



VIEW FROM THE TOP OF  
THE CLIFF.

SUGGESTED DRIVEWAY AT THE FOOT OF THE PALISADES OF THE HUDSON.

for the most part conducted in German, which is, I am told, the language in which the royal family usually converse. I noticed several times that the expression on the Queen's face relaxed into a very pleasant smile when reference was made to some of the little princes or princesses, great-grandchildren of the Queen; and it was then that the singular beauty of the form of her mouth was seen. My general impression was that the photographs of the Queen did not do her justice, as there was a refinement and delicacy in the features that I had never observed in her pictures.»

#### FACSIMILES.

THE facsimiles from the Queen's «coronation roll» have never before appeared. It was found that as they pertained to a living personage, it was necessary to obtain authorization for their publication. The royal permission was graciously accorded for their reproduction in THE CENTURY MAGAZINE.

*The Editor.*

#### A Way to Save the Palisades.

It is well known that the impressive scenery of the Palisades of the Hudson is gradually being destroyed by quarrymen. The sphere of action to devise or enforce some protective measure which may save them from further injury is confined to the two States whose territory includes this remarkable dike of rock. Though the

whole nation is deeply interested in the preservation of the unique and familiar landmark, on the citizens of New York and New Jersey rests the responsibility, both legal and moral, to protect it from further defacement. In spite of the care which private interests have taken to exclude them, quarries are being worked at four different points along the base of the cliffs, where, by lease or purchase, a foothold has been gained. The lack of permanence in all defensive measures against the quarrymen, based on the interest or sentiment of the individual resident or owner, renders it important that the States of New York and New Jersey, for the public good, should condemn and take possession of the eastern slope of the Palisades by right of eminent domain.

The menace of the future is more alarming than the damage of to-day. What with steam-drills and high-grade explosives, and an increasing demand for broken stone, there is danger of the ultimate destruction of the pristine wildness and beauty of this region; and when we consider that in the quarrying gravity here largely takes the place of manual labor, and that it is but a short haul to a good market, the doom of the cliffs appears inevitable.

On the 19th of February New Jersey passed an act requiring the riparian commissioners, in all leases or sales of water privileges of the State, to insert a restrictive clause forbidding quarrying of the Palisades;

but although this was a step in the right direction, it is not retroactive, and does not reach those already in possession of riparian rights.

Nearly two years ago the New York legislature enacted a law authorizing the appointment of three commissioners by the governor, whose prescribed duty, in cooperation with a similar commission from New Jersey created by an act of the legislature on the 13th of June, 1895, was to appeal to the national government at Washington to buy the Palisades for "fortification purposes." This appeal has been made, and neither the War Department nor the Military Committee of the House of Representatives looks with favor on the proposition. The Palisades possess no strategical or military value, and, as is well known, it is not within the power or province of the United States to preserve the natural scenery of any State. The enormous expense, some \$4,000,000, for the property included in the terms of the bill, and the heavy additional cost that would have to be incurred in adapting the rocky forest of the Palisades plateau to military uses, are further and serious objections to the measure, especially as the clearing of "open places for manoeuvres and camps" would be as destructive to the wild and rugged character of the top of the Palisades as the quarrying operations are to the base. The bill has been held back, by request, from an unfavorable report, merely as an act of courtesy.

The passage of an act by each of the States, giving to the United States the right to take title to this property for a military reservation, concludes the legislation that has been accomplished on this subject, and leaves the quarrymen still unmolested in their work of despoiling the Palisades "of the moss and hue of antiquity." The military-park scheme is dead, and the sooner this fact is accepted, the speedier will the rescue be accomplished.

A practical and comparatively inexpensive way of saving the Palisades has been suggested, which has been received with marked approval by those who have made an impartial study of the question. It would also result in conferring a great benefit on the public. It is that the States of New York and New Jersey should unite in condemning the narrow strip from the edge or base of the steep rocks down to the river, and should convert this slope into a park, with a broad driveway along the water's edge from Fort Lee to Piermont, a distance of thirteen miles. The region is already connected with the New York shore by ferries at Fort Lee, Yonkers, and Tarrytown, and might be connected with the Jersey City boulevard, and thus be made a beautiful addition to the park system of the metropolitan district, and a new resource for driving, riding, or cycling. This would give New Jersey a continuous drive of thirty-five miles—from Bergen Point to Nyack. Of afternoons this driveway, in the cool shadows of the majestic wall of rock above, and commanding the broad expanse of the Hudson and the beautiful scenery of the opposite shore, would thus afford continual delight to the observer of

the picturesque in nature, and add to one of the great scenic features of the world.

This thirteen miles of river-bank detached from the costly land above contains an area of 900 acres, and can be obtained, it is estimated, at a cost of \$300,000 to \$400,000. The construction of a roadway along the water's edge, as proposed, would be comparatively inexpensive, as the very best material is at hand every foot of the way. Although the slope is generally covered with a luxuriant growth of trees, underneath is a mass of loose, detached rocks, which, with the exercise of proper care, would supply all needed material for filling and grading without injuring or defacing the natural growth, which is one of the attractions of this shore; and as the water is very shallow under the whole length of the Palisades, the filling would be proportionately slight on the entire length of thirteen miles.

The Hudson is essentially a New York river, and consequently there is greater and more general interest among her citizens to preserve the conspicuous features of its natural scenery than in New Jersey, although eleven miles of the Palisades are in that State, and only two miles and a half are within the boundaries of New York. It is proposed to ask the governors of the two States to recommend the enactment of laws, similar in their provisions, by which the States shall divide equally the cost of obtaining and laying out the eastern slope of the Palisades, and shall share in the care and control by an interstate commission.

*F. P. Albert.*

#### The Affair at Guiney's Station.

ON page 493 of the February CENTURY, General Horace Porter, describing the affair at Guiney's Station, on May 21, 1864, says: "While riding forward, a little in advance of headquarters, with another staff-officer, I saw a body of the enemy on the opposite side of a stream which we were approaching. This made us feel a little apprehensive for the safety of the commanding generals, as Hancock was many miles in advance, and the head of Warren's corps was a considerable distance in the rear. . . . It was promptly decided to order the regiment of infantry commanded by Colonel C. H. T. Collis, which served as General Meade's headquarters guard, to make a dash across the stream and endeavor to drive the enemy from his position on the opposite bank. This was promptly and gallantly done."

In justice to myself and the gallant officers who were all impelled upon that occasion by the same impulse which influenced me, permit me to say, by way of correcting the above statement, that, so far as I knew, no staff-officers of Generals Grant and Meade were near when the enemy intercepted and engaged my command; the presence of the enemy was discovered by troops of my brigade, and the attack was made on my own responsibility, without an order from any one; and it was for this reason that I received the thanks of Generals Grant and Meade on the field.

*Charles H. T. Collis,  
Brevet Major-General U. S. V.*

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