

## From London to Chicago.

By JAMES MORTIMER.



FROM the greatest capital of the Old World to the young giant city of the Western Hemisphere is now, comparatively speaking, only a step. The tourist may leave London, for example, on Wednesday or Saturday morning, and, with average fair weather, will cross the Atlantic in six or seven days from Liverpool. Arriving at New York in the morning, he will have ample time to take his place in a car the same day at noon, and, without any change of train, travel a thousand miles westward during the next twenty-four hours, finding himself the next day in Chicago, scarcely more than a week after his departure from London.

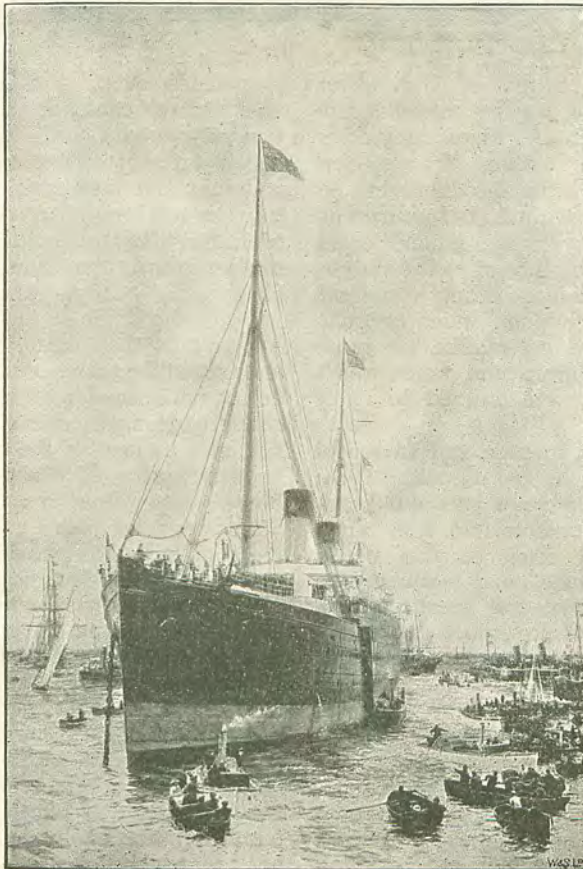
As a matter of fact, in this age of rapid locomotion on land, sea, and river, the voyage from England to America is an undertaking of scarcely more importance than a trip to Vienna, Rome, or St. Petersburg. It is certain that the last two or three decades have witnessed an astounding development of the means provided for transporting the travelling public with ease and comfort across the broad waters which roll between the Eastern and Western Hemispheres.

My last previous journey from Liverpool

to New York was made in 1865, twenty-eight years ago; and the difference between one of the crack Atlantic steamers of that period and the splendidly-appointed modern steamship which recently carried me across the Atlantic seemed to me almost incredible. I do not propose here to institute a comparison which would offer to the reader only a retrospective interest. Suffice it to say that the advantages of the change which has taken place in ocean steam navigation during the past thirty years rest entirely with the improved methods employed at the present day for increasing the rapidity, the security, and the luxury of modern travel.

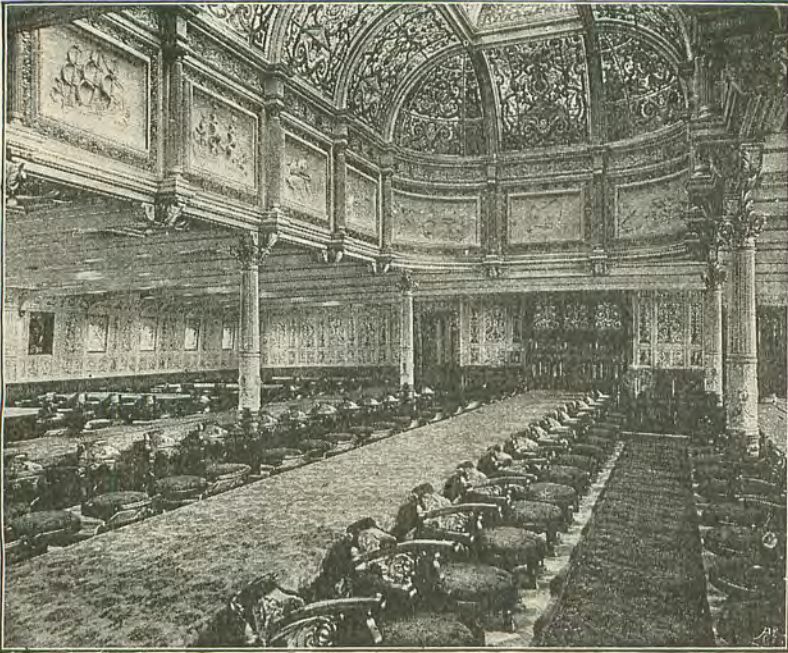
Through the courtesy of the "White

Star" authorities at Liverpool, my companion and myself were permitted to go on board the *Majestic* some hours before the time, appointed to receive the saloon passengers, and were thus enabled to witness the embarkation of nearly a thousand emigrants, on their way to America. Of these a large majority were Scandinavians, mostly Swedes, the remainder being of different European nationalities, including a relatively small proportion of English. We stood at the surgeon's elbow as these sturdy passengers filed past and were subjected to the usual rapid exa-



THE "MAJESTIC."

From a Painting by W. L. Wyllie, A.R.A.



From a]

THE GRAND SALOON.

[Photograph.

mination, the vigilant eye of the doctor immediately detecting any apparent symptoms of unhealthiness requiring closer scrutiny, which in the instance of a very few amongst the number seemed to be necessary. These were detained until the remaining emigrants, together with the second cabin passengers and the ship's crew, had filed past, after which the suspicious-looking symptoms of two or three children were carefully examined and found to require no more serious remedy than soap and water, which the anxious parents were ordered to apply without delay.

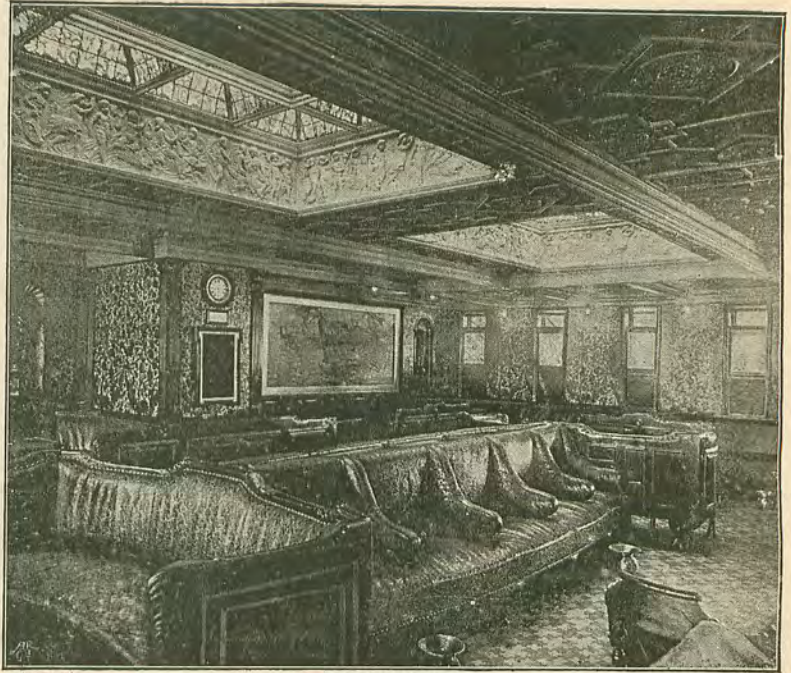
All the passengers, luggage, and Liverpool mails were on board by two o'clock. There was the customary waving of hats and handkerchiefs, from the tenders and other small craft in the broad river, as the stately *Majestic* glided slowly, and without the slightest vibration from her great engines, past the long vista of Liverpool docks and warehouses, on her voyage towards the shores of the Western World. The total number of souls on board, passengers and crew, was 1,415. When we were fairly under way, the first cabin passengers were summoned by sound of trumpet to luncheon in the saloon, which is in reality a spacious banquet-room over 60ft. long and nearly as wide. On all sides of this magnificent hall, and adorning the immense canopy which covers it, is a sea

of ivory and gold, crowned with a dome of elegant ornamental panels. The remaining ornamentation is a profusion of tritons, nymphs, and, as Sam Weller would put it, "fabberlous animals of that sort," whilst the light of numberless electric lamps flashes across the ceiling at nightfall. The fore and aft ends of the saloon are decorated with fine specimens of carved oak, and the couches and seats are luxuriously upholstered.

Adjoining the main entrance of the saloon, on the promenade deck, is a large and comfortable library, containing an excellent collection of standard and contemporary books. This apartment is panelled in light oak, and is bright and attractive, being lined at the sides by windows covered with glass shutters of Italian design, admitting a subdued and mellow light, further augmented by the stained-glass dome. Large panels artistically ornamented with different tapestries, relieved by soft colours that attract the eye, add to the elegance of the room. Further aft, on the deck below, is the smoking-room, one of the most comfortable apartments of the ship, and the favourite lounge of the male passengers, a large proportion of whom whiled away many hours daily within its pleasant precincts. Here was nightly held the auction sale of the pool, based on the figures of the ship's run each twenty-four hours—a mild species of speculation which appeared to meet with general leniency, even amongst those who took no part in it.

Our first day's log from Queenstown, whose harbour we left about two o'clock in the afternoon of Thursday, announced 480 miles, and these figures, posted at noon on the following day, were the foundation of a very lively competition for the possession of the numbers immediately approaching or exceeding 500, which it was expected would be the sea-mileage of the *Majestic* during the next

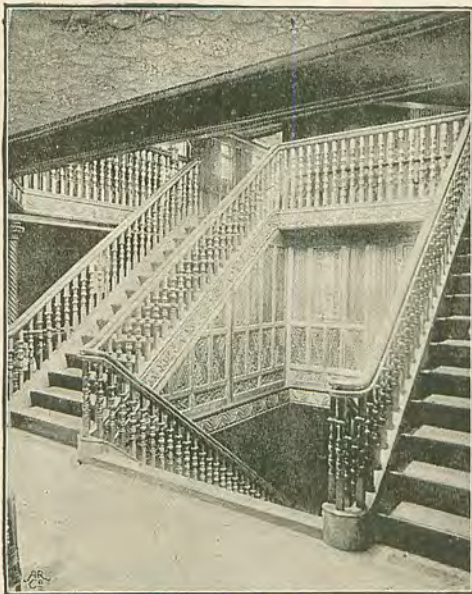
twenty-four hours, should she be favoured with tolerably fair weather. The sequel proved the prognostications of those who pinned their faith to daily runs of about 500 miles to be correct, the distances accomplished during the next four days being successively: 508 knots\* on Saturday, 502 knots on Sunday, 509 knots on Monday, 501 knots on Tuesday, and the remaining distance of 336 knots to Sandy Hook was accomplished before daylight on Wednesday morning — a fine passage for the time of year, though it must be admitted that few voyages across the Atlantic in the early spring have been



From a]

THE SMOKING-ROOM.

[Photograph.



THE GRAND STAIRCASE.

From a Photograph.

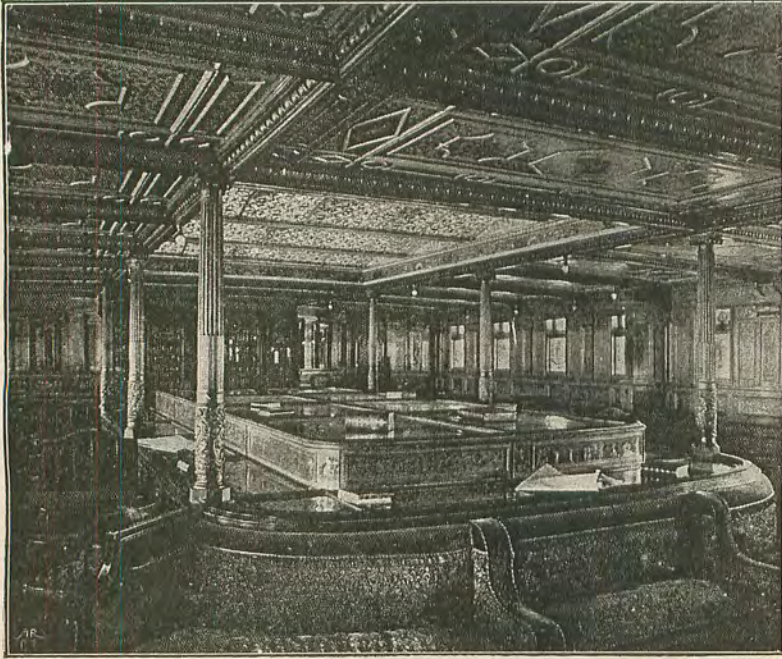
favoured with such magnificent weather as we enjoyed from first to last of our six

days' trip from land to land. The *Majestic* has previously made a voyage westward, in July, 1891, in five days and eighteen hours, whilst her sister ship of the "White Star Line," the *Teutonic*, in August of the same year, made the run in five days and sixteen hours.

Any description of the *Majestic*, however cursory, would be incomplete without some details concerning the really exceptional accommodation provided for all the passengers, including even those in the steerage, where a large number of the poorer class of travellers are, in every way, better treated than is usually the lot of the poor European emigrant. In common with all other parts of this fine ship, the steerage is lighted throughout by electricity, and there is plenty of space on the *Majestic*, without overcrowding or incommoding, for about a thousand passengers of this class. The married people have their own separate quarters, with separate entrances and dormitories, baths for the women and children, and a smoking-room for the men, together with a large pantry provided with a constant supply of hot and cold water and other comforts.

For daily exercise and recreation the entire upper deck is reserved for the exclusive use of the steerage passengers; and along each side, under the bulwarks, runs a sheltered bench, where they can sit in comfort. In other

\* Equal to 585 statute miles.  
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From a]

THE LIBRARY

[Photograph.

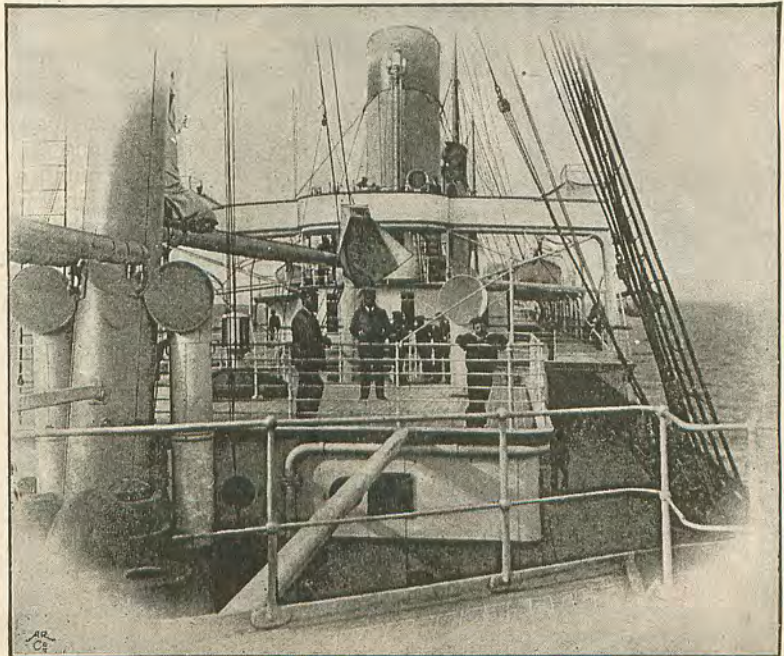
terms, they have provided for them over a sixth of a mile of covered and sheltered deck space. Single passengers, male and female, are isolated in quarters at either end of the ship. An ample provision of electric lamps (by which, indeed, the whole ship is lighted), perfect ventilation, and an elaborate system of lavatories, complete the list of substantial comforts enjoyed by the humblest of the *Majestic's* passengers.

The second-class department of the ship is capable of accommodating one hundred and seventy passengers. The second cabin dining saloon is on the upper deck, and there is also a smoking and reading room on the deck. The sleeping arrangements for these passengers are

course, furnished with quarters infinitely better than has ever previously been known in the history of Atlantic navigation; whilst the lucky few whose means permit them to indulge in the extra grandeur of special state-

in every way superior to the first-class accommodation of the steamships which carried the Atlantic traffic of a quarter of a century ago. The second-class passengers of the *Majestic* have an ample promenade deck devoted exclusively to their use, and are also provided with bath-rooms and other comforts, which in former years would have been considered unheard-of luxuries.

As regards the first-class passengers, all are, of



From a]

PROMENADE DECK AND BRIDGE.

[Photograph.

rooms find themselves as pleasantly and as sumptuously housed as they would be in the best hotels of either continent.

The *Majestic* and the *Teutonic* belong to the Naval Reserve of Great Britain, and in the event of war both these magnificent vessels would undoubtedly render inestimable services to the Government. The circumstances under which these twin steamships became included in the British Navy are simple enough.

Mr. Ismay, founder and chairman of the White Star Line, having been long convinced of the necessity of applying Napoleon's theory of army supplies to our diffusive commerce, eventually submitted his views to the Government, offering to realize the practical demonstration of the idea with two ocean steamers to be constructed nearly on the same lines as the *Teutonic* and *Majestic*. Though the offer was at first declined, the Admiralty was induced some years later to reconsider it, and ultimately Mr. Ismay's proposition was accepted. The *Teutonic* was then constructed without delay, and the *Majestic*, her sister ship, similar in every respect, was built a few months later.

The value of these vessels as troopships will be readily understood from the following facts. The *Teutonic* or the *Majestic* could provide accommodation for one thousand cavalry or two thousand infantry, and could, if required, reach Canada in five days, or Cape Town in twelve and a half days. Through the Suez Canal, they could land troops at Bombay in fourteen days, at Calcutta in seventeen and a half days, at Hong Kong in twenty-one and a half days, and at Sydney in twenty-two days.

The coal supply of either ship is sufficient for seventeen days' steaming at full speed, or for three months' cruising at half speed. The immense amount of attention which the *Teutonic* received from all classes

of experts during the Naval Inspection in 1889 sufficiently establishes her great importance. The German Emperor, well informed as to what deserved examination, devoted himself principally to the *Teutonic*, of all the powerful war vessels then assembled in the Solent. She was at that time commanded by Captain Henry Parsell, himself an officer of the Royal Navy on the reserve list, and now in command of the *Majestic*, the flag-ship of the White Star Line. Captain Parsell is as good a specimen of the British sailor as one would wish to meet. That his ship is managed with an eye to the strict performance of his duty to his owners, and at the same time with every regard to the comfort and enjoyment of all who intrust themselves to his care, many hundreds who have had the good fortune to cross the Atlantic under his vigilant charge and agreeable companionship will eagerly testify.

In fact, Captain Parsell is one of the most popular sea officers afloat, and whether on the bridge of his ship, or amongst the passengers in the saloon, he is distinctly the right man in the right place. I should not, however, advise anyone taking passage in the *Majestic* to ask Captain Parsell superfluous questions, a sample list of which was thoughtfully supplied to me, probably with the benevolent view of maintaining cordial relations between the worthy captain and myself during the voyage. I quote a few of these doubtful queries, with a view to placing such of my readers as intend to cross



From a.

DECK VIEW—FORWARD.

[Photograph.]

the Atlantic on their guard against what may be technically described as "putting their foot in it":—

"Do you remember my aunt, who crossed with you in 1889?"

"What time do you get up in the morning?"

"How much does your uniform cost?"

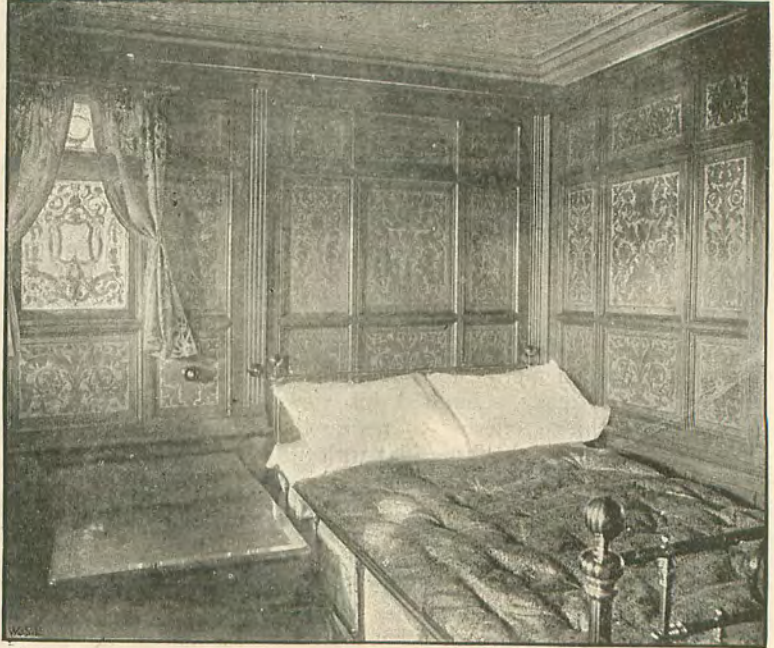
"What kind of oil do you pour on the waves in storm—cod-liver, olive, or linseed?"

"Have you ever been to Chicago?"

"What line of business were you in before you became a captain?"

"Are you acquainted with John Smith, of London?"

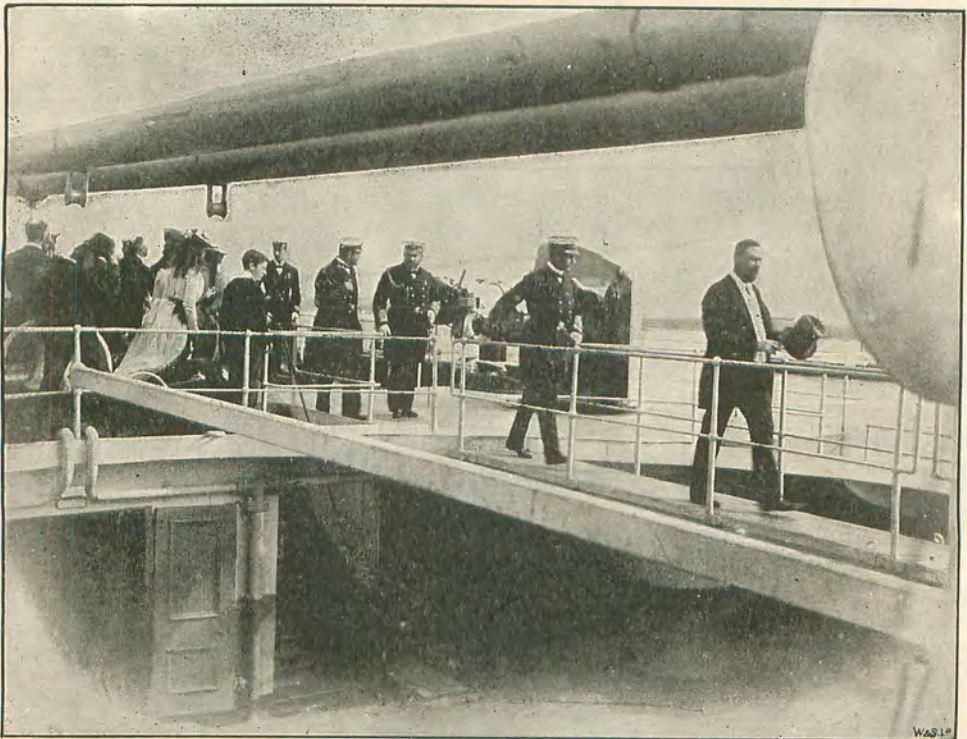
"Do you know a good shirtmaker in Piccadilly?"



From a

STATE-ROOM

[Photograph.]



From a

VISIT OF THE EMPEROR OF GERMANY AND THE PRINCE OF WALES TO THE "TEUTONIC."

[Photograph.]



From a

THE PRINCE OF WALES BOARDING THE "TEUTONIC."

[Photograph.]

"Were you ever drowned?"

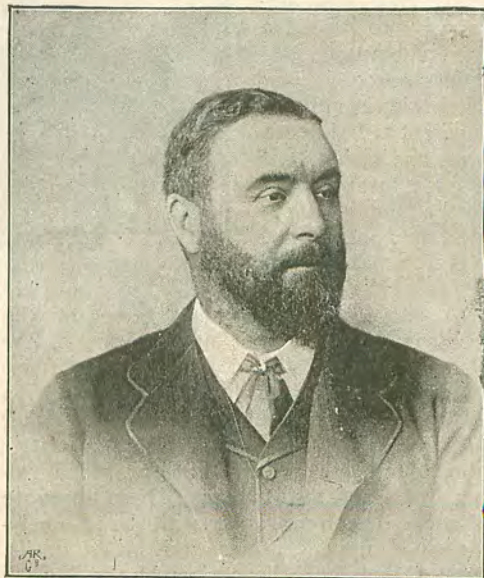
"When you go to sea, don't your friends at home miss you dreadfully?"

And a few others, which I leave to the imagination of inquisitive people.

Our voyage from first to last was so delightful that, if I interpret the feelings of others by my own, every passenger on board was sorry when it came to an end. The only approach to a *contretemps* during the entire trip occurred one evening in mid-Atlantic, in the heat of the auction sale in the smoking-room to which I have previously alluded. The proceedings on this occasion were partially interrupted by a somewhat hilarious young gentleman, who donned a false nose and proceeded to treat the company to a song, not having been invited to contribute to the general entertainment by any vocal effort whatever.

After several amicable attempts had been fruitlessly made to calm the musical ardour of this callow youth, he was, as a last resort, incontinently ejected from the room, accompanied by a chorus of threats of future punishment, deferred only for a brief period, until the serious labours of the pool committee should be completed. In fact, later

in the evening a sort of drumhead court-martial was held on deck, the speedy result of which was a verdict of guilty and a sentence by which the members of the court



MR. ISMAY.  
From a Photograph.

unanimously adjudged that the offending vocalist should be immediately thrown overboard.

I have little doubt that this edict would have been promptly carried into effect but for the interposition of a passenger, who chanced to be a room-mate of the culprit. This gentleman, presuming to dissent from an eminently proper verdict, remarked that, although he had no personal acquaintance with the convicted person, yet, as he occupied a berth in the same room with himself, he felt bound on general principles to "stand by him."

The court, on hearing this audacious plea, was on the point of ordering a double execution, when it was discovered that the new offender was a Kentucky cowboy, very highly respected in virtue of the fact that he was reputed to carry about his person a .42 calibre revolver.

Under these special circumstances, the court graciously reconsidered its decision, and magnanimously proclaimed a general amnesty.

We reached New York without further incident of importance, and having spent a few pleasant weeks in the Empire City of America, our journey was resumed towards the great West.

At the foot of Desbrosses Street, on the Hudson River, we went on board one of the Pennsylvania Railroad Company's ferry-boats, plying between the Jersey City station of that line and the terminus at either Desbrosses or Courtlandt Street, the latter about a mile lower down the river, near Bowling Green and the Battery. These boats are large and commodious, with handsomely-furnished upper saloons and broad decks, from which an excellent view of the busiest part of the Hudson River can be enjoyed.

The wide bow of the ferry-boat is quickly secured to the dock on the opposite side, and we walk along elevated passage-ways and under a wide-spreading arch, through the white glass of which the light gleams upon long lines of passenger-cars, made up into trains ready to start for widely different sections of the country. Our tickets entitle us to places in the "Pennsylvania, Limited," which is claimed to be the most perfect and luxurious railway train in the world.

A few minutes before twelve o'clock we are comfortably installed in our section of an admirably-appointed drawing-room and sleeping car, in which each division is represented by a space of about six feet by four, reserved for two passengers only. The car is much the same in appearance as the sleeping carriages of the American Pullman type now largely used on the principal English lines. But here the comparison with English railways ends. This "Pennsylvania, Limited," certainly possesses in its entirety no peer in the Old World, nor, so far as I am aware, is it equalled by any other special train in America.

Through an inclosed vestibule between each of the cars as they are coupled together, the traveller may pass with ease and safety from one end of the train to the other. These vestibules are constructed of a strong steel framework, which serves as an additional safeguard against "telescoping," by which the greatest number of lives are lost in railway collisions. The car between the one we occupied and the dining-car, located further in the rear, is similar in appearance to our own, but in passing through it we observed one or two special features.

A coloured woman, in a neat blue serge

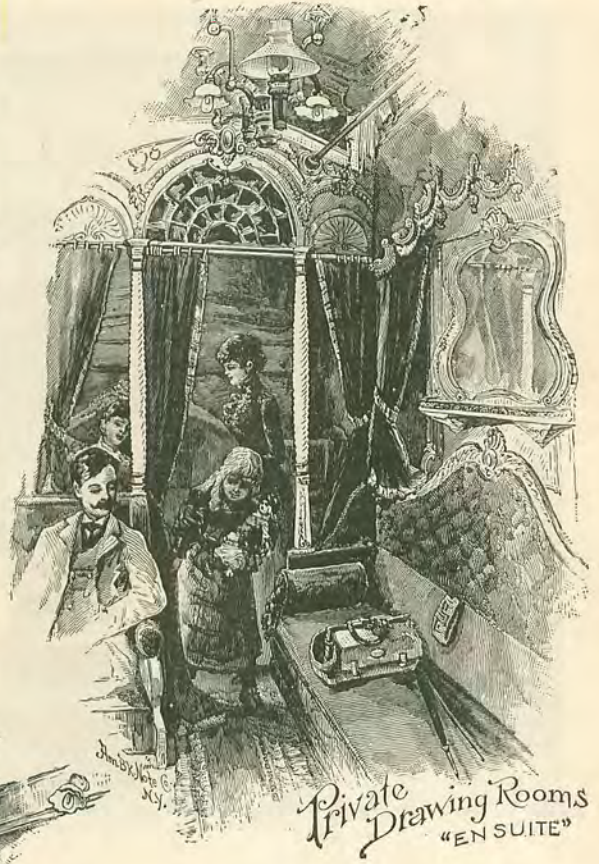


CAPTAIN HENRY PARSELL, R.N.R.  
From a Photo. by Mettrington, Liverpool.



frock, white apron, and snowy cap, is arranging a pillow for a lady, evidently an invalid, reclining upon a couch in a snug little separate drawing-room, the door of which is standing open at present, and reveals a cosy apartment, which, at the will of the occupant, may be entirely secluded from the remainder of the car. The coloured woman is the ladies'-maid of the train, and it is her business during the journey to make herself useful to the ladies and the children.

All the sleeping-cars are supplied with two state-rooms, such as I have above described, and the exclusive use of these may be obtained, for the entire journey of nearly one thousand miles, on the supplementary payment of a sovereign. In addition to the state-rooms, each car is divided into twelve sections, rendered entirely separate by means of draperies and curtains when the berths are made



up at night. Separate toilet-rooms are also provided, and one car has a fully-equipped bath-room for the use of ladies only.

Next to the rear sleeping-car is the dining-car, which is exclusively devoted to the purposes indicated by its name. The meals served in this perambulating restaurant, and, indeed, the restaurant and all its appointments (due proportions being observed), will compare favourably with similar accommodations in the best hotels. There is a sparkle of glassware, and polished silver reflecting snowy linen, a glint of china, frail and transparent as an egg-shell, a breath of fresh flowers, and an agreeable clicking of knives and forks.

White-coated and white-aproned coloured waiters move quickly to and fro with deftly-balanced trays of smoking viands, and when the conductor of the dining-car has provided us with a seat, one of these darky waiters places a napkin and a menu before us. We give our order from an ample bill of fare, and while



From a]

DINING CAR, "PENNSYLVANIA, LIMITED."

[Photograph.

the meal is being freshly prepared in the kitchen, which occupies about one-third of the car, completely separated from the dining saloon, we may take off the edge of our appetite with an abundance of the fruits that happen to be in season, glancing now and then out of the broad windows at the country through which we are travelling smoothly at the rate of about fifty miles an hour. The meals on this train, it may be useful to mention, are supplied at the rate of one dollar, or about four shillings for each person.

At the extreme rear of the train is placed what is called the "observation car," one of the latest and most attractive additions to this special service. This car is in reality a handsome sitting-room, with glass sides, and furnished with an abundance of wicker chairs and sofas. The rear platform is open at the end, and is large enough to seat fifteen persons, protected by the sides of the car and a strong steel railing. In fine weather a seat in this open observatory, in full view of the rapidly-passing landscape, is a thing to be enjoyed, and is particularly appreciated by ladies and children.

At the other end of the same car is fixed the desk of a stenographer and typewriter, employed by the Pennsylvania Railroad Company. His services to passengers are rendered free of expense, and letters or telegrams may be dictated to him, which he transcribes and dispatches at the next stopping-place.

Forward of the sleepers is a smoking-car and library, containing lounges, couches, writing-desks, book-cases filled with standard and current literature, and tables supplied with the daily newspapers and the periodicals of the times. In a corner of this snug retreat, which to the male passengers serves temporarily all the purposes of a club, is a refreshment buffet, with which one may instantly communicate by means of an electric button always at hand. Beyond this is a barber's shop, through which is obtained entrance to the gentlemen's bath-room, and farther forward still is the passengers' luggage, carried from New York to Chicago without change, and delivered at the hotels immediately after the arrival of the train.

Whilst I have been writing this description

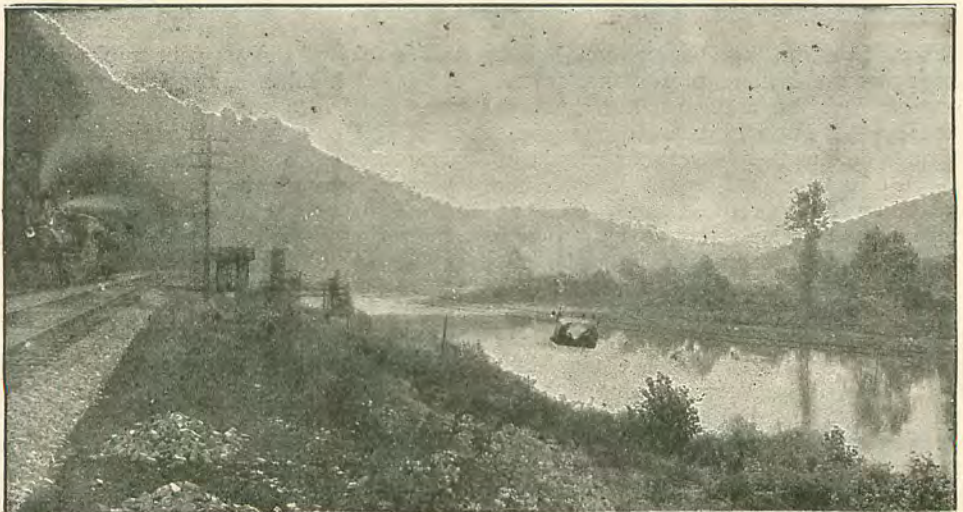


posted for consultation in the smoking-room. The train glides out once more into the open country, and still speeding along through Delaware, Chester, and Lancaster counties, and passing Harrisburgh, the capital of the State, we approach the first of the great Alleghany range of mountains, and, bending to the west, the train thunders across the Susquehanna River on a bridge 3,670 feet in length. To the right rise gigantic ridges, sundered by the waters in their passage, but leaving numerous rocks in the channel to break the river into rapids and fret it into foam; while to the left the stream sweeps away, with its wooded islands, towards Harrisburgh, whose steeples can still be seen in the distance.

A halt is made at the Altoona station, where are located the great workshops of the Pennsylvania Railroad Company, and then, once more on the way, the train begins the ascent of the heaviest grade on the line. The valley beneath sinks lower and lower until it becomes a vast gorge, the bottom of which is hidden by an impenetrable gloom;

we have passed rapidly through the State of New Jersey. We pause but a short time in the great station at Broad Street, Philadelphia, but such as are interested find there the latest stock and produce quotations,

and now commences the circuit of the famous horse-shoe curve, one of the most stupendous triumphs of engineering ever accomplished. As the enormous bend, sweeping first north, then curving westward,



From a  
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CABLE FERRY NEAR LACOLLE.

[Photograph.]

and still again curving away to the south, presents itself to view, it is difficult to describe the grandeur of the scene.

At Pittsburgh, the time carried by the train is suddenly altered and retarded one hour, in conformity with Western time.

After leaving Pittsburgh I am unable to give any further sketch of the journey from actual observation, as it is now late at night, and the compartment allotted to me in the sleeping-car has been transformed into a comfortable berth hung with tapestry curtains. The electric lights, which illumine the entire train, have been lowered, and in a short time all is silent, save the smooth rumbling of the heavy train, as it flies rapidly over the steel rails.

Across the State of Ohio, pausing at

tiful morning meal, we notice, as we glance out of the window on the right, a streak of greenish blue, which tells us that we must now be approaching Chicago, as we have already reached the lower borders of the great lake Michigan, upon which that city stands. But long before we enter the great metropolis of the West, there are numerous indications of a busy and populous neighbourhood, denoting that we are already in the suburbs of some vast industrial and manufacturing centre.

Presently an official, carrying a bunch of leather straps in his hand, passes through the car to take charge of any luggage you wish to be delivered without any loss of time at your hotel. He is the agent of an omnibus line and local express company, which, for a



From a;

CONESLOGA BRIDGE.

[Photograph.

Alliance, Crestline, and Lima, and then plunging into the State of Indiana, where, soon after daybreak, another halt is made at Fort Wayne, we now traverse a wide expanse of prairie, and, as this sort of scenery appears somewhat monotonous, we turn over for another nap, long after the sun is well up, when we are at length fully aroused by the voice of the dining-car waiter informing the passengers of the fact that breakfast will shortly be ready. The meal is served in a relay car, which we find has been taken on at Fort Wayne, and is as completely equipped for its purpose as its predecessor; in fact, these eating-cars are changed twice on the road from New York, in order that the provisions they carry may be fresh and of the best quality.

Almost before we have completed a plen-

trifling fee, will deliver your trunks and yourself at any hotel in Chicago. You hand over your checks to this person, gather up the odds and ends—small boxes, parcels, rugs, and other indispensable impedimenta of your journey, from which on no account do you intend to be separated—and by the time you have accomplished the gathering process the train comes to a standstill in the great depot at Chicago.

It is, of course, impossible within the limits of a traveller's sketch-book to convey any adequate idea of the great American Exposition of 1893. This description I must perforce leave to other pens and to the many readers of THE STRAND MAGAZINE who will visit the Fair—a trip which, as I set out by declaring, can be easily accomplished in an eight days' pleasant journey from London.