

phia the Pennsylvania Hospital, which is one of the oldest in the country, will be of interest; especially as Miss Lucy Walker, a Bart's nurse, is in charge of the nursing department. At the Presbyterian Hospital one of the first diet kitchens regularly organised in this part of the country may be seen. The buildings are in the pavilion style, theoretically the ideal style of hospital construction. The only reason that it is not practically ideal, is that in very few large cities can sufficient ground be afforded for these buildings. Miss C. I. Milne, another Bart's nurse, is superintendent of nurses at this hospital. There are many other objects of interest in Philadelphia, but I will not stop to speak of them, as details can be readily secured. The next suggested stopping place would be Baltimore, where the Johns Hopkins Hospital would probably be the first place visited. Washington is well worth seeing, and should on no account be omitted from the programme. The cost of this trip, rail and steamer, would not be more than £12.*

A Reception Committee, of which Miss Walker, of the Pennsylvania Hospital, is chairman, will arrange that visitors be met in the various cities mentioned, and their time utilised to the best advantage.

From New York to Washington takes between six and seven hours, so that it will be seen that a visit to these cities does not entail the long distance journeys of which, however, we think so little in this country. San Francisco is from six to seven days from New York, travelling day and night. The Yellowstone Park, a beautiful playground for those who wish to go West, is about three days from New York.

American railway travelling is exceedingly comfortable. Meals can be obtained on all through trains. The cost is usually \$1 (4s. 2d.); occasionally, on a buffet car, one can order à la carte, and secure a meal for somewhat less than this.

I have not endeavoured to give even the most meagre outline of the beautiful scenery and interesting places to be seen from Niagara to Quebec, because this article seems to be growing in length, but if information is desired about these places, I shall be very happy to furnish it in a later issue. The scenery of the St. Lawrence, the Thousand Islands, and the many quaint and interesting places to be visited in

* The estimated cost is based on last summer's rates; it would probably be a few shillings lower than the figures given, as special rates will be made by the railroads during the time of the Exposition. To cover these prices, the tickets must be taken through Cook's, from New York or Philadelphia, and return. The cost of hotels, etc., is, of course, not included in the prices given. The charges at a fairly good hotel, are from twelve to sixteen shillings a day and upwards, although cheaper can usually be found. This includes meals.

Montreal and Quebec, are amongst my pleasantest recollections.

Choice of Steamship Lines.—Unless time is of greater value than money, it hardly seems worth while to pay £20 or more for an inferior state room, when much more comfortable and airy quarters can be obtained for £12 to £15 on steamers taking a day or two longer. But this, of course, is all a matter of taste, and it is enough to say that good accommodations can be obtained on the Atlantic Transport Line, amongst others, sailing direct from London to New York, from £12 upwards. Returning from New York (after August) the rates are quoted from £8. This is said to be one of the most comfortable lines afloat. The service and the food I have often been told are most satisfactory, and many people travel by this line in preference to faster steamers. It is, however, necessary to engage berths some way ahead. As these boats carry cattle, they are double keeled to prevent rolling. The Leyland line, Liverpool to Boston, have some fine steamers. Both these lines carry first cabin passengers only. The Liverpool-Philadelphia route is the least expensive—i.e., during July £9, August or September £10, returning after September 30th £7. A great many college students and professors travel by this line, and the accommodations are said to be as good as can be reasonably expected for the money.

It seems important that nurses, who need even more than the average traveller to make their voyage a holiday, should be well fed, and well waited on, especially if they are not very good sailors. On all the better lines, stewards will bring meals on deck to those who cannot quite trust themselves in the saloon. Of the more expensive lines, I, personally, prefer the White Star. The service is good; it is not necessary to sit through a long course dinner in order to get enough to eat, whilst the sun is setting in clouds of glory, and every moment on deck is a pleasure; their afternoon tea is excellent. But I must not say any more, or my reader will think I have been paid a "subsidy" to talk about them, which, alas! is not so. I have gone some length—I hope not too great—into the matter of steamship lines, for, personally, I found it quite difficult to secure any information which was of real help to me. The mass of information with which an obliging clerk of a tourist office will deluge an inquirer, seems to have a discouraging effect on many people, or on the other hand the clerk is not obliging, and you find, too late, that some other line would have suited you much better.

A few words on the method of the old Atlantic traveller who has crossed "the ocean" forty or

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