of the largest and most powerful companies in Canada, a position it held as late as 1975. [Wikipedia](#) (See [February 17](#) & [February 18](#))

Central Railroad of New Jersey 1839–1976

The earliest railroad ancestor of the CNJ was the *Elizabethtown & Somerville Railroad*, incorporated in 1831 and opened from Elizabethport to Elizabeth, New Jersey, in 1836. Horses gave way to steam in 1839, and the railroad was extended west, reaching Somerville at the beginning of 1842. The *Somerville and Easton Railroad* was incorporated in 1847 and began building westward.

In 1849, it purchased the Elizabethtown & Somerville and adopted a new name: *Central Railroad Company of New Jersey*. The line reached Phillipsburg, on the east bank of the Delaware River, in 1852. It was extended east across Newark Bay to Jersey City in 1864, and it gradually acquired branches to Flemington, Newark, Perth Amboy, Chester, and Wharton.

From 1883 to 1887, the CNJ was leased to and operated by the *Philadelphia & Reading Railroad*, with which it formed a New York-Philadelphia route. CNJ resumed its own management after reorganization in 1887. [Wikipedia](#)

This line is sometimes referred to as the [New Jersey Central](#) (See [November 17](#))

Chicago and Alton RR Chicago and Alton Railroad 1861-1900 (See [January 9](#) & [January 10](#))

*... Of such were the predecessor roads of the Chicago and Alton Railroad of 1861. The line of corporate succession of the Alton comprises nineteen different corporations, of which four underwent a change of name. Two of them were known as the "Chicago and Alton Railroad Company;" the first incorporated by a special act of the legislature of Illinois on February 18, 1861, and the second incorporated under the general laws of the state through articles of consolidation, March 8, 1906, the filing of which took place on March 14 of the same year. These two corporations resemble each other but little, the conceptions of the psychology of railroading adopted by them having very few points in common, although the fundamental was the same: the line of railroad between Chicago, St. Louis, and Kansas City.*²⁴⁷

Chicago and North Western RW The Chicago and North Western Railway was chartered on June 7, 1859, five days after it purchased the assets of the bankrupt Chicago, St. Paul and Fond du Lac Railroad. On February 15, 1865, it merged with the Galena and Chicago Union Railroad, which had been chartered on January 16, 1836. Since the Galena & Chicago Union started operating in December 1848, and the Fond du Lac railroad started in March 1855, the Galena and Chicago Union Railroad is considered to be the origin of the North Western railroad system. Other lines acquired and added to the network included the Chicago, St. Paul and Fond du Lac Railroad in 1859, the Winona and St. Peter Railroad in 1867, the Chicago, Milwaukee and North Western Railway in 1883, the Sioux City and Pacific Railroad in 1880, the Fremont, Elkhorn and Missouri Valley Railroad in 1884, and the Milwaukee, Lake Shore and Western Railway in 1893. They also held extensive property in Michigan, particularly its Upper Peninsula, to the point where they were one of the largest property owners in the state. By 1899, the company had rostered 1,380 locomotives, 1,176 passenger cars, and 49,484 freight cars. [Wikipedia](#) (See [January 19](#), [January 20](#), [January 21](#), [January 22](#) & [January 31](#))

Chicago, Burlington and Quincy Burlington's rapid expansion after the American Civil War was based upon sound financial management, dominated by John Murray Forbes of Boston and assisted by Charles Elliott Perkins. Perkins was a powerful administrator who eventually forged a system out of previously loosely held affiliates, virtually tripling Burlington's size during his presidency from 1881 to 1901. [Wikipedia](#) (See [January 12](#), [January 13](#), [January 14](#), [January 15](#), [January 16](#), [January 17](#), [January 18](#), [January 22](#), [February 1](#), [February 2](#) & [February 3](#))

Chicago, Milwaukee & St Paul RR The Chicago, Milwaukee, St. Paul and Pacific Railroad (CMStP&P), better known as the Milwaukee Road (reporting mark MILW), was a Class I railroad that operated in the Midwest and Northwest of the United States from 1847 until 1986.

The Milwaukee Road filed for bankruptcy three times in the twentieth century. In the first, from 1925 to 1928, its name changed from Chicago, Milwaukee & St. Paul Railway to Chicago, Milwaukee, St. Paul & Pacific Railroad. Its last, in 1977, led to the end of its corporate existence on December 31, 1985 and its merger with the Soo Line. ([Encyclopedia of Milwaukee](#)) (See [January 21](#), [January 22](#), [January 23](#), [January 27](#), [January 28](#), [January 29](#), [January 31](#))

Chicago, Rock Island & Pacific RW The original Chicago, Rock Island and Pacific Railroad (CRI&P RW, sometimes called Chicago, Rock Island and Pacific Railway) (reporting marks CRI&P, RI, ROCK) was an American Class I railroad. It was also known as the Rock Island Line, or, in its final years, The Rock. At the end of 1970, it operated 7,183 miles of road on 10,669 miles of track; that year it reported 20,557 million ton-miles of revenue freight and 118 million passenger miles. (See [January 31](#), [February 1](#), [February 2](#) & [February 3](#))

Chicago, St. Louis & Pittsburgh RR The CStL&P RR was initially two companies, one in Indiana and the other in Illinois. They were merged into a single company April 1, 1884. In 1890 it was merged into the Pittsburgh, Cincinnati, Chicago and St. Louis Railroad.

²⁴⁷ *An Excursion into the Early History of the Chicago and Alton Railroad*, D. W. Yungmeyer
Journal of the Illinois State Historical Society (1908-1984), Mar., 1945, Vol. 38, No. 1 (Mar., 1945), pp. 7-37
Stable URL: <https://www.jstor.org/stable/40188128>

The Columbus, Chicago and Indiana Central Railway went bankrupt and was sold at foreclosure on January 10, 1883. The [Chicago, St. Louis and Pittsburgh](#) Railroad was incorporated in Indiana on March 14 and Illinois on March 15, and the former CC&IC was conveyed to the two companies on March 17.

Operation by the PC&StL continued until April 1, 1883.

On April 1, 1884, the two companies merged to form one [Chicago, St. Louis and Pittsburgh](#) Railroad. That company was merged with the Pittsburgh, Cincinnati & St. Louis RW, Cincinnati and Richmond RR and [Jeffersonville, Madison and Indianapolis](#) RR on September 30, 1890, to form the Pittsburgh, Cincinnati, Chicago and St. Louis Railway (PCC&StL).

[Wikipedia](#) (See [December 30](#) & [February 9](#))

Cincinnati, Eaton and Richmond Reported to have been centered in Richmond, Indiana in 1879. ([The American Cyclopaedia \(1879\) Volume XIV](#)) (See [December 31](#))

Cincinnati, Hamilton and Dayton Railway The Cincinnati, Hamilton and Dayton Railway (CH&D) was a railroad based in the U.S. state of Ohio that existed between its incorporation on March 2, 1846, and its acquisition by the [Baltimore and Ohio](#) Railroad in December 1917. It was originally chartered to build from Cincinnati to Hamilton, Ohio, and then to Dayton, a distance of 59 mi (95 km); further construction and acquisition extended the railroad, and by 1902 it owned or controlled 640 mi (1,030 km) of railroad. Its stock and bond value plunged in late 1905 after "financial mismanagement of the properties" was revealed. The company was reorganized as the Toledo and Cincinnati Railroad in 1917. [Wikipedia](#) (See [December 31](#) & [January 1](#))

Cleveland and Toledo The Junction Railroad was chartered March 2, 1846, to build from Cleveland west to Toledo. The Toledo, Norwalk and Cleveland Railroad was chartered March 7, 1850, to build from Toledo east to Grafton on the [Cleveland, Columbus and Cincinnati](#) Railroad. The latter company opened on January 24, 1853, finally forming a continuous Buffalo-Chicago line. On September 1 the two companies merged to form the Cleveland and Toledo Railroad, with the Junction Railroad becoming the Northern Division and the Toledo, Norwalk and Cleveland the Southern Division. The Northern Division opened from Cleveland west to Sandusky on October 24, 1853, and the rest of the way to Toledo on April 24, 1855. The Northern Division was abandoned west of Sandusky due to lack of business, but the track was relaid in 1872, merging with the Southern Division at Millbury, east of Toledo. In 1866 the Southern Division east of Oberlin was abandoned and a new line was built to Elyria on the Northern Division, ending the use of the [Cleveland, Columbus and Cincinnati](#) Railroad.

On April 6 the [Michigan Southern and Northern Indiana Railroad](#) and Lake Shore merged to form the [Lake Shore and Michigan Southern](#) Railway, which absorbed the Buffalo and Erie Railroad on June 22, giving one company the whole route from Buffalo to Chicago.

Cleveland, Cincinnati, Chicago and St Louis Railroad (the Big Four), 1889 The railroad was formed on June 30, 1889, by the merger of the Cleveland, Columbus, Cincinnati and Indianapolis Railway, the Cincinnati, Indianapolis, St. Louis and Chicago Railway and the Indianapolis & St. Louis Railway. The following year, the company gained control of the former Indiana, Bloomington and Western Railway (through the foreclosed Ohio, Indiana and Western Railway and through an operating agreement with the Peoria and Eastern Railway).

In 1906, the Big Four was acquired by the New York Central Railroad, which operated it as a separate entity until around 1930.

Cleveland, Columbus and Cincinnati Railroad The CC&C absorbed a small bankrupt railroad in 1861, and in May 1868 merged with the [Bellefontaine](#) Railway to form the Cleveland, Columbus, Cincinnati and Indianapolis Railway

Cleveland, Columbus, Cincinnati & Indianapolis Railroad Company (1868-1889) The CCC&I came into existence on May 16, 1868, as a merger of the [Bellefontaine](#) Railroad and the Cleveland, Columbus and Cincinnati Railroad. At its inception it had 83 locomotives, 47 of which came from the CC&C and 36 from the Bellefontaine. ([Wikipedia](#))

The Indianapolis and Bellefontaine Railroad (I&B) was an American railroad founded in 1848. It changed its name to the Indianapolis, Pittsburgh and Cleveland Railroad (IP&C) in 1854. Its counterpart in Ohio was named the Bellefontaine and Indiana Railroad (B&I). The B&I ceased to exist as an independent company when it merged into the Bellefontaine Railway in September 1864. The Bellefontaine Railway merged with the Cleveland, Columbus, and Cincinnati Railroad to form the Cleveland, Columbus, Cincinnati and Indianapolis Railway in December 1864. (See [February 9](#), [February 10](#) & [February 11](#))

Cleveland, Painesville and Ashtabula Railroad One of the most profitable railroad lines in the United States in the 1860s, the CP&A was renamed the [Lake Shore Railway](#) in 1868. It merged with the [Michigan Southern and Northern Indiana Railroad](#) in 1869 to form the [Lake Shore and Michigan Southern Railroad](#).

Columbus and Indiana Central Railway Company (1864-1868): Merged with the Chicago and Great Eastern Railway to create the Columbus, Chicago and Indiana Central Railway.

Columbus and Xenia RR In 1853, the Columbus and Xenia Railroad and the Little Miami Railroad entered into a contract to operate as one line. This joint operating agreement ended in 1869, at which point the C&X agreed to permanently lease itself to the Little Miami Railroad. A year later, the Little Miami (and its leased lines) were leased to the Pittsburgh, Cincinnati, Chicago and St. Louis Railroad, which eventually became a part of the [Pennsylvania Railroad](#).

Columbus, Chicago and Indiana Central Railway Company (1868-1968) On February 12, 1868, the Columbus, Chicago and Indiana Central Railway was formed as a merger of the Columbus and Indiana Central Railway and Chicago and Great Eastern Railway. The rest of the new main line, from Marion northwest to Anoka, on the old main line east of Logansport, was completed March 15, 1868, making the old route via New Castle and Richmond into a branch. The CC&IC now had main lines from Columbus to Chicago and Indianapolis with branches from near Logansport, Indiana, southeast to Richmond, Indiana, (on the Indianapolis line) and west to Effner, Indiana. The Erie Railway offered in late 1868 to lease the CC&IC, but the Pittsburgh, Cincinnati and St. Louis Railway made a better offer on January 22, 1869, leasing it on February 1. [Wikipedia](#)

The Columbus, Chicago and Indiana Central Railway went bankrupt and was sold at foreclosure on January 10, 1883. The Chicago, St. Louis and Pittsburgh Railroad was incorporated in Indiana on March 14 and Illinois on March 15, and the former CC&IC was conveyed to the two companies on March 17. Operation by the PC&StL continued until April 1, 1883. On April 1, 1884, the two companies merged to form one Chicago, St. Louis and Pittsburgh Railroad. That company was merged with the PC&StL, Cincinnati and Richmond Railroad and [Jeffersonville, Madison and Indianapolis Railroad](#) on September 30, 1890, to form the Pittsburgh, Cincinnati, Chicago and St. Louis Railway (PCC&StL). (See [February 9](#))

Dayton and Michigan Railroad The property of the Dayton and Michigan was operated by the Cincinnati, Hamilton and Dayton Railroad Company, and its successor, The [Cincinnati, Hamilton and Dayton Railway Company](#), from the date of its completion in 1859 to July 2, 1914; by the receivers of the latter from July 3, 1914, to July 18, 1917, and by the [Baltimore and Ohio](#) from that date to December 31, 1917. Since January 1, 1918, it has been operated by the United States Railroad Administration as part of the [Baltimore and Ohio](#) system. (See [December 11](#))

Dayton, Xenia and Belpre The Little Miami joined the Cincinnati and Indiana Railroad in 1862 in building track along the riverfront in Cincinnati to link their two depots. The LMRR and the C&X together bought the Dayton, Xenia and Belpre Railroad in January 1865. (See [February 9](#))

Delaware and Hudson Canal Company The Delaware and Hudson Canal Company originates from the 1823 New York corporation charter listing the unusual name of "The President, Managers and Company of the Delaware & Hudson Canal Co." authorizing an establishment of "water communication" between the Delaware River and the Hudson River. The D&H was chartered by separate laws in the states of New York and Pennsylvania in 1823 and 1826, respectively, allowing William Wurts and his brother Maurice to construct the Delaware and Hudson Canal and the gravity railroad that served it. The canal was a successful enterprise for many of its early years, but the company's management realized that railroads were the future of transportation, and began investing in stock and trackage. In 1898, the canal carried its last loads of coal and was drained and sold. The next year, the company dropped the "Canal" from its name. The remaining fragments of the canal were designated a National Historic Landmark in 1968.

Delaware and Hudson Railroad The Delaware and Hudson Railway (D&H) (reporting mark DH) is a railroad that operates in the Northeastern United States. In 1991, after more than 150 years as an independent railroad, the D&H was purchased by the [Canadian Pacific Railway](#) (CP). CP operated D&H under its subsidiary Soo Line Corporation which also operates Soo Line Railroad. (See [December 2](#), [December 3](#), [February 20](#) & [February 21](#))

Delaware, Lackawanna and Western RR The Delaware, Lackawanna and Western Railroad (also known as the DL&W or Lackawanna Railroad) was a U.S. Class 1 railroad that connected Buffalo, New York, and Hoboken, New Jersey (and by ferry with New York City), a distance of 395 miles (636 km). Incorporated in Pennsylvania in 1853 primarily for the purpose of providing a connection between the anthracite coal fields of Pennsylvania's Coal Region and the large markets for coal in New York City. The railroad gradually expanded both East and West, eventually linking Buffalo with New York City. In 1960, the DL&W merged with rival Erie Railroad to form the Erie Lackawanna Railroad that would be taken over by Conrail in 1976. (See [December 3](#))

Detroit, Monroe and Toledo RR The Detroit, Monroe and Toledo Railroad (DM&T) was a shortline railroad which operated in the U.S. states of Michigan and Ohio. Opened in 1856, its main line ran from Detroit, Michigan, to Toledo, Ohio.

The railroad leased itself to the [Michigan Southern and Northern Indiana](#) Railroad (MS&NI) in 1856. A 1914 merger which created the New York Central Railroad led to the DM&T's consolidation into the new road, ending its existence. [Wikipedia](#) (See [December 12](#), [December 16](#) & [February 12](#))

East Pennsylvania The East Pennsylvania Railroad was chartered on March 9, 1856, as the Reading and Lehigh Railroad, but was renamed in April 1857. It completed a line between Reading and Allentown on May 11, 1859. The opening of this line created a through route between Harrisburg and New York City. [Philadelphia and Reading](#) Railroad, predecessor of the Reading Company, leased the line in 1869. The East Pennsylvania continued to exist as a company, and would be merged along with the Reading into Conrail in 1976, as a result of the Reading's final bankruptcy

Erie and Kalamazoo Railroad The Erie and Kalamazoo is a corporation of the States of Michigan and Ohio, having its principal office at Adrian, Mich. No accounting records of the Erie and Kalamazoo were obtained. Operated by the The Michigan Southern Rail Road Company. Aug. 1, 1849 - May 19, 1855, The [Michigan Southern and Northern Indiana](#) Rail Road Company. May 19, 1855 - June 2, 1869, and the New York Central Dec. 23, 1914(1) (See [December 15](#))

Erie Railroad New York and Erie Railroad: 1832–1861, Erie Railway: 1861–1878, The Erie did not see profits, and was sold in 1878 via bankruptcy reorganization to become the New York, Lake Erie and Western Railroad. On June 22, 1880, the railroad's standard-gauge conversion process was completed. By 1893, the [New York, Lake Erie and Western Railroad](#) went into bankruptcy reorganization again, and the company emerged in 1895 as the [Erie Railroad](#).

Erie Railway The Erie still did not see profits, and was sold in 1878 via bankruptcy reorganization to become the New York, Lake Erie and Western Railroad.

Fitchburg Railroad 1840–1919 The Fitchburg Railroad was incorporated March 3, 1842, to run from Boston to Fitchburg, and bought land next to the Charlestown Branch in May 1843. Construction began on May 20, and the first section to Waltham opened on December 20, 1843, operated by the Charlestown Branch until May 1, 1844. Further sections opened to Concord June 17, 1844, Acton October 1, 1844, Shirley December 30, 1844, and Fitchburg March 5, 1845. The new track next to the Charlestown Branch opened in August 1844; the Fitchburg Railroad leased the Charlestown Branch itself on September 1, 1845, and outright bought the branch on January 31, 1846.

It was leased to the [Boston and Maine](#) Railroad in 1900. [Wikipedia](#) (See [November 12](#) & [December 1](#))

Fort Wayne, Jackson and Saginaw Railroad

The precursor of the Fort Wayne and Jackson Railroad was the Fort Wayne, Jackson and Saginaw Railroad, which was incorporated on January 26, 1869. That company consolidated two older companies, the Jackson, Fort Wayne and Cincinnati Railroad of Michigan and the Fort Wayne, Jackson and Saginaw Railroad of Indiana. Construction began the same year, and the company completed a 35.4-mile from Jackson, Michigan, to Reading, Michigan, on November 22, 1869. A further 20.4 miles from Reading to Angola, Indiana, was completed on January 17, 1870. The final 41.8 miles from Angola to Fort Wayne, Indiana, was finished on December 5, 1870.

[Lake Shore and Michigan Southern](#) Railway leased the company in 1882. This lease was later assumed by the New York Central Railroad (1915) and Penn Central Transportation (1968). (See [February 4](#))

Grafton & Brunswick Railroad Company This railroad started out as a sandstone quarry spur in 1848. It tied into the Big Four Railroad. In the early 1870's this quarry railroad also tied into the CL&W railroad which later became the B&O and crossed the Big Four Railroad in Grafton, Ohio.

Grand River Valley Railroad Built: 1870 from Rives Junction to Grand Rapids. Operated for less than 1 year. Became: [Michigan Central](#) when line was completed in 1870.

Grand Trunk Railway Several impressive construction feats were associated with the GTR: the first successful bridging of the St. Lawrence River on August 25, 1860, with the opening of the first Victoria Bridge at Montreal (replaced by the present structure in 1898); the bridging of the Niagara River between Fort Erie, Ontario and Buffalo, New York; and the construction of a tunnel beneath the St. Clair River, connecting Sarnia, Ontario, and Port Huron, Michigan. The latter work opened in August 1890 and replaced the railcar ferry at the same location. (See [February 16](#))

Grand Trunk Western The Grand Trunk Western Railroad Company (reporting mark GTW) was an American subsidiary of the Grand Trunk Railway, later of the Canadian National Railway (reporting mark CN) operating in Michigan, Illinois, Indiana, and Ohio. (See [February 4](#))

Great Western Railroad (Illinois) The railroad first reached Decatur in 1854, when the Great Western Railroad built a line through the city. Decatur built Union Station, its first railway station, in 1856 to serve this line. By 1901, the Great Western

Railroad had consolidated into the Wabash Railroad, and the old Union Station had fallen into disrepair. ([Wikipedia](#)) (See [January 8](#))

Great Western (Ontario) The Great Western Railway was a railway that operated in Canada West, today's province of Ontario, Canada. It was the first railway chartered in the province, receiving its original charter as the London and Gore Railroad on March 6, 1834, before receiving its final name when it was rechartered in 1845. At its peak, the Great Western system stretched 1,371 kilometres (852 mi) with its main operating base in Hamilton. The city at the head of Lake Ontario was pivotal in opening up the unpopulated and heavily wooded interior of what was then known as Canada West. A substantial part of its revenue was from serving as a bridge line between the New York Central and [Michigan Central](#) Railroads, making it significant in North American history. Its lines remain in use, part of Canadian National Railway's network. [Wikipedia](#) (See [December 10](#), [December 11](#), [February 13](#), [February 14](#) & [February 15](#))

Hannibal & St Joseph Railroad The Hannibal and St. Joseph Railroad was the first railroad to cross Missouri starting in Hannibal in the northeast and going to St. Joseph, Missouri, in the northwest. It is said to have carried the first letter to the Pony Express on April 3, 1860, from a train pulled behind the locomotive Missouri. The line connected the second and third largest cities in the state of Missouri prior to the American Civil War. The stage route that it paralleled had previously been called the "Hound Dog Trail". [Wikipedia](#)

Hartford & New Haven RR The Hartford and New Haven Railroad (H&NH), chartered in 1833, was the first railroad built in the state of Connecticut and an important direct predecessor of the New York, New Haven & Hartford Railroad. The company was formed to connect the cities of New Haven, Connecticut, and Springfield, Massachusetts. It built northwards from New Haven, opening its first segment in 1838, and reaching Hartford in December 1839. The company reached Springfield in 1844 under the auspices of the Hartford and Springfield Railroad, a subsidiary chartered in Massachusetts. Branches were later built to Suffield, New Britain, and Middletown and operated by the Hartford and New Haven. The H&NH merged with the New York and New Haven Railroad in 1872, forming the New York, New Haven & Hartford Railroad. [Wikipedia](#)

Hartford & Springfield RR On April 4, 1839, the Massachusetts legislature granted a charter for the Hartford and Springfield Railroad, which was authorized to build from the Connecticut border to Springfield. The new railroad company never operated independently, as it was simply a vehicle for the Hartford and New Haven to extend its line into Massachusetts. Construction began in 1842, and the first trains between Hartford and Springfield ran at the end of 1844. The complete route was 62 miles in length.

Hartford, Providence & Fishkill RR 1849-1877 Alvin F. Harlow in *Steelways of New England* states that the NY&NE did not get possession of the Hartford Providence & Fishkill line until 1877. The corridor from Providence, Rhode Island, west into New York was originally chartered as three companies. The Providence and Plainfield Railroad; the Hartford and Providence Railroad; and, New York and Hartford Railroad. In 1849, the two Connecticut companies merged to form the Hartford, Providence and Fishkill Railroad, and in 1851 the Rhode Island company was merged into it. The HP&F went bankrupt on January 1, 1858, and was run by the trustees until 1863, when it was leased by the newly formed Boston, Hartford and Erie Railroad.

Hudson River Railroad The [Troy and Greenbush](#) Railroad was chartered in 1845 and opened later that year, connecting Troy south to Greenbush (now Rensselaer) on the east side of the Hudson River. The Hudson River Railroad was chartered on May 12, 1846, to extend this line south to New York City; the full line opened on October 3, 1851. Prior to completion, on June 1, it leased the [Troy and Greenbush](#).

St. John's Park was a 19th-century park and square, and the neighborhood of townhouses around it, in what is now the Tribeca neighborhood of Lower Manhattan, New York City. The square was bounded by Varick Street, Laight Street, Hudson Street and Beach Street, now also known for that block as Ericsson Place. Although the name "St. John's Park" is still in use, it is no longer a park and is inaccessible to the public.

The land was part of a plantation owned by an early settler to New Netherland and was later owned by the English Crown, who deeded it to Trinity Church. The church built St. John's Chapel and laid out "Hudson Square", creating New York City's first development of townhouses around a private park. By 1827 the neighborhood had become known as "St. John's Park" and remained fashionable until about 1850. In 1866 it was sold to Cornelius Vanderbilt's Hudson River Railway Company and became the location of St. John's Park Freight Depot, the railroad's southern terminus. The terminal was demolished in 1927 to allow construction of exits from the Port Authority of New York and New Jersey's Holland Tunnel.

The decline of St. John's Park began in the late 1840s and early 1850s when many neighborhoods around it and nearby in Lower Manhattan lost their wealthy residents, who began to move uptown. In particular, when Cornelius Vanderbilt laid railroad tracks for the Hudson River Railroad along the west side of the square in 1851, St. John's Park owners began to leave in large numbers. In 1867, the New York Times wrote about that time: "[W]hen the iron horse began to snort along the streets,

and the turmoil of traffic and travel invaded the North River side [of St. John's Park], the "old fogies" became disgusted, and rapidly retreated to more secluded locations." Over the next dozen or so years, the elegant townhouses and mansions around the square and nearby gradually became boarding houses, and the inhabitants of the neighborhood changed from fashionable Knickerbockers to clerks, tradesmen and mechanics. The square itself picked up the nickname of "Hash Square".

Trinity had maintained the right to sell the land with the consent of two-thirds of the owners of the lots. As New York continued to develop, land in lower Manhattan became increasingly valuable, so in 1866 Trinity sold the park to Vanderbilt for \$1 million, split between the church and the lot owners. The New York Times commented "The omnivorous appetite of improvement has swept away one more breathing-place in the lower part of the City," but also said:

The transfer to the railroad Company is not to be regretted. As a park it has never been available, save to the few who rented [sic] property nearby. The people now living there are tenants and wanderers, and there are very few property rights that can be damaged by the change. The establishment of a great freighting business there will pretty surely open up all the streets from Franklin to Canal for mercantile business, and add vastly to the wealth of the west side of the Ward ... And so, while we cannot repress a feeling of sorrow when we see the remorseless hand of Improvement sweeping down historical monuments, we find consolation in the fact that this particular improvement will be for the benefit of the City, and especially of the locality most nearly affected.

Decades later, in 1918, the neighborhood received another blow when St. John's Chapel was torn down.

[Wikipedia](#)

Illinois Central Railroad The Illinois Central Railroad (reporting mark IC), sometimes called the Main Line of Mid-America, was a railroad in the central United States, with its primary routes connecting Chicago, Illinois, with New Orleans, Louisiana, and Mobile, Alabama. A line also connected Chicago with Sioux City, Iowa (1870). There was a significant branch to Omaha, Nebraska (1899), west of Fort Dodge, Iowa, and another branch reaching Sioux Falls, South Dakota (1877), starting from Cherokee, Iowa. The Sioux Falls branch has been abandoned in its entirety.

The Canadian National Railway acquired control of the IC in 1998. (See [February 4](#))

Indiana & Illinois Central RW Chartered January 1, 1853. Completed in 1873. Became part of the Cincinnati, Indianapolis, and Western Railway.

Predecessors of the ID&W include the Indianapolis, Decatur and Western Railway (1888–1894), the Indianapolis & Wabash Railway (1887–1888), the Indianapolis, Decatur and Springfield Railway (1875–1887), and the Indiana and Illinois Central Railway (1853–1875).

Indiana Central Railway Company (1851-1864) Only brief mentions that this railway existed.

Indianapolis and Madison Railroad The Madison and Indianapolis Railroad (M&I) was the first operable steam railroad completed in Indiana and one of the first west of the Allegheny Mountains. Construction began under the auspices of the state as part of the comprehensive Internal Improvements Act of 1836. ([Encyclopedia of Indianapolis](#))

Indianapolis, Cincinnati and Lafayette Railroad, 1867 No information on this railroad has been found.

Indianapolis, Decatur and Springfield Railway This railway was completed about 1874, without much ado in raising stock, or subscriptions or tax in this county. Many years ago, about 1852-'54, -- during the great period of railroad projects everywhere, -- the "Indiana & Illinois Central Railway Company" nearly completed the grading on this route. Indications are that this railway existed at least into 1886. (See [January 8](#))

Jackson, Lansing and Saginaw Railroad Though begun independently, this became one of the first and longest Michigan Central branch lines when it was taken over by the [Michigan Central](#) in 1871. By 1903, almost all directors were MC appointees. The road, 295 miles in length, also had branchlines to Twin Lakes (Lewiston) and Gladwin. (See [December 13](#) & [December 14](#))

Janesville, Beloit and Rockford Railroad In 1880, the Janesville, Beloit and Rockford Railway (JB&R) constructed 14 miles of new railroad, extending from Janesville, Wisconsin to Beloit, Wisconsin. At Beloit, it intersected with an existing railroad line owned by the Chicago, Milwaukee & St. Paul Railway (Milwaukee Road). The following year, the Central Illinois and Wisconsin Railway (CI&W) constructed an additional 15 miles to Rockford. The JB&R was sold to the Milwaukee Road in 1882, and the C&IW was leased to the Milwaukee Road the same year. Via trackage rights over the

Chicago, Burlington & Quincy Railroad between Rockford and Davis Junction, this line connected to the Milwaukee Road mainline from Chicago to Omaha. The C&IW was purchased by the Milwaukee Road in 1900.

Jeffersonville Railroad Lafayette and Indianapolis Built by the Lafayette and Indianapolis Railroad in 1850. Over the years and due to mergers, the line was owned by a number of railroads during its operation:

Jeffersonville, Madison and Indianapolis Railroad The Jeffersonville, Madison and Indianapolis Railroad (JM&I) was formed in 1866 as a merger between the [Indianapolis and Madison](#) Railroad and the [Jeffersonville Railroad](#).

Absorbed by the [Pittsburgh, Cincinnati and St Louis](#) (Panhandle) Railway in 1890. (See [January 7](#))

Lake Shore and Michigan Southern Railway On April 6 the [Michigan Southern and Northern Indiana](#) Railroad and Lake Shore merged to form the Lake Shore and Michigan Southern Railway, which absorbed the Buffalo and Erie Railroad on June 22, giving one company the whole route from Buffalo to Chicago.

In October 1867, the [Cleveland, Painesville and Ashtabula](#) Railroad leased the [Cleveland and Toledo](#) Railroad. The CP&A changed its name to the [Lake Shore Railway](#) on March 31, 1868, and on February 11, 1869, the Lake Shore absorbed the Cleveland and Toledo. On April 6 the [Michigan Southern and Northern Indiana](#) Railroad and Lake Shore merged to form the Lake Shore and Michigan Southern Railway, which absorbed the Buffalo and Erie Railroad on June 22, giving one company the whole route from Buffalo to Chicago.

Around 1877, Cornelius Vanderbilt and his New York Central and Hudson River Railroad gained a majority of stock of the Lake Shore and Michigan Southern Railway. The line provided an ideal extension of the New York Central main line from Buffalo west to Chicago, along with the route across southern Ontario ([Canada Southern](#) Railway and [Michigan Central](#) Railroad). (See [December 12](#), [December 15](#), [February 4](#), [February 5](#) & [February 12](#))

Lake Shore Railway In October 1867, the [Cleveland, Painesville and Ashtabula](#) Railroad leased the [Cleveland and Toledo](#) Railroad. The CP&A changed its name to the Lake Shore Railway on March 31, 1868, and on February 11, 1869, the Lake Shore absorbed the Cleveland and Toledo.

Lehigh and Susquehanna Railroad The Lehigh and Susquehanna Railroad is a defunct railroad that operated in eastern Pennsylvania during the 19th and 20th centuries. The company was a subsidiary of the Lehigh Coal & Navigation Company (LC&N). For much of its lifetime, however, it was leased by the [Central Railroad of New Jersey](#). The company was founded in 1837 for the objective of transporting predominantly anthracite coal from the North Branch Division of the Pennsylvania Canal to the Lehigh Canal on the Lehigh River. The rail line was later extended to the confluence of the Lehigh and Delaware Rivers in Easton, Pennsylvania. In 1976, the company was sold to Conrail.

Lehigh Valley RR The Lehigh Valley Railroad (reporting mark LV) was a railroad built in the Northeastern United States to haul anthracite coal from the Coal Region in Pennsylvania. The railroad was authorized on April 21, 1846, for freight and transportation of passengers, goods, wares, merchandise, and minerals in Pennsylvania and the railroad was incorporated and established on September 20, 1847, as the Delaware, Lehigh, Schuylkill and Susquehanna Railroad Company. On January 7, 1853, the railroad's name was changed to Lehigh Valley Railroad. It was sometimes known as the Route of the Black Diamond, named after the anthracite it transported. At the time, anthracite was transported by boat down the Lehigh River. The railroad ended operations in 1976 and merged into Conrail along with several northeastern railroads that same year. (See [December 4](#))

Lewiston Railroad Company On May 6th 1836, The Lewiston Railroad Company was incorporated. The two mile long railroad was built to connect with the existing horse-drawn cars of the Lockport and Niagara Falls Railroad. The Lewiston Railroad began operation in 1837.

On September 30th 1855, the Lewiston Railroad Company was merged with the [New York Central](#) Railroad Company. [Niagara Falls Info](#)

In 1867, Cornelius Vanderbilt acquired control of the Albany to Buffalo-running NYC, with the help of maneuverings related to the Hudson River Bridge in Albany. On November 1, 1869, he merged the NYC with his [Hudson River Railroad](#) to form the New York Central and Hudson River Railroad. This extended the system south from Albany along the east bank of the Hudson River to New York City, with the leased [Troy and Greenbush](#) Railroad running from Albany north to Troy.

On December 22, 1914, the New York Central and Hudson River Railroad merged with the [Lake Shore and Michigan Southern](#) Railway to form a new [New York Central](#) Railroad.

Louisville and Nashville RR The Louisville and Nashville Railroad (reporting mark LN), commonly called the L&N, was a Class I railroad that operated freight and passenger services in the southeast United States. Chartered by the Commonwealth of Kentucky in 1850, the road grew into one of the great success stories of American business. Operating

under one name continuously for 132 years, it survived civil war and economic depression and several waves of social and technological change. Under Milton H. Smith, president of the company for 30 years, the L&N grew from a road with less than three hundred miles (480 km) of track to a 6,000-mile (9,700 km) system serving fourteen states. As one of the premier Southern railroads, the L&N extended its reach far beyond its namesake cities, stretching to St. Louis, Memphis, Atlanta, and New Orleans. The railroad was economically strong throughout its lifetime, operating freight and passenger trains in a manner that earned it the nickname, "The Old Reliable". (See [January 1](#), [January 5](#) & [January 6](#))

Michigan Central RR The Michigan Central Railroad was created primarily by Boston capitalists for the purpose of purchasing the "Central" line from the State of Michigan. See "Central" line. In the late 1830's, the state had invested in several public works projects consisting of new railroads and canals. The "central" project was one of these. Though more successful than the other public works projects, the state decided to exit these projects and this line, radiating west from Detroit was sold to the Michigan Central.

The Michigan Central was a profitable and successful railroad over the years, known for many innovations. It became controlled by Vanderbilt interests ([NYC&HR](#)) and in 1916 was merged into the New York Central System. But it continued to be called the " Michigan Central" by many, and in fact the great Michigan Central passenger station in Detroit is still known by that name. (See [December 12](#), [December 13](#) & [December 14](#))

[Railroad: Michigan Central railroad](#)

Michigan Southern and Northern Indiana Railway On July 8, 1853, the Ohio and Indiana companies merged, and on February 7, 1855, the Northern Indiana and Chicago Railroad and the Buffalo and Mississippi Railroad were merged into the Northern Indiana Railroad. On April 25, 1855, that company in turn merged with the Michigan Southern Rail Road to form the Michigan Southern and Northern Indiana Railroad.

Around 1877, Cornelius Vanderbilt and his New York Central and Hudson River Railroad gained a majority of stock of the [Lake Shore and Michigan Southern](#) Railway. The line provided an ideal extension of the New York Central main line from Buffalo west to Chicago, along with the route across southern Ontario ([Canada Southern](#) Railway and [Michigan Central](#) Railroad).

Michigan Southern Railroad, Manchester Branch Around 1838, the state of Michigan started to build the Southern Railroad, running from Monroe, Michigan, on Lake Erie, west to New Buffalo, Michigan, on Lake Michigan. The first section, from Monroe, west to Petersburg, Michigan, opened in 1839. Extensions opened in 1840, to Adrian, and 1843, to Hillsdale, Michigan. On May 9, 1846, the partially completed line was sold to the Michigan Southern Rail Road, which changed the planned western terminal to Chicago, using the charter of the Northern Indiana Railroad. The grading that had been done was not used, as the grade was too steep, and instead the original Buffalo and Mississippi Railroad charter was used west of La Porte. The Michigan Southern leased the Erie and Kalamazoo on August 1, 1849, giving it a branch to Toledo, and a connection to planned railroads to the east.

Due to lobbying by the [Michigan Central](#) Railroad, a competitor of the Michigan Southern, the latter's charter prevented it from going within two miles (3.2 km) of the Indiana state line east of Constantine, Michigan. However, the most practical route went closer than two miles, west of White Pigeon, Michigan. To allow for this, Judge Stanfield, of South Bend, Indiana, bought the right-of-way from White Pigeon to the state line, and leased it to the railroad company for about 10 years, until the charter was modified to allow the company to own it. ([Wikipedia](#))

Milwaukee and Mississippi Railroad Ran from Milwaukee to Prairie du Chien by 1857, purchased by the Milwaukee and Prairie du Chien RR in 1861. Became part of the Chicago, Milwaukee and St Paul Railroad in 1874 and Chicago, Milwaukee, St Paul and Pacific RR in 1879. Milwaukee and St Paul Railway

Morris & Essex RR 1836–1945 The Morris and Essex Railroad, incorporated on January 29, 1835, opened on November 19, 1836. Trains ran to Jersey City via an agreement with the New Jersey Rail Road. The [Delaware, Lackawanna and Western](#) Railroad leased the M&E on December 10, 1868, connecting to their Warren Railroad at Washington. On July 26, 1945 the M&E was formally merged into the DL&W. However it remained the Morris and Essex Division, and even today New Jersey Transit calls it the Morris and Essex Lines.

(See [November 6](#), [November 7](#), [November 27](#), [November 28](#) & [November 29](#))

New Haven & Northampton 1848–1887 (independent operations) 1848–1910 (as a corporate entity)

The New Haven and Northampton Railroad (founded as the New Haven and Northampton Company, also known as the Canal Line) was a railroad originally built alongside a canal between 1847 and 1850 in Connecticut. Leased by the New York & New Haven RR from 1849 to 1869, the railroad expanded northwards to Massachusetts and its second namesake city in 1859. Upon the end of the lease in 1869, the company expanded further into Massachusetts, reaching as far north as Shelburne and Turners Falls.

After a fight for control of the company by several other railroads in the 1880s, the New Haven and Northampton was leased by [New York, New Haven & Hartford RR](#) in 1887. The company continued to exist as a lessor until October 26, 1910, when it was formally merged into the New Haven system. In the 20th century, much of the line was gradually abandoned, though two portions continue to see freight service as of 2021. The vast majority of the abandoned line is now part of the New Haven and Northampton Canal Greenway, which includes the Farmington Canal Heritage Trail where the right of way is owned by the State of Connecticut. ([Wikipedia](#)) (See [November 17](#) & [December 1](#))

New Jersey Central (See [Central Railroad of New Jersey](#))

New Jersey Rail Road and Transportation Company United New Jersey Railroad and Canal Company

History and Development of the United Railroads and Canal Companies of New Jersey Previous to the Time of the Lease to the Pennsylvania in 1871

The “Joint Companies” which leased their properties to the [Pennsylvania Railroad](#) in 1871 were these:

The Delaware and Raritan Canal Company

The Camden and Amboy Rail Road and Transportation Company

The New Jersey Rail Road and Transportation Company

All New Jersey corporations, constituting a group commonly called The United Canal and Railroad Companies of New Jersey; and the [Philadelphia and Trenton](#) rail road company, a Pennsylvania corporation.

The [Philadelphia and Trenton](#) held a lease of the Connecting Railroad, hitherto described, and thus ran from a junction with the [Pennsylvania Railroad](#) in West Philadelphia to a point on the Delaware River opposite Trenton, all in the State of Pennsylvania.

:

The Camden and Amboy owned a line of railroad from the Delaware River at Camden, opposite Philadelphia, to Raritan Bay (an arm of New York Bay) at South Amboy, all in New Jersey, and a steamboat line which operated between South Amboy and New York.

It also owned a line of railroad from the Delaware River at Trenton to New Brunswick, New Jersey, with certain branches, and the New Jersey Railroad and Transportation Company’s railroad continued from New Brunswick to the west bank of the Hudson at Jersey City, from whence it served Manhattan and the harbor area by ferry, lighter, and car float. The stock of the Trenton Delaware Bridge Company, which owned the bridge connecting the Camden and Amboy and the Philadelphia line at Trenton, was also owned within the group.

It will thus be seen that the “Joint Companies” owned two closely paralleling lines; one, all rail ; the other, rail and water. There was a connection between the two from Bordentown, on the Camden and Amboy, to Trenton. By use of this connection, traffic could also move by an all-rail route from Camden to Jersey City.

The Delaware and Raritan Canal Company owned a canal connecting the Delaware and Raritan Rivers, all in New Jersey. By means of this canal, coal, lumber, and agricultural products could be floated down the Delaware Division Canal to Borden town, or down the Schuylkill and then up the Delaware, thence to New Brunswick on the Raritan River, thence down the river to Raritan Bay and New York Bay and any point in the harbor area. Between Trenton and New Brunswick, the canal lay to the west of the railroad, and passed east of Princeton.

With the lease also went the stock of a number of other companies, which gave the group control of the ferry between Camden and Philadelphia; the “Associates of the Jersey Company” which was the ferry company between New York and New Jersey and has the oldest charter (1804) now alive in the Pennsylvania system; also The Belvidere Delaware Rail Road Company up the Delaware River from Trenton and its branch line the Flemington Railroad and Transportation Company, operated together and separately from the others; and numerous short lines operated as branches of the United Companies. All told, the system contained 356 miles of railroad and 66 miles of canal, including the feeder canal. Of the railroad mileage, 89 miles were in the West Philadelphia-Jersey City line and 61 in the line from Camden to South Amboy.

(pp 241-2 Burgess & Kennedy).

New York and Erie Railroad In August 1859, the company went into receivership due to inability to make payments on the debts incurred for the large costs of building, and, on June 25, 1861, it was reorganized as the Erie Railway. This was the first bankruptcy of a major trunk line in the U.S.

New York & New England Railroad 1846–1898 The New York and New England Railroad (NY&NE) was a railroad connecting southern New York State with Hartford, Connecticut; Providence, Rhode Island; and Boston, Massachusetts. It operated under that name from 1873 to 1893. Prior to 1873 it was known as the Boston, Hartford and Erie Railroad, which had been formed from several smaller railroads that dated back to 1846. After a bankruptcy in 1893, the NY&NE was reorganized and briefly operated as the New England Railroad before being leased to the competing [New York, New Haven & Hartford RR](#) in 1898. (See [November 8](#) & [November 16](#))

New York & New Haven RR The New York and New Haven Railroad (NY&NH) was a railroad connecting New York City to New Haven, Connecticut, along the shore of Long Island Sound. It opened in 1849, and in 1872 it merged with the Hartford & New Haven Railroad to form the [New York, New Haven & Hartford Railroad](#). The line is now the Metro-North Railroad New Haven Line and part of Amtrak's Northeast Corridor. [Wikipedia](#) The *New York & New Haven RR* had completed its line, along the Connecticut coast line on Long Island Sound, from New York to New Haven, in 1848.

New York Central Railroad, 1930 Albany industrialist and Mohawk Valley Railroad owner Erastus Corning managed to unite the Albany and Schenectady Railroad, the Utica and Schenectady Railroad, the Syracuse and Utica Railroad, the Auburn and Syracuse Railroad, the Buffalo and Rochester Railroad, the Schenectady and Troy Railroad, the Lockport, and Niagara Falls Railroad, the Buffalo and Lockport Railroad, the Mohawk Valley Railroad, and the Syracuse and Utica Direct Railroad together into one system, and on March 17, 1853, executives and stockholders of each company agreed to merge. The merger was approved by the state legislature on April 2 and, on May 17, 1853, the New York Central Railroad was formed. In 1867, Cornelius Vanderbilt acquired control of the New York Central and merged the NYC with his [Hudson River Railroad](#) to form the New York Central and Hudson River Railroad. In 1914, after all the mergers, etc. it became the New York Central again.

New York Central & Hudson River Railroad Cornelius Vanderbilt obtained control of the [Hudson River Railroad](#) in 1864, soon after he bought the parallel New York and Harlem Railroad.

In 1867, Vanderbilt acquired control of the New York Central Railroad, with the help of maneuverings related to the Hudson River Bridge in Albany. On November 1, 1869, he merged the railroad with his [Hudson River Railroad](#) to form the New York Central and Hudson River Railroad.

In 1914, the operations of eleven subsidiaries were merged with the New York Central & Hudson River Railroad, re-forming the New York Central Railroad (See [November 20](#))

New York, Lake Erie and Western Railroad The railroad began as the [Erie Railway](#), from 1861 to 1878. Because of financial battles between Cornelius Vanderbilt and Jay Gould as well as the problem of a standard railroad gauge, the Erie went bankrupt and was reorganized as the New York, Lake Erie and Western Railroad. By June of 1880, the railroad's standard gauge conversion was completed. The NY,LE&W RR lasted until 1893 when it too went bankrupt. It was reorganized as the [Erie Railroad](#). Note the name change from Railway to Railroad. (See [December 3](#))

New York, New Haven & Hartford RR 1872-1968 The *New York, New Haven & Hartford RR* was created from three earlier railroads. It ran from Springfield through Hartford and New Haven to New York. The [Hartford & New Haven RR](#) was originally chartered in 1833 to run from Springfield to New Haven. The section from New Haven to Hartford opened in December of 1839. The company merged with the [Hartford & Springfield RR](#) in 1845, reverting back to their original name in 1847. This line merged with the [New York & New Haven RR](#) in 1872 forming the *New York, New Haven & Hartford RR*. (See [November 5](#), [November 7](#), [November 16](#), [November 30](#) & [February 23](#))

Norfolk and Western The Norfolk and Western Railway (reporting mark NW), commonly called the N&W, was a US class I railroad, formed by more than 200 railroad mergers between 1838 and 1982. It was headquartered in Roanoke, Virginia, for most of its existence. Its motto was "Precision Transportation"; it had a variety of nicknames, including "King Coal" and "British Railway of America". In 1986, N&W merged with Southern Railway to form today's Norfolk Southern Railway.

Ohio and Mississippi Railway The Ohio and Mississippi Railway (earlier the Ohio and Mississippi Rail Road), abbreviated O&M, was a railroad operating between Cincinnati, Ohio, and East St. Louis, Illinois, from 1857 to 1893.

The line came under the influence and later control of the Baltimore & Ohio Railroad, and combined with the former Marietta & Cincinnati connecting to the B&O at Parkersburg, West Virginia formed a continuous line between St. Louis and the east coast at Baltimore and Washington, DC. For many years, one of B&O's premier trains, the National Limited, traveled this route.

It merged in 1893 with the Baltimore and Ohio Southwestern Railway, and is now part of CSX Transportation's Indiana Subdivision and Illinois Subdivision. [Wikipedia](#)

Old Colony Railroad 1845–1893 The Old Colony Railroad was a major railroad system, mainly covering southeastern Massachusetts and parts of Rhode Island, which operated from 1845 to 1893. Old Colony trains ran from Boston to points such as Plymouth, Fall River, New Bedford, Newport, Providence, Fitchburg, Lowell and Cape Cod. For many years the Old Colony Railroad Company also operated steamboat and ferry lines, including those of the Fall River Line with express train service from Boston to its wharf in Fall River where passengers boarded luxury liners to New York City. The company also briefly operated a railroad line on Martha's Vineyard, as well as the freight-only Union Freight Railroad in Boston.

The OC was named after the "Old Colony", the nickname for the Plymouth Colony.. [Wikipedia](#) (See [November 14](#))

Palmyra and Jacksonburgh Railroad In April 1833, the [Erie and Kalamazoo](#) Railroad company was given a charter to start the building of a railroad. The Palmyra Jacksonburgh Railroad was the first railway in the state of Michigan. It was built in 1837 - the year that Michigan became a state - as the Tecumseh branch. The charter that was received in 1833 granted them the ability to create a 46-mile-long (74 km) railway that would run through Clinton, Michigan and finish in Jacksonburgh (which is now known as [Jackson](#)). The new railroad branch tried to start building in 1838, but because of financial problems the railroad could not be built. However, in 1844 it was sold to the state to be operated by the Southern Railroad, which two years later became the Michigan Southern.

After a few years construction began once more. The railroad reached Clinton in 1853, Manchester in 1855, and finally Jacksonburgh in 1857. In 1855, it became part of the Northern Indiana Railroad. Once reaching Jacksonburgh, the branch was completed as the Palmyra Jacksonburgh Railroad. It was bought by the New York Central Railroad system in 1915.

Pennsylvania Railroad April 13, 1846–January 31, 1968 (renamed to Penn Central Transportation Company) (See [November 21](#), [November 24](#), [November 25](#), [November 27](#), [November 28](#), [November 29](#), [December 1](#) & [February 26](#))

Philadelphia and Erie RR The main line was completed to Erie in October 1864. The New York Times suggested that the railroad would be a major route connecting trade for petroleum between northwestern Pennsylvania and Philadelphia. The Erie Union Station opened on October 1, 1865. The P&E opened a large coal transfer terminal at its Lake Erie terminus in 1866. In 1867 the pier at Erie was expanded to handle ore shipments from the midwest. Despite these improvements, the P&E did not thrive, as it faced strong competition from the New York Central Railroad. Over the next three decades the P&E also experienced serious setbacks due to several major floods, storms, a bridge fire, and various operational accidents. The P&E was formally merged with the PRR in May 1907.

Philadelphia and Reading The Philadelphia and Reading Railroad (P&R) was one of the first railroads in the United States. Along with the Little Schuylkill, a horse-drawn railroad in the Schuylkill River Valley, it formed the earliest components of what became the Reading Company. The P&R was constructed initially to haul anthracite coal from the mines of the Coal Region in Northeastern Pennsylvania to Philadelphia. The original P&R mainline extended south from the mining town of Pottsville to Reading and then to Philadelphia. The line followed the gently graded banks of the Schuylkill River for nearly all of the 93-mile (150-km) journey. From its founding in 1843, the original Reading mainline was a double track line.

Philadelphia & Trenton RR The Philadelphia and Trenton Railroad was a railroad from Philadelphia, Pennsylvania to Trenton, New Jersey. Opened in 1832, it became part of the [Pennsylvania Railroad](#) system in 1871. The majority of it is now part of Amtrak's Northeast Corridor.

The PRR had originally intended to directly connect the two lines through the heart of Philadelphia. However, attempts to buy out and demolish buildings in the right-of-way led to riots, and the Philadelphia & Trenton was forced to end at Kensington. To resolve the problem, the Connecting Railroad was incorporated May 15, 1863, and between 1864 and June 1867, constructed a 6.75-mile connecting line between Frankford Junction on the Philadelphia & Trenton and Mantua Junction on the PRR mainline, passing through what is now North Philadelphia. The P&T leased the line, allowing its trains to reach 30th Street Station in West Philadelphia.

Philadelphia, Wilmington and Baltimore RR 1836–1902 (purchased 1880 by Pennsylvania Railroad)

The Philadelphia, Wilmington and Baltimore Railroad (PW&B) was an American railroad that operated from 1836 to 1881. Formed as a result of the merger of four small lines dating from the earliest days of American railroading in the late 1820s and early 1830s, it was purchased by the Pennsylvania Railroad (PRR) in 1881, becoming part of their main line in 1902.

Founded in 1831 as the Philadelphia and Delaware County Rail-Road Company, the PW&B had within six years changed its name and merged with three other state-chartered railroads in three Middle Atlantic states to create a single line between Philadelphia and Baltimore. In 1881, the PW&B came under the control of the PRR, the largest railroad in the Northeast United States.

An 1895 historian of the PRR had this to say about the significance of the PW&B, which it had acquired and gained control of fourteen years before:

An important constituent of a great North and South line of transportation, it challenges ocean competition and carries on its rails not only statesmen and tourists but a valuable interchange of products between different lines of latitude. As a military highway, it is of the greatest strategic importance to the national, industrial, and commercial capitals – Washington, Philadelphia and New York. It presents some of the very best transportation facilities to the commerce of the cities after which it is named and could not be obliterated from the railroad map of the United States without materially disturbing its harmony.

The PW&B RR had a “transfer bridge” across the Patapsco River in Baltimore from Locust Point to Canton. They allowed the B&O to use it. Between 1871 and 1989 “carfloating” was used to ferry railroad cars across the Patapsco River, from Locust Point to Canton. Documentation found on the earliest technology used to transfer the cars on and off the ferrys has so far eluded my research but later transfer bridge designs are available but post-date 1885. Harbor tides prevented barges from pulling up directly to the pier because the water levels could change dramatically. The railroad transfer bridge worked akin to a gangplank on a ferry and served as the intermediary between shore and barge. Railroad cars were rolled onto the transfer bridge and then onto a barge fitted with railroad tracks, decoupled, and floated across the harbor to Locust Point where the cargo was unloaded. Oftentimes, the process was reversed, so the rail cars could rejoin their engines.

Pittsburgh, Cincinnati and St Louis (Panhandle) Railway The [Pennsylvania Railroad](#) had a total investment of \$5,633,000 in the three companies, decided to consolidate the Panhandle, the Steubenville and Indiana and the Holliday’s Cove Rail Road into one company with a line from Pittsburgh to Columbus, a distance of 193 miles. It caused The Pittsburgh, Cincinnati and St. Louis Railway Company to be organized on May 14, 1868, and the three predecessor companies were thus consolidated. The new consolidated company continued to be known colloquially as the “Panhandle”, by which name it and its successors will hereafter be frequently referred to. [Pennsylvania RR](#) - Centennial Page 192.

Pittsburgh, Fort Wayne and Chicago On July 26, 1856, the Pittsburgh, Fort Wayne and Chicago Rail Road was formed as a consolidation of the Fort Wayne and Chicago, Ohio and Indiana, and Ohio and Pennsylvania Railroads.

From the early days, the [Pennsylvania Railroad](#) (PRR) had been involved with the project, supplying funds. Once the Fort Wayne Railroad Bridge at Pittsburgh was finished in 1857, trains began to run through from Philadelphia. In 1858 the PFW&C began using the first Union Station in Pittsburgh, shared with the PRR.

On July 1, 1859, the PFW&C defaulted on its debts, and was sold at foreclosure on October 24, 1861. It was reorganized as the Pittsburgh, Fort Wayne and Chicago Railway February 26, 1862.

On July 1, 1869, the PRR leased the PFW&C and began operating it directly, but on April 1, 1871, the PFW&C was transferred to the newly formed Pennsylvania Company. On December 1, 1871, the Pennsylvania Company leased the Cleveland and Pittsburgh Railroad. Since January 25, 1860, the C&P had been operated jointly by itself and by the PFW&C, providing a branch of the PFW&C from Rochester, Pennsylvania, west and north, crossing the PFW&C at Alliance, Ohio, and continuing to Cleveland.

Operation was transferred back to the [Pennsylvania Railroad](#) from the Pennsylvania Company on January 1, 1918. (See [February 4](#))

Pittsfield and North Adams Railroad The Pittsfield and North Adams Railroad was a railroad based in northwestern Massachusetts. It was chartered in 1842 and was purchased by the Western Railroad of Massachusetts before construction was finished in 1846, then acquired by the Boston and Albany Railroad in 1870, only to face a gradual demise between the 1960s and 1990. It ran 18.539 mi (29.836 km) from North Adams Junction in Pittsfield to North Adams, where it connected to the Troy and Greenfield Railroad, an affiliate of the [Fitchburg Railroad](#). [Wikipedia](#) (See [December 2](#))

Quarry Railroad: See the Grafton and Brunswick Railroad Company

Quebec, Montreal, Ottawa & Occidental The Canadian province of Quebec formed the Quebec, Montreal, Ottawa and Occidental Railway (QMO&OR) in 1874 to link those cities since private companies, without the usual subsidies from the Federal Government of Canada, could not get financing, mainly because the Grand Trunk Railway was lobbying against it.

This project was a priority for the premier of the province of Quebec, Sir Henri-Gustave Joly de Lotbinière. It was the first major railway along the north shore of the Ottawa and St. Lawrence Rivers. The promoters of its predecessor companies had hoped to be part of the Canadian transcontinental railway project, a goal which was finally achieved when the QMO&OR was sold to the [Canadian Pacific Railway](#) (CPR).

[Wikipedia](#)

In 1880, the Montreal, Ottawa & Occidental Railway Company built a railway bridge across the Ottawa River close to Lemieux Island. Initially called the Chaudière Railway Bridge, its name was later changed to the Prince of Wales Bridge in honour of the eldest son of Queen Victoria, the future King Edward VII. (When this name change occurred is uncertain but it was no later than 1887.) However, the Prince of Wales bridge did not carry pedestrian or carriage traffic, and was far removed from the city centre. (See [February 18](#) & [February 19](#))

Rensselaer & Saratoga RR The Rensselaer and Saratoga Railroad was a railway company that operated in the states of New York and Vermont in the 19th century. At its peak it controlled a 150-mile (240 km) network. The Delaware and Hudson Railway leased the company in 1871 and formally merged it in 1945. [Wikipedia](#) (See [February 21](#))

Rutland and Washington Railroad The Rutland and Washington Railroad was a railroad company based in Rutland, Vermont, United States. It was chartered in Vermont on November 13, 1847, and built between Rutland and Eagle Bridge in Rensselaer County, New York from 1851 to 1852. ...In order to build in New York, the company, on June 24, 1850, took a perpetual rent-free lease of the franchise rights east of Salem of the Troy and Rutland Railroad, which had been chartered in that state on July 2, 1849. The remainder of the Troy and Rutland, from Salem west to Eagle Bridge, was completed in 1852 and leased to the Rutland and Washington effective July 2. ...After the Panic of 1857, a majority of the company's bonds were acquired by Jay Gould at 10 cents on the dollar, which left him in control of the company....The company's property (Salem to Rutland) was sold at foreclosure in 1865, the portions in New York and Vermont being sold on March 15 and May 23, respectively, to holders of the Rutland and Washington's securities. The property of the Troy and Rutland (Eagle Bridge to Salem) was sold on July 11, 1863, to Jay Gould. The property in New York was conveyed to the Troy, Salem and Rutland Rail Road Company (incorporated June 3, 1865) on June 3 (Eagle Bridge to Salem) and June 30 (Salem to state line). On February 1, 1867, the Salem and Rutland Railroad was incorporated and received the portion in Vermont. The Troy, Salem and Rutland leased the Salem and Rutland on March 19, and subsequently acquired its entire stock, allowing the latter to release the former from all obligations on October 10, 1867. However, the Troy, Salem and Rutland was never an operating company, immediately leasing its road to the Rensselaer and Saratoga Railroad upon acquisition until it was merged into that company on October 20, 1868. The Delaware and Hudson Company leased the Rensselaer and Saratoga, including the Eagle Bridge-Rutland line, on February 24, 1870. [Wikipedia](#)

Rutland Railway From 1871 to 1896, the Rutland Railroad was leased to the Central Vermont Railway (CV), regaining its independence after CV entered receivership. The New York Central Railroad (NYCRR) acquired a controlling interest in the Rutland in 1904 but sold half of its shares to the New York, New Haven & Hartford Railroad in 1911. [Wikipedia](#)

Shamokin Valley and Pottsville The Shamokin Valley and Pottsville had been commenced in 1835 to transport coal from the mines to the Susquehanna Canal at Sunbury and was extended to Mt. Carmel in 1854. Its entire length of 27 miles lay through anthracite deposits, and it owned substantial holdings itself, which went with the lease.

The Shamokin lands were jointly owned by the Pennsylvania and the Northern Central through the Mineral Railroad and Mining Company which also operated the property. The ownership of this company's stock was two-thirds by the Pennsylvania and one-third by the Northern Central so the Northern Central's investment is indicated as about \$546,000, which is included in the tabulation above.*

Today, Shamokin Valley Railroad is a 28.8 mile short line that interchanges with Norfolk Southern and [Canadian Pacific Railway](#) (via NS Haulage) in Northumberland, PA, and Reading Blue Mountain and Northern Railroad in Locust Summit, PA. In 2012, PA Rail Transloading, LLC, completed a 660' long high wall that can accommodate ten railcars for truck to rail transfer of bulk commodities in Shamokin, PA. The infrastructure is owned by SEDA-COG JRA.

The predecessors of SVRR date back to the Danville & Pottsville Railroad, which was incorporated in 1826, and finished construction between Sunbury and Shamokin in 1838. This company became the Philadelphia & Sunbury Railroad in 1851, and in 1858 the line became the Shamokin Valley & Pottsville Railroad (SV&P). The SV&P was leased by the Northern Central Railway in 1883, thence passed to the Pennsylvania Railroad's control, but continued its separate corporate existence until acquired by Conrail in 1976. When the line was sold in 1987, the SEDA-COG Joint Rail Authority acquired it to maintain rail service in Northumberland County and the SVRR was incorporated as the operating company. The west 12 miles of the SVRR, between Sunbury and Reed, utilizes the former Reading Company's alignment (opened 1883 as the Shamokin, Sunbury & Lewisburg Railroad).

See [North Shore Railroad Company & Affiliates](#)

Southern Vermont Railroad The Southern Vermont Railroad was chartered in 1848 to connect the T&G across the southwest corner of Vermont to the New York state line. It opened in 1859 and was leased by the [Troy and Boston](#) Railroad, but in 1860 the T&G bought it. The [Fitchburg](#) bought the Southern Vermont directly in 1891. (See [December 2](#))

Springfield and Columbus Railroad The company [Mad River & Lake Erie Railroad] also operated under contract from its completion until February 23, 1858, the line of The Springfield and Columbus Railroad Company, extending from Springfield to London, Ohio....The name of the corporation changed to Sandusky & Cincinnati Railroad in May 1866. In October of the same year, the company leased its road for 99 years, renewable forever, but by mutual agreement to Cincinnati, Dayton & Eastern Railroad. In 1868, the lease of the Sandusky & Cincinnati Railroad was surrendered to The Sandusky Dayton and Cincinnati Railroad Company. By decree of the Erie County Common Pleas Court, the corporate name changed to Cincinnati, Sandusky & Cleveland Railroad – Pioneer Line of Ohio . In July 1870, it became the Columbus, Springfield & Cincinnati Railroad when the Cincinnati, Sandusky & Cleveland Railroad reached an agreement on a lease for 99 years. The Columbus, Springfield & Cincinnati was the successor to Springfield & Columbus Railroad again.

From 1877 to 1880 the Line was in receivership. The Indiana, Bloomington & Western Railroad signed a perpetual lease of Cincinnati, Sandusky & Cleveland Railroad . A receiver for the IB&W was appointed July 1, 1886 and the road name was changed to Ohio, Indiana & Western Railroad . When the ownership reverted to the previous owners of the termination of the IB&W receivership, it became Cincinnati, Sandusky & Cleveland Railroad again.

On November 1, 1890, the Cleveland, Cincinnati, Chicago and St. Louis Railway , commonly known as the “Big Four” acquired Cincinnati, Sandusky & Cleveland Railroad and the Columbus, Springfield and Cincinnati Railroad . [Mad River & NKP Railroad Museum](#)

St Louis, Keokuk and Northwestern RR The C. B. & Q. did make another major acquisition during 1881. This was the so-called St. Louis, Keokuk and North Western, extending from Mt. Pleasant, Iowa, southeast to Keokuk, Hannibal, and Dardenne, where it joined the Wabash, over which it enjoyed traffic rights for thirty miles into St. Louis. This not only constituted a through route between St. Louis and the main stem of the Burlington in Iowa, but also formed part of a feasible though roundabout route between St. Louis and Kansas City. Furthermore the new property, in conjunction with the recently acquired Burlington, Cedar Rapids and Northern, could and did form part of a through line between St. Louis and St. Paul.

Acquired by the [Chicago, Burlington and Quincy](#) in 1881. Burlington Route page 174

Syracuse Binghamton and New York Railroad The Syracuse, Binghamton and New York is a corporation of the State of New York, having its principal office at New York, N. Y. While the present name of this company is that given above it was incorporated originally as the Syracuse and Southern Railroad Company, which was later changed to the present name of Syracuse, Binghamton and New York Railroad Company.

It is controlled by the Lackawanna through ownership of a majority of its outstanding capital stock. On the other hand, the records do not indicate that this company controls any common-carrier corporation.

This company has not recorded the results of its corporate operations since September 30, 1912, when its property was leased to the Lackawanna.

The property of the Syracuse, Binghamton and New York was operated by its own organization from October 18, 1856, to September 30, 1912. From the latter date until December 31, 1917, it was operated by the Lackawanna and from January 1, 1918, to date of valuation it had been operated by the United States Railroad Administration as a part of the operating unit of the Lackawanna. (See [December 4](#))

Troy and Boston Railroad The Troy and Boston Railroad was chartered April 4, 1848 and organized November 22, 1849. It completed a railroad from Troy, New York to the Vermont state line (35 miles) in 1852. This was also the main track of the [Troy and Rutland](#) Railroad, [Rutland and Washington](#) Railroad, and the [Rutland Railway](#). This formed, in connection with the [Hudson River Railroad](#), the most direct and shortest line from New York to Montreal. It was consolidated into the [Fitchburg Railroad](#) in 1887, which was in turn acquired by [Boston and Maine](#) Railroad by lease in 1900.

Troy and Greenbush Railroad The Troy and Greenbush Railroad was chartered in 1845 and opened later that year, connecting Troy south to East Albany (now Rensselaer) on the east side of the Hudson River.

TROY AND GREENBUSH RAILROAD ASSOCIATION was incorporated May 14, 1845; road opened June, 1846. Leased June 1, 1851, for the term of its charter or any extension thereof to The [Hudson River Railroad](#) Company at an annual rental of seven per cent on \$275,000 capital stock. The lease was assumed by The New York Central and Hudson River Railroad Company under the consolidation of 1913.

From our archives of New York State Railroads: “GREENBUSH, one hundred and forty-three miles, is the northern terminus of the [Hudson River Railroad](#). The Troy and Greenbush road, six miles in length, is run by the former company under a lease.

Passengers can cross the ferry here to Albany, or continue on to Troy, trains being run every hour, and immediately upon the arrival of the New York trains. The western terminus of the Albany and Boston is also at Greenbush. Extensive depot accommodations have already been erected here, which will soon be increased, and the vast business in freighting done by the various roads will tend to render this village a very important point.” (See [December 1](#))

Troy and Greenfield Railroad The Troy and Greenfield Railroad was incorporated and chartered in 1848, with a planned line from the Vermont border in Williamstown east through the Hoosac Tunnel to Greenfield. The first section opened from the state line to the west end of the tunnel at North Adams in 1859. The tunnel itself opened in 1875, before which the [Troy and Boston](#) Railroad leased the T&G. The T&G was consolidated into the [Fitchburg Railroad](#) in 1887. (See [December 1](#))

Troy and Rutland Railroad See [Rutland and Washington Railroad](#)

United New Jersey Railroad and Canal Company 1872–1976 The United New Jersey Railroad and Canal Company (UNJ&CC) was a United States–based railroad company established in 1872. It was formed by the consolidation of three existing companies: the Camden and Amboy Railroad, Delaware and Raritan Canal Company, and New Jersey Rail Road and Transportation Company. The Camden and Amboy and New Jersey Rail Road were among the earliest North American railroads. The [Pennsylvania Railroad](#) leased the United New Jersey Railroad and Canal Company in 1872. (See [November 21](#) & [February 25](#))

Wabash, St Louis and Pacific (See [February 6](#)) The company [Toledo, Wabash and Western Railroad] soon went bankrupt and was sold at foreclosure. The Toledo and Wabash Railroad was chartered October 7, 1858, and acquired the Ohio portion October 8. The Wabash and Western Railroad was chartered on September 27 and acquired the Indiana portion on October 5. On December 15, the two companies merged as the Toledo and Wabash Railway. That company merged with the Great Western Railway of Illinois, the Illinois and Southern Iowa Railroad, the Quincy and Toledo Railroad and the Warsaw and Peoria Railroad to form the final Toledo, Wabash and Western Railway. It was this group of railroads that formed the beginning of the Wabash System with the rename in 1877.

Later mergers and reorganizations formed the Wabash, St. Louis and Pacific Railway on November 7, 1879, and Wabash Railroad on August 1, 1889. Financier John Whitfield Bunn was one of several capitalists who were instrumental in the consolidation of the Wabash System. [Wikipedia](#)

Western RR 1867-70 – Boston & Worcester RR, Albany and West Stockbridge RR, and Western RR merged with Hudson and Boston Railroad into a company known as Boston and Albany Railroad. The Western Railroad was chartered February 15, 1833 and incorporated March 15, 1833 to connect the B&W to the Hudson and Berkshire Railroad at the New York state line.

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