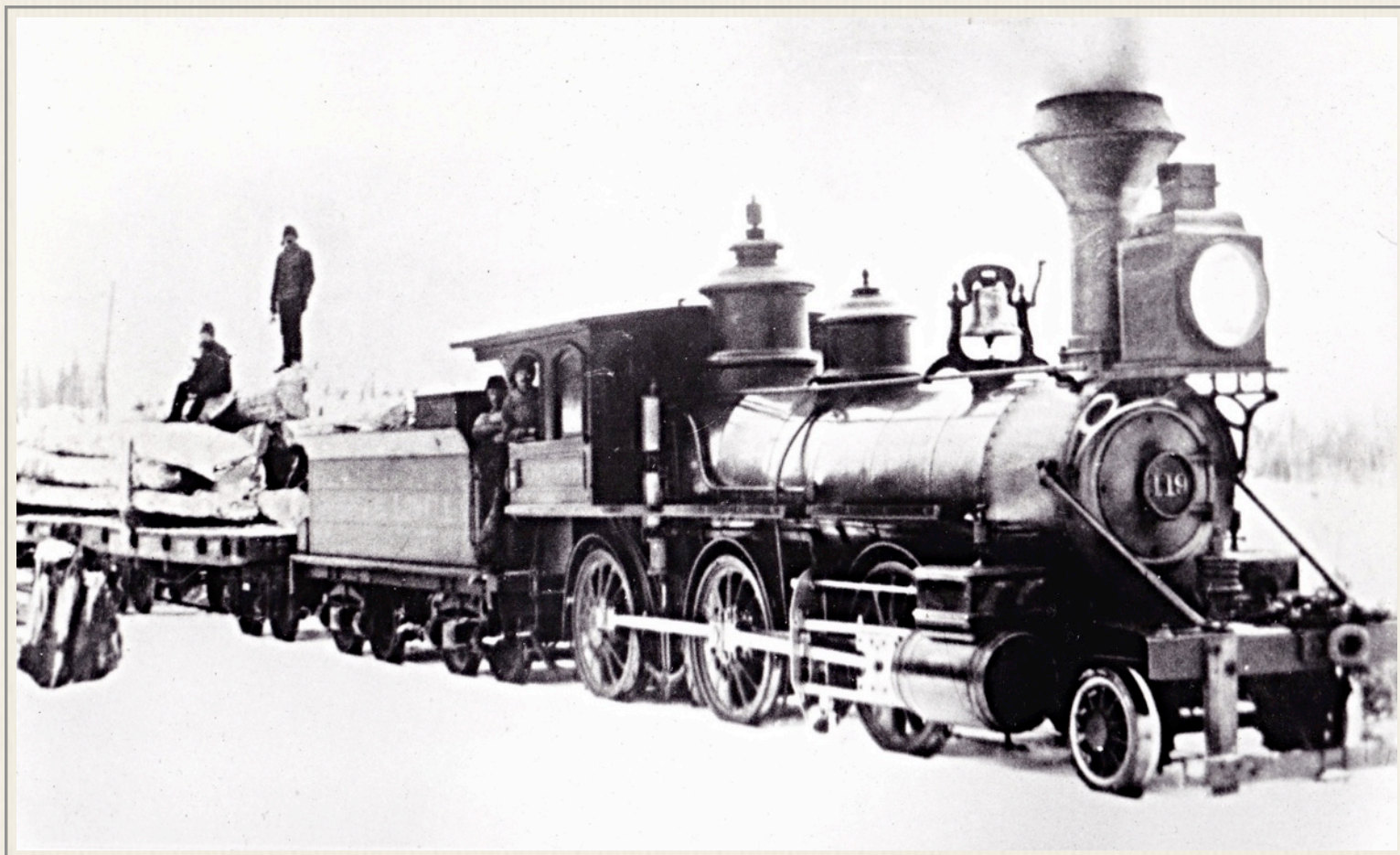


# Walter Aiken 1885-1893



*Winter's Work:* Scene is northern N.H. about 1885 - Boston & Lowell RR engine #119 called the Mt. Washington, is working a logging operation for the winter. The engine is a Manchester built 2-6-0 and worked at the base line on Mt. Washington in the summertime.  
- Photo from the Robert J. Girouard Collection / NewHampshireThenAndNow

1885

## January 3rd

**Marsh is Dead:** "Sylvester Marsh, Esq., well known as a former resident of this village (of Littleton), died at his residence in Concord last Tuesday from pneumonia. He was born in Campton September 30, 1803 and was one of a family of 14 children. Mr. Marsh worked on a farm and attended school in his native town until he was 19 years old when he went to Boston. From there he went west and there engaged in the business of buying and slaughtering hogs and cattle for the eastern market. He made a fortune at the business and engaged in other enterprises for many years (in Chicago) finally coming to Littleton in 1864. In 1866 he commenced the work of building the railroad up Mt. Washington, which has given him so much renown. He was a man of great capacity, energetic and always anxious to be engaged in some enterprise. He made several important inventions and occupied many positions of importance and trust. He buried his two boys, Frank and Sylvester Jr., here and a wife and four daughters survive him."

- *White Mountain Republic (Littleton, NH) - Sat, Jan 3, 1885*

## January 22nd-23rd

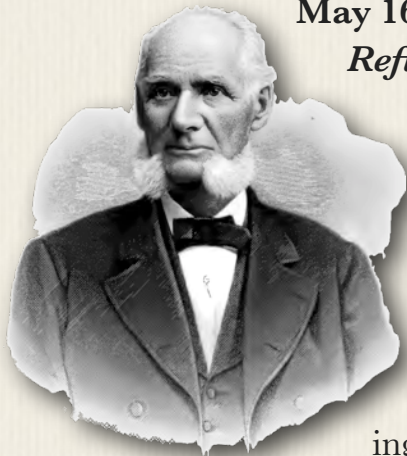
**Hurricane Fire?:** "The coldest and windiest day on record for Mount Washington. Temperature fell to 50° below zero and the hurricane which set in last night continued all day blowing hardest during the forenoon. Considerable alarm was caused at 8:50 a.m. when a violent gust of wind broke the chimney off, close to the roof. This was immediately followed by a powerful downward draft, which made a frightful noise and filled the house with hot ashes and gas. The air in the house became so stifling that for about a minute after the outside

## 1885

door was opened it was impossible to get near enough to the stoves to adjust the dampers and it seemed as if nothing could save the house from burning. Hasty preparations were made to leave. The warmest clothing was thrown close to the door, a small valise filled with crackers, brandy, matches, paper, telegraph instruments and pliers. A few dispatches were written and by this time, enough of the hot air and gas had escaped from the room to allow entrance. Everything in the room was covered with a thick coating of ashes which kept rushing from the stoves until all of the dampers were shut off, and immediate danger was then passed. The detached portion of the chimney laid almost in one piece, across the main part all day, and was held on top of the slanting roof by ice and frostwork. The escape from fire was Providential, for had the house burned it would have been impossible to descend the mountain and the only chance for escape would be to break into the hotel and cover up with blankets until the weather moderated. (6/23) The loose part of the chimney was thrown off of the roof during the afternoon.” -

- R.S. Monahan 1933 transcription (p22) of *Manuscript Journal, U.S. Signal Service - Vol 8 at Boston Library*

### May 16th



*Sylvester Marsh*

**Reflection on Marsh's Death:** “The recent death of Sylvester Marsh, the eminent engineer and inventor, at the age of 81 years, recalls his work in the design and construction of the Mount Washington Railway. The extraordinary precautions which have enabled this road to carry passengers without a single injury during the fifteen years that the line has been in operation may be best be illustrated by the answers of a conductor to the timid lady who asked how they kept the train from running down (the mountain). He answered that it was accomplished by the pressure in the engine cylinder. The question was further urged as to the consequences of the failure of this method, and in answer to repeated questions the man gave information respecting the brakes gripping the middle rail, the power brakes upon the wheels, and the hand brakes for the same purpose; and also the pawls which drop into the rack constituting the middle rail. And then she persistently asked what would happen if all these failed? “That is a question of theology, madam!” he replied.”

- *Scientific American - May 16, 1885 pg. 1*

### May 17th

**Forest Fires:** “Large forest fires continue to burn in the valleys on the west side of the mountain. A new one at Twin River started early this a.m. or late yesterday p.m. and burnt quite fiercely all day, endangering a large quantity of cordwood stores near the railway for the Mount Washington Railroad. It was only saved by the exertions of Mr. John Camden and his men at the Base.”

- R.S. Monahan 1933 transcription (p24) of *Manuscript Journal, U.S. Signal Service - Vol 8 at Boston Library*

### May 27th

**May's Bay State Monthly on Marsh:** “Charles Carleton Coffin is the author of a biographical sketch of “Sylvester Marsh, projector of the Mount Washington Railway,” which opens the May number of the *Bay State Monthly*. It is an interesting portrayal of the career of a typical, enterprising New Englander. A fine steel portrait (*right*) of Mr. Marsh accompanies the same. Another short biography of much interest is that of “Barnabas Brodt David,” by Rev. J. G. Davis. The most conspicuous article in this number is on “The White and Franconia Mountains,” by Fred Myron Colby. The subject is treated in a bright, fresh, and original manner, and the article is sure to have a very wide reading.”

- *Fall River (MA) Daily Evening News - Wed, May 27, 1885 pg. 4*

### May 31st

**Triple Wind Sites:** “Commenced at noon a record of wind with three anemometers, one placed on the point of rocks a little south of west and about 175 feet from the station, another on the northwest end of the engine house and the other on top of the tower.”

- R.S. Monahan 1933 transcription (p24) of *Manuscript Journal, U.S. Signal Service - Vol 8 at Boston Library*

## June

**New Hampshire Railroad Commissioners Report:** This road was chartered in 1858. Charter was renewed from time to time until 1870, when construction began. The merit of originating this novel enterprise in railroad construction belongs to Herrick Aiken, of Franklin, who had conceived its possibility as early as 1850.

He subsequently visited the mountain, and in 1857 he constructed a model to illustrate his idea. Mr. Aiken failing in health, Sylvester Marsh took up the project, invented the cog-wheel, and carried the enterprise forward to completion in 1872. The operative power has been improved, and the liability to accident reduced to the minimum by the care and skill of Walter Aiken, son of the originator, and manager of the road. The capital stock is \$129,000. The cost was \$139,000. The road has paid 9 and 10 per cent dividends since 1879. Inspection: A report of the inspection of this road will be found in the report for 1884. **1884 Season** - Total income: \$27,663.93 - Total expenses (incl taxes): \$12,791.02 - Total passengers: 8,736.

MOUNT WASHINGTON RAILWAY.								
Greatest Elevation, 6,291 feet above the sea level.		Season of 1885.		Sharpest Grade, 1980 feet to the mile.				
On and after Monday, June 29th, Trains will run daily (Sundays excepted),								
UPWARD	LEAVE	A. M.	P. M.	DOWNWARD	LEAVE	A. M.	P. M.	
	Fabyan, . . .	9.20	4.33		Summit, . . .	7.00	2.00	
	Mt. Pleasant House, . . .	9.25	4.40		Base Station, . . .	8.20	3.15	
	Base Station, . . .	9.35	5.10		Mt Pleasant House, . . .	8.45	3.40	
	Summit, . . .	11.00	6.30		Fabyan, . . .	8.50	3.45	
ARRIVE.				ARRIVE.				
SUNDAY TRAINS—Upward, leave Fabyan at 4.40 P.M. Downward, leave Tip-Top Sta. at 9 A.M.								
EXTRA TRAINS will be run for a reasonable number of passengers upon suitable notice by Mail or Telegraph.								
WALTER AIKEN, Manager.								
For Information and Tickets apply at Ticket Offices.								

### June 6th

**Anemometer Away:** “Engine House anemometer cups blew off at 7 a.m.”

- R.S. Monahan 1933 transcription (p24) of Manuscript Journal, U.S. Signal Service - Vol 9 at Boston Library

### June 10th

**Anemometer Away 2:** “Anemometer cups on tower blew off and were broken at 10:25 a.m. Discharged Civilian Assistant Laundry (overstayed his time on mail trip two days).”

- R.S. Monahan 1933 transcription (p25) of Manuscript Journal, U.S. Signal Service - Vol 9 at Boston Library

### June 11th

**Anemometer Still Away:** “Engine House anemometer not placed in position owing to support begin unsteady and cannot be until it is fixed.”

- R.S. Monahan 1933 transcription (p25) of Manuscript Journal, U.S. Signal Service - Vol 9 at Boston Library

### June 29th

**Tip-Top Abandoned:** “The Old Tip-Top House is no longer the habitation of man. For eight seasons it served as the office of *Among the Clouds*; but on the 26th of September, 1884, the last work was done under its roof, and it is now like some deserted castle, a reminder of other days. (*The new Among the Clouds office above*) (Tip Top) was erected in 1853 – the second building on Mount Washington – and is now the oldest building on the Summit, its predecessor having been taken down last year to give place to a better building, now occupied by the hotel help. The Tip-Top will be kept as a relic of other days, and as such is one of the attractions to the many thousands who come here. It was once considered a fine building; but the improvements of a later day have made it seem a gloomy place, as indeed it is.”

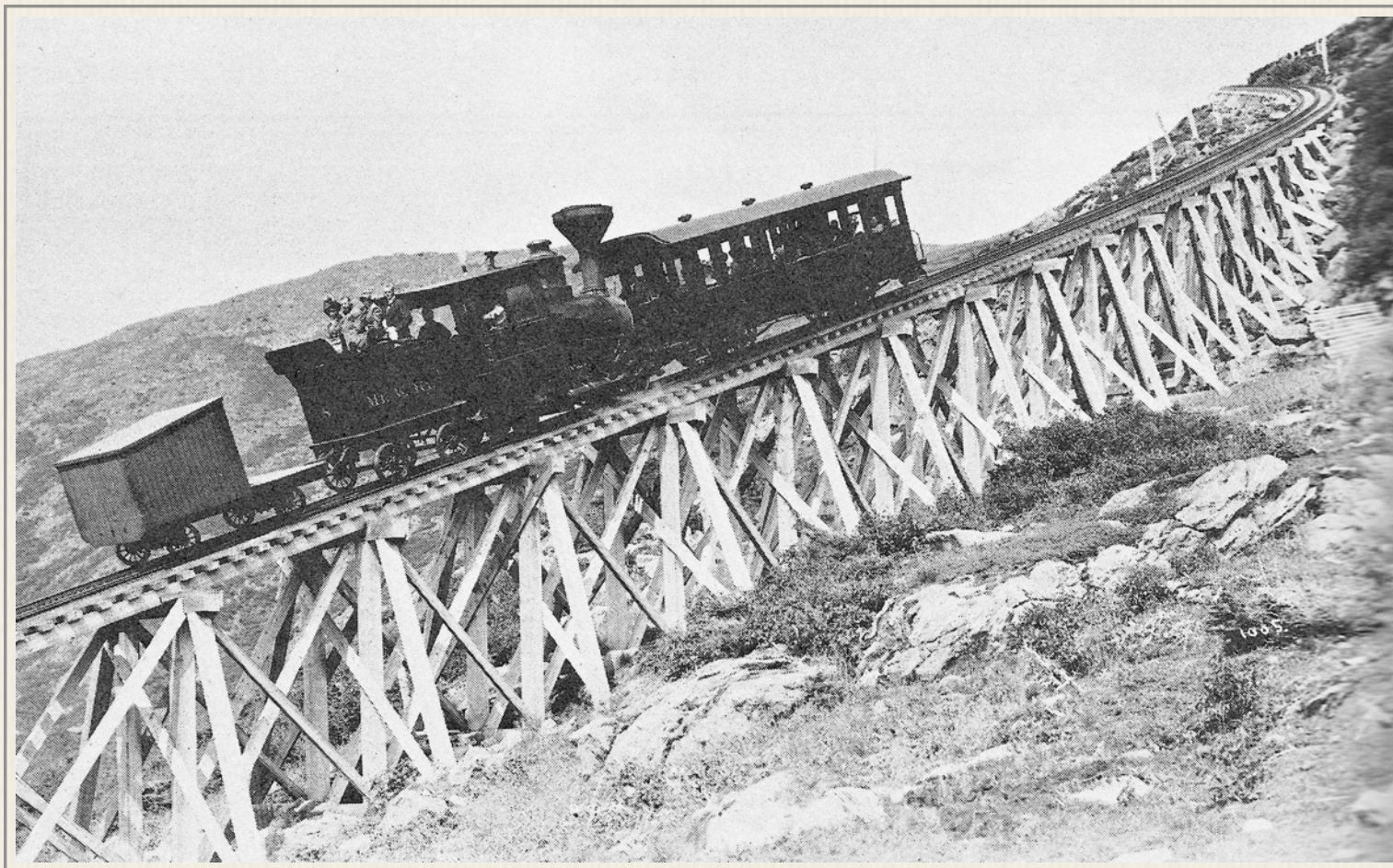
**Cog Season Begins:** “The Mount Washington Railway began its regular trips for the summer on Monday, the 29th of June. Several special trips were made before that date. The Mount Washington Railway has been thoroughly overhauled and put in good condition. A thousand feet of new trestle has been built below the Lizzie Bourne monument, and other parts of the track have been strengthened. The road was never in better condition for its summer business.”

**Marshfield House:** “The Marshfield House at the base of Mount Washington will be under the management of Abel Barron. The rates will be \$2 a day.”

- *Among the Clouds* - Sat, Jul 11, 1885

### July 2nd

**Signal Station Visitor Zapped:** “The thunder continue to be heard at intervals the whole afternoon and reached its greatest intensity about 12:30 p.m. when James Camden, an employee of the Mt. Washington Railroad while sitting on the operating table in the Signal Station was struck by a thunder bolt and had both his legs temporarily paralyzed by the shock. The charge first struck a timber near the station to which the Kerite cable was attached, shivering it badly and burning the insulation material of the wires in several places, then entering the station jumped from the plug cut out on the table tearing several sheets of blotting paper into shreds and



*Engine No. 8 descends over Jacob's Ladder with baggage car & passengers riding in the tender. (1885)  
- White Mountains Remembered FB*

singing the oil cloth covering for the table, then passed through both legs of Mr. Camden, whose feet rested on a stove zinc, to the floor, tearing up a small piece of linoleum at the other extremity of the room and then disappearing. \*\*\* Mr. James Camden, whose escape from instant death was miraculous, with his lower extremities devoid of all sensibility was conveyed to the Base by a special train, His feet placed in moist earth and instantly he recovered control of his legs and suffered nothing more than a slight lameness afterwards.”

*- R.S. Monahan 1933 transcription (p25) of Manuscript Journal, U.S. Signal Service - Vol 9 at Boston Library*

### July 3rd

**Struck Without Signal:** During a heavy thunder and hail storm this noon a bolt of lightning entered the signal station and struck James Camden, an employee of the Mount Washington railway, throwing him to the floor and paralyzing both legs. Two other persons had slight shocks. The electric current played strange freaks, tearing the blotting paper on the table to shreds, burning the table cover and scattering pieces of the linoleum oilcloth about the room. In the Summit House a piece of wood was torn from the sheathing of the parlor and thrown twenty feet. Camden was taken down the mountain by special train and the experiment tried of putting his feet in moist earth just as a telegraph wire is “grounded,” and he experienced some relief from the treatment.”

*- Boston Weekly Globe - Tue, Jul 7, 1885 pg. 1*

**Lightning Strike Follow-Up:** “About noon on Friday, July 3, the Summit was visited by a severe thunder and hail storm, and one lightning bolt succeeded in accomplishing a good deal of mischief. The telegraph cable carried it into the signal station, where James Camden, a railroad employee, was sitting on the telegraph table, conversing with Assistant Observer Bauer. Camden was struck in the hip and thrown helpless to the floor, while several sheets of blotting paper on the table were torn into shreds, and pieces of linoleum oil cloth scattered about the room. The victim of the lightning was picked up partially paralyzed, and laid on Sergt. Beale’s bed until he began to improve. It was suggested that his feet be placed in moist earth, the same way that a telegraph wire is grounded., to give the electricity a chance to escape from his body. It is a well known fact that a wire cannot be grounded at the top (*of the mountain*), because of the rocky soil, so the patient was taken to the base on a special train, and the experiment tried there. The results were seemingly successful, the sufferer being relieved in a short time, and stated that he felt the electricity flowing from his feet. He was at work the next day, rather lame, but apparently little the worse for his perilous adventure. The same flash of lightning entered the hotel parlor, tearing out a piece of the sheathing, and tearing the clapboards on the outside of the building.

The hail fell to the depth of several inches, and when the clouds lifted, observers below thought the mountain was snow-capped. A path had to be shoveled across the platform to the train, through the drifted hail-stones.”

- *Among the Clouds* - Tue, Jul 14, 1885 pg. 8

### July 11th

**Aiken Fish Story:** “Manager (Walter) Aiken of the Mount Washington Railway came back from his Adirondack fishing trip a few days ago. Among his catches were eighteen trout which weighed fifty-six pounds.”

- *Among the Clouds* - Sat, July 11th, 1885

**SQUIRREL !!!:** “While repairing one of the engines of the Mount Washington Railway Master Mechanic John Horne found that one of the pistons of the engine would not work, and on opening the cylinder-head found that two quarts of cherry stones had been deposited in it by some industrious squirrel. On examination it was found that the squirrel, after the engine had been laid up for winter, had entered the fire arch and crawled up through the grates where it had built a nest. In going to the place where he had deposited his winter store of nuts he had passed from his nest through one of the boiler tube to the smoke arch, then through the exhaust steam pipe into the steam chest, and thence through the steam porthole into the cylinder. In making his trips in and out the squirrel had traveled a full forty feet. His prudence and industry might serve as a good lesson for the provident.”

- *Among the Clouds* - Sat, Jul 11, 1885 and reprinted *The Lima (OH) News* - Wed, Jul 15, 1885 pg. 3



**Among the Clouds' New Home Described:** “Last fall a new building exclusively for the use of this paper was erected by Walter Aiken, Manager of the Mt. Washington Railway, and our printing press and material were moved in the last of September. The building stands a few feet west of the hotel, between the latter and the car house. This season the interior of the office has been finished off and we are well settled in our new quarters (*next page*), which are commodious and convenient, even if not as spacious as those of a city daily. The building is 24 by 36 feet, one and one-half stories high, and is amply lighted by four windows on each side and two in front. It was built under the direction of Roadmaster John Camden, and in the thorough and substantial style in which “Uncle John’s” work is always done, whether in the building of trestle on the railway or in putting up a house.”

- *Among the Clouds* - Sat, Jul 11, 1885

### July 13th

**West Gauges Return along Track:** “Rain gauges on west side from summit to Twin River Farm to be measured once a week placed in position.”

- R.S. Monahan 1933 transcription (p25) of *Manuscript Journal, U.S. Signal Service* - Vol 9 at Boston Library

**July 14th**

**Mount Washington Coal Conversion:** “The engine *Mount Washington*, which takes the passenger train between Fabyan station and the Base is to be changed from a wood to a coal burner. The Mogul engine *Northern*, of the Northern division of the (Boston &) Lowell road, will take its place until the alteration is finished.” (Ed. Note: Wood to coal conversion is accomplished by changing the fixed grates of wood-burning fireboxes to moveable grates so that coal fires can be “shaken” and the larger coal ash drop to the pan. Moveable grates can also be used to burn wood.)

- *Among the Clouds* - Tue, July 14, 1885

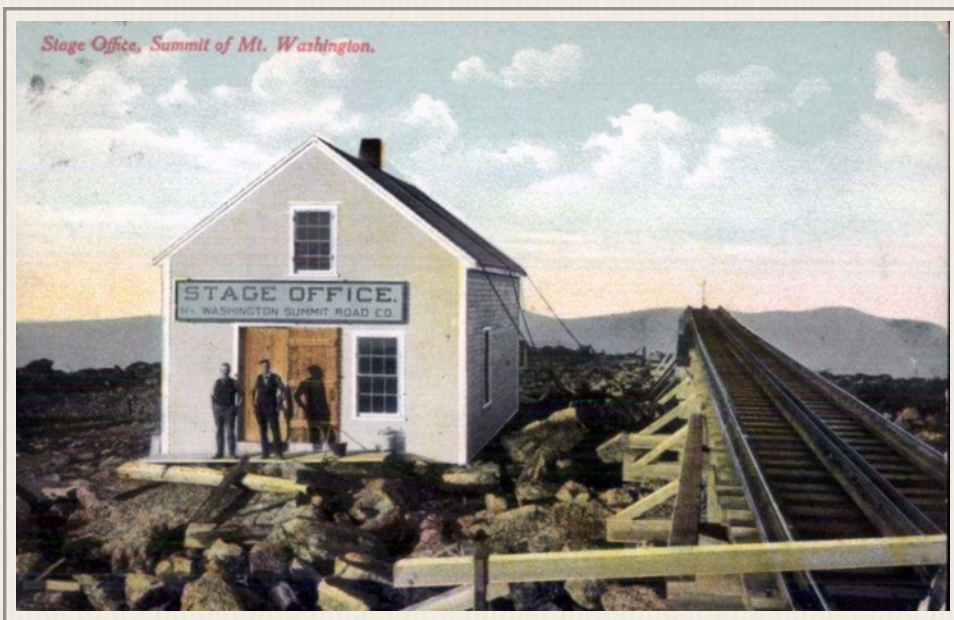
**July 17th**

**Mount Washington Back on Spur Line:** “Engineer (John F.) Marsh took the engine *Northern* to Woodsville (NH) Thursday night (7/16) coming back with the *Mount Washington*, which has been converted into a coal burner and will resume her trips between Fabyan’s and the Base today.”

- *Among the Clouds* - Fri, Jul 17, 1885

**July 19th**

**More Track at the Summit:** “The increase of travel to Mount Washington from year to year necessitates additional track room at the Summit. A hundred feet of track has just been laid, sufficient to accommodate two trains. It extends from the turn table towards the Signal Station. Railroad people as well as hotel keepers forget the amount of the July business at the opening of any season, and they frequently imagine the volume is far behind that of the previous year, but when they come to make comparison they find that it is not so far behind as they had supposed. When additional facilities are required it is a sure sign that more people are yearly coming to the mountains. A depression in business for a time has the effect to temporarily decrease the number of pleasure travelers, but there has been a growth that will hold its own and will continue in the future.”



- *Among the Clouds* - Sun, Jul 19, 1885

**July 24th**

**Barron Leases Summit House:** “It is said that the Summit House on Mt. Washington has been leased to Barron, Merrill and Barron for five years beginning with next season (1886).”

- *Littleton Journal* - Fri, Jul 24, 1885

**July 25th**

**Marshfield House Touted:** “The Marshfield House at the base of Mt. Washington is just the place for visitors who want to find a moderate-priced hotel in the very heart of the mountains. It is pleasantly located and is conveniently accessible by the Mt. Washington extension of the Boston and Lowell road. It stands at an elevation of 2700 feet above sea level; the view extends down the Ammonoosuc valley and to the Green Mountains of Vermont. Hay fever is unknown, the air is cool and invigorating. The house has been put thorough repair and visitors will find comfortable accommodations and the table supplied with the best of everything. Those fond of fishing will find some of the finest trout brooks in all the mountain region easy of access. A mile and a half up the Ammonoosuc river are Capt. Dodge’s Cascades, which are among the finest in the mountains. The Ammonoosuc falls with are within easy walking distance by the turnpike. Carriages can be had for drives to all points of interest. Being only three miles from the top of Mt. Washington by railroad, this is the very best place from which to begin the ascent, as one may always be sure of the weather before starting. The mails are received daily via Fabyan House, and there will be a telegraph office close by the hotel. The rates are \$2 a day, and favorable terms are made to regular boarders. Abel Barron, the manager, will furnish further particulars on application.”

- *Among the Clouds* - Sat, Jul 25, 1885



### July 27th

**Where It Is Cool:** “The departure of the daily parties of enthusiasts who long to breathe the air of the summit of Mount Washington is a scene of bustle and pleasant confusion. The train of observation cars starts from the Fabyan house, and the curious, gondola-shaped affairs are generally packed with pretty girls in mountain suits and negligé hats, each proudly waving an Alpine stock to aid the fair owner in embarking and disembarking from the car platform. The date of the ascent is carved or burned in the wooden staff, and original-minded damsels adorn the long stick with parti-colored ribbons, with a flying streamer to indicate each ascent. There is a fascination in risking the seeming dangers of the trip up the incline, and although the Mount Washington railway has been in operation without an accident for eighteen years, tourists who go up the steep ascent annually never cease to be impressed with the disregard of the laws of gravity by the little locomotive and its car as it winds up and along the precipice at a snail’s pace. The study of a car filled with people affords a spectacle of the varied influences exercised by the sense of fear. Some will look at the floor without lifting the eyes; others will glance out of the windows with an expression of awe on their faces, while adventurous damsels will go out on the platform and gaze on the wild surroundings. The summit has been visited by a very large number of tourists this season. The railway has been extensively repaired and fresh rolling stock added. The hotel, which presents a strange appearance with the anchor chains binding it securely to the rocks, would be called a first-class establishment if it were located on the ordinary level of the earth’s surface. During the past week the huge stove in the hall has glowed with its burning anthracite, and the steam pipes in the long dining hall have merrily hissed and crackled as the diner sought the table nearest their friendly radiating surface. Visitors frequently are caught in a cold blast on the mountain top, and sigh for the thick woolen wraps of midwinter. A few days since a party of ladies made the descent seated on the tender of the locomotive, which slowly crawls backward down the fearful incline. “The sensation is one of almost uncontrollable terror for a few moments after starting,” said one of the party, Mrs. W. J. Mosely, of New Haven, “but a reassuring confidence sets in, and a person loses the idea that a spill into the Ammonoosuc Valley, five miles below, is about to take place.”

- *Philadelphia Inquirer* - Mon, Jul 27, 1885 pg. 3

### August 5th

**Restating Baggage Rules:** “The rules in relation to conveying personal baggage now in force on all railroads in New Hampshire, has been adopted by the Mount Washington Railway, and no charge is made for conveying trunks and other personal baggage, either to or from the Summit of Mt. Washington. Walter Aiken - manager.”

- *Among The Clouds* - Wed, Aug 5, 1885 pg. 4

## 1885

### August 10th

**Big Night on Top:** “The Summit House had 230 guests last night (8/10) – the largest number of the season. It took six trains to bring the passengers of the Mount Washington railway to the Summit last evening.”

- *Among the Clouds* - Aug 11, 1885

### August 13th

**Emmons & Summit Healthier:** “Mr. Charles Emmons, proprietor of the Summit House, who has for several months been in ill health, is improving and has been able to spend several days at the Summit. His many friends hope that he may soon be restored to perfect health.” The reputation of the Summit House is making a steady gain with tourists. Notwithstanding its remoteness from the markets and other advantages, it has no superior in the White Mountains. Its tables and management are as near perfection as can be reasonably expected. Although travel is generally lighter throughout the mountains the receipts of the house are only a little behind those of last year for the corresponding time. The visitors are making a longer stay, finding that they can be made as comfortable here as in any other hotel.”

- *Among the Clouds* - Aug 13, 1885

### August 17th

**Great Day:** “Monday was a great day for Mount Washington both in weather and business. There were 250 arrivals at noon, requiring six trains to bring the passengers coming by rail to the Summit. There were over one hundred arrivals in the afternoon and evening and the Summit House had 125 guests for the night.”

- *Among the Clouds* - Tue, Aug 18, 1885

**Waumbek Junction Burns:** “The old house at Waumbek junction on the Mount Washington Railway, burned Tuesday (8/18) night, built in 1867 and after the railroad was finished it was used for a short time by the government as a signal station. The fire is supposed to have originated from a spark from one of the engines while descending the mountain.” / “An old landmark on Mt. Washington was removed by an accidental fire Monday (8/17) night - the old and half-ruined house familiarly called “Waumbek Station,” about a mile above the base. It was built in 1867, the second year that work was in progress on the Mt. Washington railroad, and was occupied as a shelter for workmen until construction was finished. It took its name from the Waumbek bridle path from Jefferson, which in old times joined the Fabyan bridle path at that point. Since the road was finished, the old house has only been of use to the signal men at the summit, who have taken refuge in it from sudden storms.”

- *Among the Clouds* - Wed, Aug 19, 1885 / *Boston Sunday Herald* - Sun, Aug 23, 1885 pg. 8

### August 25th

**Play Ball?:** “A base ball nine has been organized on the Summit of Mount Washington, with J. W. Bauer, of the signal office, as manager. They will be pleased to hear from any neighboring clubs that wish to arrange games with them.”

- *Among the Clouds* - Tue, Aug 25, 1885

**Old Sol Shines Through:** “Last evening’s arrivals were extremely fortunate in “catching” the most glorious sunset of the season. Just before the arrival of the train a heavy cloud bank threatened to doom many to disappointment, but suddenly it lifted and revealed “Old Sol” in all his splendor. For miles in the western horizon beautifully formed clouds were set off in the very brilliant colors of the setting sun. The threatened cloud only proved a benefit; for the heaven seemed one blaze of light, leaving an impression long to be remembered.”

- *Among the Clouds* - Wed, Aug 26, 1885

### September 1st

**Full House / Full Lake:** “Five trains came to the Summit yesterday (9/1) noon, bringing 200 passengers. The unusual amount of water running out of the Lake of the Clouds made a beautiful sight and attracted the attention of the passengers by train last night.”

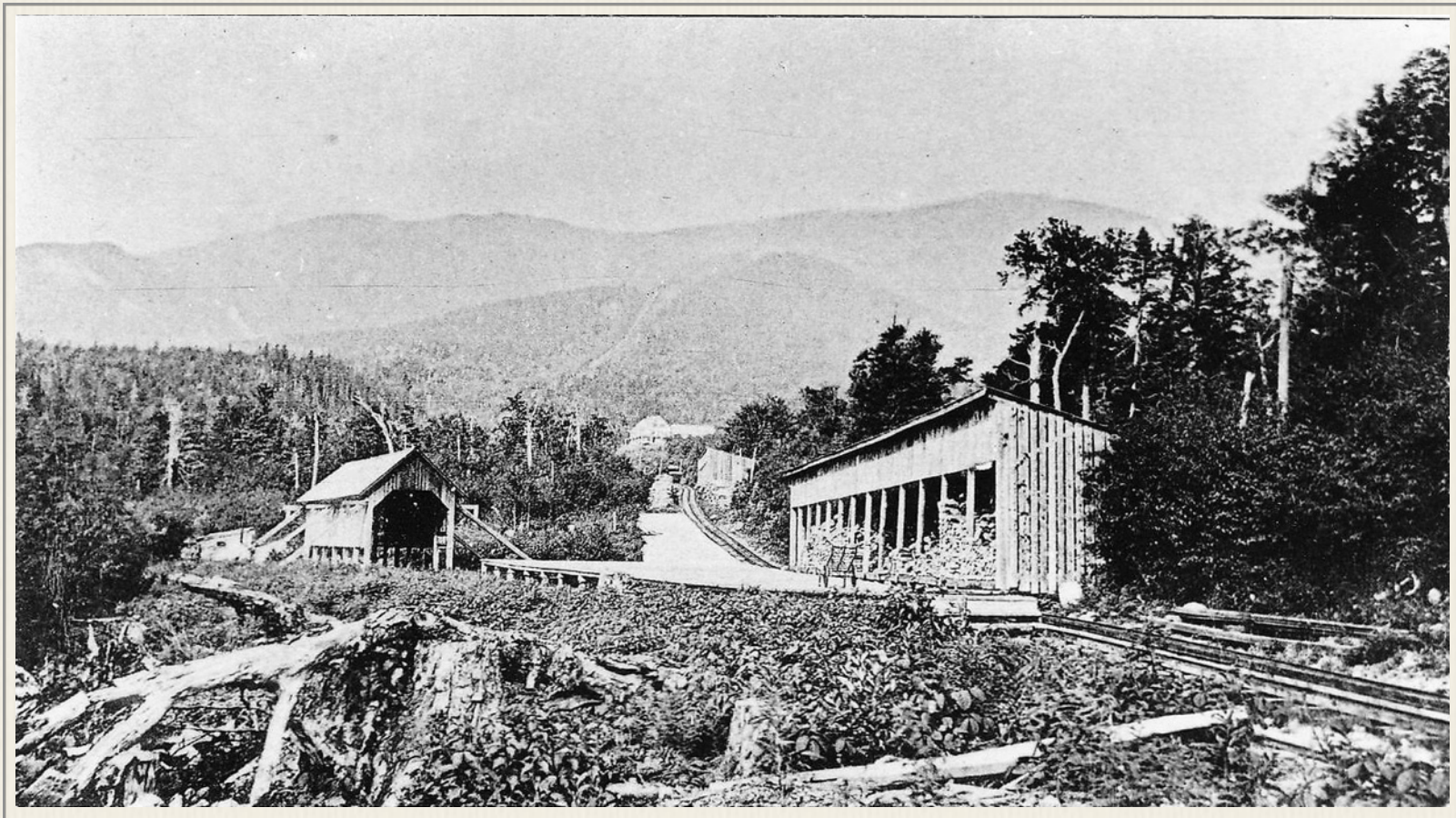
- *Among the Clouds* - Wed, Sept 2, 1885

### September 4th

**Spur Train Decorations:** “The engine *Mt. Washington* was yesterday gay with decorations of the berries of the Mountain-ash.”

- *Among the Clouds* - Sat, Sep 5, 1885





*Ammonoosuc Station awaits spur train from Fabyan and Cog trains from the Depot (1880s)  
- Conrad Ekstrom Collection*

### September 5th

**Patented Sock Making:** “Walter Aiken, the distinguished inventor and manufacturer of Franklin, has been granted two patents on knitting machines and one on a device for knitting machines. The patents apply to Mr. Aiken’s new invention for knitting seamless hose.”

- *White Mountain Republic (Littleton, NH) - Sat, Sep 5, 1885*

### September 8th

**Vegetation Noted:** “We came up this morning from Fabyans, making the trip in one hour and three quarters. the engine that brought us bears the name of *Eagle*. All the way up the views were magnificent. A few words now as to the vegetation along the line of the Mount Washington Railroad. Near the base of the mountain, there is a thick growth of spruce and yellow birch, the trees quite large, as one ascends the same trees, in kind, dwindle, become dwarfed, knotted and gnarled. Higher up vegetation ceases, excepting here and there the presence of wild, high grass, on the summit there is no vegetation, but a wild scene of rocks, tumbled and heaped as though giants had, in wrath or sport, tossed them about in confusion. Our impression, in looking around upon this scene of apparent desolation, was reverent, as recognizing a spot speaking to us of a far away upheaval in the throes of the original creation. We cannot close without an expression of gratitude to those who have enabled us to see and enjoy so much.”

- *Poughkeepsie (NY) Eagle-News - Thu, Sep 17, 1885 pg. 4*

### September 11th

**Practice, Practice & Engine House Accommodations:** “The base ball club at the Summit is still practicing daily, (when the ball can be seen.) An opposition to the Summit House has been started in the Engine House, and eight season boarders are already in comfortable quarters. Applications for accommodations should be addressed to the steward, Summit House.”

- *Among the Clouds - Fri, Sep 11, 1885*

### September 12th

**Last Mail Edition:** “With this issue the mail edition of *Among the Clouds* will be discontinued for the season. The edition issued for tourists at the Summit will be printed as before until the first of October, or to the close of travel. *Among the Clouds* is the only paper in the White Mountains taking the arrivals at the large hotels by telegraph. It is the pioneer of summer resort journalism - the first in the field, and first in enterprise. It has always

## 1885

had the largest circulation and consequently is the best advertising medium. It never seeks to create a false impression as to its circulation, but every advertiser can find out the exact truth. For this year its total circulation has reached 40,000 copies. The new features adopted this year will be more fully carried out in the future and the paper will be kept far in advance of all other publications of its class.”

- *Among the Clouds* - Sat, Sept 12, 1885.

### September 13th

**Half Fare on the Railways/No Walking:** “Beginning on (September) 13th the fare from Fabyan’s to Mount Washington and return, will be \$3, just one half the regular rates. The Mount Washington Railway and the Boston and Lowell make this low rate to give all now in the mountains and those who may come an opportunity to make the ascent of Mount Washington. This reduction is made to all whether in excursion parties or not. But no reduction to those going one way. The Summit House will also reduce its rates at the same time to \$4 a day - \$1 for dinner and \$3 for supper, lodging and breakfast. Now is the time to visit Mount Washington and get the splendid views. Walking up or down the Mount Washington Railway is now forbidden by the officers of the road. They do not wish to be considered arbitrary in their rules; but owing to the fact that pedestrians have frequently left obstructions upon the track they have adopted this rule as a means of safety to their passengers. If there is any one too poor to pay for a ride they will carry him without charge rather than to have any more walking on the track. The workmen on the road are authorized to enforce the rules of the company.”

- *Among the Clouds* - Sat, Sept 12, 1885

### September 23rd

**The Snow Storm:** “Soon after the morning train had left the Summit on Wednesday, the 23rd, a storm began which lasted until the night of Thursday, and capped the mountain and surrounding country with snow. The few people remaining at the summit huddled about the stoves, and even then while their toes were roasting their backs were freezing. Snow began falling at 8:14am, and the barometer fell steadily, as did also the temperature. The wind blew a gale from the northwest. The lowest thermometer registration was 12.7 degrees above zero, early Thursday evening. About four inches of snow fell on a level at the Summit, but the wind piled it up in every nook and corner, drifts 5 feet deep being observed. The buildings rocked considerably, but no damage was done by the wind. The frost, however, played with the wind-vane on the signal station, and it now points toward the heaven, as a warning to residents of the Summit, to repent their sins ‘ere another storm overtakes them. The storm was particularly severe in the valleys west of Mount Washington. The fall of snow on Wednesday at the Fabyan House, was 6 inches and at the Crawford House 8 inches. At the Fabyan House, sleighs were produced, and rides were indulged in by the guests.”

- *Among the Clouds* - Fri, Sept 25, 1885

### September 29th

**Slideboard Injury:** “Henry O. Blanchette, a machinist on the Mount Washington Railway, broke his right leg on Tuesday (9/29), while sliding down the railway on a slideboard.”

- *Among the Clouds* - Thu, Oct 1, 1885

### September 30th

**Former Conductor Returns:** “Cyrus W. Brown and Hugh Brown of Pittsfield, N.H., arrived at the Summit on Wednesday (9/30). The former (Cyrus) was eight years ago conductor of the Mount Washington Railway.”

- *Among the Clouds* - Thu, Oct 1, 1885

### October 2nd

**Tramper Turned Fireman:** “Mr. Albert H. Moore of Griggsville, Ill., sustained the reputation of the West this noon, by helping fire the engine *Tip-Top*, nearly all the way up Mount Washington. Mr. Moore is doing the mountains on foot, and is enjoying the trip in true Western style.”

**Emmons Better:** “Mr. Charles G. Emmons, proprietor of the Summit House, arrived here last evening (10/1), after some weeks’ absence. His health has steadily improved, and is now much better than it has been for some time.”

- *Among the Clouds* - Fri, Oct 2, 1885

**Engineer McCarthy Visits from Maine:** “J. McCarthy and wife, of Bar Harbor, Me., are visiting in this region. “Jack” is well known as an engineer on the Mt. Washington railway, and left there to accept a similar

position on Green Mountain, Mt. Desert.”

- *Littleton Journal - Fri, Oct 2, 1885*

### October 5th

**Last Trains:** “The last passenger trains on the Mt. Washington railroad went up last Monday (10/5).

- *Littleton Journal - Fri, Oct 9, 1885*

**Maine Mountain Railway:** “**Green Mountain Railway.** The summit of Green Mountain attains an elevation of about one thousand six hundred feet above the sea level, and it has always been a point of great interest to visitors at Bar Harbor, on account of the extended and rare view of land and sea, with the long stretch of coast, and out-lying islands. The Green Mountain road was constructed for the purpose of making the ascent of the mountain expeditious and attractive. The road is reached by carriage road to the foot of Eagle Lake, and from thence, by steamer, about two miles, to the railroad station at the base of the mountain. The line of the road is very direct, and although the grades are heavy, the appliances for controlling the movements of the trains are so efficient, that security from accident is assured. The railroad company have erected a new hotel on the summit of the mountain, the past season (1885), to take the place of one destroyed by fire last year, The new building is superior in location and arrangement to the first one built. The trains have been run without accident since the opening of the road, and the same careful management in the future as in the past will ensure the same results.”

- *Maine Railroad Commissioners' Annual Report 1886*

### November 6th

**A Visit Described:** “The Fabyans, the railroad centre of the mountains is pleasantly located six miles from the base of Mount Washington. The Fabyan House, sometimes called the Jewish Hotel is one of the largest at the mountains. The toll gate at this point has a peculiar significance which no one can forget who takes the turnpike for the base of the mountain. Arriving at the base early in the afternoon (9/2) we commenced the ascent walking up the railroad track. The weather was apparently favorable, but we had not ascended far when in the distant western horizon we saw the clouds gathering thicker and thicker, approaching nearer and nearer, and here we had ascended three-fourths of a mile the storm was fast upon us and we rapidly retreated, part of the company securing a ride on the trains that were descending at the time. The railroad is a novelty and has long been considered a remarkable feat of engineering. Mr. Marsh was the inventor. The railroad is three miles long and the fare four dollars. A hotel is kept at the base called the Marshfield House.”

- *Littleton Journal - Fri, Nov 6, 1885*

## 1886

**Walter Aiken becomes President** of the Mount Washington Railway Company and remains so until his death from a hunting accident in 1893. <http://www.cog-railway.com/03timeline.htm>

### January 18th

**Cox of Marshfield Dies in Bermuda:** “We copy the following from a letter received from Bermuda, by friends of the late E. K. Cox, (former manager of the Marshfield House), giving particulars of his death: “At 8:30 Jan 17th I had breakfast with him, he seemed as well as usual said he had been feeling very well, at 10 o'clock he could not speak distinctly and his mind wandered a little. They get him to his room where he soon became unconscious and remained so, gradually sinking until 10:40 p.m. on the 18th when he died. Not a ripple of pain came across his face and he died with a smile on his face, and it was there when he was buried. Everything that care and attention could do for him was done. He was buried from Pembroke church, about one-half a mile north of the (Hamilton) Hotel, at 11 a.m. the 19th. He was placed in the same vault where lies the remains of Mr. Meade, who died a year or two ago. Mr. Walter Aiken, of Franklin, was one of the bearers; Mr. Davis,

**HAMILTON HOTEL  
BERMUDA,  
WILL OPEN NOVEMBER 15.**

This house is provided with all modern conveniences, including Electric Bells, Gas, Hot and Cold Water, Baths, &c. The house is situated on the highest ground in the city and commands extensive views of the surrounding country and adjacent Islands; its elevated position insures dryness and perfect drainage. Driving, boating and fishing unexcelled. The cuisine and service unexceptionable. This delightful Island is entirely free from malaria.

WALTER AIKEN, Proprietor.  
H. M. SULLIVAN, Manager.

*1886 advertisement for Walter Aiken's Bermuda property  
- Philadelphia Times - Sat, Jan 23, 1886 pg 4*

of Laconia, another.”

- *Littleton Journal* - Fri, Feb 5, 1886

### May 11th

**MWR Annual Meeting:** “At the annual meeting of the Mt. Washington railroad, yesterday (5/11), the following were elected directors: John H. George, Nathaniel White, Jr., John M. Mitchell of Concord, Walter Aiken, Alvah W. Sulloway of Franklin, Emmons Raymond, James T. Furber of Boston.”

- *Boston Post* - Thu, May 12, 1887 pg. 3

**Sanitary Inspections of Railroad Stations:** The importance of maintaining good sanitary conditions is not greater at any point in the state, for the reason that many thousand persons annually visit. At Fabyan’s, the station accommodations are entirely inadequate for the place. A brief report of the condition was made to C. S. Mellen, Esq., general superintendent in July, which called his attention to the existing defects. The station contains no water-closets or privies, and is altogether too small for the place. The “Cottage,” a building belonging to the (Boston & Lowell Railroad) and used for sleeping accommodations for the train men as well as for the help at the Fabyan House, was found to be in very bad condition. The cellar was wet and without drainage the sanitary conditions were bad, and the lower part of the building was in a state of general decay. By appointment, the examination of the premises, as well as of the station, was made by the president and secretary of the (N.H.) board (of Health), with Mr. W. A. Stowell, division superintendent, and a plan of improvements considered. The company already had in contemplation the remodeling of these buildings so as to make them more convenient, and also to improve the sanitary conditions of same. It may be stated as of this writing that much work has been done, and that before the season of 1886 opens many of the improvements contemplated will have been completed. These are the chief defects that have been discovered in making a sanitary inspection of the stations upon this popular line (Boston & Lowell RR) of travel. **The Fabyan House:** This is one of the largest houses in the mountain region. It is so situated in relation to the arrival and departure of trains from the mountains, and especially over the Mt. Washington Railway, that during the season a great number of people stop at this house. It is situated on the bank of the Ammonoosuc river, at a sufficient elevation above the same to secure good drainage. The water supply is from the side of the mountain, and is ample for the uses of the hotel as well as for fire purposes, should a demand be made upon it. It was found upon close examination that the floor timbers of the basement in the easterly wing of the building were badly decayed. These have been removed and new timbers and floors put in their place. Other minor improvements have also been made. The location is an exceedingly healthful one, and there is no reason why its high reputation as a summer resort should not continue for years to come.

- *5th Annual Report of the New Hampshire State Board of Health for Fiscal Year Ending April 30, 1886*

### June

**New Hampshire Railroad Commissioners Report:** This road was chartered in 1858. The charter was renewed from time to time, and in 1868 construction began. The merit of originating this novel enterprise in railroad construction belongs to Herrick Aiken, of Franklin, who had conceived its possibility as early as 1850. He subsequently visited the mountain, and in 1857 he constructed a model to illustrate his idea. Mr. Aiken failing in health, Sylvester Marsh took up the project, invented the cog-wheel, and carried the enterprise forward to completion in 1872. The operative power has been improved, and the liability to accident reduced to the minimum, by the vigilance and skill of Walter Aiken, son of the originator, and manager of the road. The capital stock is \$129,000. The cost was \$139,000. The road has paid 9 or 10 per cent dividends since 1879. Inspection: Made by full board, accompanied by manager (*Walter Aiken*). The road has been in operation fourteen years; 20,000 passengers have been carried, and not an accident has occurred on the road. Considering that the grade is a continuous ascent of a thousand feet to the mile, the record is remarkable and attests the perfection of the appliances and the sleepless vigilance of the management of this unique line. The superstructure is largely renewed each year. Ties, stringers, and rails average entire renewal in five years. The cog-rail, the original still in use, shows no appreciable wear; no cog has yet been broken. The motive power now comprises seven locomotives; there are seven passenger cars, one baggage and two box cars. It is hoped that the present management, to whose vigilance and ingenuity the unbroken safety of this road is due, will long be continued. **1885 Season** - Total income: \$26,644.45 - Total expense (including taxes): \$14,932.54 - Dividends declared (10 percent): \$12,950 - Total passengers: 9,441.

### June 21st

**Barron & First-Class Condition:** “(T)he Barron family, the famous landlords of the Fabyan, Crawford, Mount Pleasant and Twin Mountain houses, and of the old Putnam, at Palatka, Fla., will this year assume charge of the Mount Washington Summit House. This insures an absolutely first-class management, the former prices having been very high without corresponding advantages in point of accommodations or cuisine. The railway to the base of Mount Washington has been put in first-class condition by the Lowell Company, and the cogwheel road up the mountain steeps has received its annual renewals requisite to keep up the standard of safety so essential to this otherwise perilous means of ascent.”

- Rochester (N.Y.) Democrat & Chronicle - Mon Jun 21, 1886 pg. 4

### July 3rd

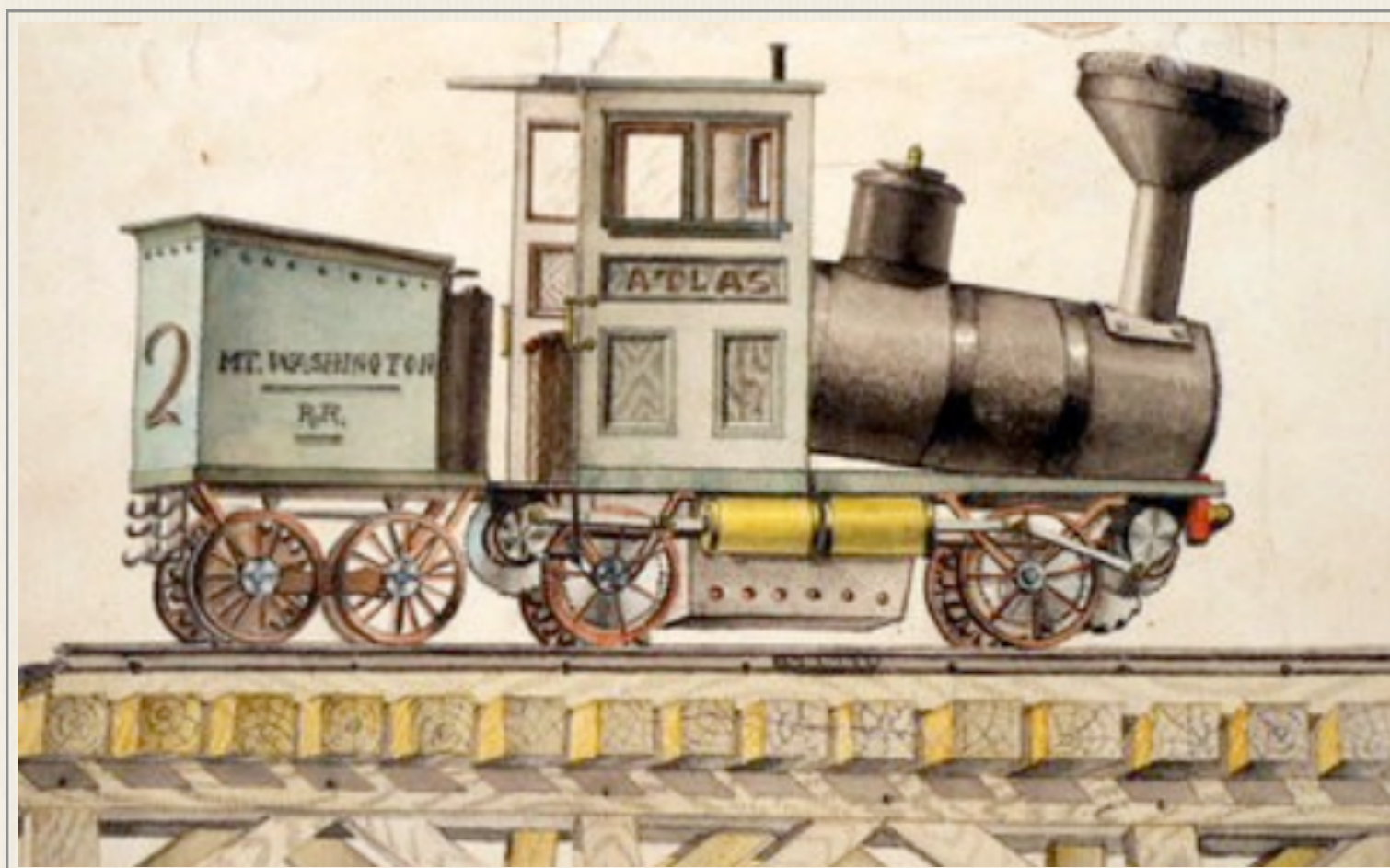
**Appalachian Mountain Club Meeting:** “The Appalachian Mount Club to the number of nearly one hundred, left Boston on Thursday morning, July 1, by the Boston & Lowell Railroad for a grand excursion to the White Mountains and week’s stay at the Summit House on Mount Washington. It took three trains bring the party, and their baggage up the Mount Washington Railway, and those who were so fortunate as to make the ascent on the open car were extremely enthusiastic of what they saw and experienced. Sixty-five came up Thursday night, and the remainder followed the next day, either by train or by the old trail, to the summit of Mount Pleasant, and thence by the Crawford bridle path to Mount Washington.”

- Among the Clouds - Sat, Jul 3, 1886

### July 14th

**Railway Opening Day Witnesses Return:** “Mr. Brewster Maverick and wife, of New York, who were here seventeen years ago, on the day the railroad opened to the Summit, arrived here this Wednesday (7/14) noon. They go to Quebec, Montreal and Saratoga after leaving the mountain.”

- Among the Clouds - Thu, Jul 15, 1886



*Primitive Watercolor Drawing of Locomotive & Tender - Mount Washington Cog Railway Drawn to Scale - Signed S. Wray, (Aug 18, 1886)*  
 “Charming, primitive watercolored scale drawing of the Mt. Washington Cog Railroad locomotive & tender showing a length of track. It was in a scrapbook that we purchased and is still mounted to the scrapbook page. The drawing measures approximately 10” tall and 13.5” wide. It has two vertical fold lines with some splitting along the bottom portion of the folds, some chips to the lower edge, small chip to top edge, none affecting the actual artwork. There is also a discolored area beneath the track that is most likely from the adhesive used to hold it in place.”

<https://www.worthpoint.com/worthopedia/1886-watercolor-scale-drawing-mt-411755381>

## 1886

### July 15th

**Solo Trip / Welcome Service:** “Mr. E. J. Tyser of London, England, was the only passenger by railway to the summit of Mount Washington Thursday noon. The rain deterred others from making the ascent. Mr. Tyser, who ascended the railway up the Righi, in Switzerland, was pleased with his experience, though he would have been more pleased to have obtained an extended view. Mr. (*Edmund*) Powers, the new manager of the Summit House, is winning commendations from the old and new visitors to Mount Washington. It is a self-evident fact that the Summit House is steadily growing in popularity with the traveling public. It is always well to put the best man in the right place to manage any hotel.”

- *Among the Clouds* - Fri, July 16, 1886

### July 16th

**A Needed Stormy Washout:** “The first general rain storm since opening of the season begun Wednesday night and was in progress when we went to press this morning (7/16). There is much need of rain all through Northern New Hampshire. Thus far this has been a remarkably dry season, and for nearly two weeks the water used at the Summit House has been brought from the base of Mount Washington. There were no (railway) passengers to the summit Friday, owing to the storm.”

- *Among the Clouds* - Fri, Sat Jul 16 & Sat, Jul 17, 1886

### July 17th

**The Mail's Restored:** “Everyone having anything to do with the summit of Mount Washington, will be glad to learn that at last the twice-daily mail service between Mount Washington and Fabyan's has been restored. We learn from official sources that the trouble grew out of the fact that the Boston & Lowell railroad had secured no pay for carrying the mail for two years. The post-office department insisted that no service had been performed and would not pay for it. The railroad company knew that it had been, and therefore would not carry the mail longer. The facts being duly presented to the department, the second assistant postmaster general ordered payment and this ended the point in dispute. The government too often acts arbitrarily, and a public official does that under the shield of office that he would not as a private citizen, when dealing with a neighbor. We are also sorry to add that railroad officials sometimes do the same thing. A little conciliation on the part of all when disputes arise, is better than to perpetuate contentions, especially when innocent parties have to suffer.”

- *Among the Clouds* - Sat, Jul 17, 1886

### August 2nd

**Maine Mountain Popularity:** “The Green Mountain Railway at Bar Harbor is very popular this season the travel being much larger than on any previous year. The Summit Hotel is being largely patronized and everybody who dines there praises the excellent cuisine.”

- *Bangor Daily Whig & Courier* - Mon, Aug 2, 1886 pg 3

### August 8th

**Breakdown:** “A wheel of one of the mountain engines broke yesterday (8/8) noon soon after leaving the Base, and the passengers were transferred to the preceding train. As soon as a new one was placed on the engine, the train proceeded to the Summit.”

- *Among the Clouds* - Mon, Aug 9, 1886

### August 13th

**Rush to the Top:** “The rush for Mount Washington Friday morning (8/13) was unprecedented. Over 300 people were brought to the Summit by the first trains, and a large number came from Gorham, the Glen House, and Jackson by stages. There must have been between four and five hundred people on the Summit during the day including those coming up at night. The receipts of the Mount Washington Railway was larger than on any day since the road was built. The sale of tickets at Bethlehem for Mount Washington and return was \$800. The clear atmosphere after the storm turned everyone toward the mountain, and the view was equal to the expectations of those who came.” “Nearly 500 people visited Mt. Washington Friday and the receipts of the railway were larger than on any day since the road was built. The mountains houses seem to be doing a good business this season.”

- *Among the Clouds* - Sat, Aug 14, 1886 / *St. Johnsbury Caledonian* - Thu, Aug 19, 1886 pg 4

**August 16th**

**Big Week:** “Over 1,000 people registered last week at the Summit House, Mt. Washington”

- *Orleans County Monitor (Barton, VT) - Mon, Aug 16, 1886 pg. 2*

**August 17th**

**Among the Clouds Sued:** “*Among the Clouds* was attached on a libel last Tuesday (8/17) evening at the instance of C. R. Milliken of the Glen House. The *Clouds* published an article alleging exorbitant charges made at the time young Sewell E. Faunce lost his life in Tuckerman’s Ravine, and Milliken sues for \$10,000 damages. No paper was issued Wednesday but Walter Aiken receipted for the property and it was issued as usual Thursday (8/19). Mr. Burt, the publisher says he can prove what he stated and will do so if brought into court.”

- *White Mountain Republic (Littleton, NH) - Sat, Aug 21, 1886*

**August 25th**

**Clouds & Judkins:** “The summit of Mount Washington has been enveloped in clouds since last Tuesday (8/21), which has been a serious drawback to travel, and there has not been the usual number of visitors, and those who did come were disappointed in obtaining a view. It is said that every cloud has a silver lining, but Mount Washington tourists fail to appreciate it. The temperature at 8 p.m. was 51°. Conductor (*Edwin*) Judkins of the Mount Washington railway was taken suddenly sick as the train was about leaving the base this morning. He was reported better this evening.”

- *Boston Globe - Sun, Aug 26, 1888 pg. 3*

**September 1st**

**Mr. Rouillion & the Ravine:** Mr. Louis Rouillion, an adjunct professor of Manual Training at Columbia University is the proprietor of Camp Penacook on Lake Sunapee that is attended by “students either in Columbia or a preparatory school. Mr. Rouillion’s camp is in the neighborhood of Secretary Hay’s beautiful home on Sunapee Lake. Mr. Rouillion had a special interest in visiting Mount Washington (*on Fri, Aug 8, 1902*), for 16 years ago, on September 1, 1886, he nearly lost his life by a terrible fall in the Ammonoosuc Ravine. He was descending alone from the Summit on the bridle path, lost his way and undertook in fog and mist either to find a direct course down the mountain or else to reach the railroad track. He somehow got into the course of the Ammonoosuc River as it descends from the Lakes of the Clouds and struggled down its precipitous course a long distance. The scrub trees compelled him to stick to the brook, and at last he came to a shelving rock down which his only hope of going in safety was to be able to lower himself far enough to reach a crevice. He let himself down by a sapling, but could not reach the crevice, and to his horror found that it was impossible to get back. At last, in despair, he deliberately dropped, and was knocked senseless. Reviving after a long time he found himself lying at the bottom of the rock with an ugly scalp wound and sprained leg. The clouds had rolled away and the afternoon was bright and sunny. He made his way the best he could in his crippled condition down the river to the Base Station, where Mrs. Camden, wife of “Uncle John” Camden, the French Canadian roadmaster of the railway made him comfortable at the Marshfield House. Mr. Camden was skillful in caring for wounds, and the young man, not being able to travel, was glad to remain and receive the kind attention and nursing of Mr. and Mrs. Camden. His convalescence occupied several weeks and the kindness which he received at their hands is one of his most cherished recollections.”

- *recounted in Among the Clouds - Sat, Aug 9, 1902 pg. 1*

**September 2nd**

**Season Record:** “Six trains were run to the Summit yesterday (9/2) noon, for the first time this season. They brought up 230 passengers.”

- *Among the Clouds - Fri, Sep 3, 1886*

**September 3rd**

**Summit Crew Departures:** “Mr. Will Barron, clerk at the Summit House this season, left on Friday to enter Exeter Academy. Mr. John W. Dilley, of the Summit House, left yesterday to enter the lecture field. He will speak upon labor and temperance.”

- *Among the Clouds - Sat, Sep 4, 1886*

## 1886

### September 4th

**Summit Hop:** "A hop was given by the waiters and others connected with the Summit House Saturday night (9/4). D. J. Murphy officiated as floor manager, and music was furnished by an orchestra comprising Messrs. Perry of Twin Rivers, Howland and York of the Summit. A very enjoyable program of dances was carried out." - *Among the Clouds - Mon, Sep 6, 1886*

### September 6th

**Signal Station View/Mead Returns to Close:** "B. W. Kilburn, the Littleton stereoscopic and photographic artist, with his foreman, Fred Russell, and W. J. Lincoln Adams arrived at the Summit yesterday (9/6). Mr. Kilburn took a view of the signal station, and departed for the Crawford House via the bridle path. He proposed getting several views on his way down. Mr. J. Russell Mead, the popular clerk last season at the Summit House, who has this year officiated in a like manner at the Farragut House, Rye Beach, reported at the Summit House last evening and will spend the remainder of the season in his old position. His many friends at the Summit extend him a hearty welcome."

- *Among the Clouds - Tu, Sep 7, 1886*

### September 7th

**Full House:** "The largest crowd which has been accommodated at the Summit House over night this year arrived last evening. About 250 persons were given housing by Manager Powers."

- *Among the Clouds - Wed, Sep 8, 1886*

### September 11th

**Fares Reduced:** "Half price to the Top of Mount Washington: In accordance with the plan followed last year, the Mount Washington and Boston & Lowell railroads will reduce fares for the trip from Fabyan's to the Summit and return to half price, or \$3, with corresponding reductions all along the line to Lisbon. Tickets sold at this rate will be good for three days. The liberal reduction will not doubt result as it did last season in a great increase of travel to Mount Washington during the closing weeks of September, the finest time of the year for making the trip."

- *Among the Clouds - Sat, Sep 11, 1886*

### September 19th

**Six Trains at Noon:** "About 370 passengers came to the summit on Sunday (9/19) by the railway. It took six trains to bring those who came at noon."

- *Among the Clouds - Wed, Sep 22, 1886*

### September 22nd

**Six Trains at Noon Again:** "There were nearly 400 arrivals at the Summit yesterday (9/22). Six trains brought up over 300 at noon. Mr. Frank Eames of the Summit House leaves today (9/23) for his home in Wilmington, Mass. He enters the sophomore class of Harvard college the first of October. We wish him success."

- *Among the Clouds - Thu, Sep 23, 1886*

**Fruit & Produce Exchange Chills:** "The members of the Boston Fruit and Produce Exchange are off on an excursion to the White and Franconia mountains. Thursday (9/22) morning at 9.20 o'clock the part will leave in observation cars over the Boston & Lowell for the base of Mt. Washington, arriving at 10 o'clock. The journey to the summit will be made via the Mt. Washington railway. Dinner will be served at the hotel "among the clouds." In the afternoon the party will proceed to the Profile House, where the night will be passed."

- *Boston Globe - Tue, Sep 20, 1887 pg 8*

### September 24th

**Cog Party At The Summit:** "A lively program and a good time - The first dance that ever took place in the Summit House occurred Friday evening (9/24). The dining-room of the hotel was converted into a ballroom, and the Littleton orchestra, the first on Mount Washington, furnished the music. A large party was present and a new social era was introduced on this elevated summit and a general good time was had. A vote of thanks was given to Mr. Powers, manager of the hotel, for his kindness in giving the use of the hall and for other favors. The employees of the railway and others are indebted to Conductor (Edwin) Judkins for a special train to and from the Summit. The following is the program: Grand March and Circle; No. I - Quadrille. Welcome;



No. II - Contra. Chorus Jig; No. III - Quadrille Waltz. Tip-Top; No. IV - Quadrille. "Our Girls;" Waltz, Polka, Shottische; No. V - Quadrille "Our Boys;" No. VI - Quad. Polka Ladies' Choice; No. VII - Quadrille Fancy Medley; Refreshments - Polka Redowa, Esmeralda Waltz; No. IX - Quadrille Lancers; No. X - Quadrille - Shottische; No. XI - Contra - Virginia Reel; No. XII - Quadrille - Good-Bye till '87."

- *Among the Clouds* - Sat, Sep 25, 1886

### September 27th

**With Gratitude:** "Mrs. Arlie A. Locke, the assistant housekeeper, was presented Monday evening (9/27) with a handsome card-case containing the cards of the donors, and a handkerchief case from the employees of the Summit House."

- *Among the Clouds* - Wed, Sep 29, 1886

### October 1st

**WCTU to the Summit:** "About 300, many of whom were delegates to the Women's Christian Temperance Union, went to the Summit of Mt. Washington last Friday, the railroads giving the round trip for \$3.00."

- *Littleton Journal* - Fri, Oct 7, 1886

### October 19th

**Green Mountain Railway Extension?:** "The *Mt. Desert Herald* understands there is some talk of utilizing the privilege granted by the charter of the Green Mountain Railway, and extending the same from the present Base Station to the edge of the village of Bar Harbor."

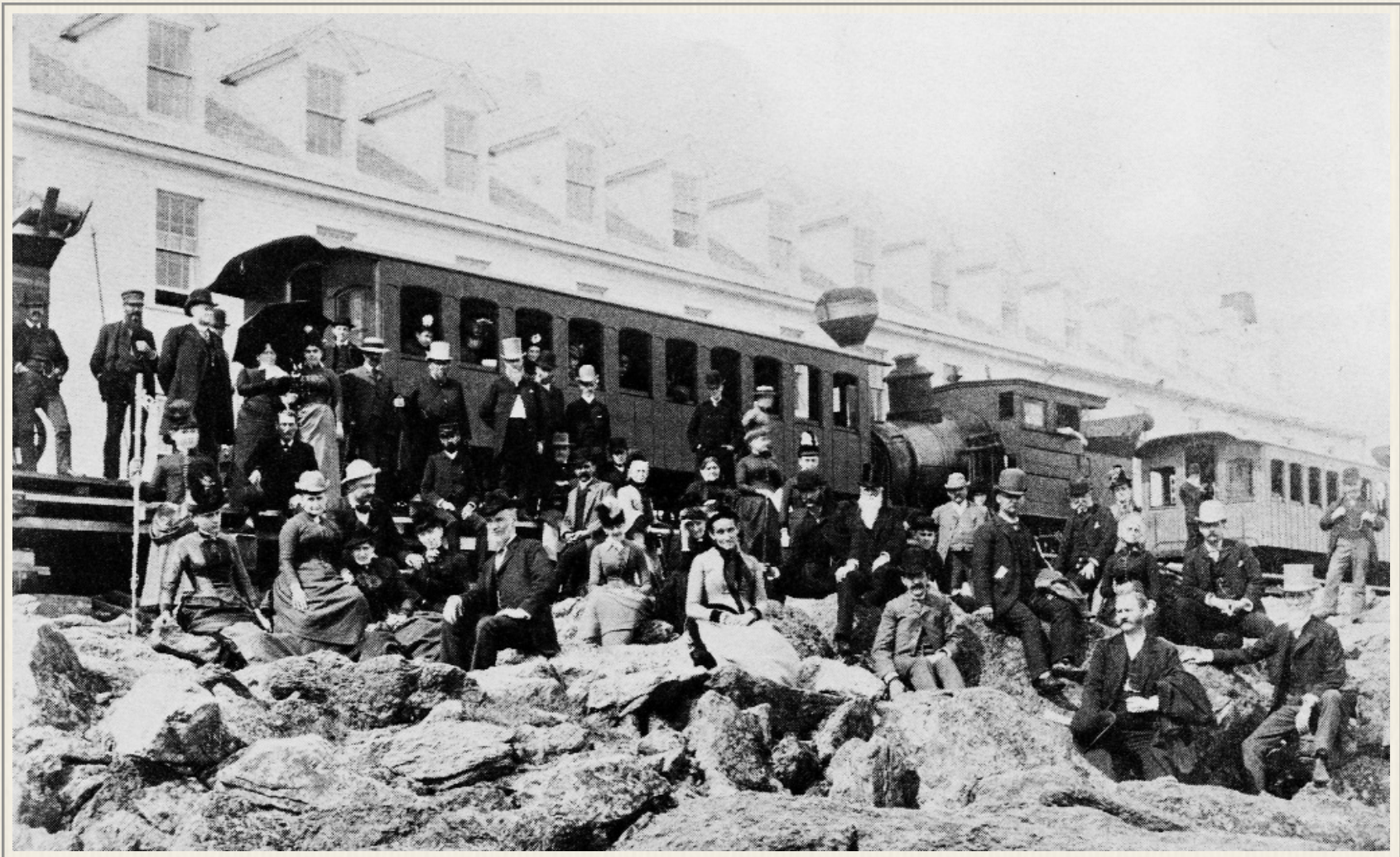
- *Bangor Daily Whig & Courier* - Tue, Oct 19, 1886 pg. 1

**Maine Mountain Railway: "Green Mountain Railway.** At our examination of this road last June (1886) we found it in good repair, and safe for the passage of trains over it. This road is operated only during the season of pleasure travel, in the months of June, July, August, and a part of September. A ride from Bar Harbor, by carriage to Eagle Lake, thence by steamboat to the station of the Green Mountain Railway, and from there by cars to the mountain summit, has become one of the principal attractions at this famous watering place. The road is well built and operated with great care. No accident has ever occurred, and it is gaining in popularity and increasing its business every season."

- *Maine Railroad Commissioners' Annual Report 1887*



*Robinson Silk Engraving of Jacob's Ladder (1887)*



*Summit portrait (1887)*  
- *N.H. Then and Now*

1887

### February 4th

**Aiken Reported Ill:** “The *Boston Journal* announces that the health of Walter Aiken of Franklin Falls, a well-known inventor and manufacturer, and manager of the Mt. Washington Railway, is seriously impaired.”

- *Littleton Journal* - Fri, Feb 4, 1887

**Mt Washington Railway Telegraph System:** Ernest Ingersoll’s book for the Boston & Maine outlining the New England tourist region, *Down East Latch Strings; or Seashore, Lakes and Mountains* contains a description of the Mt. Washington telegraph systems in place during the summer. “The new Summit House, opened in 1873, is a long, three-story, wooden building, devoid of any architectural pretense, but strongly constructed, and having bedrooms sufficient for 150 guests. There are post and telegraph offices in the building... A few rods distant stands the snug station of the U.S. Weather service, where two or three observers remain the year round, exposed to those terrific storms of which we occasionally read accounts, and connected with the world for half the year, only by their telegraph and the irregular descents of one member for the station’s mail. The Government’s line is the small cable which may be noticed pinned to the ties of the railway track out of reach of the gales; while the ordinary (*railway*) telegraph wire is strung over the mountains on poles, - which Prue thought exemplified the well-known decrease in size of trees with altitude, because toward the summit these poles happen to be very short. This line is taken down on the approach of winter.”

### Spring

**Uncle John - Telegrapher:** “David J. Murphy, the cook at the signal station, undertook to make the ascent of the mountain during a storm. Getting up as far as what is known as the Gulf house, so called from its near proximity to the Great Gulf, he was so benumbed with cold that a drowsiness began to creep over him. However, he managed to gain an entrance into the Gulf house, where he was found later. The (signal) officers at the summit having kept up a telegraphic communication with “Uncle John” (Camden) at the base became alarmed at (Murphy’s) continued absence, and as night was fast coming on, sent out a relief party, who succeeded in getting down to the Gulf house. Even after arriving at the Gulf house they were about fifteen minutes getting from the track to the house, which we should judge is not much over two rods from the track. In the Gulf house they

found Murphy, built a fire and remained that night, returning to the summit the next morning, when a slight lull in the storm occurred.” - *St. Johnsbury Caledonian* - Thu, Jun 9, 1887 pg. 3

### May 14th

**Medford Goes Visiting:** “The *Republic* office has had a guest this week in the shape of the great St. Bernard dog, “Medford,” which belongs at the signal station on Mt. Washington. He is a noble animal.”

- *White Mountain Republic* (Littleton, NH) - Sat, May 14, 1887

### June

**New Hampshire Railroad Commissioners Report:** Repeats the narrative of their report of 1886. **1886 Season** - Total income: \$31,202.17 - Total expense (including taxes): \$14,580.14 - Dividends declared (10 per cent): \$12,950 - Total passengers: 11,031 - 612 cords of wood for engines

Base *spur line* becomes a **Boston & Maine** line

- *Lost Railroads of New England 3rd Ed* - Ronald Dale Karr

**Canadian Pacific Railway:** Summer Tours guides of 1887, 1888 and 1894 (*right*) say of the Mount Washington Railway, “Precautions for safety are so numerous that ***an accident is simply impossible.***”

### June 3rd

**Expiring Lease:** “The lease of the Summit House on Mount Washington expires this year, and it is yet doubtful whether it will be renewed to the same parties.” - *Littleton Journal* - Fri, Jun 3, 1887

### July 1st

**Of Interest to Travelers:** The following order was issued (*today*) by General Superintendent Mellen of the Boston & Lowell and Boston & Maine railroads that mileage tickets and coupon mileage tickets will be accepted upon all lines operated and controlled by these railroads “except upon the branch leading from Fabyan’s to the base of Mt. Washington.”

- *St. Johnsbury Caledonian* - Thu, July 7, 1887

### July 4th

**Down a Slippery Slope:** “Alfred M. Leavitt, James Albion and L. C. Bridgham, employees of the Summit House, in the afternoon of the 4th started to go to a snow bank on Mount Clay, and on reaching the head of the Great Gulf, they came to the edge of a large snow drift, which extended for several hundred feet downward into the Gulf, in the direction of Spaulding’s Lake. Leavitt and Bridgham stepped upon its edge and began to make and throw snow balls, while Albion suggested that they assist him to roll a big rock into the Gulf. Bridgham’s attention was directed toward Albion and he did not observe what Leavitt was doing, but from some cause unknown to him, Leavitt disappeared and was going at a fearful velocity down the snow bank toward the bottom of the Gulf. Albion happened to see him as he began to slide, and he describes the descent as something fearful. When first seen Leavitt was standing, but he soon sat down and slid on his feet upon the snow, at the same time trying to stop himself. As he neared the bottom of the drift he pitched headforemost and made a summersault of several feet in the air, and then tumbled over the rocks for a distance of 125 feet. At last he landed upon his back in a bed of moss. It was supposed that he would be killed in the descent, but unaccountably he was not. As soon as the accident happened, one of the party went to the Summit House to get help, and the other to where Leavitt was lying, expecting to find him with his brains dashed out; but Leavitt, who had lost consciousness as he neared the lower part of the snow, had regained it when he was found. When the relief party arrived he was assisted out of the Gulf, taken to the cars and carried to the Summit. Subsequently he was taken to Fabyan’s where a doctor was called, who found no bones broken, but there were several severe wounds all over the head, and it was at first feared that his skull might have been injured; but as he is now improving, it is evident that his injuries are confined to cuts and bruises. It is a great wonder that he was not instantly killed, as the incline of the snow bank, down which he went, was on an angle of not less than 45 degrees. Had it not been for the bed of moss upon which he at last fell, he could not have escaped death. He is a bright and promising



## 1887

young man of 18, is a pupil in the Boston English High School, and is intending in the fall to enter the Boston School of Technology. His father several years ago was steward of the Summit House.”

- *Among the Clouds* - Mon, Jul 11, 1887

### July 10th

**Aiken at the Chiswick:** “Walter Aiken, Manager of the Mount Washington Railroad, was in (Littleton) over Sunday (7/10) and was the guest of Mr. Weeks at Chiswick Inn.”

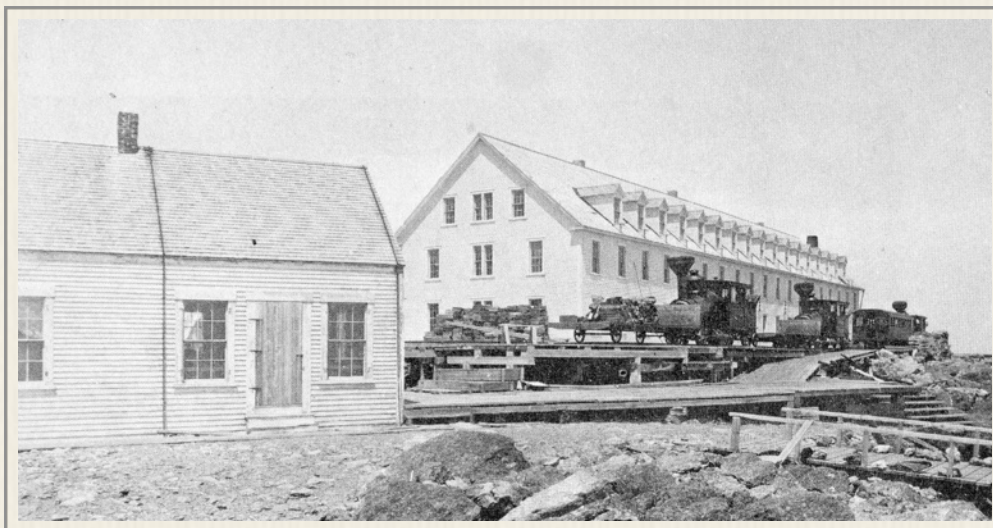
- *White Mountain Republic* - Sat, Jul 16, 1887

### July 12th

**A New Roof / No Aiken Adirondack Fish Tales:** “The carpenters took advantage of the pleasant weather yesterday (7/12) to push the work of shingling the Summit House. It will take at least a hundred thousand shingles to cover both roofs. Mr. Walter Aiken, manager of the Mount Washington Railway, is a representative in the legislature, and on that account he has not been able to make his accustomed trip to the Adirondacks, the first time that he has failed to do it in 15 years”

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- *Among the Clouds* - Wed, Jul 13, 1887



Work trains at Summit  
- Edgar T. Mead Collection

### July 26th

**No Leaks:** “The new roof just completed on the Summit House adds greatly to the comfort of guests on a rainy day. It does not leak, thanks to the good workmanship of Uncle John (Camden) and his trusty assistants.”

*Among the Clouds* - Mon, Jul 26, 1887

### July 30th

**Break Out the Cots:** “The Summit House was the most crowded hotel in the mountains last night. Manager Powers found his resources taxed to the utmost to take care of all comers, but it was accomplished by a liberal use of cots, and every one was made comfortable.”

- *Among the Clouds* - Sat, Jul 30, 1887

## August

**Rapid Foot Descent** “Howard S. Thompson of Thompson, Connecticut, made what is probably the quickest time on record down the Mount Washington Railway track on foot a day or two ago (*Aug 7 or 8*). He made the three miles from the summit to base in the remarkably quick time of 34 minutes - the time being verified by “Uncle John” Camden. Mr. Thompson and Frank W. Johnson, of Putnam, Connecticut are doing the mountains on a tandem tricycle, the first ever seen in this part of the country.”

- *From Aug 9th Among the Clouds reprinted New York Times, August 14, 1887 pg. 2*

### August 1st

**Signal Closing / California Cog?:** “Sergeant Carr, of the signal has received orders to close the Mount Washington station on the 30th of September, for the winter. It will be reopened on the first of June. R. Williams of Pasadena, Cal., arrived on Mount Washington last evening to inspect the working of the cog-railway. He represents a company which proposes to build a similar road to the summit of Wilson’s Peak, New Pasadena.”

- *Among the Clouds* - Mon, Aug 1, 1887

### August 2nd

**Maine Mountain Railway Busy:** “The Green Mountain Railway Company are having so much business that they have to hire extra buckboards to carry their passengers to Eagle Lake.” A story in the same paper in November says twenty-four of Abner Getchell’s fifty horses based in Bar Harbor “were engaged in drawing an eight horse barge from Bar Harbor to Eagle Lake, three times a day, for the Green Mountain Railway.”

- *Bangor Daily Whig & Courier* - Tue, Aug 2, 1887 pg. 3 & Thu, Nov 24 1887 pg. 1

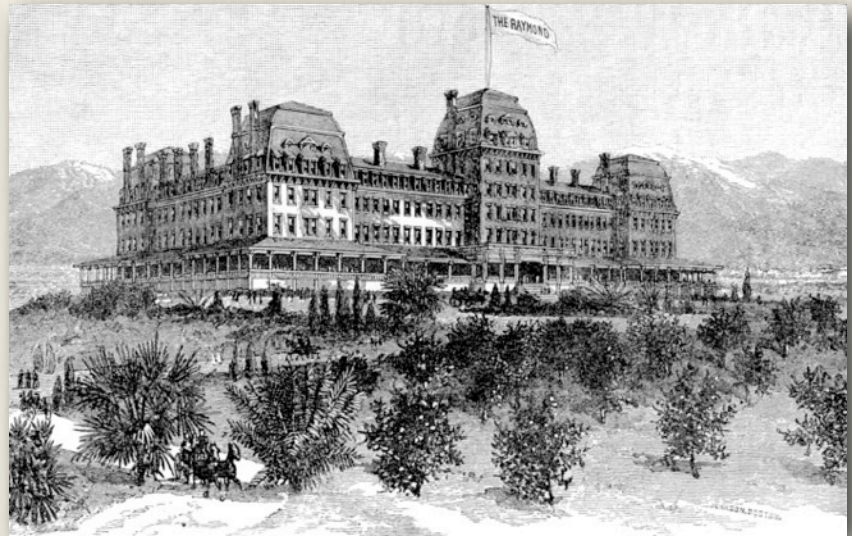
**N.H. Mountain Railway Busy Too:** “Tuesday (8/2) was a busy day with the Mount Washington railway. It ran six trains to the Summit at noon, bringing up 280 passengers. There were over three hundred visitors at the Summit between 11am and 2pm.”

- *Among the Clouds* - Wed, Aug 3, 1887

### August 6th

**California Cog Proposed:** “The proposed railway to the summit of Wilson’s Peak, near Pasadena, Cal., to be built after the style of the Mount Washington Railway, will be six miles long, and the summit is a little higher than Mount Washington. The projectors of it have organized with a capital of half a million dollars. They state that the road can be operated the year round. The distance from the Raymond Hotel (right) to the base of the mountain is about eight miles. It is proposed to build a railway from Pasadena to the base, where a change to the cog-railway will be made.”

- *Among the Clouds* - Sat, Aug 6, 1887



Artist's rendering of *The Raymond*, South Pasadena, Calif. (1885)

- Rick Thomas Collection

### August 29th

**Journalistic Appropriation:** “Our esteemed weekly contemporary, the *White Mountain Echo*, has a very readable description of the great coaching parade, and one of the most interesting features of the account is a list of the occupants of the coaches taken directly and without credit from *Among the Clouds*. Our reporters worked long and hard on the difficult task of securing the fact, and the elementary instincts of journalistic honor and courtesy would suggest that *Among the Clouds* should be given credit for its valuable labors. Euphemistic people would call this uncredited appropriation a stroke of journalistic enterprise, while the disciples of the cold logic of un-ornamented facts might style it a straight steal.”

- Henry M. Burt editorial - *Among the Clouds* - Mon, Aug 29, 1887

### September 3rd

**Newspaper Ethics:** “Were it not for laughing we should be tempted to cry at the sorrowful and hysteric defence of the esteemed and weekly *Echo* for its literary burglary from *Among the Clouds*. Unable to deny the charge of plagiarism, it is forced to confess (although its confession is intended to be covered with a mask of obscuring verbiage) that it copies articles of ‘mere news’ from other papers without credit. Such a system of journalistic ethics is at once useful if not ornamental, and labor saving if not honorable) and the *Echo* evidently thinks that by a certain quantity of hocus-pocus black can be turned into white and theft made the acme of honesty. For instance, a reporter for *Among the Clouds* may spend hours of laborious effort in working up some interesting articles, and our Bethlehem contemporary may copy it bodily, with possibly one or two inconsequential verbal changes. No credit is given, and the *Echo*’s readers naturally believe that a member of its own staff is the author. That, according to our neighbor’s code of morality, is the ultima thule of journalistic honor and the very essence of enterprise. Well, it may be. Pardon us, however, if we are so old fashioned as to entertain a different view.”

- Henry M. Burt editorial - *Among the Clouds* - Sat, Sep 3, 1887

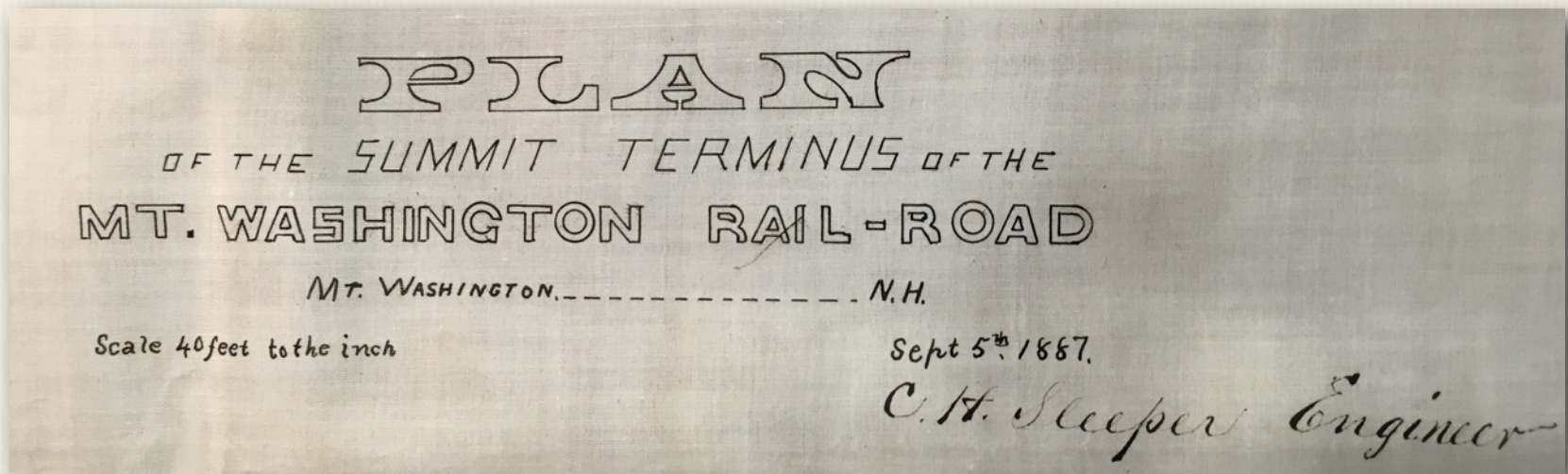
### September 4th

**California Knights Templar Dine:** “The Knights Templar, known as the California Pilgrim Association, residing mostly in the vicinity of Boston, left that place... for a pilgrimage to the White Mountains... special trains carried them (130 persons) to the Summit (of Mount Washington) arriving here shortly after four o’clock (9/3). The clouds were passing over at a rapid rate, obscuring the view, but the warm reception that Manager Powers gave them made them all at once feel at home. The annual banquet of the Pilgrims occurred at one o’clock at the Summit House (9/4). The menu was of the most elaborate character. It consisted of eight pages. The menu is very elegant, and offered the finest and most expensive banquet ever given on Mount Washington. The dining room was handsomely decorated for the occasion, and the dinner was pronounced by all as very satisfactory; it was certainly the best ever before given at any hotel in the White Mountains. Mr. Powers did himself great credit, and helped to increase the fame of our justly celebrated hotel. Mr. Louis Copell, the able and effi-

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cient chef of the Summit House, is entitled to much credit for the elegance and the success of the dinner. Mr. Manager Powers of the Summit House, who combines law with hotel keeping, showed himself to be a complete master of the situation. He was perfectly cool and collected and everything went off like clock-work. He is without doubt the ablest hotel-man in the White Mountains, and he managed the affair with consummate skill and to the entire satisfaction of the Pilgrims. Mr. Hall, the mountain photographer, brought his camera to bear upon the Pilgrims in a group in front of the Summit House, and with excellent success. Orders for copies of his pictures can be left at the view and news stand in the hotel, and they will be sent by mail to any address.”

- *Among the Clouds* - Mon, Sep 5, 1887



### September 16th

**Lawmakers Informally Survey the Summit:** “A large delegation from the New Hampshire legislature came to the Summit last evening (9/16). A vote on the railroad question is likely to take place within a week or two. The Summit House will remain open until the 1st of October, or until severe cold weather begins. This is an uncertain locality as to atmospheric conditions, and the closing of the hotel always depends upon the condition of the weather.”

- *Among the Clouds* - Sat, Sep 17, 1887 & Fri, Sep 16, 1887

### October 7th

**Season Wraps Up:** “The passenger trains are to be taken off with the expiration of the present week, and the Fabyan House, Summit House and most other large hotels will close for the season.”

- *Littleton Journal* - Fri, Oct 7, 1887

### November 17th

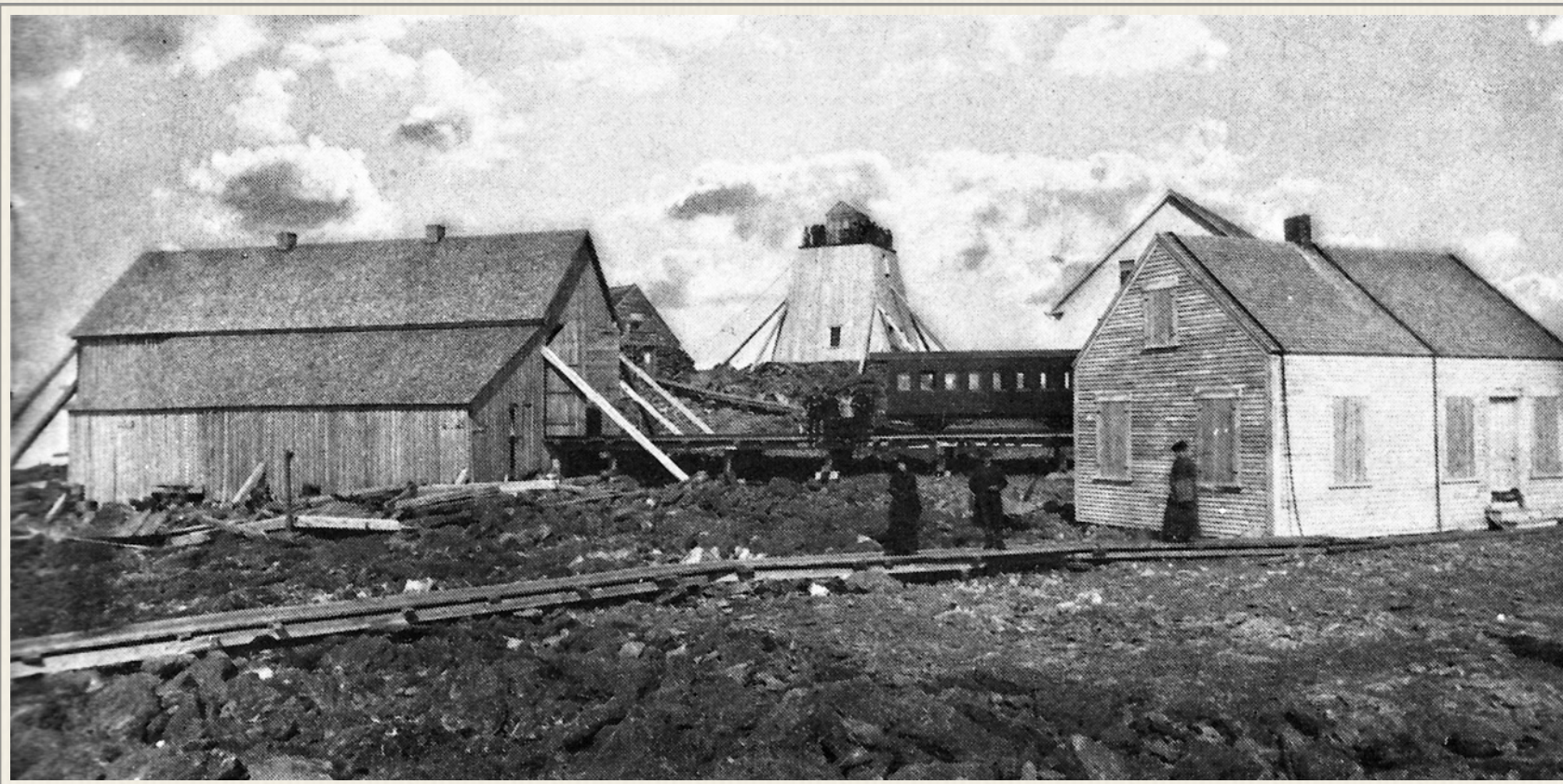
**The Snow-birds Aiken:** “Mr. Walter Aiken, the manager of the Mt. Washington railway, will spend the winter in Bermuda. He will be accompanied by Mrs. Aiken.”

- *Bangor Daily White & Courier* - Thu, Nov 17, 1887 pg. 1

**Maine Mountain Railway: “Green Mountain Railway.** The road is maintained in a very safe condition, and no accident has ever occurred, as every precaution is taken to guard against it. The road is operated only during the summer months. The railroad company has erected a large and convenient hotel on the summit of the mountain, for the accommodation of their patrons. The view from the summit is one of the most extensive and beautiful to be found on the whole extent of the coast of Maine; and summer visitors to this point are constantly increasing in numbers.”

- *Maine Railroad Commissioners' Annual Report 1888*



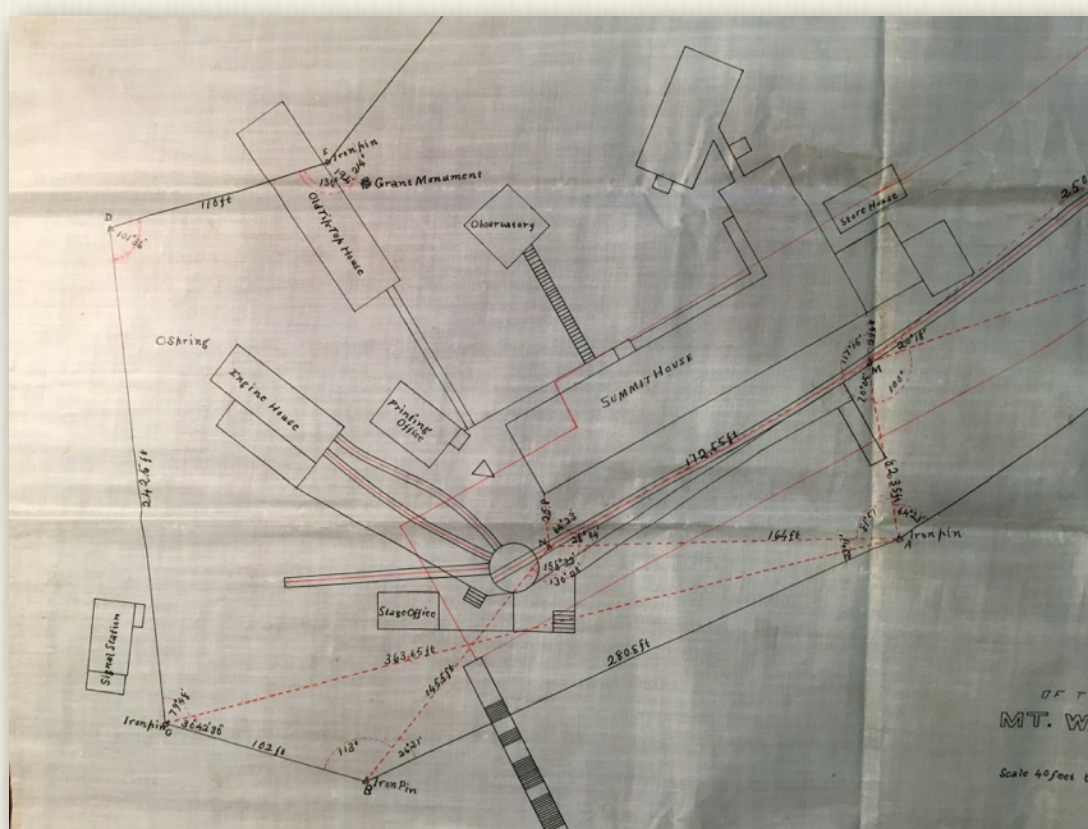


By 1880 the buildings on the summit included a large train shed and stable, an observation tower built for the United States Coast and Geodetic Survey and summit of the Carriage road. The observation tower was torn down in 1902 and the train shed, replaced by another, was taken down in 1904.  
- *New Hampshire Then & Now* FB

1888

### January 3rd

**Summit Terminus Plan Filed:** The plan of Mount Washington Railway's Summit Terminus is drawn by Engineer C. H. Sleeper on September 5, 1887. "The location of additional land on the summit of Mount Washington for the use and convenience of the Mount Washington Railway Company. The Mount Washington Railway Company, a corporation duly established and existing by the laws of the State of New Hampshire and owning and operating a railroad extending from the base to the summit of Mount Washington, in said State of New Hampshire, hereby files with the Secretary of State of the State of New Hampshire, the location of additional land, on the said summit of Mount Washington for side tracks, wood sheds, repair shops, engine, car and freight houses, turntables and depot purposes and all other purposes that are incidental thereto, or may be necessary to carry into effect the objects for which the said Mount Washington Railway Company was established. And the said Mount Washington Railway Company hereby defines the distances and boundaries of said location of said additional land for side tracks, wood sheds, repair shops, engines, car and freight houses, turntables and depot purposes and all other purposes that are incidental thereto, or may be necessary to carry into effect the objects for which the said Mount Washington Railway Company was established and describes and bounds and indicates the land intended to be included in and covered by said location." The document (*right*) is filed with "State of New Hampshire Secretary's Office, Received this third day of January



C. H. Sleeper's plan of the Mount Washington Railway's Summit Terminus (Sept 5, 1887)

## 1888

1888.” - *State of New Hampshire Archives*

### June

***New Hampshire Railroad Commissioners Report:*** Does not contain any general narrative dealing with the Mount Washington Railroad Company. ***1887 Season*** - Total income: \$28,893.29 - Total expense (including taxes): \$13,802.51 - Dividends declared (10 per cent): \$12,950 - Total passengers: 9,845 - 462 cords of wood for engines (now 6 instead of 7) - “The usual repairs and renewals have kept the Mount Washington road in well-nigh perfect shape.” However, the new lessees of the Boston, Concord & Montreal Railroad apparently found something less on the main line in the valley - “This road was a physical wreck when it was leased by the Boston & Lowell, and the uncertainty in regard to its future has postponed many of the expensive improvements that were then needed upon it. Much has been done in the way of substituting new and substantial bridges for old and weak ones, and steel has taken the place of iron upon its main line; but it needs heavier rails, more new bridges, new grade, new stations, new sidings, and much else that costs money. Half a million dollars could profitably be spent upon it by a corporation that was permanently in control of it. Its superintendents are men who are capable of doing much with little, and of running trains with comparative regularity and safety upon a poor road, and to this task they have devoted themselves with gratifying success, which is all that can be expected or hoped for until it is determined who is to reap the benefit in the far future of the large outlays necessary to put it in first-class condition. (*Ed note: This report details RR ownership/leasing war underway in N.H. and New England*) They have... made quite extensive repairs on trestles and stringer bridges between Fabyan’s and the base of Mount Washington.

### June 24th

***Signal Station / Hotel Opens:*** ““(Signal) Station opened and all instruments placed in position except wind-vane. Hotel on summit also opened today. First train up the mountain for the year 1888. Station building found badly out of repair. Self-register for anemometer left in middle of floor when station was closed when rain fell on it and softened the glue holding the wooden parts together. Found it would run all right. All property found in fair condition except 5 blankets missing and 8 glass jars broken. Station opened by Pvt. J. W. Bauer, no assistant.” - *U.S. Signal Station Journal Abstracts for 1888*

### July 5th

The *St. Johnsbury Caledonian* reports “The Mt Washington Railway has begun running trains, and *Among the Clouds* will begin its daily appearance next week.”

### July 10th

***Spur Line Changes:*** “Thomas Robie, who for several years has been conductor between Fabyan’s and Base Station, will be station agent at Weirs this season. Mr. S.W. Parkhurst, conductor on the St. Johnsbury and Lake Champlain division of the Boston & Maine Railroad, is conductor this season between Fabyan’s and the Base succeeding Mr. Thomas Robie.”

- *Among the Clouds* - Tu, Jul 10, 1888

### July 11th

***Snow Going:*** “The snow has disappeared from Mount Jefferson fully two weeks earlier than usual, although there is still a large amount in Tuckerman’s Ravine.”

***Weather Observations editorial:*** “Ever since Gen. Greely became manager of the United States Signal Service there has been a gradual reduction in the number of daily observations, until now we have only two in the 24 hours - at 8 a.m. and 8 p.m. If Gen. Greely has demonstrated that two are all that is necessary, then the public should be satisfied. If he is making the reduction on account of insufficient funds, that is another thing to be considered. With an overflowing treasury there should be no difficulty in securing an appropriation sufficient to carry on the work in the best and most desirable manner. It strikes those not familiar with the business that the work is gradually going to nothing - in other words, it looks very much as though Gen. Greely was losing his grip on the business, and that the time had come for a change. The Mount Washington station, important increasing an interest in the weather predictions, if not absolutely necessary in the general work was closed last winter under Greely’s instructions, and if his advice is followed much longer the country will be without any service at all. From this distance it looks as though it was time that a reform was begun at Washington, and our members of Congress should institute immediate inquiry. The Mount Washington station does not appear to be fully



equipped, although reopened for the season, and we presume this may be the case with other stations throughout the country.”

- *Among the Clouds* - Wed, Jul 11, 1888

### July 12th

**A Defense of Gen. Greely:** “To the Editor: Your article... intending to convey the impression that the signal service under Gen. Greely is losing its efficiency on account of the reduction of the number of observations, which are now made at 8 a.m. and 8 p.m. only, is somewhat misleading. Previous to July 1st only two observations were used from which the indications were deduced. The indications must be filed with the Associated Press by a certain hour, and thus it frequently happened that the officer making indications had but four or five minutes to make up and write the predictions for the whole country. Under the present system he has two hours more time, which should, and undoubtedly will, make the weather predictions more reliable than they have been in the past.

The 3 p.m. observation is no longer telegraphed to Washington, but in place of it every station in the country must, when sudden atmospheric changes occur, immediately inform the chief signal office of such changes by telegraph, and in this way the central office at Washington will be constantly advised of the approach of storms of every kind... Thus, while it may seem to “those not familiar with the business” as though Gen. Greely is “losing his grip,” yet to those who are familiar it looks as though the changes that are being made will not deteriorate, but, on the contrary, add materially to the efficiency and usefulness of the service. While the Mount Washington Station may be important in “Creating an interest in the weather predictions,” it is practically important in no other respect. The reports from this station have never been taken into consideration in making “indications” and were used only for comparison and in the general study of meteorology. For this purpose the mass of data that has been collected for the past 18 years is amply sufficient. The station building is no longer, if it ever was, fit for human habitation during such storms as each recurring winter brings with it; and in justice to the men of the service, leaving humanity out of the question, Gen. Greely has ordered this station closed permanently after this summer. The members of Congress whose attention you call to the service, are themselves to blame that the Mount Washington Station will be closed. For the past four years, in each report of the chief signal officer, the attention of Congress was called to the urgent need of a new station building on Mount Washington, but never has any money appropriated for the purpose of building one. I would also state that the station is at the present time fully equipped for taking all the regular observations, and the data is similar to that heretofore collected. Yours, J. W. Bauer, Signal Corps - Mt. Washington Signal Station”

**Editor’s Response:** “Mr. J. W. Bauer, in charge of the Signal Station on Mount Washington, who is now making the weather observation here, replies to our strictures concerning Gen. Greely, which we are pleased to print. His statements prove conclusively what we asserted concerning the service under the present management - that it is being narrowed rather than broadened in its general scope. Gen. Hazen sought to make the service complete in every particular, by entering into new fields of inquiry. Gen. Greely goes on the plan that all knowledge that is possible to obtain has been obtained, and there being no chance to gain more, is going to “shut up shop” at least on Mount Washington. If this be the correct rule to follow in the weather service, it must apply with equal force in all other branches of scientific inquiry; but we hardly think this a safe rule to follow. Gen. Greely has not yet learned all that is possible, no more than the rest of the world, and it would seem time that there was a change in management. What Mr. Bauer says about the present station building on Mount Washington is too true, but we happen to know that the late Gen. Hazen had taken preliminary steps, before his death, to erect a stone building on Mount Washington similar to the one that he caused to be built on Pike’s Peak, and which he was going to construct out of funds on hand, and not ask for a special appropriation. It strikes us that



Group portrait of twenty-five men, eleven women, and one young girl standing on a platform with a train behind them at the Summit of Mount Washington by Baldwin Coolidge. Coolidge was a commercial photographer and staff photographer for the Boston Museum of Fine Arts for 30 years during the late 19th and early 20th century (1888)  
- Photo by Baldwin Coolidge - Manchester Historic Association Collection

## 1888

Gen. Greely is too much occupied with his own vagaries to make the service as efficient as it should be. That is his cast of mind, and there is no more possibility of turning his natural bent than there is to change the Ethiopian's skin. It is too true that this important service has been falling behind since Gen. Hazen died, and that the predictions throughout the country are not to be relied upon for that accuracy which was obtained in the early service. The hesitancy on the part of the members of Congress to vote appropriations for the weather service, comes in some measure from the fact that they lack confidence in the manner in which the business is now conducted. If the affairs of the office were wisely and efficiently administered, there would be no more trouble in securing the necessary appropriations than there is in getting appropriations to meet the expenses of the army, or in paying for transporting the mails. If Gen. Greely folds his arms and goes to sleep he cannot expect Congress will get very enthusiastic in his favor or his business. It is time we were through with this shilly-shally business. If Gen. Greely cannot do the work let us hunt up a new man. The public want reliable weather predictions.” - *Among the Clouds* - Thu, July 11, 1888

### July 11th, 12th & 13th

**Severe Storm: Temperature 8 Degrees Below Freezing - Trains and Mail Suspended:** “The severest storm that has occurred on Mount Washington in the month of July for many years, began Wednesday (7/11) evening and was still in force up to a late hour (Thursday) evening. About half past three Thursday morning it began snowing heavily and by daylight Mount Washington was white fully two miles down from the Summit. The anemometer cups at the Signal Station blew off some time Wednesday night, and the record at the Station is not complete, but it is thought that the wind must have blown from 90 to 100 miles an hour nearly all of Wednesday night. The fall of snow must have been fully four inches, though it was piled into drifts and scattered around so as to make it impossible to get an accurate measurement. The platform in front of the Summit House was covered to the depth of nearly a foot. The morning train arrived from the Base with the mails, and three passengers, at the usual hour, but the wind was blowing so violently at 2 o'clock that it was not considered safe to make the usual downward trip, nor could the ascent be made from below at night. This is the first time that the trains of the Mount Washington Railway have missed more than a single trip in many years. If the wind falls the train now here will make the downward trip at the usual hour this (Friday) morning.” The next day, *Among the Clouds* reported, “The Mount Washington Railway resumed its trips yesterday morning (7/13) by running a train from the Summit to the Base. Since then there has been no interruption to travel.”

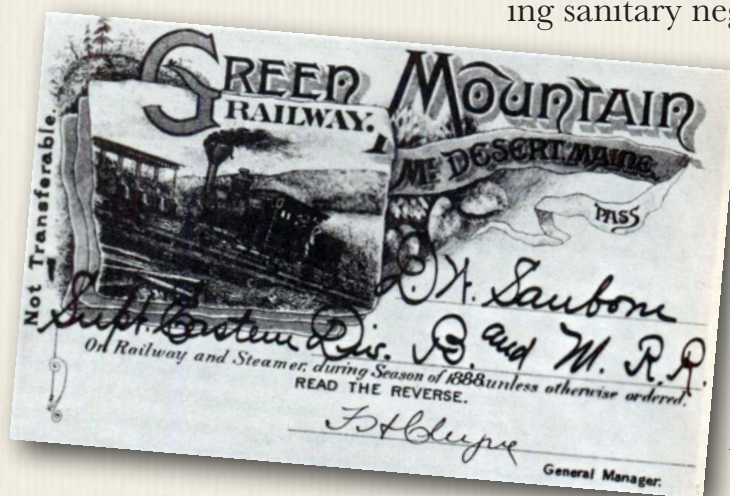
- *Among the Clouds* - Fri, Jul 13 & Sat, Jul 14, 1888

**Signal Station Journal Entry:** July 12th: “The storm raged with great fury the whole day. Wind attained a maximum velocity of 120 miles per hour. The wind blew at an average rate of about 90 miles per hour for nearly 9 consecutive hours. Station building floors flooded by the rain.”

**Phenomenal Weather:** There was a cold snap last week up in this section of the country Thursday and Friday. The mercury dropped to 40-degrees which was decidedly cool for the middle of July. There was a heavy wind and rain storm west of her; trees were blown down and considerable damage done. On the higher hills snow fell. Over in the mountains 5 inches of snow fell near the Summit house and the Mt. Washington railway was compelled to suspend operations owing to the severity of the storm. How's that for July weather? This week the weather has been perfect. - *St. Johnsbury Caledonian* - Thu, Jul 19, 1888 - pg. 1

### July 17th

**Sanitary Neglects?:** “The State Board of Health are visiting the mountain hotels with reference to correcting sanitary neglects, if there are any.” - *Among the Clouds* - Tu, Jul 17, 1888



### July 20th

**Maine Mountain Railway at Capacity:** “The Green Mountain Railway is being taxed to its utmost capacity and carries great crowds up the mountain daily. The clear weather of the past few days has been just what was needed for a fine mountain view.” - *Bangor Daily Whig & Courier* - Fri, Jul 20, 1888

**Uncle John's Western Prosperity:** “Uncle John Camden, who for 16 years has been road master on the Mount Washington Railway, is living in St. Paul, Minn. where he is making a fortune in

building and selling houses. Uncle John has a host of friends in this vicinity who will rejoice at this prosperity. His son, who helped build the Summit House, succeeds him on the railway.”

- *Among the Clouds* - Fri, Jul 20, 1888 pg. 4

### July 23rd

**Aiken the Angler:** “Walter Aiken of Franklin Falls, manager of the Mt. Washington railway, caught with a fly hook at Sunapee Lake on Monday (7/23), two land-locked salmon, weighing respectively four and one-quarter and six pounds.”

- *Concord (NH) People & Patriot* - Thu, Jul 26, 1888 pg. 5

### July 28th

**Hoosier Writes Home:** Mr. John Mohr letter to hometown paper in Indiana: “...you will see we have arrived in the humpy region of the White Mountains. As the ascent of the mount (Washington) is the lion of this resort, everybody rises here, your four Hoosiers among the rest. Trains up the mountain are not run on the fast express schedule, but creep along at the rate of an ordinary walk to the monotonous rat-tat-tat of the cogs under the engine - a sensation resembling the winding of a heavy chain beneath our car, while the view outside is tiresome until we emerge from the pines and shrubbery to the bare rocks above, where we are astonished and appalled at the scene. We feel the keen air and hastily turn up our collars and tighten our wraps. We look down into a fearful chasm, see the peaceful valleys far, far below, and some of us wish the confounded thing would stop. We go higher, begin to feel dizzy, the scene fades and we reach the summit in a cloud.”

- *Fort Wayne Sentinel*, Wed, Aug 1, 1888 pg. 4

### July 30th

**Decadence of College Waiters (or Rise of the Waitress):** “The custom which formerly prevailed at the large mountain hotels of having college students act as waiters has gradually fallen into innocuous desuetude. The practice now exists chiefly as a reminiscence. It is only rarely that you now see a collegian manipulating the tray in the dining halls of the White Mountain hostleries. Whether a liberal education unfits an ambitious but indigent young man from efficiently discharging the arduous functions that devolve upon the hotel waiter may be doubted; but it is a fact, undisputed and indisputable, that the young ladies have usurped the positions formerly occupied by college undergraduates. And a very pretty and intelligent class of young ladies they are, too. They are generally young school teachers who are desirous of sniffing the mountain breezes in an inexpensive manner; or they may be pretty lasses who are attending seminaries or other institutions of learning, and who wish, during the summer, to put in their purses a few agreeably earned dollars for educational purposes. If their duties are irksome when the guests are fussy and fretful, the young ladies gather comfort from Milton’s well-known line that “They also serve who only stand and wait.”

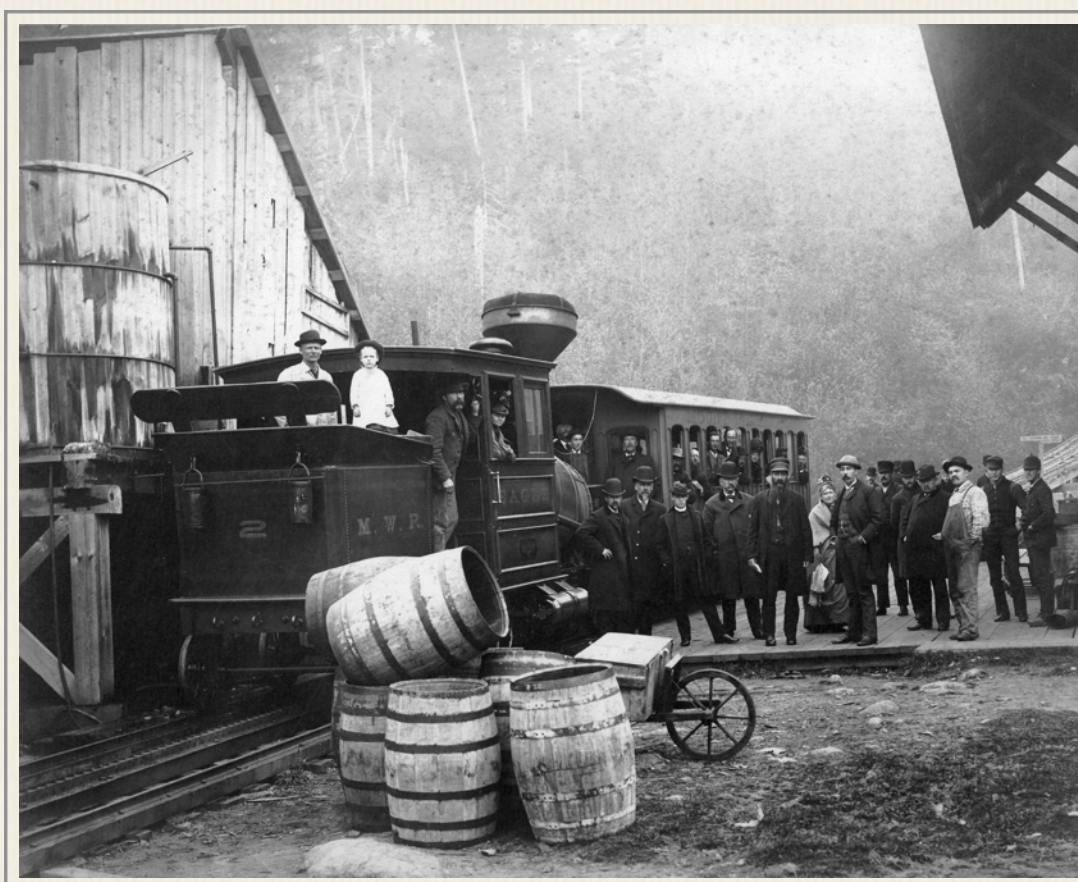
- *Among the Clouds* - Mon, Jul 30, 1888

### August 2nd

**Big Windy Night:** The Summit House had about 160 guests last night, the largest number remaining over night at any time this season. The wind was blowing 73 miles an hour at nine last evening. The temperature was down to 42. Yesterday was one of the best days of the season.”

### August 3rd

**Lightly Traveled?:** “Notwithstanding travel has been considered light in the White Mountain region, the receipts of the Mount Washington Railway, up to the first of August,



View of the Mount Washington Railway and Train “Eagle” - circa 1888.

The train was manufactured by the Manchester Locomotive Works.

- Courtesy Manchester Historic Association

## 1888

were slightly in excess of those for the same period of last year.”

- *Among the Clouds* - Fri, Aug 3, 1888

### August 11th

**Three Do Double Trips:** “The rush to Mount Washington Friday (8/10) noon by the railway was something astonishing. All the six trains were brought into use and three of them were obliged to double the road in order to bring all who had started for the Summit. The mid-day arrivals by train numbers about 430. Of this number, about 250 came on an excursion over the Portland and Ogdensburg Railroad from Fryeburg, and places this side. The day was pleasant and the numerous visitors were rewarded by having a good view. The total number of persons who registered at the Summit House, both noon and night, was 510. A little gallantry in emergencies goes as far on Mount Washington as in any other place. The rush to make the descent Friday noon by the railroad was so great that it was not every one who was fortunate in getting a seat in the cars of the first descending trains. A lady who had friends in one of the cars, and who was desirous of going down with them, was unable to gain admittance. Just as the train was about to start Mr. Ed. S. Warner of St. Louis took in the situation and picked the young lady up and put her through the window into the arms of her friends. She was so much gratified that she returned her card to the gallant gentleman with thanks. Mr. J. W. Harper of Ohio, kindly assisted in the affair, and encouraged the St. Louis gentleman in his herculean efforts to do such a kindly act.”

- *Among the Clouds* - Sat, Aug 11, 1888

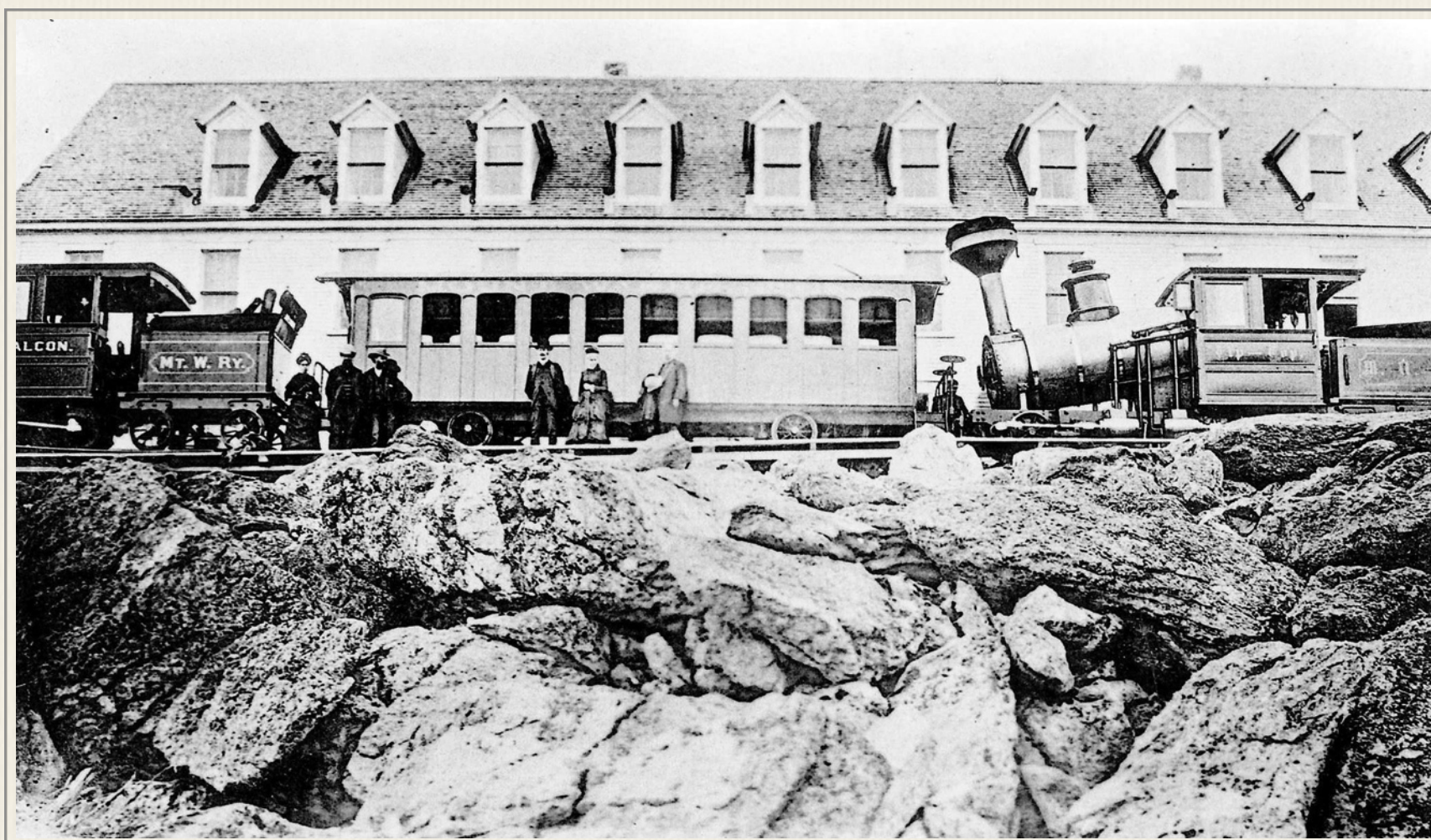
### August 14th

**Shabby Mountains and Dirty Rivers:** W.C. Prime writing in the *New York Journal of Commerce*, “(T)he change which has taken place in this (Ammonoosuc) valley within 40 years is very sad to one who loves forests and forest scenery, and who admires swift-flowing mountain streams, and who does not? What other charm has New Hampshire to offer the millions of travelers who come to these mountain! The charm is fast failing in power. Year after year shows a marked change. The forests are going; in the lowlands are mostly gone. If the argument must be put in terms of dollars and cents, it is time for New Hampshire to reckon the amount she, or her inhabitants, receive from the attractions of her north country, now enormously diminished and soon to disappear. I write as a New Hampshire resident. I have spent more time in the state for the past 30 years than in my home in New York. I have spent a great deal of money here. I own land and pay some taxes here. I claim right to speak frankly. I have been driving up and down the Ammonoosuc valley for some weeks. The valley is but sparsely settled. You may drive ten miles... without finding a house... drive miles without finding any trees. Ordinary fire wood must be drawn miles to the farm house, which stand unshaded. But this is not the worst of it. The valley is beautiful still, looking over its rolling lands, up to the dark mountains, and it would be attractive if the streams which run through it had retained their ancient purity and beauty. But the curse of the valley is the lumberman. He is cutting the timber from the mountain sides, and to saw it he uses the streams, and to save a few dollars he runs his sawdust and slab stuff into the Ammonoosuc, once a noble river, now a wretched drain of mush, hideous to look at, devoid of all beauty. The rocks are no longer moss-covered, but on almost every rock lies a pile of rotten sawed wood half covered with sawdust. On the shore are decayed slabs. The smell of the water is impure. Formerly the river just at this spot (Fabyan’s) came out of the hilly country, a crystal stream rushing over a white gravel bed, past the “Giant’s grave,” now leveled for the Fabyan House. Then it wandered through the meadows, exceedingly beautiful, with short bends and deep dark holes where might trout lay happy. Trout no longer inhabit the stream as once. They are not fished out. A resident came along and told me that no fish but suckers had been taken for years in that part of the river. Proper legislation, properly enforced, would transform the character of this and other New Hampshire rivers. Fish commissions with a reasonable degree of intelligence would then stock them with good fish, so that every town and village and farm would find a food supply in their water. The Ammonoosuc could be made a superb trout stream from the foot of Mount Washington to the dam at Woodsville. But for the present it is enough to say that in allowing the destruction of her mountain forests and the degradation of her mountain streams, New Hampshire is permitting a few lumber companies to kill the goose which lays her annual golden eggs. In a little while, visitors will cease to come and look at shabby hillsides and dirty streams, when abundant railways will carry them to mountains vastly higher, and streams and lakes not sullied by sawdust and rotten slabs.”

- *Reprinted Among the Clouds* - Tu, Aug 14, 1888

### August 15th

**Stripping the Forests:** “Dr. W. C. Prime is well known in northern New Hampshire, where he has passed many summers in the exercise of his skill as a fisherman. He, in turn, is thoroughly familiar with that part of the



*Falcon and Tip-Top with tourists at Summit (1888)*  
 - *New Hampshire Then and Now* FB page

state, and with the changes that are being wrought by the lumbermen. On several occasions heretofore he has protested earnestly against the indiscriminating and wasteful methods by which the forest are rapidly disappearing, and he repeats his warning in the *New York Journal of Commerce* again this year. He particularly regrets the inroads upon the forests in the immediate region of the White Mountains and protests, as a heavy tax-payer in this state. As in the case of many other acknowledged evils however, it is easier to call attention to obvious facts with reference to the lumber interests than to suggest a practical remedy, but the *Springfield Republican*, in commenting on the doctor's latest article, touches upon two causes which have worked great harm to the best interests of New England when it says that the evil is due in part to the tariff tax on lumber, which is a direct premium on the destruction of what forests we have left, and in part, also, to the practice of many towns among the hills of granting a bonus to saw mill enterprises in the shape of exemption from taxation for a term of years. *The Republican* thinks that "New Hampshire ought to know by this time how to appreciate the value of its White Mountains in their natural state." But the probabilities are that when New Hampshire people generally awake to the need of preserving the forests in the White Mountain region, there will be little if any forests to preserve."

- *Manchester Union Leader* reprinted in *Among the Clouds* - Wed, Aug 15, 1888

**Disappointing Day:** "Wednesday was indeed a disappointing day. The clearing weather of Tuesday night, and the clear sky all around the mountain, led everyone to suppose that Wednesday would be an unusually fine day for visiting Mount Washington, but the clouds hovered about the Summit from morning to night, and at times were very dense. Nearly 300 came up at noon from all sides, but no one was able to get so much as a glimpse of the country below. The morning train brought up 250 passengers, requiring six trains."

- *Among the Clouds* - Thu, Aug 16, 1888

### August 16th

**Knight & Orr & Clouds:** "On Thursday (8/16) of last week Mrs. Knight (of Woodsville), with her guests, Mr. and Mrs. C. H. Orr of Boston, had the pleasure of a delightful trip to the summit of Mt. Washington. Leaving Fabyans with the temperature of August the journey was begun to the base of the mountain and up its steep side. Before reaching Jacob's Ladder the train had entered the clouds that obscured the summit, and from there to the terminus of the road the journey was through the clouds. Soon after reaching the top the clouds were blown away, the sun shone out brightly, and all the beautiful panorama was spread out to view. Clouds suc-

## 1888

ceed sunshine, peaks appeared and disappeared, the shadows chased one another up and down the valleys, giving a view worth going many miles to obtain. The party are under obligations to Assistant Superintendent Mann. Conductors Judkins, Parkhurst and Knight also exerted themselves to point out objects of interest and to make the trip one never to be forgotten by the party.”

- *White Mountain Republic (Littleton, NH) - Sat, Aug 18, 1888*

### August 18th

**Two Passengers & Presidential Boarders:** “Mr. and Mrs. S. M. Whipple of North Adams, Mass., were the only passengers by the railway arriving on Mount Washington Sunday evening (8/18), and they were fortunate in having a good view. Mr. Whipple was the originator of the Western and Eastern Railroad associations, but of late has been engaged in prosecuting claims for infringement of the Miller platform and buffer. He relates an interesting historical incident which occurred when he was a school teacher. In December, 1853, he went to visit his mother in Pownal, Vt., and he then found James A. Garfield and Chester A. Arthur both boarding at his mother’s house. Garfield, a student in Williams College, was teaching at the district school, and Arthur a student at Union College, was teaching penmanship. He then little knew though that the two would a future time be elected on the same ticket to the highest political office in this country. After Garfield returned to Williams, he wrote a letter to Mr. Whipple which he preserved, and he has since presented it to the Western Reserve Historical society at Cleveland.”

- *Among the Clouds - Mon, Aug 20, 1888*

**Walter Aiken Industrialist:** The *White Mountain Republic* prints a private letter written by Walter Aiken answering criticism of the so-called “Mills bill” being considered at that time and the effects on the hosiery industry. The editor of the *Manchester Union* convinced Aiken to allow publication of the letter. Excerpted here is the description of Aiken’s profile in New Hampshire. “Mr. (Walter) Aiken is the father of the hosiery business in this state, having been engaged in it over thirty years. His mill is one of the largest in New Hampshire and it is admitted that he stands at the head of the industry in the state. He has made many improvements in hosiery machinery which have given him a wide reputation and he has every been successful in his business efforts. He is an independent, outspoken man; one of the last who would support what he believed to be wrong in principle or in its effects on himself, employees or the people at large. For these reasons his words should have much weight with the reading public.” To read Aiken’s views on tariffs on wool, please consult:

- *White Mountain Republic, (Littleton, NH) - Sat, Aug 18, 1888*

### August 22nd

**Peddling Tans?:** “A visitor at the summit of Mount Washington, clinging to the chains of the Summit House, in a recent gale, when the temperature was falling to the freezing point, exclaimed at the top of his voice, ‘By thunder, a fellow would starve to death up here peddling tans.’”

**Enterprising Democrats:** “The highest (Grover) Cleveland and (Allen G.) Thurman flag east of the Rockies was recently flung to the breeze on the western slope of Mount Washington by a little band of enterprising Democrats who dwell beside the Mount Washington Railway.”

- *Among the Clouds - Wed, Aug 22, 1888 & Pittsburg (PA) Daily Post - Wed, Aug 29, 1888 pg 4*

### August 24th

**Aiken on What Free Wool Means:** One of New Hampshire’s most prominent and wealthiest citizens and a successful business man is the Hon. Walter Aiken. Besides being interested in many New Hampshire industries Mr. Aiken was the projector and is now the heaviest owner of stock in the Mount Washington Railway, and he is also proprietor of the leading hotel at Bermuda. But Mr. Aiken’s greatest interest is centered right here (in Franklin, N. H.), where he has a large hosiery mill, employing several hundred operatives. He is outspoken in advocacy of the Mills bill. “This talk about low wages if the Mills bill passes is nonsense pure and simple. To whom do I have to pay the highest wages? Why, to the carpenter, the stone mason, the brick mason, the painter, and to every other non-protected trade. It seems strange to me that our working people cannot see these things in their true light.”

- *New York Times - Sat, Aug 25, 1888 pg 5*

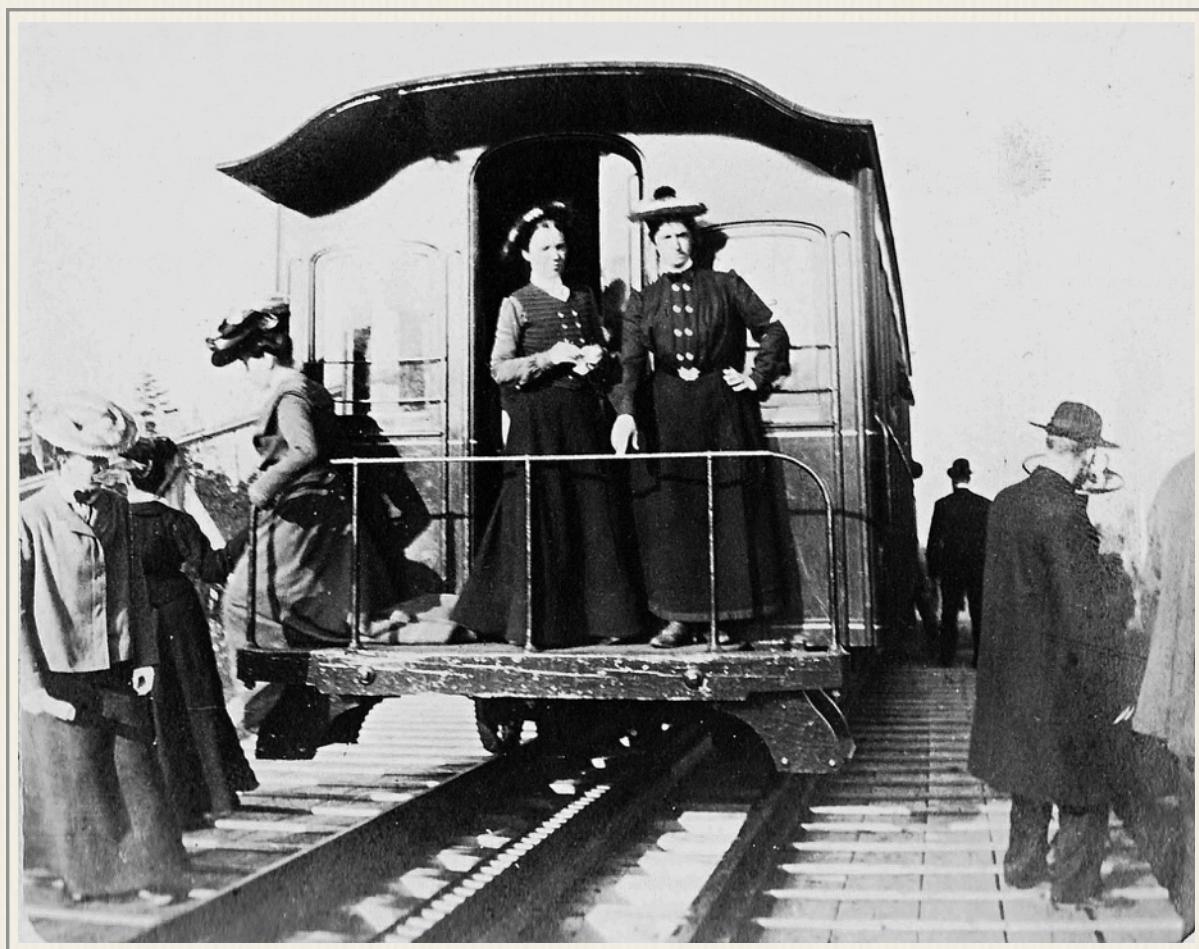
**August 29th****Conductor Improving:**

“The many friends of (Mount Washington Railway) Conductor (Edwin) Judkins will be pleased to learn that he is recovering from his recent sudden sickness.”

**On Dark and Stormy**

**Nights:** “A large locomotive headlight, which has been placed on the front of the stage office (at the Summit), presents a cheerful appearance on dark and stormy nights.”

**Broken Wires:** “Owing to the breaking of the telegraph wires we are without our usual reports from the principal hotels in the mountains. The wires were broken by the great weight of ice which collected on them, and the weather has since been so severed that it has been impossible to repair them. They will probably be put in working order to-day. (Ed note: They weren't)”



*Spending the day at the Mt. Washington Cog Railway. No date on this photo, however tourist outfits indicate late 19th Century. The slatted walkway and the wooden trough angling up behind women at left has*

*Fitney Jr thinking this was taken at the Waumbek water stop.  
- Photo from the Robert J. Girouard collection / New Hampshire-then and now*

**Walk To Almost Waumbek:** “A lady and gentleman who undertook the dangerous feat of walking up the railroad track, from the base of Mount Washington to the Summit, on Tuesday night (8/27), were forced to go back after a half-mile ascent, being prevented by the severe gale, wind, fog and rain from accomplishing their trip. They remained at the Marshfield House at the foot of the mountain over night.”

*- Among the Clouds - Wed, Aug 29, 1888*

**September 3rd**

**Summit Hotels Outlined & Fight Enjoined:** “The first hotel built and opened on Mount Washington was the work of D. M. Rosebrook, N. R. Perkins and Joseph S. Hall. The former died in Illinois this summer (1888) at a ripe old age. Mr. Perkins still lives in Jefferson, and is president of the Whitefield & Jefferson Railroad, and Mr. Hall is a resident of Michigan. They built the old Summit House in 1852, which was torn down a few years ago to give place to the help's hall, connected with the present Summit House. The next house built at the mountain was the old Tip-Top, the stone building now fast going to ruin, which crowns the very Summit, 6,293 feet above the sea. This was built in 1853 by Samuel F. Spaulding & Co., and managed by John H. Spaulding, then of Lancaster, and now superintendent of the Rosendale Cement Works, at Rosendale, N.Y. He was the landlord for 11 years, and is still pleasantly remembered by many old visitors. The late John R. Hitchcock of Gorham was many years proprietor of the hotels at the summit, as well as of the Alpine House at Gorham. He accumulated a fortune, and retired from business 20 years ago. The conflict for business in those days was decidedly warm, and it was the smartest man who came out ahead. Mr. Hitchcock died a few years ago, and a few weeks before he was a visitor at the summit of Mount Washington, when he remarked, “The man who does business on Mount Washington must make up his mind to always live in a fight.” He had been there, and knew how it was himself. The old Tip-Top and the Summit Houses were kept in connection and under one management for about 20 years. The present Summit House was built and opened in 1873, and is the only hotel on Mount Washington. It was built by Walter Aiken and the late John E. Lyon. The latter's interest has passed into the control of the Boston & Lowell Railroad. Mount Washington is owned by Eben S. Coe of Bangor and David Pingree of Salem, who also own the Mount Washington carriage road and many thousand acres,

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which includes the higher summits in the vicinity of Mount Washington. They ave received for ground rent of the owners of the hotel \$3000 annually, and the owners of the hotel lease it to its present proprietors, Barron & Merrill, for \$9000, equivalent to \$100 a day for the time occupied, including Sundays. The owners of the hotel have recently declined to pay ground rent, and there is a movement to have the Summit condemned for railroad purposes. there is likely to be litigation in this connection. The present owners were for 19 years in the courts to establish their title to the property, and then they obtained peaceful possession by buying out the contesting party.”

- *Among the Clouds - Mon, Sep 3, 1888 pg. 5*

### September 5th

**Greely Comes & Goes:** “Gen. Greely of the United States Signal Station at Washington, arrived on Mount Washington yesterday. He came up from the Glen House by stage, and owing to his late arrival, spent only a short time here. He left for Fabyan’s on the two o’clock train.”

- *Among the Clouds - Thu, Sep 6, 1888*

### September 6th

**A Fine View:** “The train brought to the Summit yesterday (9/6) 120 visitors, who had what has been this season a rare experience - an exceedingly fine view. A considerable number came from Jefferson and Randolph.”

- *Among the Clouds - Fri, Sep 7, 1888*

**Democratic State Convention:** “The Democratic State Convention held last week Thursday (9/6) was a most harmonious and enthusiastic meeting. Hon. Irving W. Drew of Lancaster, presided and delivered a ringing speech after which the business of the day followed. Unlike the Republican State Convention there was no repeating and Hon. Charles H. Amsden of Pennacook received a large majority of the votes cast and was declared candidate for Governor. Thomas Cogswell, Harry Bingham, Walter Aiken and George Van Dyke were chose Presidential Electors.”

- *White Mountain Republic (Littleton, NH) - Sat, Sep 8, 1888*

### September 8th

**Breakdown:** “The train Saturday night (9/8) was delayed over an hour by the breaking of a gear on the engine, making it necessary to run back for a new engine. Its only passengers were Mr. John Scales and son of Dover, N. H. Mr. Scales is editor of the *Dover Daily Republican*.”

- *Among the Clouds - Mon, Sept 10, 1888*

### September 10th

After working at the Cog Railway for a couple of years, John Boyce dies. His death record indicates he was “crushed by cars” – John is Mike Boyce’s older brother.

<http://person.ancestry.com/tree/742636/person/-1961652475/story>

### September 11th

**Mount Greylock Cog?:** “A party of Fitchburg (Massachusetts) railroad officials visited the summit of Mt. Greylock, yesterday, and declared a cog railway up the mount possible.”

- *Fitchburg (MA) Sentinel - Wed, Sep 12, 1888*

### September 29th

**Female Slideboard Rider Number Two:** “A Boston paper mentions that the second woman to coast down the Mt. Washington railway was Miss H. Winslow of New York, who, with Mr. Brice of Boston, went down in eleven minutes. This included four stops, one in the middle of Jacob’s ladder, where they got off and rested a moment.”

- *Hartford Courant - Sat, Sep 29, 1888 pg. 7 / See Appendix Sec. 8*

### September 30th

**Signal Station Closes:** “The station was closed at 12 midnight today (9/30), according to instructions, letters dated April 30th, 1888, and May 14th, 1888. Also verbal instructions from the Chief Signal Officer and Special orders #87, 1888. The property was disposed of according to verbal instructions from the Chief Signal Officer and letter dated Sept. 20th, 1888.”



**October 1st**

**More Money - Less Riders:** “Mt. Washington railway company is said to have realized more money than last year, but has not carried as many passengers. - due to the fact that the legislature was then in session and the great railroad fight in progress, and an unusual number of passes were issued.”

- *St. Albans (VT) Daily Messenger* - Mon, Oct 1, 1888 pg. 2

**November 26th**

**Conductor Judkins Dies:** “Edward (nee Edwin) Judkins, so well and favorably known to our people, died at his home in Franklin, Nov. 26th, aged 56 years. He assisted in building the Mt. Washington Railroad and has been conductor on the road since its completion. At the time of his death he was postmaster at Franklin.”

- *White Mountain Republic (Littleton, NH)* - Sat, Dec 1, 1888 & *Boston Herald* - Tue, Nov 27, 1888 pg. 6

**December 28th**

**Ice Harvest Complete:** “The ice crop for the Fabyan, Mt. Pleasant, Crawford and Summit Houses has been gathered and safely stored (in Twin Mountain.)”

- *Littleton Journal* - Fri, Dec 28, 1888

**Maine Mountain Railway: “Green Mountain Railway.** This road is well maintained and in a safe condition. No accident has occurred since it was completed and opened for travel. Every precaution is taken to secure the safety of trains. The track is well secured to the rocky surface of the mountain side, and the appliances for controlling the trains are reliable and effective. **1888 Season** - Total income: \$2,303.83 - Total expense: \$7,526.36 - Deficit: \$5,233.63 - Total passengers: 990 - Assets: \$138,000.72 - Liabilities: \$138,000.72”

- *Maine Railroad Commissioners' Annual Report 1889*



- *Library of Congress*

**May 8th**

**MWR Annual Meeting:** "At a meeting of stockholders of the Mount Washington railway corporation yesterday (5/8) the following directors were chosen: Walter Aiken, C.C. Bartlett, James T. Furber, Frederick Smyth, Nathaniel White, Jr., John P. George, George A. Fernald. At a meeting of the directors Walter Aiken was re-elected president, Frank E. Brown clerk, and Edward D. Harlow treasurer."

- *Fitchburg (MA) Sentinel* - Thu, May 9, 1889 pg. 4

**June**

**New Hampshire Railroad Commissioners Report:** Does not contain any general narrative dealing with the Mount Washington Railroad. **1888 Season** - Total income: \$23,780.45 - Total expense (including taxes): \$16,616.26 - Dividends declared (5 per cent): \$6,475 - Total passengers: 7,291

**June 9th**

**Maine Toll Gate War I:** "There seems to be a war at Bar Harbor, the question being railroad versus buckboard, the Green Mountain Railway Co. having placed a gate across the mountain road built last summer and imposed a toll of one dollar for each carriage and each person, claiming that the road ran over their grounds. The owners of the carriage road take issue and Sunday tore down the gate, though warned by detective Thomas F. Allen, who had been placed in charge, that they did so at their risk. This action will probably bring the matter before the courts for a decision of the rights in the premises."

- *Bangor Daily Whig & Courier* - Tue, July 9, 1889 pg. 3

**June 11th**

**Maine Toll Gate War II:** "A special to the New York world from Bangor, Me., gives the following: Tuesday (6/11) night the (Green Mountain Railway) company sent a dozen experienced ledgemen, who had with them all their tools and blasting material, to Bar Harbor. It was nearly daylight when they reached the top of the mountain. They immediately went to work on the (rail) company's land, some 1,500 or 1,800 feet from the top of the mountain, and exploded two charges of dynamite there, tearing up the carriage road in a manner which made it wholly impassable. Then the retaining wall which held the road in a number of bad places, was torn down, leaving the entire road, absolutely useless and doing thousands of dollars of damage to the company's land. The (rail) company could have brought a civil suit to recover damages for the destruction of its tollgate by the carriage-road people, but the suit might have been prolonged for several years. In the meantime the natives would be reaping the benefits of the carriage road. The company therefore decided to end the business at once."

- *Buffalo (N.Y.) Commercial* - Wed, Jul 21, 1889 pg. 2

**June 22nd**

**Engineer Pillsbury Returns:** "Fred Pillsbury, who has been an engineer on the Mount Washington Railroad for several years, left (*Warren, NH*) for his old place last week."

- *White Mountain Republic (Littleton, NH)* - Sat, Jun 22, 1889

**July 5th**

**Mountain Houses Open:** "The Profile, Fabyans, Crawford, Summit and other houses opened the first of the week, and all summer hotels are now in full operation, with a fair prospect of a good season. More guests are now in the mountains than is usual at this time of the year. The Narrow Gauge road to Bethlehem carried four times as many passengers in the month of June as it did in the same month of last year. The hotel proprietors are all expecting the best season they have had in many years."

- *Littleton Journal* - Fri, Jul 5, 1889

**July 6th**

**Tip-Top House to be Seized:** "The land which the Mount Washington Railway proposes to take 'for depots, &c..' is that on which the Tip-top House is situated. That hotel is now used as a passenger station by the railroad, but the latter claims that it will be better for the corporation, its passengers, and the public generally to have the hotel owned and controlled by the railroad. The present owner of the hotel objects to disposing of his property, and the corporation will make an attempt to obtain it through the law allowing railroads to take land

for the purposes named above.”

- From Concord Monitor reprinted New York Times, July 8, 1889 pg. 5

### July 10th

**Special RR Commissioner Named:** “At a meeting of the (New Hampshire) Governor and council this afternoon... J. F. Coburn, Derry, (was appointed) special railroad commissioner in the matter of the petition of the Mt. Washington Railway.”

- Boston Post - Thu, July 11, 1889 pg. 3

### July 12th

**No Drifts This Year:** “There is less snow on Mount Washington at this time of year than has been known in many years. Usually there are drifts on some of the higher peaks until the latter half of July. At the present time there is none to be seen, and in Tuckerman’s Ravine there is very little, where it often remains to the middle or the last of August.”

**Signal Station Improved:** “The Government has begun to make improvements on the Mount Washington signal station. Mr. J. W. Bauer of the New York signal station, who has spent several seasons on Mount Washington, is the observer at the signal station for this summer. This is the third season that the station has been kept open only in the summer months.”

**Parkhurst Remains Spur Line Conductor:** “Mr. S. W. Parkhurst, who was conductor between the Base and the Fabyan House last year, will continue in the same position this season. During the winter and spring he has been conductor on the St. Johnsbury & Lake Champlain road, running as far east as the Fabyan House

**Conductor Judkins Remembered:** “The visitors who have been here frequently for the last twenty years, will miss the old conductor, Edwin Judkins, of the Mount Washington railway, who died on the 26th of last November. His connection with the road dates back to the beginning of the building of the road and continued to the close of the summer business last autumn. For many years he had been in poor health, and one or two seasons, he was unable to discharge the duties of his position, but with that exception, he has been the only conductor employed by the company since the road began running its trains. Mr. Judkins had many sterling friends, who fully appreciated his many good qualities, and who exceedingly regret his death. His pleasing way and oblig-



## 1889

ing disposition made him a host of friends among the traveling public. His age was 56.”

- *Previous four items - Among the Clouds - Fri, Jul 12, 1889*

### July 13th

**New MWR Conductor Named:** “Mr. John Horne, master mechanic of the Mount Washington Railway, has succeeded the late Edwin Judkins as conductor between the Base and the Summit, the duties of which position he will discharge in addition to his other work. He is a modest man and yet he is the most elevated conductor in New England.”

- *Among the Clouds - Sat, Jul 13, 1889 pg 4*

**Fullest Capacity:** “The Mount Washington Railway was tested to its fullest capacity on Saturday (7/13) noon last. Six trains were run up the mountain, carrying nearly 400 persons.”

- *Among the Clouds - Mon, Jul 15, 1889*

### July 17th

**How Tall?:** “Prof. (H.A.) Hazen, who is now here, contributes an interesting statement to *Among the Clouds* in reference to the altitude of Mount Washington, which goes to show that it is nearly seven feet higher than has been given in the surveys made at earlier dates. The reason of this is that most of the railroad surveys have started from a point at high tide, rather than mean tide, and the latter must be considered the true sea level. The line from Portland to Gorham over the Grand Trunk Railway, has been twice surveyed and corrections made. After allowing for errors, it would appear that 6300 feet is near the true elevation of the summit of Mount Washington. Prof. Hazen adopts the survey made by Mr. Cram 35 years ago, which varies only a little from surveys made on the west side of the mountain. He had special reasons for being as accurate as possible, and we are inclined to think that his survey the most reliable.”

- *Among the Clouds - Wed, Jul 17, 1889*

### July 20th

**A Little Summit House Night Music:** “The Summit House Orchestra arrived on Saturday (7/20) and gave their first concert in the evening. The members are all artists of exceptional fine abilities, and their concerted performances show great executive ability, combined with remarkably fine ensemble interpretation. Mr. Wise, the solo violinist, is considered one of the rising violinists of the country. He is a pupil of the celebrated violinist, Joachim, and is highly recommended by him. He has appeared in a number of concerts since his arrival in this country, and has received very flattering notice. Mr. Vasquez, the flute soloist, is well known in Boston music circles as a talented young musician. The members of the orchestra are: Mr. Ewald Wise [sic] (*Weiss*), Mr. E. M. Vasquez and the Misses Rosina and Hattie Kickham. The house is to be congratulated on securing an orchestra that will bear favorable comparison with any in the mountains. The acquisition will undoubtedly add many pleasant hours to the sojourners at the Summit, and prove an unfailing source of genuine enjoyment when Nature is fickle and uncompromising.”

- *Among the Clouds - Mon, Jul 22, 1889*

### July 22nd

**Weather Bait and Switch:** “There were over 100 arrivals at the Summit by train Monday (7/22) noon. Notwithstanding the promise of an excellent day the clouds closed in around the Summit Monday and obscured the view of the valleys below. Otherwise the weather was all that could be desired.”

- *Among the Clouds - Tue, Jul 23, 1889*

### July 23rd

**Great Balls of Fire:** “For a brief space of time there was some lively jumping at the Summit early yesterday (7/23) forenoon. The electrical storm which did such havoc in Bethlehem (*two cows and horse killed, barn destroyed by fire, bedstead set ablaze, three men stunned*) was manifested on Mount Washington, and every one saw a ball of fire right in front of him, followed by a sharp report of thunder, but no one was hurt. The lightning came into the Summit House on a telegraph wire and exploded, while at the same time it followed the wire toward the Glen House. Below the Halfway House (*on the stage road*) it shattered a glass insulator just as a stage load of passengers were passing. The report was first taken for a pistol shot, and the driver and passengers were considerably startled.”

- *Among the Clouds - Wed July 24, 1889*

## July 25th

**Uncle John Out West / Platform Expands:** “Uncle John Camden, who was for many years superintendent of repairs on the Mount Washington railway, is now at Seattle. The platform in front of the Summit House is to be enlarged, and it will be an improvement that will be appreciated by those who come here.”

- *Among the Clouds* - Thu, Jul 25, 1889

**Maine Mountain “Roadway Blown Sky High:”** “Early yesterday morning (7/24) the Green Mountain Railway sent men to tear away the carriage road where it crossed their premises to that buckboards and other large vehicles could not pass without danger to the lives of their passengers. They used dynamite on the ledges and when the work was sufficiently through, they placed bars across to warn the drivers of danger. The explosion sent huge bowlders [sp] down the mountain sides and tore the ground with frightful havoc. Posters appeared in the post office this morning (7/25) warning all drivers of public carriages and other persons intending to ascend Green mountain by carriage road that it was dangerous on account of dynamite which might still be smouldering beneath the rocks liable to burst at any moment. This was done by the Green Mountain Railway Company. Later developments prove that the dynamite was not only used on the portion of the road which crossed their boundary, but at the carriage company’s tollgate as well. The chief damage was done, however, to that portion of the road near the summit. It is learned from good authority that the seven men who were employed to execute this job drove in from Ellsworth (ME) at midnight. The dynamite was put under corduroy bridges and the base of loose bowlders. The men were driven back to Ellsworth by an employee of the railway in a nine-seated buckboard. The residents of Bar Harbor contend that the Mountain Company have laid themselves liable by using dangerous explosives to destroy property, and that human lives might have been lost in case a necessity arose for some messenger to be dispatched to the Summit House for any of its occupants when no other ascent would be possible except by carriage road at that hour in the morning. The managers of the carriage road say that no hostile movements have been made by the railway company since the gate was put up across the road, and the work of Wednesday (7/24) morning had been secretly planned and executed. They further say that the town authorities can compel them to stop running their board over Eagle lake, as it is Bar Harbor’s water supply, and that the company owns no part of it.”

- *Boston Globe* - Fri, Jul 26, 1889 pg. 8

## August

**Medford welcomes Summit Visitors:** From an “Interesting Letter from Rev. W.H. Myers” published in a Reading, Pennsylvania newspaper describing his trip up Mt. Washington - “Very few had ventured up, very few were there to greet us – yet one of the mountain inhabitants seemed more happy for our presence than any other. It was the noble “Medford” – a full-blooded St. Bernard – who hailed the car, and welcomed the passengers in door. He sat with us by the evening fire, ate dainties from our hands, and listened to the praises of his exploits that the master recounted in his hearing. Several times he had been sent forth to rescue the more daring, lost in the Fabyan path, and in mid winter he was weighted with the mail from signal-station, and sent down the steep, snow covered cliffs to exchange for news from the isolated world below. This ingenious railway gave Rigi the chance of greater fame. A stock company owns it, with Manager Aiken at its head. A syndicate owns the mountain grounds, to whom the railroad pays a \$3,000 lease per annum. The Summit House is rented for \$9,000 a year. The fare is \$6 both ways, and \$5 for lodging per day at the top. In 1886 no less than 16,000 passengers went up, and in 1887 the large number of 20,000. It is a splendid investment – but who that has been there begrudges it?”

- *Reading (PA) Times* - Fri Aug 30. 1889 pg. 1

## August 3rd

**Hearing Scheduled / Platform Constructed / Doing Windows:** “There is to be a public hearing on Mount Washington before the railroad commissioners on the 16th, in relation to giving more land for the use of the Mount Washington railway at the Summit. The company feel that as travel increases there is need of more track room to accommodate the number of trains necessary to bring the people here. The new platform now building east of the railway track at the Summit will be about 30 feet wide and 175 feet long. This will be appreciated by those coming here during the rush of travel as it will afford better opportunity of getting about. Heretofore the accommodations for sight-seeing on the east side of the trains when standing here, have been limited. Washing windows is so far the easiest business found to be done by the dwellers on the Summit, as cloud and wind are pretty near all the time at it, and never seem to know when their job is done. It reminds one of Patrick,

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who wrote to his brother in Ireland to come over to America for a soft snap of work, as all you had to do was fill a box with brick and carry it up a ladder, there being a man at the top who “does all the work.”

- *Among the Clouds* - Sat, Aug 3, 1889

### August 5th

**No Track Walking:** “Owing to the abuse of the privilege of walking on the track of the Mount Washington Railway, the management have decided to prohibit it hereafter. Any one caught there will be requested to leave, and if they refuse will be dealt with according to law.”

- *Among the Clouds* - Mon, Aug 5, 1889

### August 9th

**Horne in Littleton:** “John Horne, of Lake Village, superintendent of the Mt. Washington railway, was in town last week. He says that the season this year was very good, taking the unfavorable weather of the past three weeks into consideration. On Friday last (8/9) over 280 passengers were transported to the summit, mostly Chautauquans from Fryeburg, Me.”

- *Littleton Journal* - Fri, Aug 16, 1889

### August 10th

**Mountain Notes:** “The Mount Washington Railway has been doing better than it did up to this time last year. It was remarked of a late legislative visit, in two separate parties to the Summit, that one sowed dignity and other tares (*weeds*). There is one comfort on the Summit, and that is the pavement is never disturbed to lay down gas and water pipes. Even the latter take the “air” line. An old New Hampshire resident visiting the Summit this week remarked that he fairly worshipped the walls of the old Tip Top House for the reason that in its foundations were the rocks upon which Daniel Webster and Henry Clay inscribed their names, as also those upon which they used to stand and look down upon the Presidential range.”

- *Among the Clouds* - Sat, Aug 10, 1889

**Hiking for Heart:** “Dr. H. Saltzer of Baltimore, who has been spending several weeks in walking up and down Mt. Washington, is about the first doctor I have known who was willing to take his own medicine. he is troubled with an affection of the heart, and he has held to the theory that ascending to a great altitude in some case might be beneficial, so he came to Mt. Washington several weeks ago to make the experiment. He came to the base of the mountain and stopped at the old Marshfield House, near where passengers change from the railroad leading to the mountain from Fabyan’s to the Mt. Washington railway. That point is a little more than 2500 feet above the sea level. After breakfast the doctor has walked from that place to the summit of Mt. Washington without regard to the weather. After taking dinner at the Summit House and getting rested he has started backward to the base. He has made an ascent of over 3600 feet daily, and walked in going and returning six miles. At first he found the work very fatiguing and attended with great difficulty of breathing but constant repetition has had a marked and beneficial effect.”

- *Boston Globe* - Sun, Aug 11, 1889 pg 8

### August 15th

**Hiking Under the Influence:** “It is a mistake to take spirituous liquors while walking to the summit of any mountain, as some practice, with the belief that it will give them increased strength. The signal officers of Mount Washington in former days, when they made their ascent, found by experience that it could not be done with safety after drinking an intoxicating liquors. The light atmosphere and the exertion of walking increase the action of the heart, and whenever intoxicating liquor is taken it is with dangerous result. A plain and simple lunch, and a slow and constant step are all that is necessary as aids while walking to the summit of Mount Washington over the longer routes.”

**Anticipating the RR Hearing:** “Mr. William Heywood of Lancaster, and Mr. E. S. Coe of Bangor, who came to the Summit last night (8/15) attended 28 consecutive annual meetings of the Mount Washington carriage road. Mr. A. J. Niles of Boston, the stenographer who is to report on the railway hearing to-day (8/16), stands well up in his profession, and is among the ablest of the younger members in Boston. He has recently returned from New Orleans, where he was engaged in reporting several important trials. It is not often that we have here in a single night an Ex-United States Senator, an Ex-governor, an Ex-judge of the Supreme Court, an Ex-Railroad Commissioner, Ex-State Senators, Representatives and an Ex-High Sheriff. It was in fact a memo-

orable occasion for distinguished talent. The hearing before the railway commissioners of New Hampshire, on petition of the Mount Washington Railway, to take more land on the summit of Mount Washington, will begin at 9 o'clock this morning at the Summit House. The members of the board sitting are H. M. Putney of Manchester, chairman, Ex-Gov. B. F. Prescott, of Epping, and J. F. Coburn, of Derry, a special commissioner appointed for this hearing in place of Commissioner Mitchell, who is an interested party. The railway company will be represented by Hon. E. B. S. Sanborn and W. D. Hardy of Franklin, as attorneys. E. S. Coe and David Pingree, the owners of the land, will be represented by Ex-Senator Bainbridge Walbridge of Boston, formerly of this State, Hon. W. S. Ladd and William Heywood of Lancaster. Mr. Walter Aiken, manager of the railway, and E. S. Coe and David Pingree, owners of the land, will be in attendance. The owners of the property have engaged a stenographer, Mr. A. J. Niles, of Boston, to report the case, and he came to the Summit last evening. D. M. Aldrich of Whitefield, and B. H. Corning of Littleton, will also be in attendance. This is the first time the railroad commissioners have been called to a hearing at an elevation of more than 6,000 feet above the sea, and Mr. Niles will have the historical honor of being the first stenographer to report an official hearing on Mount Washington, while it is probable that this will be the first argument of counsel that was ever made at so high an altitude. In fact, besides the question at issue, this will be a notable hearing, both from the novelty of the place and the distinguished men engaged in it. A good deal will be done here to-day that will go into the permanent history of Mount Washington."

- *Among the Clouds* - Thu, Aug 15 & Fri, Aug 16, 1889

### August 16th

**Hearing Concludes:** "A hearing was held before the New Hampshire board of railroad commissioners, at the Summit House, on the top of Mt. Washington, today, in regard to condemning the land on the summit of the mountain for the purposes of the Mount Washington Railway Company. Hon. E. B. S. Sanborn and W. D. Hardy acted as counsel for the railway company and Hon. Bainbridge Wadleigh, Hon. W. S. Ladd and William Heywood as counsel for the land owners. The Mt. Washington Railway Company asked to have 5½ acres condemned, so as to give them better facilities for the transaction of their business, which takes all the available land at the summit. The summit is owned by David Pingree of Salem and E. S. Coe of Bangor, who were present and testified in opposition to the petition. Walter Aiken, president and manager of the railway company, and Conductor John Horne testified in behalf of the company. The hearing closed late this afternoon (8/16) and decision was reserved."

- *Boston Globe* - Sat, Aug 17, 1889 pg 4

### August 17th

**Yesterday's Railway Hearing:** "A large space of to-day's paper is given up to a report of the hearing before the railroad commissioners on Mount Washington yesterday (8/16). (*Ed. Note: To read the full Among the Clouds report see Appendix - 1889 A Summit Taking*) The company have asked that five and one-half acres of land, which covers about all that is available at the Summit, be condemned for railway purposes. The owners of the land filed a petition as an offset, asking for a change of location, on which grounds the hearing was begun under the protest of the land owners. The question of damages was not heard, and that will be considered at a subsequent meeting should the commissioners grant the petition of the railway company. No decision was reached, but it is expected that the commissioners will report on Saturday of next week."

- *Among the Clouds* - Sat, Aug 17, 1889

### August 19th

**The Price in Dispute:** What promises to be a very important case in railroad circles has been begun by a hearing before the (N.H.) Railroad Commissioners. As presented to the latter board it is a petition to have certain lands on the summit of Mount Washington condemned for use of the Mount Washington Railway Company. This land is upward of five acres in extent, and has been used for some time by the railway company for terminal facilities. They have had not title to it, however, and now wish to establish one. They are willing to pay a fair price for the land, but can come to no agreement with the owners, who are the Pingree heirs of Salem, Massachusetts, and who ask \$250,000 for the land. This sum the railroad people consider exorbitant, and decline to pay, appealing to the Railroad Commissioners to have it perfected and allow the courts to fix the compensation. The Railroad Commissioners have heard the case in part. Leading lawyers are retained as counsel, Sanborn & Hardy of Franklin for the railroad, and Hayward & Hayward, Judge Ladd, and ex-Senator Bainbridge Wadleigh for the Pingree heirs. The Mount Washington Railroad is an independent corporation from

## 1889

the other railroads centering in the White Mountain region, but all the latter own stock in it, and are interested in the case. Whatever the opinion of the Railroad Commissioners may be, the case will be carried to the courts, and a long fight is promised.

- *New York Times*, Aug 19, 1889 pg. 5

### August 20th

**Orchestra Update:** "The Summit House Orchestra, consisting of Ewald Weis, E. M. Vasquez, and the Misses Rosina and Hattie Kickham, are very popular for their exquisite and charming rendering of choice music this season. In fact their repertoire of select pieces seem to be almost inexhaustible and well calculated to drive dull care away from amidst these clouds." Emanuel Vasquez, a member of the Summit House orchestra, walked to the Glen House on Sunday (8/18). He made the return trip in two hours and a half. Mr. Vasquez has been in the mountains but a short time, but during his stay he has become quite the mountaineer."

**Summit Weigh-In:** "Medford" was put upon the scales yesterday (8/20) and his dogship showed up a weight of 125 pounds."

- *Among the Clouds* - Tu, Aug 20 & Wed, Aug 21, 1889

### August 21st

**Newspaper Train:** "Last Wednesday (8/21) morning's edition of *Among the Clouds* was carried down the Mount Washington Railway track on slideboards by two of the most experienced and courageous coasters among the railway employees. They covered the descent of three miles in 10 minutes with their heavy loads. From the base the papers were taken by team to Bethlehem and other points, and were delivered some three hours before the arrival of the first train from the summit." (*Ed note: This was the first time the newspaper would use slideboards to make an early delivery to the hotels. Coggers Joseph Marceau and Samuel Changrau made the run that is detailed in Appendix Sec. 8*)

- *Kingston (NY) Daily Freeman* - Sat, Aug 24, 1889 pg. 3

### August 22nd

**Director Visit:** "George A. Fernald of Boston, a director of the Mount Washington Railway, was at the Summit yesterday (8/22) noon."

- *Among the Clouds* - Fri, Aug 23, 1889

### August 27th

**Commission Leak:** "Railroad Commissioner Putney told a *Manchester Union* reporter Tuesday (8/27) that the Commissioners had decided to grant the Mount Washington Railway a part of the land on the Summit which they asked for, though not so much as their petition called for; but he did feel at liberty to divulge the exact amount. An engineer has been employed and will be sent up at once to make surveys, after which supplementary hearings will be held and a definite conclusion arrived at."

- *Among the Clouds* - Thu, Aug 29, 1889

**Petition Granted:** "The railroad commissioners have decided to grant the petition of the Mt. Washington Railway for terminal land on the summit of Mt. Washington, but have not decided how much to lay out for the purpose. The petition asked for 5½ acres."

- *White Mountain Republic (Littleton, NH)* - Sat, Aug 31, 1889

### August 28th

**Paint & Bigger Platform:** "The help-annex to the Summit House is to be treated to a fresh coat of paint. Patrick Camden, roadmaster of the Mount Washington Railway, with his force of workmen, is engaged in still further extending the recently built and spacious platform in front of the Summit House southeasterly to the turn-table at which point a flight of steps are to be built to the stage office platform. All visitors will appreciate the improvement."

### August 29th

**Jumping in the Lake / Surveying the Summit:** "David W. Martin and Frank A. Andrews of the Summit House descended the Crawford bridle path to the Lake of the Clouds yesterday (8/29) afternoon and returned in one hour and twenty-three minutes, having in the meantime taken an eighteen minutes' swim in the lake,

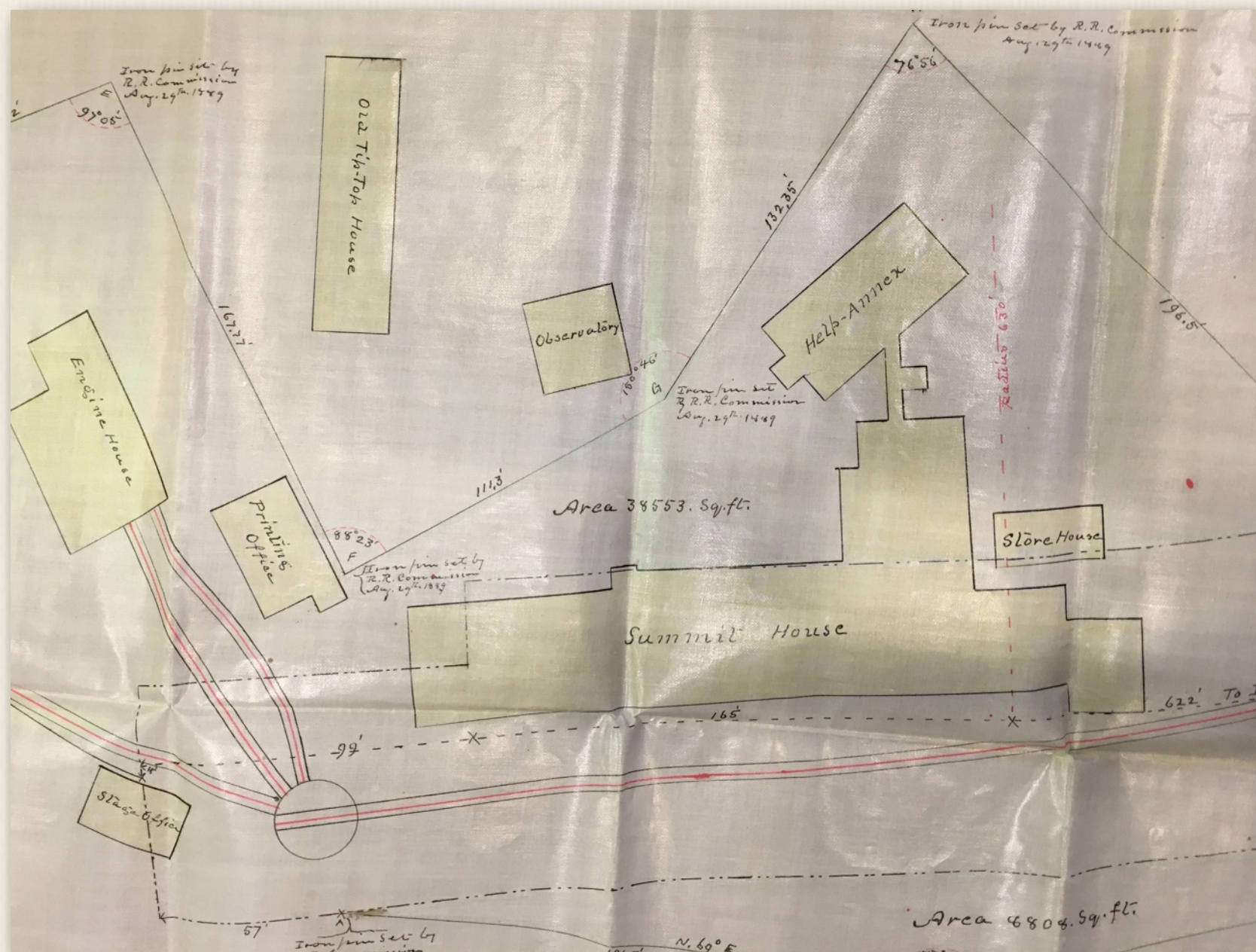


which they think to be from ten to twelve feet at the greatest depth. This is considered the quickest time made this season."

"Wm. H. Heywood, of Lancaster, N.H., who represents Messrs. Coe and Pingree, the owners of Mount Washington, is at the Summit House. Ex-Gov. B. F. Prescott of the Railroad Commissioners and Civil Engineer C. H. Sleeper of Lake Village arrived here last night (8/29) for the purpose of establishing the boundaries of the Mount Washington Railway, in accordance with the recent decision of the commissioners." - *Among the Clouds* - Fri, Aug 30, 1889

### August 29th-30th

**N.H. Railroad Commissioner's Plan of Summit Land:** "Location of lands on Summit - Mt. Washington Railway Company 1889. Received Secretary's Office, State of New Hampshire - Sept. 11, 1889" (below)



### August 31st

**Quills Observed:** "The passengers on the railway up to the Summit on Saturday evening (8/31) observed a large black porcupine demurely sitting near the track in the vicinity of Mount Clay. Possibly his fretfulness was considering the feasibility of coming up still higher and measuring quills with the editorial corps of *Among the Clouds*." - *Among the Clouds* - Tue, Sept 3, 1889

### September 2nd

**Platform Baseball:** "The spacious Summit House platform (next page) was completed and railed in yesterday (9/2), and the new steps therefrom built down to the stage office landing. It is a fine outlook there from down to the Glen, Berlin Falls, the Presidential range, the Ammonoosuc valley and river near by, and the Androscoggin river in the distance, from one point, and the valley and river of the Saco, the villages of Jackson and North Conway, and upon the grand mountain perspective to the eastward, on the other. Its surface is exten-

sive enough to hold a grand fancy dress ball thereon, or perhaps have a base ball game with plenty of short stops.”

The first base ball game was played on the Summit platform yesterday afternoon (9/2) between the Summit and the Signal nines, the former coming off victorious. During the afternoon's practice the disc of the stage office signal lamp caught a fly ball which gave it a severe fracture. The small surface springs on the Summit are beginning to show signs of drying up and many of those at the foot of the dome have already done so.”

***Railway Directors Remembered:*** *Among the Clouds* editor Henry Burt writes “The first board of directors of the Mount Washington Railway consisted of Henry Keyes, Onslow Stearns, John E. Lyon, Nat. White, and Walter Aiken, and of these only Mr. Aiken is living. The first president and projector, Sylvester Marsh; the builder, J. J. Sanborn; and the first conductor, Edwin Judkins, and J. Thomas Vose, John H. George, and John A. Dodge, who also held official connection with the road, are all dead. The treasurer; who has been connected with the road from the first, E. D. Harlow and Mr. Aiken, now president as well as manager, are the only ones left who have been connected with it from the start. Under Mr. Aiken's management the road has steadily gained in efficiency and in the excellence of its mechanical construction. Something over twenty years has brought great changes, and much credit is due to Mr. Aiken for the progress that has been made towards making it as near perfect in all its details as is possible.”

- *Among the Clouds* - Tu, Sep 3, 1889

### September 3rd

***Platform Baseball II:*** “The second match game of base ball ever played on the summit of Mount Washington occurred yesterday afternoon (9/3) between the Pratt and Wright nines, in which the whole available athletic population of the peak were engaged, to the imminent danger of all the window glass thereon. The game lasted about three hours, fully two of which were occupied in hunting for the ball, which spent that time down among the rocks near the stage barns and in the region of the first water tank, in which the dog Medford proved himself an expert in left and center field. The two captains maintained their previous high reputation for dusting around, Pratt having also pitched his yell several octaves higher than previous record, and Wright having twined his agile fingers about several observatory catches, both skillful and scientific. Andrews, the Nashua light-weight, did some heavy playing, failing to get rattled on the knees by foul balls. The Pratts won the game in a score of 20 to 16.”

- *Among the Clouds* - Wed, Sep 4, 1889

### September 5th

***Painting / Playing Continues:*** “The annex of the Summit House having been treated to a new coat of white paint, the main structure is now receiving the attention of the painter's brush. It is claimed that the present dry weather was inaugurated so that the Summit might be painted. The game in the high wind on the Summit yesterday afternoon (9/5) between the Pratt and Wright nines, was hotly contested both vocally and athletically in a score of 8 to 9, the latter being pronounced the champions of the peak by Umpire York, who, we are glad to be able to announce, survived his double-play decisions. Two windows and no bones were fractured, and a supply of arnica and putty was at once ordered from the Base.”

- *Among the Clouds* - Thu, Sep 5 & Fri, Sep 6, 1889

### September 6th

***Mt. Washington News & Notes:*** “Charles W. Aiken, of the Mount Washington Railway, found a rich basaltic mineral specimen yesterday (9/5) among the rocks below the Summit. The upper skies on the Summit were swept clear of clouds by the high wind last evening, and tourists on the same had a beautiful view. The carriage road has become very dry and dusty, the wheels of the mountain stages and other vehicles having ground the earth into a powder of infinitesimal particles. Frank Andrews acted as umpire in Wednesday's base ball game on the Summit, and if the vocal kicking he received on the occasion had been inflicted with stoga boots, he would have been black and blue from his nose to his toes. Emmanuel Vasquez, the flutist of the Summit House, will walk against the best time ever made up the carriage road from Glen to Summit, on Monday (9/9), for \$50 and “costs.” The long drought has so exhausted the water supply of the Summit that that liquid is not procurable except at the Base and Glen. The famine renders necessary the strictest economy in the use of the article. In these thirsty days on the Summit the words of the poet will apply to the Lake of the Clouds - “so

near, but yet so far.”

- *Among the Clouds* - Fri, Sep 6, 1889

### September 7th

**Petition Granted:** “The (NH) Railroad Commissioners have decided to grant the petition of the Mt. Washington Railway for terminal land on Mt. Washington, but limit the amount to one acre, which will include the Summit House and the printing office of *Among the Clouds*. The price is not fixed but if the parties interested cannot agree the Commissioners will settle the amount later. This decision will put an end of the rental of \$3,000 which the Summit House proprietors have been obliged to pay the owners of the mountain annually.”

- *White Mountain Republic* (Littleton, NH) - Sat, Sep 7, 1889

### September 9th

**Closing Days:** “Mr. Richard K. Lane, chief waiter at the Summit House will soon leave for Boston. By his gentlemanly and courteous bearing during the season he has won to himself many warm friends. Passengers up the Mount Washington Railway on Friday forenoon (9/6) had a beautiful view in the ascent, but judge of their astonishment on reaching the Gulf of Mexico to find themselves enveloped in a dense cloud. The Summit House, which, under the management of Mr. E. W. Powers, has had a much larger business than it had last year, will remain open until the first of October. After its close Mr. Powers will resume his law practice in New York, where he has a fine opening the charge of a very important suit.”

- *Among the Clouds* - Mon, Sep 9, 1889

### September 11th

**Railroad Commissioners' Plot Filed:** “Location of lands on Summit - Mt. Washington Railway Company 1889. Received Secretary's Office, State of New Hampshire - Sept. 11, 1889”

### September 23rd

**Patrons & Frost Work:** “The Mr. Washington train was handsomely patronized on Monday (9/23) last; the display of frost works at the summit delighted every eye.”

- *White Mountain Republic-Journal* (Littleton, NH) - Sat, Sep 27, 1889

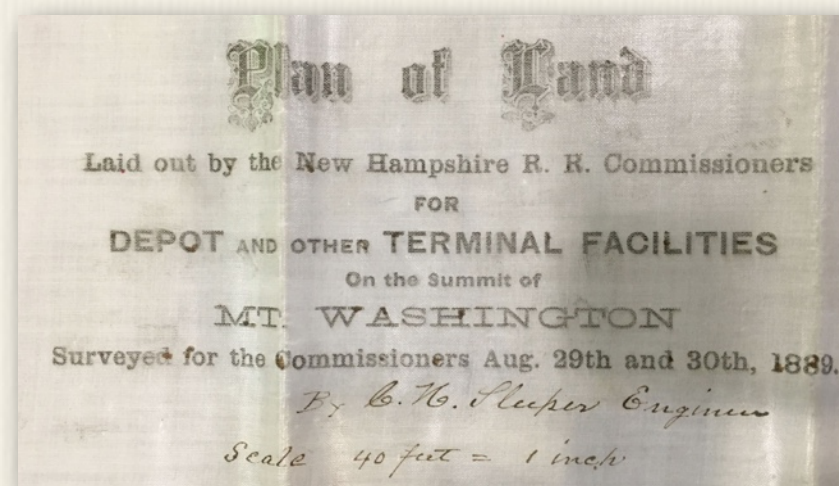
### October 11th

**Summit Taking:** News of the Week item: “The (N.H.) railroad commissioners have awarded the Mt. Washington railroad 11-10th acres of land on the summit for terminal facilities. The land owners wanted \$75,000 an acre and the commission has given them \$2750. The state sold the whole mountain for \$5000, and the railroad company has already paid out \$46,000 for terminal facilities, \$8,000 per year and one-third of the taxes, about \$40. Land on the top of Mt. Washington is high.”

- *Hollis (NH) Times* - Fri, Oct 11, 1889 pg. 4 / *The Caledonian* - Thursday, October 24th, 1889

**Maine Mountain Railway: “Green Mountain Railway. 1889 Season** - Total income: \$2,154.10 - Total expense: \$5,182.56 - Deficit: \$12,434.20 - Passengers: 1,305 - Employees: 7”

- *Maine Railroad Commissioners' Annual Report 1890*



**Winter**

**Highest of Winds:** "The summit of Mount Washington seemed determined, sometime during the past winter, to give a demonstration that would allow no one to deny its pre-eminence as the windiest place in the world. Perhaps its reputation had been diminished since the Signal Station has been closed for the winter, and no longer a daily report sent to the whole country of the wind's terrific force at its highest velocity, and to leave a record of last winter's worst storm where there was no anemometer to trace its story, the wind adopted a plan all its own which effectually informs us of its velocity. There is a lean-to constructed of heavy timbers built against the Mount Washington Railway's engine house, and when the mountain was abandoned in October last this lean-to had a roof intact. When the first venturesome climbers visited the summit and extended the greetings of 1890, the roof was gone, not a vestige of shingle, rafter, or plate left on the structure. But on the roof of the Summit House were seen the first tracks of the blown-away-roof. A hole in the gable and, the corner of the hotel roof raised about a foot above the beams to which it was fastened. Shingles scraped from their fastenings here and there were the foot prints that traced the lean-to's roof as it whirled through the air in the storm's embrace. However, the storm found it had more than it could carry and so it dropped a beam, that it first thought it wanted, on the dormer windows of the hotel, or else left it there to tell its mute story of violence. The beam was eight inches square and twenty feet long, and this contained over 10 cubic feet of water, soaked pine timber, which at a low estimate must have weighted 320 pound, and this was moved by presenting a square surface to the wind on the side having its largest superficial area exposed, of 16 square feet, or received a pressure of over 20 pounds to the square foot. This would be sufficient to propel it against its own inertia, but would not overcome the force of gravity, or the beam's fastenings to the roof. It is needless to say that it would require more than the "gentle winds that in dalliance played," to lift this stick of timber and carry it the distance it did. Just how high a velocity the wind reached it is difficult to say, but it surely could not have been much less than two hundred miles an hour when we take into consideration that the air here is of but four-fifths the density of air at sea level. Let it be hereby recorded that the winter of 1889-90 gave an exhibition of wind power never, if ever, equalled on Mount Washington or the world. - J. W. Bauer"

- *Among the Clouds* - Jul 12, 1890

**New Hampshire Railroad Commissioners Report:** Does not contain any general narrative dealing with the Mount Washington Railroad. **1889 Season** - Total income: \$26,678.28 - Total expense (including taxes): \$19,611.17 - Dividends declared (7 per cent): \$9,065 - Special note: The treasurer (*Edward D. Harlow*) has no account of passengers and mileage; no freight carried. Just over 21 tons of steel rails laid to replace iron track. 694 cords of wood was used by the engines. However, the report does detail the end of the New Hampshire railroad wars in a section called "Compromise and Consolidation: The contest between the Concord and Boston & Maine corporations for the possession of the roads included in the Northern and Boston, Concord & Montreal systems, which began soon after the passage of the Colby act in 1883, and culminated in the demoralizing and disgraceful struggle over the Hazen bill in 1887, terminated soon after the meeting of the Legislature in June, 1889, in a compromise which was arranged by the managers of the contending corporations and was placed upon the statute book without serious opposition. These and previous consolidations have placed the rail roads of New Hampshire in groups or systems, each of which is practically one road, No road in this State was ever before so much improved in two seasons as the old Boston, Concord & Montreal from Concord to Fabyan's has been, and while there is still need of heavy expenditures for stations, yards, sidings, bridges, and culverts upon the main line, and for nearly everything that constitutes a railroad upon the old branches, what has been done may be accepted as proof that as soon as can be reasonably expected the new managers of this road will put it in such condition that it will compare favorably with any other. The narrow gauge roads (*like the Cog Railway*) are nearly perfect."

**February 12th**

**Horne Considering Pike's Peak:** "John Horne, of Lake Village, master mechanic of the Mt. Washington R. R., is now considering a proposition from the management of a similar R. R. from the base to the summit of Pike's Peak in Colorado, proposing to take charge of the business. If he accepts the situation, he will leave for that locality in a few days."

- *Littleton Courier* - Wed, Feb 12, 1890

**February 20th**

**Horne to Pike's Peak?:** "John Horne of Lake Village, N.H., master mechanic of the Mount Washington Railway, has been appointed manager of a similar line (*previous page*) up Pike's Peak, Colorado." While that story appeared in the *Morrisville News and Citizen* in 1890, Beth Davis, archivist of the Broadmoor Resort and Manitou & Pike's Peak Railway was unable to find in 2017 "that John Horne was manager during any of that time" in Colorado. However, Davis did find two letters from Pike's Peak railroad president Hiram Cable written to John Horne in Lake Village, New Hampshire. The first on April 25, 1890 dealt with railroad operations. "Dear Sir; Will you kindly advise me of the kind of oil you use in lubricating your rack rail and what the cost of it is. Also how often do you oil the track. Did you not tell me that before you commenced oiling your rail your cog wheels showed much more wear in a given length of time than they have now?"

The second on December 5, 1890 dealt with photographs. "Dear Sir: I beg to acknowledge receipt of and thank you

for the interesting photos you sent of your engines. I have today sent you in return a few views of ours which excepting two are not well taken or do not give a good view of the machinery. Trusting you will review them all right. I am yours truly, H.S. Cable."

- *Morrisville (VT) News and Citizen* - Thu, Feb 20, 1890 pg. 2



*All Aboard for Pike's Peak - note slideboard in front on spur track (1894)*

- Robert N. Dennis Collection

**April 30th**

**Horne Back to Mt. Washington:** "John Horne of Lake Village, the superintendent of the railroad up Mt. Washington, made his first trip of the season up as far as the base of the mountain on the 30th of April."

- *Littleton Courier* - Wed, May 14, 1890

**May 10th**

**Horne on Mt. Washington:** "John Horne arrived here (in Fabyan) with a gang of men, and repairs on the Mt. Washington railway will begin at once."

- *Littleton Courier* - Wed, May 14, 1890

**May 11th**

**MWR Annual Meeting:** "The annual meeting of the Mount Washington railway was held at Phenix Hotel, at 3 o'clock on the afternoon of the 11th of May, President Aiken in the chair. The following directors were chosen; Walter Aiken, Frederick Smyth, John H. Pearson, James T. Furber, Nathaniel White, Jr., John P. George, George A. Fernald. At the subsequent meeting of the directors Walter Aiken, was chosen president, Frank E. Brown, clerk, and Edward D. Harlow, treasurer."

- *Littleton Courier* - Wed, May 21, 1890

**June 11th**

**State News:** "Walter Aiken pays the highest individual tax in Franklin, \$1651.50."

- *Littleton Courier* - Wed, Jun 11, 1890

## 1890

### June 14th

***New Timber on the Hill:*** “Mount Washington is still streaked with strips of snow, lying in ravines and in places not much in the direct rays of the sun. The Mount Washington Railway is being put in thorough repair for summer business. Fully \$2,000 worth of new timber are put each year into the trestle-work, and the best of care is taken of it that accidents may be prevented. Some of the former workmen connected with the mechanical part of the road have gone to Pike’s Peak to help operate the road (*previous page*) that is now building to the summit. The cog railroad of that road is to be built on an improved plant with cut gears instead of the pin and rack arrangement on Mount Washington, thus enabling the road to be operated more quietly with greater speed, but it will not be possible to make it more secure than our pioneer line, which was not only the first, but has stood the test of time. In more than twenty years of operation not a single passenger has received the slightest injury, and fully a quarter of a million people have passed up and down the road since it was built.”

- *New York Evening Post* dispatch reprinted in *Among the Clouds* - Sat Jul 19, 1890

### June 24th

***Jersey Press Association:*** “The Jersey Press Association of 250 members arrived here Tuesday from Montreal, and a special train was run for the summit of Mt. Washington to accommodate them. Their headquarters were at the Mt. Pleasant House.”

- *Littleton Courier* - Wed, Jun 25, 1890

### June 29th

***Horne’s Pike’s Peak February Gambit Payoff?:*** “Thomas Robie, who was in charge of the Concord (and Montreal)’s business at Weirs last year, will be the conductor of the train between Fabyans and the base of Mt. Washington. John H. Horne will have the supervision of the Mt. Washington railway and its trains through the season.”

- *Boston Globe* - Sun, Jun 29, 1890 pg. 2

### July 3rd

***Tempting for the Tourist:*** “Mount Washington Summit House, another of the great hostelries managed by Barron & Merrill, is a comfortably arranged house, well calculated to tempt the tourist to remain over night to witness the glorious sun set or sun rising. It stands, as the name indicates, on the top of the loftiest mountain of the whole range. The old Tip Top House is now used as a printing office for the bright little paper called *Among the Clouds*. (*Ed note: Incorrect - ATC has its own building*) Having made the journey up by the Mount Washington Railroad (a cog-wheel road) we will go down the other side of the mountain by the carriage drive, a ride which is grand and magnificent beyond description.”

- *The Chicago Inter Ocean* - Fri, Jul 11, 1890 pg. 12

### July 6th

***No Sunday Mid-Day Service:*** “Thomas Robie is conductor of the trains between the Fabyan House and the base of Mt. Washington, having been stationed at Weirs during the last two seasons. John H. Horne is the conductor on the Mt. Washington railway, having succeeded last year Edwin Judkins, the old conductor who died a few months before. The trains of the Mt. Washington railway will be run on the same time of last year. The Sunday morning train will leave the summit at 8 o’clock, and returning will leave Fabyans at 4.35. The mid-day Sunday train will not be run. There is great need of better station accommodations at this place, and it is hoped that before another season comes around that the Concord and the Main Central will join in building an improved house.”

- *Boston Globe* - Sun, Jul 6, 1890 pg. 10

### July 9th

***Cold Weather:*** “The remarkably high temperature of yesterday has been followed by very cold weather on Mount Washington. The temperature has gone down this evening to 27 degrees and ice has formed on all exposed places. The wind is blowing a stiff gale from the northwest.”

- *Detroit Free Press* - Thu Jul 10, 1890 pg. 2

### July 12th

***Summit House Management & Spur Line Conductor:*** “Mr. E. W. Powers, who has a large legal practice in New York, returned again this season, to take the management of the Summit House, this being his fourth season here. He has gained an extensive acquaintance and reputation as a hotel manager. Miss Mattie A.

Clark, who has been connected with the Summit House for the past six years, in charge of the view stand and as housekeeper, has returned again this season. For the past two years she has been in charge of the housekeeping department of Hotel Ormond at Ormond, Fla. She is ably assisted here by Miss Stout. Mr. Thomas Robie, for several seasons conductor between Fabyan's and the base of Mt. Washington, and for the last two summers stationed at Weirs, has returned to his former position."

- *Among the Clouds* - Sat, Jul 12, 1890

### July 14th

**Stage to Tables:** "Mr. R. S. York, who for several seasons ably represented the Glen stage line at the Summit, has returned, and is now head waiter at the Summit House. His many friends are pleased to see him back. Mr. York is taking a medical course, at the Bowdoin Medical College, with the view of shortly becoming an M. D., and it is believed that he will be eminent in his profession."

**Observatory Double-Locked:** "The owners of the land on Mount Washington, outside of railroad limits, have closed the observatory which has hitherto been opened to the public in connection with the Summit House. Each party has a lock on the door and each holds his own key. The contest over the land taken by the railroad for railroad purposes which was granted by the railroad commissioners, has not yet been terminated, but is still in the courts, the owners having appealed from the award to the supreme court."

- *Among the Clouds* - Mon, Jul 14, 1890

### July 15th

**The Base Relocation of a Slideboard Operation:** "David Martin, an employee of the hotel, while trying, on Tuesday (7/15), to see how quickly he could go from the Summit House to a place below the first water tank on a slide board, was thrown from his board and his left shoulder dislocated, besides being otherwise bruised. He was taken to the Base yesterday (7/16) and put under the influence of chloroform and the dislocated bone put in place. Dr. H. L. Miller of the Summit House, Dr. J. F. Frisbie of Newton, Mass., and Dr. Gove of Whitefield, and medical student, R. S. York, reduced the dislocation, which was a very serious one. It was not thought prudent to administer chloroform at this elevation, and at the suggestion of Dr. Frisbie, the patient was taken to the Base. The operation was successfully performed and Martin was brought back to the Summit last evening. Hereafter no one will be permitted to use the slide boards except the railroad workmen, who understand how to manage them."

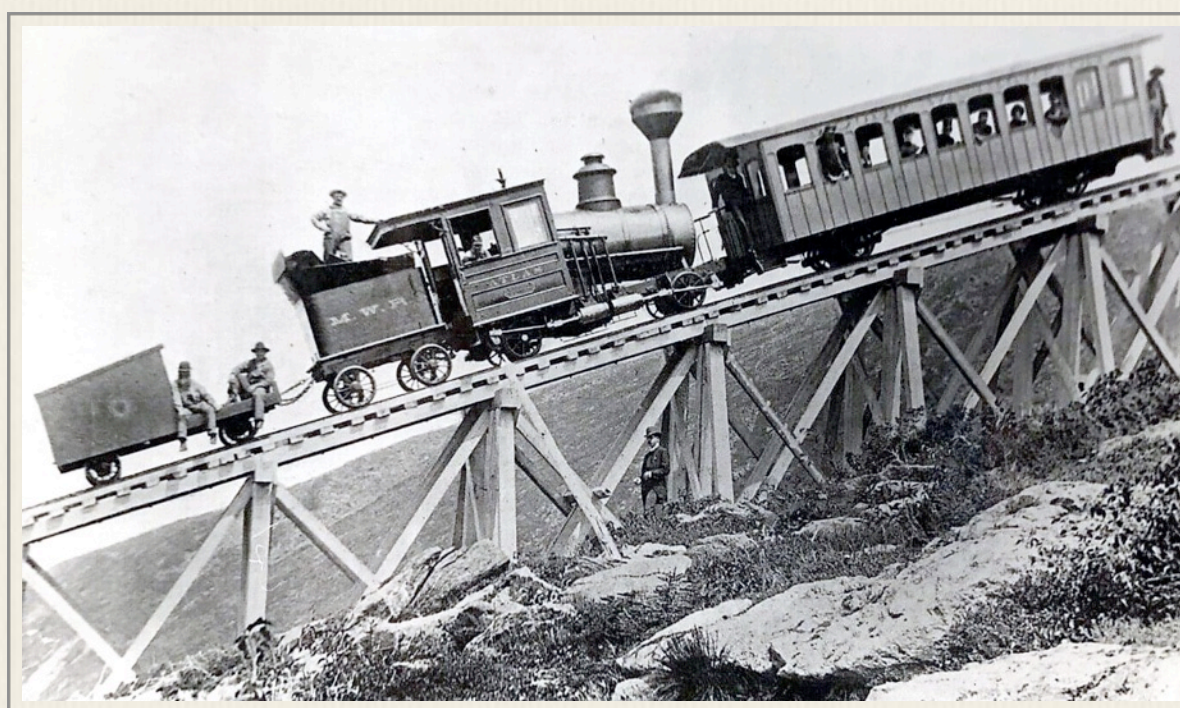
- *Among the Clouds* - Thu, Jul 17, 1890

### July 18th

**Wood versus Coal:** "The Mount Washington Railway, which has hitherto burned wood in its locomotives, is about to make an experiment with coal. A trial was made in 1876-1877 without success. The engine *Atlas* has been converted into a coal burner (*below*), and some new features adopted, and it is expected that this will prove successful. If this engine proves a success it will make a considerable saving, as the wood prepared for use costs nearly \$5 a cord. The engine will be ready in a few days to make its first trip. The changes, we believe, have been made at the suggestion and under the supervision of Mr. John Horne, the master mechanic and conductor of its trains."

- *Among the Clouds* - Fri, Jul 18, 1890

**Wood vs. Coal - Boston version:** "The Mt. Washington railway has used wood in its locomotives since the road opened, upwards of 20 years. Good wood costs prepared for the locomotive about \$5 a cord,



## 1890

notwithstanding it is cut within three miles of where it is used, and each trip up the mountain requires nearly a cord. About 15 years ago it made an experiment with coal as a fuel but it did not prove satisfactory. Under the suggestion and supervision of John Horne, the master mechanic of the road and now also conductor of its trains, the engine *Atlas* has been changed to a coal burner, and it will make its first trip within a few days. If this proves satisfactory it will make a great saving to the company. Mr. Horne has adopted some new features in the changes he has made, and he is of the opinion that they will prove successful.”

- *Boston Globe* - Sun, Jul 20, 1890 pg 8

### July 26th

**Summit House Orchestra:** “The Summit House orchestra was augmented Saturday by the arrival of Mr. Arthur Poole, a well-known violinist of Boston. Miss Downer, pianist, has already become a general favorite by her skillful manipulation of the keys.”

- *Among the Clouds* - Mon, Jul 28, 1890

**Atlas Climbs Well with Coal:** “The engine, *Atlas*, on the Mount Washington railway, which has been converted from a wood to coal burner, has been tested with very satisfactory results. It made the trip from Base to Summit, Saturday (7/26), and return, without any difficulty. So far it works with entire satisfaction. The coal is being weighted to ascertain how much is used on each trip and in this way the difference in cost of the two kinds of fuel will be determined.”

- *Among the Clouds* - Tu, Jul 29, 1890

### August 1st

**Music & Mammals:** “The concerts given by the Summit House trio are greatly appreciated by the guests. A new program is provided every evening, introducing some superb selections and performed by the well known artists, Miss Jessie Downer, Mr. Fred Poole, and Mr. Emanuel Vasquez of Boston, Mass. Tracks of deer have been frequently seen this summer on the railroad between the Base and Fabyan’s, and not long since a passenger on the train saw one take to the woods. A hedgehog was seen coming to the Summit Wednesday (7/30), but no one ventured to interfere with his inclination to ascend to the lofty region.”

- *Among the Clouds* - Fri, Aug 1, 1890

### August 3rd

**Greely Visit & Mountain Mutts:** “Gen. A. W. Greely, the chief signal officer of the U.S. army and the hero of Arctic fame, visited the Summit, Saturday (8/2), coming on the morning train and returning in the afternoon. He spent his time principally at the Signal station and also inspected the device of Mr. Marvin on the observatory. He attracted, unconsciously, a great deal of attention from those who learned of his presence among us. His visit was informal and simply expressed his interest in the Summit station. He was over to Mount Killington a few days ago. Gen. Greely’s informal inspection of the station was very satisfactory both to himself and to the observer in charge. The two great dogs at the Summit House attract much admiration, and a few facts about them may prove interesting. The great St. Bernard is named “Medford.” He has a slight Newfoundland trace, and combines the wonderful qualities of both breeds. He has been at the Summit six years. He was sold last season to a Capt. White of Roxbury, Mass. To supply his place the thoroughbred mastiff pup, now ten months old, was bought. His name is “Summit,” and is a very valuable animal. Greatly to the gratification of the management of house, Capt. White has loaned “Medford” to them for this season, and so this magnificent pair stalk and lie about as if they owned the place - lords of the soil.”

- *Among the Clouds* - Mon, Aug 4, 1890

### August 7th

**Locomotive Test:** “By the kind consent of Mr. Walter Aiken, one of the Mount Washington locomotives (*the Cloud next page*) has been placed at the disposal of Messrs. Chas. W. Aiken, Robert S. Hall and F. A. Cole, of the Massachusetts Institute of Technology, for the purpose of making upon it a combined boiler and engine test. The tests, of which there were five, were made under the various running conditions. The work expended by the engine was determined by indicators, while the consumption of water and wood was found by measurement. A calorimeter was also used, together with an instrument for determining the grade. Mr. Horne, the master mechanic, permitted them to run the engine with the regular trains, thus affording them an opportunity of testing it under the usual conditions. With an average load of passengers the consumption of wood on the round trip was 2000 pounds, or roughly half a cord; this was sufficient to evaporate 6053 pounds or 757 gallons



(15 barrels) of water, developing on the steepest grade an indicated horse power of 92. Indicator cards were taken coming down, using air in the cylinders, and it was found that though the mean effective pressure was of course less than when was used, yet the maximum pressure was the same in both cases. They had favorable weather while making the tests, which were completed satisfactorily.” (Ed note: the resulting 1892 thesis with diagrams and additional photos can be found in *Fitney Years Appendix - 1892 Aiken's Thesis*)

- *Among the Clouds - Thu, Aug 7, 1890 pg. 4*

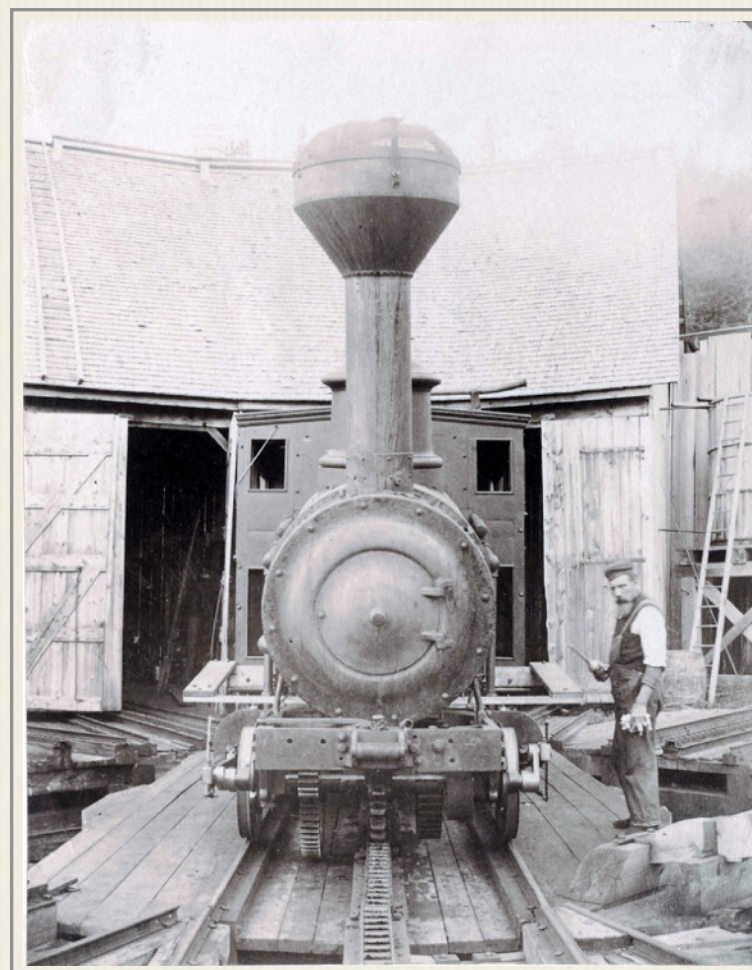
### August 22nd

**Keep Off The Track:** “The Mount Washington Railway authorities want it distinctly understood that they will hereafter prosecute any person caught walking on the track. This is a matter of great importance for the safety of passengers and employees. Reckless and evil-disposed persons have nearly ruined the shelters which have been erected near the track for the use of the railway men, and the railway people feel that their patience has been abused long enough.”

- *Among the Clouds - Fri, Aug 22, 1890*

### August 24th

**Virtuoso Disappearance:** “Mr. Ewald Weiss of New Haven, Conn., who has for the past few weeks filled the position of violinist at the Summit House, left the latter place at about 9 o'clock Sunday (8/24) morning for a walk over Mount Clay and Mount Jefferson to Mount Adams and return. The day was cloudy and stormy, and one on which a man seldom attempts such a journey in the mountain region. Although he carried with him a compass and ample provisions for the day, and was somewhat acquainted with the locality, it is believed that, after arriving on Mount Jefferson he did not bear far enough to the east to reach the summit of Mount Adams, and as a result went down in the valley or upon the western slope of Mount Adams. A rescuing party, under the leadership of Professor Charles F. Marvin of the United States Signal Service, and consisting of Arthur L. Poole, David Martin, John A. Shaw, Carl Moore and James E. Dolan, employees on the Summit, started at eight o'clock Monday morning on what afterwards proved a fruitless and tiring search, over the course that it was supposed Weiss had taken. A salt-shaker and two boiled eggs were found on Mount Jefferson, which were put up in Weiss' lunch, and further on the party were encouraged by discovering footprints, pointing towards Mount Washington, which, they supposed, were made by Weiss on his return, having passed them in dense fog; but failing to find any further traces of him, and arriving at the Summit at about half past two, weary, exhausted and disheartened, and finding that no news of him was received, they concluded that he had either perished in the storm or is at present aimlessly wandering on the mountains or through the woods. Messages have been sent to the Glen and other places where it is thought he may have wandered, but up to time of going to press no word has been received of his arrival. Mr. Charles E. Lowe, the well-known guide of Randolph, has been telegraphed to start from that place and walk toward the Summit, coming over such places as he thinks a man would naturally take on a cloudy day.” (Ed note: There would be several other



Cloud test engine with side seats for testers to monitor tests (1890)  
- Massachusetts Institute of Technology archives

searches for Weiss but despite reports of “a strong stench... and a large number of blow flies hovering” in an area on the west slope of Mt. Adams on a hot September day, and the use of a clairvoyant from Concord, the summer season of 1890 would end with no trace of this missing musician.)

- *Among the Clouds - Tue, Aug 26, 1890*

**EWALD WEISS,**

**Violin Soloist and Instructor,**

149A TREMONT ST.

ROOM 64.

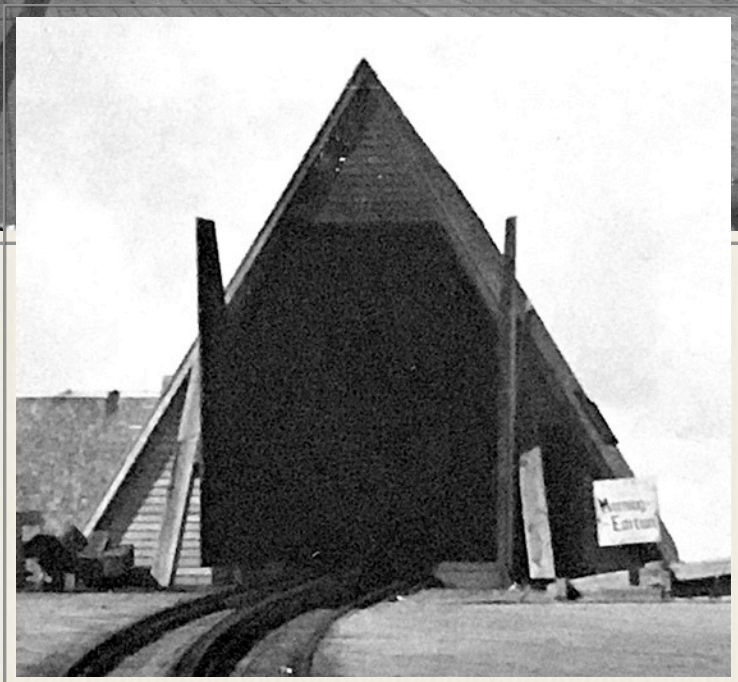
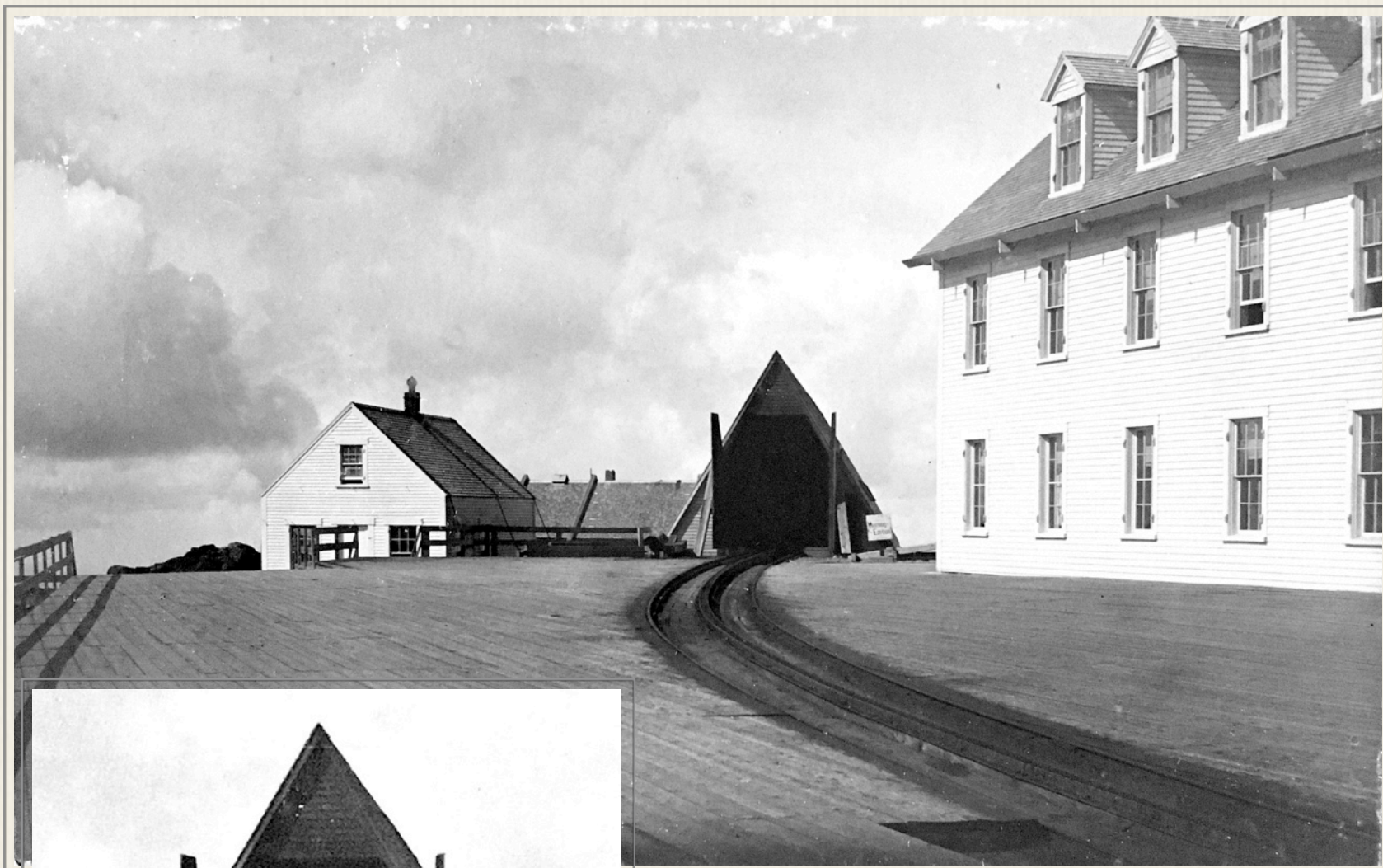
Ad placed on last page of the Boston Symphony Orchestra's program for their eleventh concert of their ninth season of 1889-90 on Dec. 27-28th at the Boston Music Hall

1890

**September 5th**

**New Summit Engine House:** “The Mount Washington Railway has begun the erection of a new engine house (*below*) at the Summit. It will be 130 feet long, standing south of the old one, and extending nearly to the Signal Station. It has been impossible to operate the turn-table in frosty and windy weather, and this will be so located that trains can run directly into it. Only the foundation will be put in this fall. Next spring the track will be swung slightly to the east of the Summit House and the engine house will be completed before summer business opens. Hitherto the trains arriving here at night have stood in the open air. The old engine house will henceforth be used in case there is any necessity for making repairs to cars or engines.”

- *Among the Clouds* - Fri, Sep 5, 1890



A rare image of the 130-foot long engine house built in 1890 stands ready with doors open to receive engines & cars to overnight at the Summit while their passengers enjoy the accommodations at the Summit House (right). This image taken after the turntable was mothballed and old engine house removed. Sign at right of doors appears to announce that the “Morning Edition” of *Among the Clouds* is available for sale. The buildings would be consumed in the 1908 fire  
- Bencosky-Desjardins Collection

**September 10th**

**Car Shed Construction & Horne’s Winter Plans:**

“Work is progressing rapidly on the new car shed of the Mount Washington Railway, at the Summit (*above*). Mr. John Horne, the efficient master-mechanic of the Mount

Washington Railway, contemplates a trip to the far west during the coming winter. His wife will accompany him.” The Summit House will remain open until October 1st and trains of the Mount Washington Railway will run to the first as well.

- *Among the Clouds* - Wed, Sep 10, 1890 pg 4

**September 26th**

**Colorado Mountain Summer:** “A letter of Sept. 15 informs us that at that date the Manitou & Pike’s Peak Railroad (described in the *Railroad Gazette* April 4, 1890) was completed to within 10,000 ft. of the summit, and it was hoped that it would be finished early in October. There have been many unforeseen delays, partly

from delays in delivering the material and partly from the difficulty in getting workmen, as not all men can stand it to work in that high altitude. Four loads a day are taken up, by two engines, each load consisting of 210 ft. of complete track. The round trip to the front, about 7 miles each way, with the construction car, weighing about 45,000 lbs., is made in from four to four and one-half hours, including all stops for water, unloading, meals, etc. The passenger cars are said to be a great success in comfort and elegance, and the engines do all that they were expected to do. The road was opened for passenger traffic as far as the Half-Way House Aug. 15, but traffic stopped again Sept. 1, as the trains delayed somewhat the work of construction and were hardly remunerative.” - *The Railroad Gazette* - Fri, Sep 26, 1890 pg. 670

### October 3rd

**Summit House Closes:** “The Summit House on Mt. Washington closed Friday (10/3). The morning trains up the mountain will be continued about a week longer.”

- *Littleton Courier* - Wed, Oct 3, 1890

### October 10th

**Wood Use:** “The Mount Washington railway has used wood in its locomotives since the road was opened, upward of twenty years. Good wood costs, prepared for the locomotive, about \$5 a cord, notwithstanding it is cut within three miles of where it is used, and each trip up the mountain requires nearly a cord.”

- *Lawrence (KN) Daily Journal* - Fri, Oct 10, 1890 pg. 4 October 20th

**Pike’s Peak Complete:** “The first locomotive of the Manitou and Pike’s Peake cog railway reached the summit of Pike’s Peak Sunday (10/19) and the last spike was driven this morning. The track laying was commenced June 10. The track is securely anchored to the mountain every 200 or 300 feet. The line will have its formal opening early next summer.”

- *Burlington Free Press* - Tue, Oct 21, 1890 pg. 1

**Maine Mountain Railway: “Green Mountain Railway. 1890 Season** - Total income: \$2,306.20 - Total expense: \$3,819.07 - Deficit: \$14,049.57”

- *Maine Railroad Commissioners’ Annual Report 1891*

## 1891

**New Hampshire Railroad Commissioners Report:** Does not contain any general narrative dealing with the Mount Washington Railroad Company. **1890 Season** - Total earnings: \$28,597.75 - Total expenses: \$12,479.29 - Dividends declared (6 per cent): \$12,950 - Total passengers: 9,592 - Three tons of coal for U.S. Signal Service Station, comprises freight business. Just over 21 tons of steel rails laid to replace iron track.

### January 21st

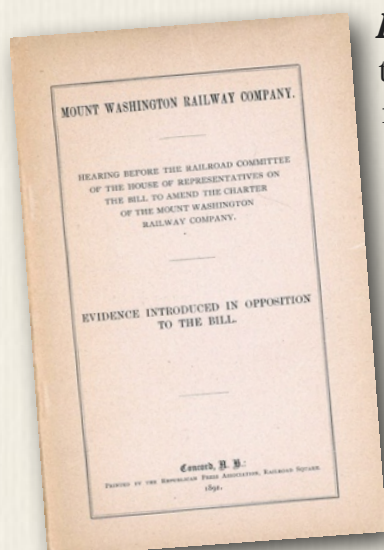
**New Hampshire Senate Backs MWR Charter Change - Take 1:** Senate bill No. 1 “An act in amendment of the charter of the Mount Washington Railway Company” was first introduced by Senator Dudley of District 1 on Wednesday, January 21, then endorsed by the Committee on Railroads and moved for passage five hours late on the same day under a rules suspension proposed by Senator Sinclair. The Senate passed and sent the measure to the New Hampshire House. Senate bill No. 1 was referred to the House Committee on Railroads on Thursday, January 22nd. There the charter change started to run into opposition.

**Boston Coverage:** “The Senate railroad committee reported a bill amending the charter of the Mt. Washington railway by authorizing the corporation to purchase and hold real estate at the summit and around the base of Mt. Washington upon which to erect hotels, stations, or other buildings. The bill passed under a suspension of the rules.”

- *Boston Globe* - Thu, Jan 22, 1891 pg. 2

### February 2nd

**Aiken Nephew Summits:** “Charles W. Aiken, a nephew of Walter Aiken of the Mt. Washington Railway, and R. L. Mahon of Franklin have been doing the mountains the past week on snowshoes, making headquarters at Thayer’s Hotel (in Littleton). They were on the Summit of Mt. Washington on Monday (2/2) and report the snow from six to seven feet deep and the Signal House nearly covered with snow and ice. The scenery at present, so they say, far surpasses that of the summer season.” (*Ed. note:*



1891

*Charles would conduct experiments on the railway for a thesis for his studies at MIT. See Appendix 1892 Aiken's Thesis)*

*- Littleton Courier - Wed, Feb 4, 1891*

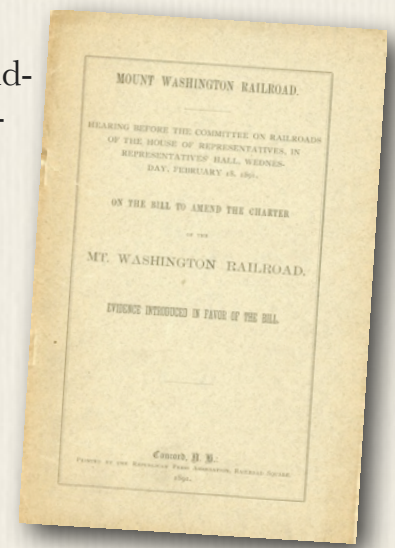
### February 18th

**MWR Charter Change Testimony:** Harry G. Sargent argues against a bill amending the charter of the Mount Washington Railway Company along with a closing argument by Oliver E. Branch at a hearing before the Railroad Committee of the New Hampshire House of Representatives in Concord.

*- Paul Forbes posting of document scans on Cog Railway: We Were There FB page*

### February 24th

**Senate issues a MWR Charter Change Recall:** The New Hampshire Senate sends the House a request to return Senate bill No. 1 - An act to amend the charter of the Mt. Washington Railway Company because they have learned that "said bill affects important and valuable rights of individuals who were not given an opportunity to be heard by the Senate Committee on Railroads" and "serious questions have been raised as to the constitutionality, as well as the expediency of said bill." On motion of Mr. Gallinger of Concord, the House sends the bill back to the Senate.



### March 4th

**MWR Charter Change Testimony:** Oliver E. Branch argues in the Senate Chamber against the proposed new bill to amend the charter of Mt Washington Railway Co. before the Senate Railroads Committee in Concord, New Hampshire

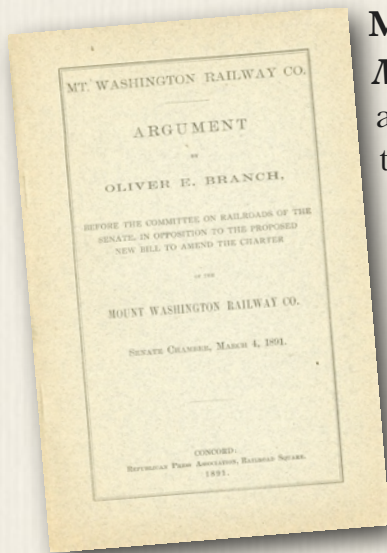
*- Paul Forbes posting of document scans on Cog Railway: We Were There FB page*

### March 18th

**New Hampshire Senate Backs MWR Charter Change - Take 2:** Senate bill No. 1 "An act in amendment of the charter of the Mount Washington Railway Company" returns as a special order of business for 10am on this day after a second review by the Committee on Railroads. The committee had tinkered with the language and had the backing of Senators George W. Pierce, George A Cummins, J. B. Whittemore, and M. B. Sullivan for passage into law. Senator C. S. Collins moved a Minority Report seeking

indefinite postponement because the new draft contained the same problems as the bill passed back on January 21st. The Minority Report says the re-write "contains the essential features of the original - it gives to the railway company the right to engage in the hotel business on the summit, and to condemn and use for that purpose all the land of which it has obtained possession, which embraces, in fact, the entire available summit of the mountain... In intention and in effect, the bill undertakes to confer upon the railway company a monopoly in operating hotels upon the summit of Mount Washington, a monopoly which it is at perfect liberty to farm out to its friends, with the right to condemn the land for the enjoyment of this enforced and unnatural monopoly by resorting to the extraordinary right of eminent domain.

"It was shown in evidence and in the arguments that the bill is unconstitutional, because the business of an innkeeper is not such as a railway company may be authorized to engage in, and that if it may do so at all, it must obtain the land which it devotes to that purpose by purchase from the owner, and not by condemning it; that in this case no necessity whatever exists for permitting the railway company to furnish hotel accommodations to the traveling public, as from the beginning of travel to the summit adequate accommodations have been supplied by individuals, while since the opening of the railway private parties have been willing to pay large sums for the privilege of keeping a public house on the summit. "The bill has been pronounced unconstitutional by two former judges of the supreme court. It attempts to confer upon a railway corporation special privileges never before granted in this State. No public interest demands its passage or excuses its flagrant assault upon private rights. It is the last step in an attempt by the Mount Washington Railway Company to drive a competitor out of business and the owners of the summit away from their property." Substitution of the Minority Report with indefinite postponement of the bill failed on a 6-17 roll call. The Majority Report was then adopted on a 16-7 roll call. Minority Report backer Senator Baker then proposed an amendment directing the governor and council to "take all necessary action to secure the immediate condemnation of the entire Presidential range of the White Mountains to the distance of one half mile on each side of the top of each mountain



and the necessary approaches and connections with the highways (so the land) taken shall be and forever remain a public park for the use of the people.” Baker’s amendment died on 6-16 roll call vote. Rules were suspended and the re-written Senate Bill No. 1 went back to the House.

### March 31st

**House Considers MWR Charter Change - Part 1:** “Pending discussion of the special order (*dealing with the relaying of rails between North Weare and Henniker*) the Senate bill amending the charter of the Mt. Washington railway was called for. Mr. Heath of Manchester moved to indefinitely postpone the bill. A lengthy debate followed. Messrs. Heath & Briggs advocated the motion; Messrs. Sanborn of Franklin, Nash of Conway and Greene of Hopkinton opposed it. A roll call was taken and resulted 122 to 99, but as less than two-thirds of those who voted did not vote in the affirmative, under the rules the motion (*to indefinitely postpone*) was lost. Adjourned.” - *Boston Globe - Tue, Mar 31, 1891 pg. 7*

### April 7th

**House Considers MWR Charter Change - Part 2:** The New Hampshire House of Representatives takes up the Senate-passed Bill No. 1 as a special order on Tuesday morning, April 7th. Mr. Heath of Manchester moves to indefinitely postpone the bill. The motion failed on a 102-131 roll call vote as “less than two thirds of the members having voted, and less than two thirds of those voting having voted in the affirmative or negative, no valid action was had.” Mr. Heath of Manchester asks the bill be made a special order for Tuesday afternoon at 3pm. The House agreed and returned to the chamber at mid-afternoon for further debate on the question to indefinitely postpone consideration of an act to amend the charter of the Mount Washington Railway Company. A roll call vote is taken. 97 vote to postpone - 119 vote against - “and less than two thirds of the members having voted, and less than two thirds of those voting having voted in the affirmative or negative, the motion did not prevail, and no valid action was had.” Following the vote, the House took a ten minute recess, returned and adjourned for the day.

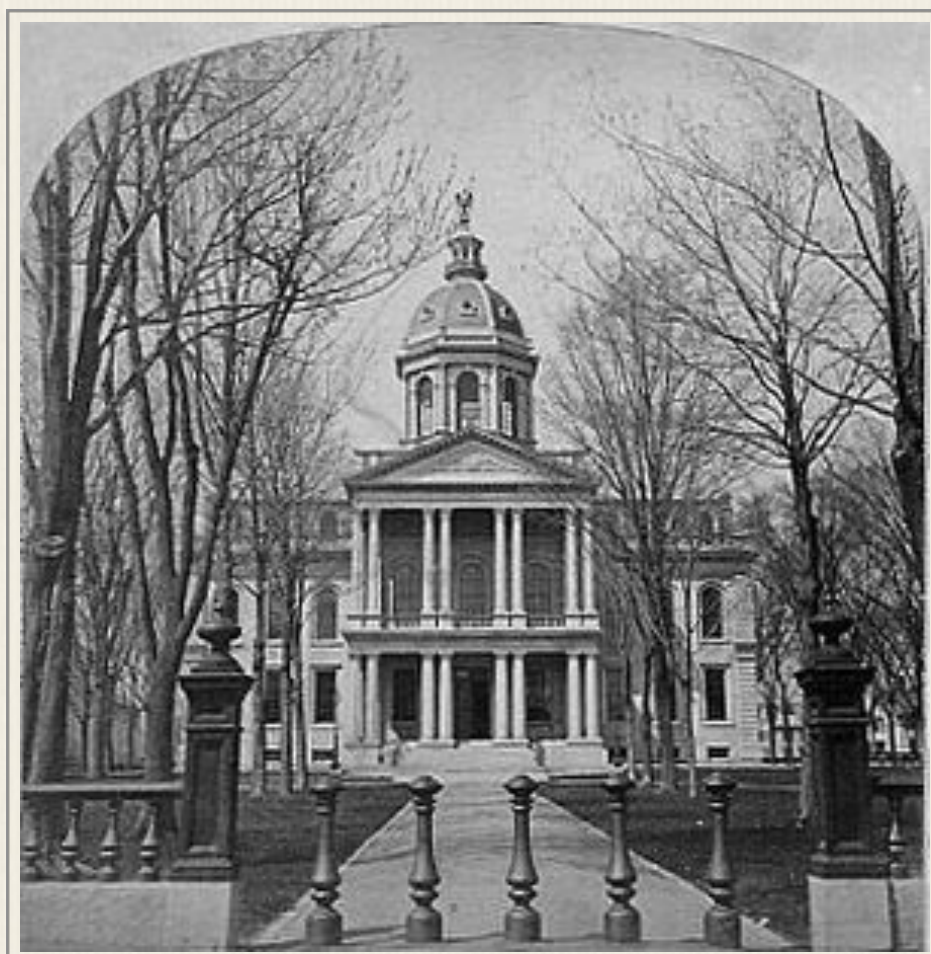
### April 9th

**House Considers MWR Charter Change - Part 3:** Bill No. 1 - An act in amendment of the charter of the Mount Washington Railway Company is taken up as a special order on Thursday, April 9th. The chamber votes again on Rep. Heath’s motion to indefinitely postpone the bill. 170 vote in favor - 110 against postponement - “The affirmative prevailed, and the bill was indefinitely postponed.” The next day, a message was read in the New Hampshire Senate, “Mr. President: The House of Representatives have refused to concur in the passage of the following entitled bill, sent down from the honorable Senate: An act in amendment of the charter of the Mount Washington Railway Company.”

### May 6th

**Horne Reviews Road:** “John Horne, superintendent of the Mt. Washington railway, was in town one day last week, looking over the road. Repairs will be commenced on the same the 6th of May.”

- *Littleton Courier - Wed, May 6, 1891*



*New Hampshire Statehouse, Concord - 1875*

## 1891

### May 14th

**Railroad news item:** “Jacob’s ladder, the world-famous trestle on the Mt. Washington railroad, will be entirely rebuilt this summer.”

- *The St. Johnsbury Caledonian* - May 14, 1891

### May 22nd

**Railroad news item:** “The annual repairs on the Mt. Washington R. R. have commenced, with John Horne and his crew at the head. We imagine they will have cold fingers and noses, as even down here people are thinking of re-banking their houses, and putting on double windows.”

- *White Mountain Republic-Journal (Littleton, NH)* - Fri, May 22, 1891

### June 5th

**Frozen Ears:** “A workman while blasting stone on top of Mt. Washington, June 5th, froze both his ears.”

- *Littleton Courier* - Wed, Jun 17, 1891

### June 22nd

**Night Watchman Reports:** “Karl Brummer (of Lisbon, NH) went to the Summit House on Mt. Washington on Monday (6/22), where he will work the coming summer as night watchman. Carl Moore went also as steward.”

- *White Mountain Republic-Journal (Littleton, NH)* - Fri, Jun 26, 1891

### July 6th

**Summit House Opens:** “The Summit House on Mt. Washington opened Monday (7/6)”

- *Littleton Courier* - Wed, Jul 8, 1891

### July 10th

**Opening of the Season:** “The Summit House opens with as good prospects as in past seasons. Mr. E. W. Powers, who has become popular with the traveling public, continues as manager, the position that he has held for the last four seasons. R. S. York, who was head waiter at the Summit House last year, has returned and will most acceptably fill that position this season. The Mount Washington Railway has been put in thorough order for summer travel. Three more engines have been changed from wood to coal burners, and thus far they have given good satisfaction. It is thought there will be a saving of expense and much hard work in preparing the wood for use. The track has been changed at the Summit, having been placed farther from the hotel, curving outward at the north end of the platform and thence to the west at the south end, so as to run on the new trestle running out toward the Signal Station. This saves using the turn-table which was always worked with great difficulty during a high wind. The six trains can now stand in a line and completely fill the track when they are all here. The report current last winter that the body of Ewald Weiss, who was lost on Mount Adams on the 24th of August of last year, has been found, proves to incorrect. Search was continued at various times until late in September, but without discovering his fate.”

- *Among the Clouds* - Fri, July 10, 1891 & *Springfield (MA) Republican* - Sun, Jul 19, 1891 pg. 2

### July 11th

**A Bright White Line / Missing Medford:** “This lofty summit has not been exactly a worldly paradise to well in since the month came in. Rain and cloud, gentle zephyrs and terrific gales have been the order from the opening to the present time. The temperature has been nearly down to the freezing point most of the time, but with the opening of Thursday there came a gleam of hope. Travel has been correspondingly light. When the weather becomes settled another attempt will be made to find the body of Ewald Weiss, who perished last August on or near Mt. Adams. It was expected that the Appalachian Club would take some interest in making the route over the Northern peaks more clear to those passing from Mt. Washington to Randolph, but no move was made, probably owing to the lateness of the season, when the last of the many mountain tragedies occurred. The guests of the Ravine House, near the northern base of Mt. Adams, subscribed at sufficient sum to mark the route. They hired Mr. M. L. Watson, proprietor of the Ravine House, to do the work. Early this spring he and Mr. Charles E. Lowe, the veteran guide on the north side of the great range, went about the work, and they have painted a line on the rocks from the summit of Adams to the Mt. Washington railway, a distance of four and a half miles. they used white paint, and who ever crosses the northern peaks henceforth will run no risk of getting lost, whatever the condition of the weather. The line bears to the west of Mt. Clay, and then over Jef-

person to the summit of Adams. The walk over these peaks is by far the most interesting that can be made in the vicinity of Mt. Washington, and now that the line has been so well defined there will be a large number of pedestrians who will cross these mountain summits. The absence from the summit of that splendid St. Bernard dog, known to a host of people who have been here, is noticeable. Last fall he went to Boston to reside with his new owner, Capt. White, and instead of being the proud monarch of this lofty summit, he has become a common-place Boston dog. Hundreds here mourn his departure. He was one of the finest animals ever known here and the pet of every one. Summit, an English mastiff, has taken his place, but he is too sad eyed creature to win the warm affections of those who so much admired Medford.”

- *Boston Globe - Sun, Jul 12, 1891 pg 12*



“Medford” - the St. Bernard in repose from 1902 *Souvenir Among the Clouds*

### July 17th

**24 Years of the Republic:** “Twenty-four years ago the present summer the writer first visited the town of Littleton, coming to consult the leading Democrats with reference to the establishment of a Democratic newspaper - the *White Mountain Republic* - whose publication was commenced the first of October following. The development and progress of Northern New Hampshire, in general business, and in reference to the summer boarding interest, during the last quarter of a century, is most strikingly presented in comparing the situation at that time with the present. Littleton was then the railroad terminus. One train each way ran daily between here and Concord. The running time between the two points was full six hours, and the idea that the route would ever be covered in four hours, as is now done, would have been considered as preposterous. The Mt. Washington railway, then a fact only in the brain of Sylvester Marsh, has come into existence, and a branch from the main line has met it at the base of the mountain.”

- *White Mountain Republic-Journal (Littleton, NH) - Fri, Jul 17, 1891*

### July 18th

**Save the Old Tip-Top House:** “The historic old Tip-Top House, which crowns the summit of Mount Washington, is fast going to decay. It was built 38 years ago, the year following the old Summit House, which was torn down a few years ago, to give place to needed improvements. The two houses were united the second year after the Tip-Top was built, under one management, and it became the principal building in use. It has sheltered thousands from all parts of the country, and among them some of the most distinguished people in every business and profession. Since (the new summit house was built) it has been going to decay. Visitors who came to Mount Washington when it was in use as a hotel and are now repeating their visits, exceedingly regret that it is going into such a dilapidated condition. Steps should certainly be taken to restore it to its former condition, and kept it as a relic of the past. It stands for a great deal... Will not something be done to prevent this ancient structure from being entirely obliterated?”

- *Among the Clouds - Sat Jul 18, 1891*

### July 21st

**Passing The Hat?:** “Mr. Albert S. Randall of the Mount Washington Railway brought to the Summit, last evening (7/21), from Mr. Frank Daniell, postmaster at Franklin Falls, an old and badly tattered soft felt hat, which is at present going the rounds of the post-offices of the country. Its color, which is now somewhat doubtful, was at one time, we are led to believe, of a light drab shade. Its outer surface is now nearly covered with post-office marks and various writings, while around the edge are fastened tags bearing signature, many quaint sayings, and a small tin horn. The first tag to greet the eye bears upon one side the inscribing: “I was found in mail at Leadville, Col., on the fourteenth day of June, 1891, at 10 a.m., by J. R. Forrest, mailing clerk. Send me around the circle and return in one year from the above date to Leadville, Col.” An inscription from Eastport, Me., the most eastern point of the United States, bears a conspicuous position on the crown, and beneath this is a postmark of San Francisco, Cal. From Mount Washington it will go to New York, and besides bearing the

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Mount Washington post-office mark will have attached to the edge a ticket to the observatory tower on the Summit.”  
- *Among the Clouds* - Wed, Jul 22, 1891

### July 26th

**Weiss Watch Found:** “The watch belonging to Ewald Weiss, the Mount Washington violinist, who was lost last summer while walking from the Summit House... has been found by two young men, in a crevice on the southeast slope of Mount Adams. No trace of the unfortunate man’s remains were discovered.”

- *Scranton (PA) Republican* - Mon, Jul 27, 1891

### July 27th

**Large Parties:** “A large number of visitors were present at the Summit yesterday (7/27), over 100 coming on the noon train. In the evening another large party arrived, and, as is the usual good fortune of the Raymond parties, they had the pleasure of viewing a good sunset from the Summit.”

- *Among the Clouds* - Tue, Jul 28, 1891



### July 30th

**Observatory Opens:** “The carriage road company have opened the observatory (*above*) in rear of the Summit House.”  
- *Among the Clouds* - Thu, Jul 30, 1891

### August 1st

**New Car House at Summit:** “Another new building has been added to the collection now on the summit of Mt. Washington. The Mt. Washington railway has completed its carhouse, which has become a conspicuous object of interest for 20 miles around. Telescopes and field glasses have been turned toward the summit, and every one asks, “What can it all mean?” It has been mistaken for a new hotel building, erected in the interest of the owners of the land outside of the railroad limits. The observatory, which has been closed to visitors this season, owing to some dispute concerning ownership at the summit, has been opened. The proprietors of the carriage road have unlocked its doors, and the public can now for 10 cents go to the top and take in the magnificent view at one sweep of the eye. It was formerly built for geodetic and coast survey uses, but of late years has been for the convenience of the public.”

- *Boston Globe* - Sun, Aug 2, 1891 pg 9



**Green Mountain Railway Not Opened:** "The Green Mountain railway is not yet in operation this year, but the carriage road (up Mt. Desert) is doing a good business. People generally prefer the carriage drive up the mountain to the ascent by rail."

- *Chicago Daily Tribune - Sat, Aug 1, 1891 pg. 2*

### August 31st

**Honesty First:** "A lady passenger on the Mount Washington Railway who was so unfortunate as to lose a valuable gold watch while on the downward trip yesterday (8/31) noon, was much pleased to have it returned to her through the honesty of Mr. James Boyce, a brakeman on the road. Mr. Boyce was handsomely rewarded and believes that honesty is the best policy."

- *Among the Clouds - Tue, Sep 1, 1891*

### September 4th

**Meade Returns:** "Mr. J. Russell Meade, who was clerk at the Summit House for several seasons (1885-86), and for eight seasons at the Hamilton Hotel at Bermuda, was among the arrivals here Friday noon (9/4). His sister and brother-in-law, Rev. F. W. Hamilton, accompanied him. Mr. Hamilton is a son of Superintendent Hamilton of the Maine Central and is pastor of the Universalist church at Pawtucket, R.I. Mr. Meade goes to the Laurel House at Lakewood, as clerk, within a few weeks."

- *Among the Clouds - Sat, Sep 5, 1891*

### September 12th

**At the Hop:** "The annual hop at the Summit House was held last Saturday (9/12) evening and was a grand success. Mr. R. S. York, the genial and popular head-waiter, was general manager and prompter and the music was furnished by Mr. R. Kuehn, Mr. Arthur L. Poole and Mr. Pick of the Summit House orchestra."

- *Among the Clouds - Mon, Sep 14, 1891*

### September 15th

**Reduced Rates on the Cog:** "Cheap rates on the Mount Washington Railway go into effect today (9/15). The fare from Fabyan to the Summit and return will be but \$3.00. The rates from Boston to Fabyan will also be reduced to \$4.00 for the round trip."

- *Among the Clouds - Tue, Sep 15, 1891*

### September 18th

**200 for Lunch:** "Nearly 200 people came to Mount Washington by way of the railroad yesterday (9/18) noon. The excursion rates from Boston and vicinity are bringing a large number of people into the mountains. The Mount Washington Railway, which has also reduced its rates, is coming in for a goodly share of patronage from the excursionists. During yesterday forenoon it was very cloudy at the Summit, but toward noon it cleared the large number of excursionists who arrived on the noon train were rewarded with a good view."

- *Among the Clouds - Sat, Sep 19, 1891*

### September 19th

**Farewell to future Dr. York:** "Mr. R. S. York, the head-waiter at the Summit House, takes his farewell of Mount Washington this morning. Mr. York has for the past two seasons filled his position as head-waiter at this house in a very creditable and gentlemanly manner, and has won for himself hosts of friends. Previous to his connection with the Summit House he was for three years the Mount Washington agent for the Glen stage line, and here he won an enviable record. During his five seasons on Mount Washington he has been very popular, both with the traveling public and with the employees, and his departure will be regretted by one and all. During the winter months Mr. York has been studying medicine, and, finishing his course next winter - takes with him the best wishes of the large circle of friends he has on Mount Washington for his success and prosperity in his chosen profession."

- *Among the Clouds - Sat, Sep 19, 1891*

### September 20th

**Special Sunday Train:** "A special train from Fabyans yesterday noon brought 60 people to the Summit, and they had a fine view."

- *Among the Clouds - Mon, Sep 21, 1891*

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### September 26th

**Last Issue / Winter Caretaker:** “With the present issue *Among the Clouds* closes publication for the season of 1891. The Summit House will remain open until Saturday of next week. The Mount Washington Railway will continue to make two daily trips during the next week, and if there should be a demand for special trains after that date it will accommodate those who may desire to visit the Summit, if the weather should remain favorable. Such a September in point of unexceptionably good weather, and the large number of visitors has seldom been experienced. The season as a whole with few exceptions has been free of severe storms. Sam Gingras is to remain at the Base during the winter, in charge of the property of the Mount Washington railway. Last winter, he made the ascent of Mount Washington several times, and conducted parties to the Summit.”

- *Among the Clouds* - Sat, Sep 26, 1891

### October 7th

**Summit House Closes:** “The Summit House closed last week after a most successful season.”

- *Littleton Courier* - Wed, Oct 7, 1891

### December

**Rough Seas for Miss Clarke:** “The hotels (in Ormond, FL) have but few guests at present, but after New Year’s the busy season will begin. The steamer *Yemassee* arrived in Jacksonville this week after a very rough passage. Among the passengers were Miss Mattie Clarke the well-known house-keeper of the Summit House, Mt. Washington, who will have the same position here at Hotel Ormand; also, Mr. John Anderson, so well and favorably known throughout the White Mountains, and who is equally popular in this part of Florida. There are a good many northern people spending the winter in the South this year.”

- *White Mountain Republic-Journal* (Littleton, NH) - Fri, Jan 15, 1892

### December 2nd

**No Trains to the Summit?:** “That is so! *The Union* says: “There are still some people living who have but little idea of what the White Mountains are at this season of the year. This was shown in Boston last week when a committee from an association, then in session in that city, went to Assistant Passenger Agent Storer of the Concord & Montreal R. R., and tried to arrange for a special train to the summit of Mount Washington. They were somewhat amazed to learn from Mr. Storer that such a thing would be impossible at this time of the year.”

- *Littleton Courier* - Wed, Dec 2, 1891





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***New Hampshire Railroad Commissioners Report:*** Does not contain any general narrative dealing with the Mount Washington Railroad. **1891 Season** - Total earnings: \$29,474.25 - Total expenses: \$13,626.82 - Dividends declared (10 per cent): \$12,950 - Total passengers: 9,920 - Two tons of coal for U.S. Signal Service Station comprises freight business. Just over 21 tons of steel rails laid to replace iron track.

***Locomotive #8 built*** - Initially *Pilgrim*, eventually *Tip Top* - (Ed Note: *Among the Clouds* reports initial run occurs in 1893 so this may reference when order was placed)

- L. Stewart Trombley 7/25/1958 letter to Gordon Chase

**Jan 29th**

***Bright Mountain Light for Picnic Parties:*** "Mt. Washington is to be capped with the largest electric search-light ever made, and the highest beam of artificial light in the world. It can be easily seen from Portland, and, under proper conditions, it can probably be seen even from Boston. The company which is to be organized to carry out the scheme will be made up of prominent railroad and hotel men interested in the further development of New Hampshire, and things look as if the man who conceived the idea will have the gratification of seeing the project a success. It is believed that this light on the summit of Mt. Washington will be

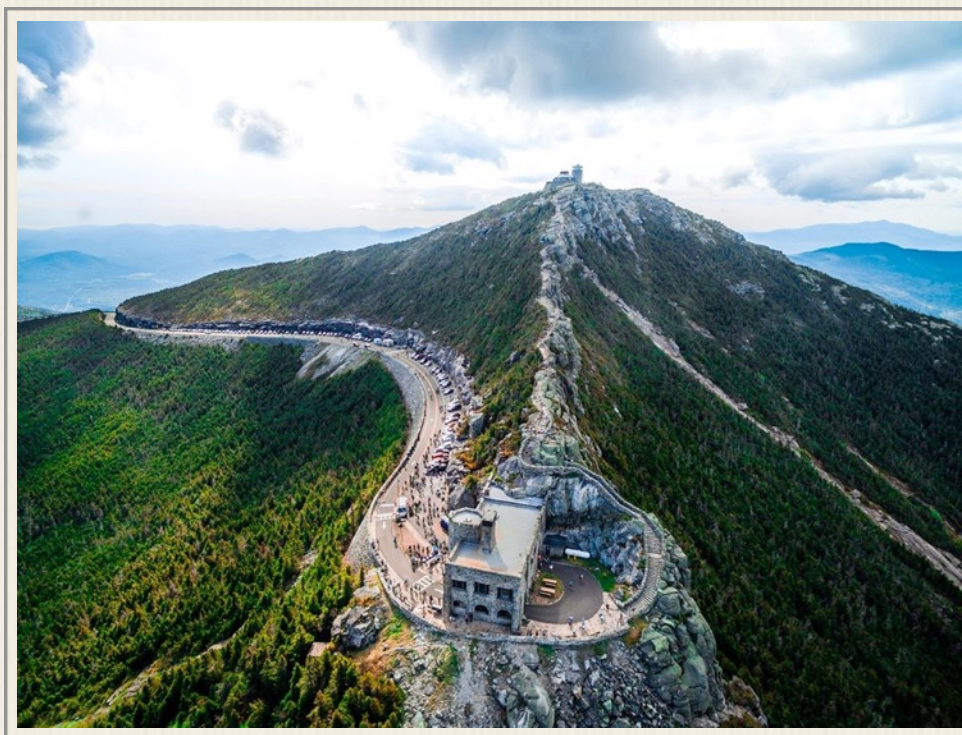


*The Great Search Light, Summit, Mt. Washington (1892)*  
- Keystone-Mast Collection

such a novel and beautiful spectacle that it will benefit the State of New Hampshire, simply viewed as an advertisement. The summit of Mt. Washington will have as much, if not more attractiveness at night than in daytime. The Mt. Washington Railway Company will be compelled to run more cars, or make one or two extra trips to the summit. Cloudy nights will only add to the beauty of the sight from the summit. It will be worth a trip across the continent to be above the clouds on an inky-black night, with possibly a storm forming and be able to illuminate at will any given spot around the entire horizon. During clear or partly cloudy nights this light can be thrown on Woodsville, 25 miles away: the next instant on Bethlehem, the next on Lancaster, and then on North Conway, as straight as a beam of light can be, and as intense and white as sunlight. From such a height, and shining through the intense surrounding darkness, this great white arm will present for the surrounding towns and mountain resorts, the grandest spectacle of the kind in the world. The Mt. Washington Search Light Company will be able to furnish moonlight to any of the surrounding towns or hotels. They will be able to put up over their door, if they wish, the oddest sign ever printed: "Moonlight for sale on short notice. Picnic parties or hotels will be furnished with the finest quality of moonlight within a radius of 25 miles on reasonable terms."

- Portland (ME) Daily Advertiser article in Boston Globe - Sat, Jan 30, 1892 pg 5

**Whiteface Mountain Railway?:** Clinton County author Lawrence Gooley told the tale of the proposed New York mountain railroad in an October 2010 posting in the *Adirondack Almanac*: "The idea for a rail line to the top of Whiteface surfaced regularly in the 1890s, when the famed hostelrys of Lake Placid (N.Y.) catered to a growing clientele. Attractions were needed to ensure that visitors would return, and an easy view from atop Whiteface would be a great amenity for the growing tourist industry. The idea gained momentum in 1892 when a group of New York City financiers, led by Mirror Lake Hotel manager Charles Martin, purchased the summit of Whiteface. In the following year, Albert Putnam, a member of the syndicate, confirmed... a railroad would be built to the summit from the Lake Placid side. The goal was to match the success of Mount Washington cog railway, the only such line east of the Rockies. Construction was set for spring 1894, but an economic depression (the Panic of 1893) ended the ambitious, expensive venture. In 1898, upper management of the Delaware & Hudson prepared a cost estimate for running a cog railway up the Lake Placid side of the mountain, a much steeper grade than the motor road that exists today (*right*). The plans called for a small hotel at the summit; terminal depots at the mountain's base and at Lake Placid village five and half miles away; and two steamers on the lake for carrying passengers from the village dock to the mountain-base terminal. The total cost for the special line was estimated at \$100,000 (\$2.7 million in 2010). The scheme never got beyond the planning stage, however, and was subsequently abandoned. In 1901, the resurgent economy brought renewed interest in the project, but with revisions. Instead of focusing solely on visitors already in the area, the new idea was to develop a regional transportation system beginning on the shores of Lake Champlain. A trolley was planned from Port Kent to Lake Placid, with a second line leading to the top of Whiteface. Leases were secured on the mountain, providing a circuitous four-mile route to the summit for the cog-wheel road. The cost was again estimated at \$100,000. But problems (arose). Not all of the mountain's owners were enthusiastic about a rail line to Lake



Whiteface Mountain (2017)  
- Wilmington N.Y. Town Facebook page

Champlain, instead favoring local connections between Lake Placid village and the mountain's summit. (T)he proposed trolley line (to Lake Champlain) ran into unforeseen difficulties. Electricity was needed to operate it, and planners were unable to secure waterpower rights through the Ausable Valley. After several efforts, that part of the plan was scrapped. The mountain's owners still envisioned a rail line up Whiteface, but the plan that was halted by financial conditions in the 1890s now fell victim to time and technology. though the railroad idea was frequently revisited, the growing popularity of automobiles suggested an alternative plan better aligned with the future. Through the 1920s, the rail concept gradually morphed into a paved-highway initiative, culminating in the memorial highway to the summit. The Whiteface

Mountain Veterans Memorial Highway was completed in 1935 - named in honor of America's veterans of the so-called "Great War" (World War I)."

<https://www.adirondackalmanack.com/2010/10/the-whiteface-mountain-cog-railway.html>

### February 1st

**Jacob's On the To-Do List:** "John Horne of Lakeport, who is conductor on the Mt. Washington Railroad, was in Fabyan's Monday. He states that "Jacob's Ladder" will be all rebuilt in the spring."

- *White Mountain Republic-Journal (Littleton, NH) - Fri, Feb 5, 1892*

### February 5th

**Search Light Proposal:** "Mt. Washington is to be capped with the largest electric search light ever made and the highest beam of light in the world, says the *Boston Herald* in a recent issue. Under proper conditions it can probably be seen even from Boston. The company which is to be organized to carry out the scheme will be made up of prominent railroad and hotel men interested in the further development of New Hampshire, and things looks as if Mr. L. H. Rogers of the Thomson-Houston company, who conceived the idea, will have the gratification of seeing the project a success. It is hoped this project will be carried out for it is something in which the people of this section will be largely interested."

- *White Mountain Republic-Journal (Littleton, NH) - Fri, Feb 5, 1892*

### March 25th

**Summit Appeal Decision:** "The case of Coe and Pingree against the Mount Washington railroad and other railroads and parties, which was carried before the United States circuit court of appeals on an appeal from the findings of Judge Nelson, sitting in the circuit court has been decided adversely to Coe and Pingree. They prayed for a writ of mandamus to compel Judge Nelson to allow the appeal, which he had refused to do, and this is what has been denied. Judge Nelson had ordered the cause back to the courts of this state, and it was from this they tried in vain to appeal. The court holds that under the judiciary act of August, 1888, no appeal lies from a decision of the circuit court, remanding causes back to the state courts for trial."

- *White Mountain Republic-Journal (Littleton, NH) - Fri, Mar 25, 1892*

### July 11th

**New Railway Station at Fabyan's:** "The Concord and Montreal and the Maine Central Railroads have built a new passenger station at the Fabyan House. The platform has been lowered, lengthened, and made wider. Both roads have joint ownership and each maintains a separate ticket office. These improvements have long been needed, and the station building is not only conveniently arranged but well adapted to the wants of the place. A new iron bridge is being built over the Ammonoosuc River east of the station which will be used by the Maine Central, the Concord road taking the present bridge as soon as the new one is finished."

**Jacob's Rebuilt:** "The trestle work at Jacob's Ladder on the Mount Washington Railway has been entirely rebuilt this season. The road has been thoroughly repaired and put in good condition for the summer season."

**Summit Personnel Changes:** "An important change has been made this year in the management of the Summit House. Mr. E. W. Powers, who was here five summers, has retired from the hotel business. Mr. A. B. Rice, for several years clerk of the house, has charge of the office, and has already won many friends with the traveling public by his unfailing courtesy. Mr. Ben Pettingill, the chef of the establishment, is also steward. Miss Mattie A. Clarke, who has been here seven seasons, is housekeeper and in charge of the many assistants required, and of the picture and art store, with Miss Stout as assistant. Mr. D. A. Wright is book keeper and Miss Altna Morse postmistress. Neatness and efficiency will characterize the management of the Summit House this season. The pastry cook at the Summit House for several years, who took her departure as Miss Fitzgerald last autumn returned this season as Mrs. Howland, and is entitled to the congratulations of those who have so long admired her culinary skill. Her most worthy husband has long been connected with the Crawford House."

- *Among the Clouds - Mon, Jul 11 & Tue, Jul 12, 1892*

### July 14th

**Water - Station - Dog:** "Notwithstanding the constant rains in June, the water supply on Mount Washington is getting low. The springs near the Summit are nearly exhausted. The new railway station at Fabyan's is now occupied, although it is not quite finished. Work on the iron bridge over the Ammonoosuc is progressing

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rather slowly, but surely. Medford, the fine specimen of a St. Bernard, has returned to his old home on Mount Washington. He treads his almost native health as majestically as when he spent both summer and winter here. He is now owned in Boston, and has been sent up here to spend the hot season.”

**Hawk Eyes:** “The amateur photographer was abroad yesterday (7/14) on Mount Washington. Kodaks and hawk eyes flitted across this mountain top in the hands of enthusiastic picture lovers in quick succession. Medford, the celebrated St. Bernard, posed no less than ten times and never once considered it a bore to have his picture taken.” (Ed note: Henry Burt, the enterprising editor of *Among the Clouds*, opened a darkroom for amateur photographers to develop their film at the Summit in the summer of 1890)

- *Among the Clouds* - Thu, Jul 14 & Jul 15, 1892

### July 18th

**Summit House Orchestra - Chill:** “The Summit House orchestra for the season (1892) will include Mr. Arthur L. Poole of Boston as first violin, Mr. Edward von Ette of Jamaica Plain, Mass., second violin, and Miss Rosina J. Kickham as pianist. Mr. Poole and Miss Kickham arrived Saturday (7/16) evening and Mr. Edward von Ette will come today. The heavy clouds which covered the Summit Saturday and Sunday disappointed the many who came here for a view of the surrounding country. Those who passed Saturday night on the Summit, however, were treated to a peculiar mid-summer scene. About six o’clock in the evening it began to grow intensely cold and during the night the mercury dropped to 29. Frost and ice gathered upon the platform and the various buildings, and the early riser was favored with a realistic mid-winter scene.”

- *Among the Clouds* - Mon, Jul 18, 1892

### July 28th

**Fog Horn Desired:** “An old salt who paced the platform of the Summit House yesterday (7/28) in the fog, wanted to know why we didn’t blow the fog whistle. He imagined that he was crossing the Atlantic.”

- *Among the Clouds* - Fri, Jul 29, 1892

### August 1st

**Observatory Extension:** “Work on the Mount Washington observatory, in which the electric search light is to be located, is going forward, but there is still much to be done before it can be ready for use. The frame for the extension was raised yesterday (8/1).”

- *Among the Clouds* - Tue, Aug 2, 1892

### August 2nd

**Cog Parts Run:** “Mr. C. A. Green, an old and trusty employee of the Mount Washington Railway, returned yesterday (8/2) from Manchester, where he had been sent to get mechanical supplies for the road. The frame work of the Mount Washington observatory is going up rapidly and it will be closed in within a few days. The view from the top will be exceedingly fine as the upper observation point will be upwards of 65 feet above the platform.”

- *Among the Clouds* - Wed, Aug 3, 1892

### August 9th

**Mt. Washington Search Light:** “The electric search light to be placed on the summit of Mount Washington, of which frequent mention has been made, is approaching the necessary conditions for placing it in full operation. There have been many delays incident upon the introduction of any new principle, but it is now expected that within a few days the light will be turned on and seen from every hotel and village within sight of Mount Washington. It is expected that every hotel within 15 or 20 miles of Mount Washington can be illuminated at night from the Summit, when the beam is thrown upon them. It is claimed that the light will be seen on clear nights from 100 to 150 miles from Mount Washington. Just what the result will be no one can tell until the Mount Washington light is in full operation.”

- *Among the Clouds* - Tue, Aug 9, 1892

### August 10th

**Mr. Rogers’ Neighborhood Nightlight:** “The *Boston Herald* says: “The first attempt to establish an electric search light on any mountain in the world is now being made on the summit of Mt. Washington. It is a Boston man, Mr. Louis H. Rogers, who has been the promoter of this undertaking, and, if he is able to carry out his

plans, he will have the light in successful operation in about a week. An addition of about fifteen feet has been made to the old observatory in the rear of the Summit House, and at this elevation it is possible to turn the light in any direction and obtain a complete command of all the hotels that can be seen from Mt. Washington within a range of twenty miles. The electric power is to be generated from a steam engine which will be located in the basement of the observatory. Much curiosity will be felt in regard to the success of the experiment, and as to its practical value in the mountain region. It will be on of the greatest attractions at the summit for the rest of the season.” - *Littleton Courier* - Wed, Aug 10, 1892

### August 11th

**Woodwork on Deadline:** “The carpenter work on the electric search light tower was driven with a great deal of force yesterday (8/11), notwithstanding the fog and wind. The outside work on the tower will be finished this week, unless there is more delay by unfavorable conditions of the weather. The mechanical work goes forward, and it is expected that the electrical current will be turned on within a short time. When the guests of the hotels below begin to notice a strange and unusual light, they can know that Professor Lowd is at the helm, about 6400 feet above sea level. Descriptions of the light, as seen from below, may be sent to *Among the Clouds*, and will be printed soon afterward.”

- *Among the Clouds* - Fri, Aug 12, 1892

### August 12th

**Power to the Lamp:** “About half-past 10 last evening (8/12) the electric current was turned on by Mrs. Archibald W. Ives for the first time to the lamp of the search light, which has been installed on Mount Washington. This was simply a preliminary trial and the parties in interest claim that the conditions were not favorable for show it to advantage. A more thorough test will be made as soon as possible. The machinery for propelling the dynamo is not yet in perfect condition.”

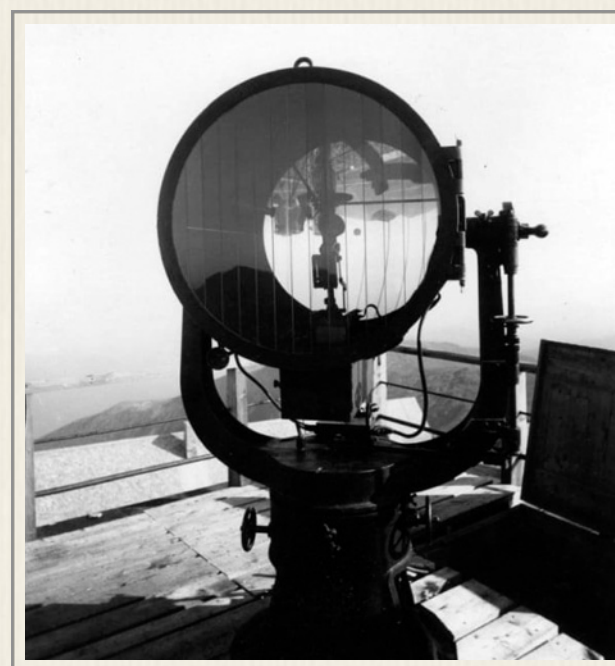
### August 13th

**Big Beam / Big Catch:** “The electric current of the search light on Mount Washington was turned on Saturday (8/13) evening under very favorable conditions. After 9 o'clock the weather was all that could be desired and seldom is the atmosphere any clearer. The light, as seen from the Summit, resembled a long beam of white light which projected into the air about 100 yards and was then very abruptly cut off. When the light was thrown on any buildings or mountain peaks surrounding the Summit, however, they would be lighted up and made visible from Mount Washington. The full current of the light was not turned on Saturday evening, only about 75 amperes out of a possible 90 being used. Mr. A. R. Rice of the Summit House and Mr. (Pat) Camden of the Mount Washington Railway captured 150 of the finny tribe in Clay Brook recently.”

- *Among the Clouds* - Mon, Aug 15, 1892

### August 15th & 17th

**Nautical Sighting?:** “A possible explanation of the curious lights seen in the sky at sea by Captain Findlay, of the steamship Missouri, has been offered. On the evening of Aug. 15, between 9 and 10 o'clock, the ship was in latitude 45 degs. 57 min., longitude 52 degs. 52 min., when there appeared a bright patch in the sky at about 15 degs. altitude, appearing and disappearing at intervals of about thirty seconds, and bearing east half south from the ship. In character it resembled closely the northern lights, and later in the evening the same phenomenon appeared in the west southwest. On Aug. 17th, the phenomenon was again seen in the northwest at an altitude of about 80 degs. and remained visible from 10:50 until 11:15pm. Lewis H. Roberts of Boston, gives the following interesting explanation of the lights: There is a large search light on Mount Washington, which was started up on the night of Aug 18. The nights of Aug. 15 and 17 were clear, and the light was running and being flashed around the heavens between 8 and 11:30 o'clock. There is an attachment to the apparatus by which the beam of light is shut off and on at will, thus enabling the operator to make long and short flashes of light, by which method the Morse or any other understood alphabet is produced. On the night of Aug. 17 we had the



*The Instrument, Summit, Mt. Washington (1892)*  
- Ron Walters Collection via Dan Szczesny FB

## 1892

light pointed about 45 degs. over Portland for some time. The words "Congratulations," "Mount Washington," "Good night" were flashed and read by an operator on the top of a building in Portland, Me. He was not in line of vision with the light, and the beam was far over his head. This beam of light would continue eastward almost indefinitely until it struck some cloud or mist in the heavens. Thus the light, of the reflection of the light, might have at different times appeared to the east, south or north of observer on the ocean. To my mind, therefore, it is an almost assured fact that the light seen by Captain Findlay, of the steamship *Missouri*, emanated from the search light projector, thirty inches in diameter, located on the top of the tower on the summit of Mount Washington. If so it was visible at sea more than eight hundred miles distant."

- via *Philadelphia Press in Orleans County Monitor (Barton, VT)* - Mon, Oct 24, 1892 pg. 7



*The Instrument & Operator, Summit, Mt. Washington (1892)*  
- Ron Walters Collection via Dan Szczesny FB

### August 20th

***New Search Light a Nuisance:*** "The search light (*next page*), which has been installed on Mt. Washington is proving successful so far as being able to throw a beam of light a long distance, but already it is an unmitigated nuisance to those at the summit during the night. The glare of light is injurious to the eyesight, and the noise of the engine keeps up a constant disturbance until late in the evening, much to the annoyance of guests. Over 500 hand cameras have been brought to Mt. Washington this summer. Amateur photography appears to be adding a new interest to those who go out to spend several weeks in the country each summer. Some of the amateurs have become experts and their work is admired by all. Leisure and wealth appear to promote interest in this new and pleasant pastime. The Mt. Washington railway has been relaid with new steel this summer, and was never in such thorough repair as at present. The new track is heavier than the old one. About 70 passengers arrived on Mt. Washington Friday noon, making an arrival for the week of about 1500. This is by far the best week of the season." - *Boston Sunday Globe* - Sun, Aug 21, 1892 pg. 9

### August 27th - 28th

***Some Weekend Encores:*** "Mr. John Horne entertained the guests of the Summit House last evening (8/28) with some finely rendered flute solos. Mr. P. S. Clarke, of Lyndonville, Vt., who was telegraph operator at the Summit in 1889, arrived here Saturday evening (8/27). He is now in the train dispatcher's office at Lyndonville. The Mount Washington search light projected its beam of light under the most favorable circumstances last evening, after having had a three days' furlough on account of the inclement weather."

- *Among the Clouds* - Mon, Aug 29, 1892

### September 12th

***Rosina Returns Home:*** "Miss Rosina Kickham, the accomplished pianist of the Summit House orchestra, returns to her home in Boston, today. Her remarkably fine expression was a very noticeable feature of her playing." - *Among the Clouds* - Mon, Sep 12, 1892

***Summit Lawsuit Hearing:*** "A preliminary hearing was held at the Summit House last evening (9/12) between the Mount Washington Railway and Messrs. Coe & Pingree - the parties in interest in the suit now before court as to the right of use of land on the summit of Mount Washington. A view of the territory in question will be taken this morning (9/13), and undoubtedly another hearing held. The following gentlemen were present at last night's hearing: Judge Edgar Aldrich of the United States Circuit Court Mr. Walter Aiken, manager of the Mount Washington Railway; E. H. S. Sanborn, Esq., and Frank S. Streeter, Esq., counsel for the Mount Washington Railway; Mr. David Pingree and his counsel, Messrs. Harry G. Sargent, O. E. Branch and Henry Heywood; Mr. Adams T. Pierce, United States Marshal, and Mr. F. E. Shortleff, clerk of the United State Circuit Court." - *Among the Clouds* - Tue, Sep 13, 1892



### September 13th

**Lost Hat / Lost Lawyer:** “Mr. D. A. Wright, the popular clerk at the Summit House, mourns the loss of his brown derby hat, which was blown away by the high wind as he was alighting from the train last evening. Anyone finding the same will please return to the Summit House. Mr. E. W. Powers, formerly manager of the Summit House, has decided to abandon the practice of law, and will enter the hotel business. He has secured the lease of a family hotel of about 140 rooms in Brooklyn, N. Y., and will take possession the first of next month.” - *Among the Clouds - Wed, Sep 14, 1892*

### September 15th

**Rich Life / Great Loss:** “Among the 65 arrivals at the Summit yesterday (9/15) noon was a party of two gentlemen whose combined wealth is estimated at not less than \$10,000,000. Mr. A. K. McKay, formerly connected with the Summit House, is renewing old acquaintances and reviving pleasant recollections of former days, by a visit to friends at the Summit. Mr. McKay is now in the freight office of the Concord & Montreal Railroad at Manchester. Mr. A. S. Randall, for many years one of the efficient corps of engineers of the Mount Washington Railway, has the heartfelt sympathy of a large circle of friends on Mount Washington in his recent bereavement, caused by the death of his beloved wife, Nellie, which occurred at her home in Franklin Falls, yesterday (9/15). Mrs. Randall has been a patient sufferer from heart trouble for some months, but has now been called to her home eternal.”

- *Among the Clouds - Fri, Sep 16, 1892*

### September 18th

**Special Sunday View:** “The Mount Washington Railway brought a party of 78 to the summit yesterday (9/18) on special trains. They only remained an hour but had a remarkably fine view.”

- *Among the Clouds - Mon, Sep 19, 1892*

### September 27th

**Snow Suspension:** “The trains were discontinued on Mt. Washington on Tuesday (9/27) on account of the snow and ice, but if the weather moderates they will run today.”

- *Littleton Courier - Wed, Sep 28, 1892*

### October 22nd

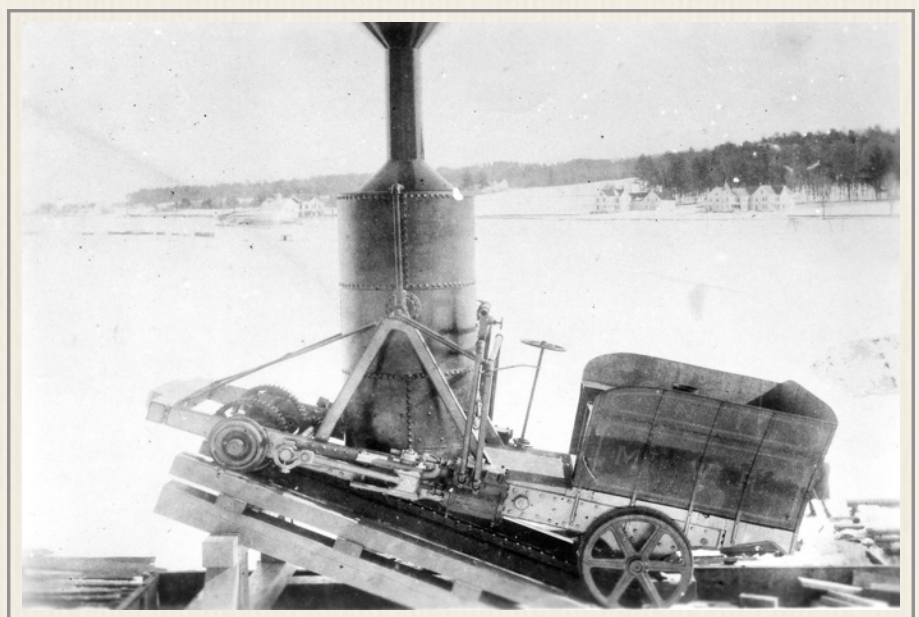
**Locomotive #1 - Old Peppersass** is to be **exhibited at the World's Columbian Exposition** in Chicago as part of the Baltimore & Ohio Railroad exhibit. The Exposition opens with a grand parade on October 22, 1892, but the fair does not actually open until May 1, 1893. *Peppersass* stays in the Field Museum on the Fair Grounds until 1904. Then it goes to the Louisiana Purchase Exposition in St. Louis. After that it wound up in the hands of the B&O Railroad.

- *Story of Mt Washington / Official Souvenir Program - World's Columbian Exposition*

### November 20th

**Aiken - “King of Bermuda?”:** “Bermuda still enjoys the distinction of having one of the best kept and most comfortable hotels in the world. Every year Bermuda is becoming more modernized, with its frequent steamers and its Atlantic cable; and even Mr. Walter Aiken, who is the uncrowned king of the Somers Isles, cannot retard the march of improvement that is wiping out the rare old relics of past centuries. But he keeps the Hamilton Hotel in the lead of all progress, and however much he may regret to see old-time manners and customs disappearing he is always the first to suggest and take hold a modern improvement.”

- *New York Times - Sun, Nov 20, 1892 pg. 12*



*A refurbished Peppersass ready for her trip to Chicago. (~1893)  
- Courtesy Boston & Maine Railroad Historical Society*

**New Hampshire Railroad Commissioners Report:** Does not contain any general narrative dealing with the Mount Washington Railroad. **1892 Season** - Total earnings: \$28,549 - Total expenses: \$16,915.90 - Dividends declared (9 per cent): \$11,655 - Total passengers: 9,917 - Two tons of coal to summit comprises freight business - Over 53 tons of steel rails laid to replace iron track. In addition, the "Concord & Montreal has continued and nearly completed the rebuilding of its road above Concord, which was begun soon after the system was formed by the consolidation of the Concord and Boston, Concord & Montreal in 1889. the following, charged to Operating Expenses: Two pairs of abutments and large box culvert built of stone, replacing timber, on Mt. Washington Branch. Since 1883 there has not been a railway accident in New Hampshire in which a passenger has been killed or seriously injured in a passenger car. The victims in fatal accidents are either employee's, trespassers, or persons who attempt to drive over crossings in front of trains."



### February 1st

**Peppersass Overhaul:** "The first locomotive used on the Mt. Washington railroad is now at the Lakeport car shops, being prepared for transportation (*previous page*) to Chicago to be exhibited at the World's Fair (*above*). This locomotive is familiarly called *Peppersass* by the men, and was a crude affair, having neither pump nor tender. Afterwards, the pump and tender being added, it was used for some time. It was not only the first engine to climb the Mt. Washington but the first to climb any mountain in the world. The engines now in use were built from designs by Hon. Walter Aiken at Franklin. They are really double engines, having four cylinders and two axles."

- *Littleton Courier* - Wed, Feb 1, 1893

### February 14th

**"A Rare Relic":** "The Concord & Montreal railroad have forwarded to the Baltimore & Ohio railroad, to be placed in their exhibit of "railway Equipment and Appliances" at the World's Fair in Chicago, the first engine that ascended Mount Washington. This locomotive has been contributed to the exhibit by Walter Aiken of Franklin, N.H., president of the Mt. Washington Railway. The engine, *Peppersass*, was built in 1885; was the first locomotive to ascend Mt. Washington, and the first mountain-climbing locomotive in the world. It is a rare relic, and has been thoroughly overhauled by the Concord & Montreal railroad at its Lakeport shops for such preparation as was necessary to show it in complete original form at the exposition. With it was forwarded a section of trestle with track complete, so that when seen it will be position as when ascending the Jacob's ladder" of the mountain railway."

- *Fall River (MA) Daily Evening News* Tue, Feb 14, 1893 pg 2

### March 3rd

**Trestle to Chicago, Too:** "As nearly everyone knows, *Peppersass*, the first locomotive that ever went up Mt. Washington has been overhauled and repaired at Lakeport, so as to best show its original working, and shipped to the World's Fair. With it goes a section of trestle, so that when in position (*next page*) at the big show, it will be ascending Jacob's Ladder."

- *White Mountain Republic-Journal* (Littleton, NH) - Fri, Mar 3, 1893

**April 19th**

**Mt. Agassiz Railroad?:** “It is reported that parties are in (Bethlehem) in the interest of the railroad which is to be built to the summit of Mt. Agassiz.”

- *Littleton Courier* - Wed, Apr 19, 1893

**May 27th**

**Base Depot Repairs:** “Charles Charlton has commenced his season’s work at Mt. Washington. The depot at the Base is being repaired, and quite a large crew is already there.”

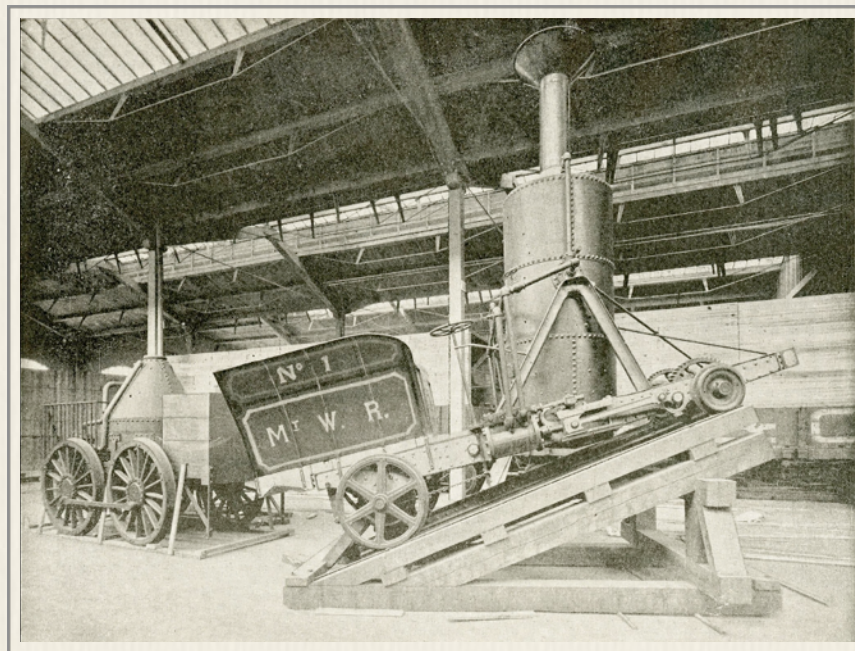
- *The Republic-Journal (Littleton, NH)* - Sat, May 27, 1893

**July 7th**

**The “Old Bug Woman” Collecting on Mt. Washington:** “I (Annie Trumbull Slosson -next page in 1913) went up the mountain the mountain for the first time this season in the afternoon of July 7th (1893). The day had been not and still below and there had been little wind. As soon as we left the cars I went at once to my old hunting ground, the warm wooden front of the Summit House. This is painted white, and on a clear day has the sunshine upon it from morning till late afternoon. And on the warm white surface, insects of all orders collect, setting and remaining and easily taken. I felt sure of good catch now, and was not disappointed. There were so many insects either in full view or hidden away under the projecting clapboards that I was kept busy for some minutes, and literally had my hands full. I was not without aid however. I had with me a quick-eyes and quick-fingered friends, and a stranger seeing us at work offered his assistance, and proved a useful ally. Of course he proved to be a naturalist, a botanist from Boston, an enthusiast as to his own specialty, and a sympathizing listener to the riders of other hobby horses. In less than half an hour we had taken fifty-nine insects... We went into supper, hungry and happy, bottles were filled with rarities and our heart’s with hope. There is no night collecting on the summit. I have been there a great many times in all sorts of weather, but have never seen an insect fly after dark, though I have watched the lights and windows faithfully. But our evenings at the Summit House are very pleasant ones, especially when, as happened this time, there are several of congenial tastes and pursuits. By a happy chance there were six of us this time, all enthusiasts in our lines. Two were botanists, the Boston one who aided me, on my arrival, in what might be called my house hunting, and another also from Massachusetts, and just now devoted to the *Sphagnaceæ*. This last, for lack of a better title, we styled the “spahgnostic.” Then there were two zoologists at this time looking up certain small rodents with unpronounceable names. These last scattered their little wire traps all over the grand old mountain, and so we dubbed them the “trappists.” The weather was favorable through most of the week. Of course there was some fog, some wind, and a little rain. But we had intervals of sunshine and clear skies and made use of them. And in that one week, from Friday to Friday, I took about six hundred insects. This far surpasses any record I have ever made here hitherto. But the season had been exceptional, with much warm weather and much less wind than is usual, so I was told. Then I was aided in my collecting by so many willing hands. Everyone contributed something. The “trappists” never went out to set or examine their traps without bringing back some entomological treasure, and the botanists shook out from their tin cases live beetles and bugs they had captured while gathering alpine plants. All the good people of the hotel interested themselves in the matter, and added to my collection. From the managers to the youngest bell-boy all contributed, and even old Med (*Medford*), the grand St. Bernard, sniffed at every fly that buzzed around his massive head and seemed to question its desirability as a specimen. Nearly all my own personal collecting was done upon the very summit, quite near the house. I went once down as far as the “Alpine Garden,” but general spent my day in hunting nearer home. Under stones all over the cone were three or four species of Carabidæ in great numbers. Of course the butterfly *Chionobas semidea* was there in numbers, flying about among the rocks, darting down into dark crevices when pursued, or resting on some gray, lichen-covered stone so like in prevailing tint to its own mottled wings, as to defy detection.

Washington: “I (Annie Trumbull Slosson -next page in 1913) went up the mountain the mountain for the first time this season in the afternoon of July 7th (1893). The day had been not and still below and there had been little wind. As soon as we left the cars I went at once to my old hunting ground, the warm wooden front of the Summit House. This is painted white, and on a clear day has the sunshine upon it from morning till late afternoon. And on the warm white surface, insects of all orders collect, setting and remaining and easily taken. I felt sure of good catch now, and was not disappointed. There were so many insects either in full view or hidden away under the projecting clapboards that I was kept busy for some minutes, and literally had my hands full. I was not without aid however. I had with me a quick-eyes and quick-fingered friends, and a stranger seeing us at work offered his assistance, and proved a useful ally. Of course he proved to be a naturalist, a botanist from Boston, an enthusiast as to his own specialty, and a sympathizing listener to the riders of other hobby horses. In less than half an hour we had taken fifty-nine insects... We went into supper, hungry and happy, bottles were filled with rarities and our heart’s with hope. There is no night collecting on the summit. I have been there a great many times in all sorts of weather, but have never seen an insect fly after dark, though I have watched the lights and windows faithfully. But our evenings at the Summit House are very pleasant ones, especially when, as happened this time, there are several of congenial tastes and pursuits. By a happy chance there were six of us this time, all enthusiasts in our lines. Two were botanists, the Boston one who aided me, on my arrival, in what might be called my house hunting, and another also from Massachusetts, and just now devoted to the *Sphagnaceæ*. This last, for lack of a better title, we styled the “spahgnostic.” Then there were two zoologists at this time looking up certain small rodents with unpronounceable names. These last scattered their little wire traps all over the grand old mountain, and so we dubbed them the “trappists.” The weather was favorable through most of the week. Of course there was some fog, some wind, and a little rain. But we had intervals of sunshine and clear skies and made use of them. And in that one week, from Friday to Friday, I took about six hundred insects. This far surpasses any record I have ever made here hitherto. But the season had been exceptional, with much warm weather and much less wind than is usual, so I was told. Then I was aided in my collecting by so many willing hands. Everyone contributed something. The “trappists” never went out to set or examine their traps without bringing back some entomological treasure, and the botanists shook out from their tin cases live beetles and bugs they had captured while gathering alpine plants. All the good people of the hotel interested themselves in the matter, and added to my collection. From the managers to the youngest bell-boy all contributed, and even old Med (*Medford*), the grand St. Bernard, sniffed at every fly that buzzed around his massive head and seemed to question its desirability as a specimen. Nearly all my own personal collecting was done upon the very summit, quite near the house. I went once down as far as the “Alpine Garden,” but general spent my day in hunting nearer home. Under stones all over the cone were three or four species of Carabidæ in great numbers. Of course the butterfly *Chionobas semidea* was there in numbers, flying about among the rocks, darting down into dark crevices when pursued, or resting on some gray, lichen-covered stone so like in prevailing tint to its own mottled wings, as to defy detection.

Baltimore & Ohio Railway’s historical exhibit deserves special mention. This is the oldest railway in the world, having been opened to general traffic, from Baltimore to Ellicott’s Mills, a distance of 14 miles. May 24, 1827 - The “Peppersass,” the first of mountain-climbing engines, is also here. - from the Rand McNally tour guide “A Week at the Fair” (1893)



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Some years ago as I was going up the mountain by rail a young man connected with the Summit House spoke to me and said he hoped I could tell them up there the name of a red bug infesting the house. On my arrival I was told that there had been much complaint from guests because of the supposed presence of that unpleasant little creature, *Acanthia lectularia*. But the "red bug" proved to be that pretty little Chrysomelid, *Galerucella cavicollis*. It was there in great numbers, covering the windows, lighting on the walls, crawling on the floors. This season (1883) I saw very few of that species, but *Galerucella decora* seemed to have taken its place. I took scores of these, and they were brought to me daily by friends. The two "lady bugs," *Coccinell trifasciata* and *C. transversoguttata*, were also very common. The former, at least, breeds not far below the summit, for I found one specimen just emerging from the pupa skin which hung on one of the Alpine sedges growing not two hundred feet below the top of the mountain. The larvæ can probably find plenty of food, as there aphides even on the summit. Water beetles of a few species were not uncommon in the little pools between the rocks near the summit and at the side of Carriage road. Some of these same species were also brought me by the "trappists" from the Lake of the Clouds, and the "sphagnotic" found crawling out from the sphagnum he gathered in that same water many specimens of a tine *Hydroporus*, species yet un-ascertained. One species... of the family popularly called water-boatmen or water-skaters, was also very plentiful in the pools and on the lake. These little pools are also good hunting ground for other than aquatic insects. Beetles, bugs, ichneumons and small moths are blown from the sedges or rocks into the water, and I have taken many such, struggling on the surface or floating there lifeless.

Of course, anyone seen carrying a butterfly net or poison bottle about the rocky top of Mt. Washington meets many a scoff and jeer from the ordinary tourist – "Catching mosquitoes?" asks one, sarcastically; "going fishing," calls out another, while the more sober minded ones ask seriously if I really expect to find any insects in such an unlikely spot. It is certainly wonderful how many forms of animal life exist in this bleak, barren, frigid region. At times the very air seems alive with minute insects, dancing like motes in the sunshine. You can scarcely turn over a single one of the stones which lie so strangely scattered over the whole cone or summit without finding under it many and various insects, beetles, larvæ, flies, mites, speeders and ants, some so minute as to be scarcely visible to the unassisted eye. The grass and sedge growing between the rocks are alive with small leaf-hoppers... And there are always a great many flies... I have never seen a day so cold or stormy that there were not some... bluebottles buzzing about the rocks or bumping against the (*Summit*) house or barns. The stones themselves are resting places for flies and other insects, while several species of spiders crawl over them by hundreds. It is out of place in an entomological journal, I suppose, to say much of other forms of animal life, but I may just hint at such. There are chipmunks here; one of them became very tame last Summer (1882), and came daily to be fed, taking nuts or grain from those he knew or trusted. And all this Summer he came again every day, accepting favors as gracefully as ever from his Summit benefactors. While I was there in July a woodchuck was shot by one of our party, one the side of cone, quite near the hotel, and mice, shrews and moles are not uncommon, as daily visits to the wire traps, with which the mountain bristled during our stay proved. Snowbirds (*Junco*) fly about and dart in and out among the rocks just around the Base. I made a great mistake I suppose in not examining the trapped and shot animals for parasites. One must not be too fastidious in the choice of hunting grounds on the summit. One of our favorite insect mines there was the soft-soap barrel near the kitchen door. This sapanaceous bait proved very taking, and we captured there some of our rarest species. Even Medford's shaggy coat proved remunerative, and I took off it, as the grand old dog lay in the sunshine one warm noon, a fine specimen of *Chrysobothris trinervia* which flew and lighted there as I looked on. Several specimens of this Buprestid were taken on the summit. Dr. Packard, in his *Forest Insects*, speaks of it as occurring in the pine forests of Colorado, and it is probably that it bores in pine trees, as do so many of its congeners. Some, perhaps many, of these wood-boring beetles found on the summit are brought up in the wood piled near the Base for fuel. I have taken *Upis ceamboides*, *Iphthimus opacus* and *Scotobates calcaratus* on these logs in former years and have seen ants running in and out of holes and tunnels here. I came down the mountain on the 14th (*of July*), after a week's stay. On August 22nd I again went up, hoping to find *Argynnis montinus*. I had been waiting at the Crawford House nearly a week for favorable weather. It had been cold and foggy, with much rain and wind all that time. The 22nd was cold and bright, with a fair prospect of settled good weather. I had planned for only two days on the mountain this time. The forenoon of the 23rd was bright and pleasant, though not very warm, and did some fair collection. Six specimens of *Argynnis montinus* were taken, but the week of storm had somewhat dimmed their beauty, and some of them were quite shabby. In the Alpine Garden, near the head of Tuckerman's Ravine, the golden-rod was in fine bloom... I had seen, when on the mountain in July, under stones near the house, a large reddish mite. This was very common, and I could have taken a hundred.

But I knew nothing of the Acarinæ and had no correspondent interested in the family, but at this later visit, having a little vial of alcohol with me, I preserved one specimen; This Mr. Nathan Banks pronounces a new species. I also collected, running on the rocks a Phalangid (daddy long-legs), which Mr. Banks writes me is new... This is no place for a meteorological article, so will not dwell upon the terrible storm of August 24th (*see Timeline entry*). It has already become a matter of history. Those of us who watched through the hours of that long night of wild tumult and tempest will not soon forget the experience. There was no collecting that day, and on the next, when the storm was subsiding, I came down the mountain. I expect to print a complete list of the insects captured during my two visits to the Summit. They have been identified by Mr. Liebeck, Mr. W. J. Fox, Mr. G. C. Davis, Mr. Van Duzee and others. And I am deeply indebted to them all for their assistance. The heaviest burden has devolved upon Mr. Liebeck, as the number of Coleoptera far exceeded that of any other order, amounting to about one hundred and twenty species.”

- *Entomological News – Academy of Natural Sciences, Philadelphia – Oct 1893 Vol. IV No. 8 pg 8 & Nov 1893 Vol. IV No. 9 pg 287-292*

### July 17th

**Season Opening Notes:** “No new hotels have been built in the White Mountains this season. It was generally supposed that the World’s Fair at Chicago would detract from the summer business and hotel proprietors have been careful about making unnecessary expenditures. There is a good deal of inquiry concerning the proprietor of the Mount Washington search light, who was to operate it on the summit of Mount Washington for five years. The last heard from him he had gone west to grow up with the country, and no electrical rays beam forth from the top of this mountain peak. The Summit House on Mount Washington has been put in good condition for the summer business, and is still under the excellent management of last year. Mr. G. T. C. Holden, a landlord who is well known throughout New England and on the Pacific coast, is in charge of the office, and Miss Mattie A. Clarke, of the departments which she has managed with so much ability for several seasons. Mr. A. D. Wright of Manchester succeeds Mr. Asa Barron Rice as clerk and book-keeper at the Summit House. The Summit House is fortunate in having in its employ such accomplished vocalists as Mr. Geo. McCloud, for several years baritone in Bishop Brooks’ church, and also Mr. Geo. Boyle of Gorman’s Minstrels, who favor the guests on many occasions with miscellaneous selections. Miss Cora Elliott of Portland, plays the accompaniments in a highly creditable manner. The stay of mountain travelers will be made pleasant while they remain here to look down upon all New England. Game is reported to be quite plentiful in the mountain region this season. Passengers on the trains running from Fabyan’s to the Base occasionally see full grown deer on the track, about two miles from the Mount Pleasant House. Bear was also found during the spring months.” - *Among the Clouds – Mon, Jul 17; Tue, July 18 & Wed, July 19, 1893*

### July 18th

**Tip-Top House:** “It is forty years since the old Tip-Top House was opened to the public, it being a year younger than the first house built on the summit of Mount Washington... The old Summit House disappeared many years ago, and the Tip-Top remains as the only landmark of former days. It is to be regretted that steps have not been taken to prevent its going to ruin. The roof is fast going to decay, and it should be repaired to prevent its falling in. It is a possible death-trap as it now is to every one going through the old building. The doors should be fastened up, if the building is not repaired to save a possible accident. Will not something be done to save the old building, and help make this summit of interest to coming visitors? Another season should not be allowed to pass before something is done to preserve the old historic structure.”

- *Among the Clouds – Tue, July 18, 1893*



**Annie Trumbull Slosson**  
(1838 - 1926)

*American author-entomologist.*

*After the 1871 death of her husband, Slosson supported herself financially through her writing and later through the sale of certain entomological specimens. She resided in New York City with her relatives, although she traveled frequently for her endeavors in writing and entomology. Late in her life, Slosson was at times referred to as “the old bug woman.” Slosson is noted for identifying previously unknown species and for popularizing entomological aspects of natural history. (1913)*

- *Synopsis & photo via Wikipedia*



### July 19th

**Welcome Pilgrim:** “The new locomotive, *Pilgrim*, of the Mount Washington Railway reached the Base Station yesterday (7/19) from the Manchester Locomotive Works. It is built upon the same general principle as the other locomotives, but has several minor improvements. It is constructed to use coal as fuel and will make its initial trip in a few days.”

- *Among the Clouds* - Thu, July 20, 1893

### July 25th

**Mountain Shrinkage:** “Knocking Down Mt. Washington: This Summit Cut Down Ten Feet by the Government Geodetic Survey - Every survey has changed the supposed altitude of Mount Washington. Some of the first discoverers had exaggerated opinions as to its height... Since those days many survey have been made, and different figures given as to the altitude of this king of mountains. In the early geographies it was placed at 6,288 feet. More recent surveys have placed it at 6,291 feet, and a still later one at 6,293. A few years ago, a Washington gentleman... claimed that a mistake had been made in leveling along the Grand Trunk Railway from Portland to Gorham, and that the corrected survey would show Mount Washington to be 6,300 feet. Considering his information to be based on substantial grounds, *Among the Clouds* adopted his conclusions, and has since held to that view. Now comes another and apparently good authority, claiming that Mount Washington is really only 6,290 feet above sea level. We do not like being humbled in this way. The United State Coast and Geodetic Survey is responsible for this last depression, and it has put forth a map to sustain its latest theory.”

- *Among the Clouds* - Tue, Jul 25, 1893

### July 27th

**Medford in Decline:** “Medford, that once noble animal which delighted visitors to Mount Washington, lacks the sprightliness of former days, and old age is fast creeping over his spirits. Rheumatism has shaken his once powerful frame.”

- *Among the Clouds* - Thu, Jul 27, 1893

### July 28th

**Horne's Annual Visit:** “Mrs. John Horne (*wife of railway master mechanic John*) and Daughter, Miss Violetta Horne, of Lakeport, are making their annual visit to Mount Washington. They came up on last evening's train and were in time to enjoy the most beautiful evening.”

- *Among the Clouds* - Sat, Jul 29, 1893 pg. 4

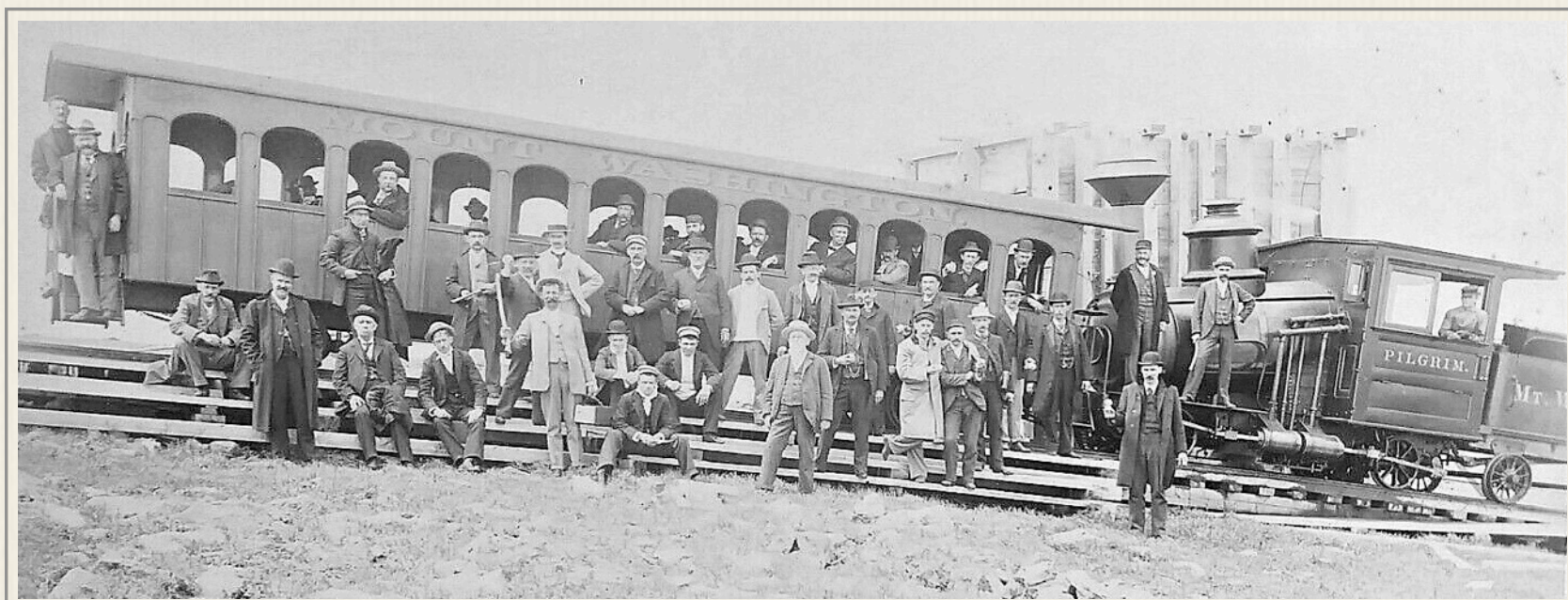
**Erwin Rescue:** “Mr. J. L. Porter and Mr. Charles Erwin of Philadelphia, who are stopping at the White Mountain House, had a rather novel and dangerous experience at mountain tramping last Friday (7/28). They left the White Mountain House on the noon train for Crawford, and then took the bridle path for a walk to Mount Washington. A telegram was received at the Summit House from Crawford stating that they had started at about 2 o’clock, and it was expected that they would reach here not later than 7 in the evening. Miss Sutton, a niece of Mr. Erwin’s, came to the Summit on the evening train and was much surprised and worried when, as the evening hours passed by, the missing men did not put in appearance. Shortly before 9 o’clock, however, Mr. Porter arrived at the Summit House in an exhausted and nervous condition, and informed anxious enquirers that his comrade had become wholly exhausted and that he was obliged to abandon him and come on to the Summit for assistance. A party of five of the employees at the Summit were soon on their way to the rescue, and succeeded in finding Mr. Erwin at the base of Mount Monroe, near the path leading to the Summit. When found he was in a helpless and dangerous condition. Stimulants were given the unfortunate man, and his limbs restored to their normal condition. As soon as he had sufficiently revived, he was brought to the Summit by E. J. Mehan of the office of *Among the Clouds*, Wm. Boyce of the Mount Washington Railway, and Otto Ritter of the Summit House, where they arrived at about 1 o’clock Saturday morning. James Frenor and James Abbott, returned to the Summit as soon as Mr. Erwin was found and thus relieved the anxiety of his friends here. Messrs. Potter and Erwin remained at the Summit House Saturday forenoon, and then departed via the Mount Washington Railway, sadder yet wiser men, from their recent experience.”

- *Among the Clouds* - Mon, Jul 31, 1893 pg 4

### August 2nd

**Pilgrim to the Mount:** “The new locomotive *Pilgrim* of the Mount Washington Railway, made its initial trip to the Summit yesterday (8/2). Mr. John Horne, master mechanic of the road, stood at the throttle, and Mr. Wm. Boyce was fireman.”

- *Among the Clouds* - Thu, Aug 3, 1893



### August 10th

**Trial Date Set / Fares Reduced Early:** “The trial of the celebrated Mount Washington Railway case, which involves the title to the summit of Mount Washington, will begin before Judge Putnam in the United States circuit court, at Portsmouth, on August 25. Assistant General Passenger Agent George W. Storer of the Concord & Montreal Railroad... announces that the rates between Fabyans and the summit of Mount Washington will be reduced on Monday, the 14th, from six dollars to four dollars for the round trip, and that these rates will be maintained through the remainder of the season. The Summit House will reduce its charges to correspond with other first-class houses through out the mountain region. They will be \$4.50 for a full day, or \$3.50 for supper, lodging and breakfast. Mr. Storer, who has been active in bringing about this reduction, favors making these rates permanent, as he is convinced the time has come to make such reduction as will tend to increase travel to the summit of Mount Washington. He says that while travel, excepting this season, has largely increased to the White mountains within the last ten years, there has been little or no increase between Fabyans and Mount Washington and this, he says, is because the fare has been too high.”

- *Among the Clouds* - Thu, Aug 10 & Fri., Aug 11, 1893

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### August 24th

**Most Severe Mid-Summer Gale in 17 Years:** “The severe and unprecedented storm which swept down the New England coast on Thursday (8/24), doing an immense amount of damage, touched Mount Washington in its wild career with greater severity than any other mid-summer storm that has prevailed here for at least seventeen seasons. The Summit was enveloped in clouds and those who came up by train were not only glad to reach the hotel, but to escape from the fury of the winds which swept over the railroad track near the Lizzie Bourne monument. The car was almost lifted from the track by the wind, but there was no serious difficulty in the way of making the ascent. After the arrival of the train Conductor (*John*) Horne concluded that it was not safe to attempt to make the usual downward trip at 2 o’clock, and the passengers and the trainmen remained at the Summit. All the afternoon the wind continued to increase and for a greater part of the time it must have exceeded a velocity of one hundred miles an hour, while the rain came down in torrents. Every building on the Summit felt the severity of the gale, and the top of a chimney of the Summit House was blown over, doing however, little damage, but for a short time making considerable noise, as the loosened bricks went sliding down the roof to the rocks in rear of the hotel. Of course some of the inmates of the hotel felt that they had been treated to something unusual, but maintained their courage, and with the coming of daylight the storm had begun to slacken. At the usual time for the departure of the morning train there was a decided change and the usual downward trip was made. While for a time there were many lively incidents, there was really no danger, as the hotel is securely bolted, and even a velocity of 186 miles in a winter month of several years ago, made no impression upon it. Friday brought such a change that only a few hours after the great storm no one could realize what had occurred only a few hours before.”

- *Among the Clouds* - Sat, Aug 26, 1893 pg. 4

### August 25th

**U.S. Circuit Court** at Portsmouth, New Hampshire convenes to hear **case involving the title to the summit** of Mt. Washington to be heard by Judge William L. Putnam of Portland. Coe and Pingree want the decision of the railroad commissioners on the location of land for railway use in 1889 (terminal building) be set aside, and the railway company be barred from providing any place of entertainment for passengers such as lodging and food. Trial expected to last two days.

- *Boston Daily Globe* - August 26, 1893 pg. 5

### August 26th

**Judge Putnam rendered a decision** Saturday in the celebrated case of Coe & Pingree, trustees, against Walter Aiken, the Mt. Washington railway company and the Concord and Montreal railroad, involving the title to the Mt. Washington and the ownership of the Summit House. Judge Putnam decided in favor of the plaintiffs, **holding** that the **defendants could not dispute the title** to the summit of Mt. Washington held by the plaintiffs, and that they were entitled to a conveyance of the Summit House from the defendants. He further ordered defendants to account to plaintiffs for the rents and profits of the Summit House received by them since 1889. The court will appoint a master to adjust the details of the decree.

- *Vermont Phoenix Fri, Sept 1, 1893 pg. 2*

### August 29th

**No Trains Today:** “For the first time in many years, the Summit House register showed not a single arrival yesterday (8/29). It was the only time since the publication of *Among the Clouds* began that the railway was obliged to omit both trips to the Summit.” “On Mt. Washington the wind blew so hard that no trains went to the summit.”

- *Among the Clouds* - Wed, Aug 30, 1893 / *St. Johnsbury Caledonian* - Thu, Aug 31, 1893 pg. 4

### September 7th

**A Taking Undone:** “An interesting decision just made in the New Hampshire courts involves the title to Mt. Washington and the Summit House. It holds that the property belongs to Coe & Pingree as trustees, and not to Walter Aiken, the Mt Washington railway company and the Concord & Montreal. The three last named parties are ordered to account to the plaintiff for rents and profits since 1889.”

- *The St. Johnsbury Caledonian* Sept 7, 1893



## September

**“Aggie Man” at the Mountain:** The Mount Washington Railway became part of student life at the Massachusetts Agricultural College in Amherst when “Aggie Man” contributed the following excerpted article to the *Aggie Life* publication: “It was a bright cold morning in early fall, when looking out upon the crispness and fresh brilliancy of the autumnal scenery, that the writer, that is the “Aggie man,” as the reporter on a metropolitan journal would say, made up his mind that it was just the day on which to see sights from the altitudes of that hoary old monarch of the Eastern mountains, Mt. Washington. The rush of the summer was over some time since. The morning had been perfectly clear and cool with the suggestions of a winter that was coming on apace. But the rising sun so tempered the upper stratum of air that soon mists began to form and then clouds, and when the courageous passengers were let off at the (Fabyan) terminal of the Mt. Washington railway it was with fear and trembling that they gazed far up into the gray masses of threatening cloud where the giant peak lay or had lain the last time it was visible. For the further encouragement of the shivering little multitude the receipt of a telegram from the summit house was just then announced. “Seventeen above zero. A fine day above the clouds.” In a summer suit, with only a light overcoat at command the “Aggie man” talked red and looked blue, spoke of the delightfulness of the crisp autumnal air and shivered clear down to the nails in his shoes... The lower end of the queer little cog wheel track was reached. There was a rush for the best seats in the “cars for the tiptop.” Tiptop cars they were too, for they had sides and tightly-closed windows. They were welcomed for their apparent warmth. The start was soon made. And with “chug-chugging” and thumping and a queer little jarring push, the strange looking, tipped up little engine stoutly insisted that the small cars should “keep a moving.” The dizzy tumbling waters of the Upper Ammonusuc [sic] rushed giddily under the little bridge and the climb was “on.” Soon the car was tilted up like the pitch of a roof and then the seats were seen to be just the level that was comfortable. When the track led out upon the open heights of the wind ravaged hills and the frost began to be not away up, and overhead, but right at one’s feet... The water tanks even on that bright September morning were shielded in ice and bayoneted with icicles. A chill icy blast swept over the barren hill tops and anon scattered a shower of icy particles over the way, and then the summit burst into view. First the tower, just the top of it, then the old tiptop house, now moldy with age and exposure to the wintry blasts, then the Summit house, the Lizzie Bourne monument and with a final tug and shove the little locomotive gave up its Herculean task and the car rolled along the level in front of the Summit House platform. Even with that magnificent view around them the visitors were not slow to take advantage of the warm fires within the staunch old house, content to believe that the scenery would wait. Every one had a good appetite. Even the old man who was celebrating his eighty-second birthday by making the trip ate heartily and laughed and joked as lustily as though the day and time existed for him alone. At last, and greatly to the regret of most of the party the close little cars,— they had grown to seem so under the inspiration of the mountain’s free air, - were boarded again. The engines worked as hard apparently to let the cars go down as they had a few hours previous to make them go up. The timid people who had stuck close to the house while on the summit, content with visions from car windows and sheltered nooks, wanted all the doors and windows of the car shut tight to keep out the air. The others who had warmed their blood by a run around the rugged ledges wanted more air, and so with good natured chaffing the trip down was begun, and the passengers made what shift they could to keep from sliding off the inclined seats which had tipped backwards when the car was at the summit but now threatened to start their occupants on a slide independent of rails or steam. The splendid visions of cloud and mist and mountain were soon things of the past and in the darkening twilight the weary travelers rode home. - Aggie Man”

- *Aggie Life* - Dec 13, 1893 pg. 74

## September 26th

**Know-It-All Bell Boys:** “Two bell boys of the Mt. Pleasant house very nearly perished in making the ascent of Mt. Washington on foot on Saturday (9/26), contrary to the advice of those who knew better. They “knew it all.” They are being cared for at the Summit House in a critical condition.” - *Littleton Courier* - Wed, Sep 20, 1893 / *Republic-Journal* - Fri, Sep 22, 1893

## October 4th

**Railroad Taxes Challenged:** Walter Aiken posts the following letter (*right*) to the Chairman of the State Board of Equalization: “Dear Sir - I desire to enter protest against the massive tax levied on



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the Mt. Washington Railroad for the Year 1893. Our earnings this year are only \$12,458, as against \$29,000 in 1892. We have not earned enough this year to pay our expenses into several thousand dollars. You value our road at \$150,000 whereas the Capital Stock is only \$139,500, and to day it would be hard work to sell it at par.

Yours Respectfully, Walter Aiken.”

- Conrad Ekstrom Jr. Collection

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### November 8th

**Shot While Duck Gunning:** “In response to two urgent telegrams from her husband in Maryland, Mrs. Walter Aiken of Franklin started for that state to-day. Mr. Aiken left his home a few days ago for a duck-hunting trip on Chesapeake bay, where he and a number of wealthy gentlemen of Philadelphia have leased a large tract of country for sporting purposes. Mr. Aiken telegraphed that he had received an injury to one of his feet, but his son says that he does not believe his father would have sent the urgent telegrams unless he had been seriously injured. Mr. Aiken is one of the best-known business men of New England, being largely engaged in the manufacture of knitting machines and connected with various important enterprises.”

- Wilmington, Delaware Morning News - Thu, Nov 9, 1893 pg 2

### December 9th

**No Dividend:** “The Mount Washington railway has passed its usual dividend, owing to hard times and the diversion of travel caused by the Columbian exposition. Last August the road carried only 200 people, while for that month in previous years it has carried on an average 1,100. Summer railroads as well as summer hotels, have found the past season a very discouraging one.”

- Windsor Vermont Journal - Sat, Dec 9, 1893 pg 1

### December 12th

**Walter Aiken Dies:** “Walter Aiken, sixty-two years old, president of the Mount Washington Railroad and proprietor of Hotel Hamilton, Bermuda, died at Havre de Grace on Tuesday night (12/12), of pneumonia. Mr. Aiken was accidentally shot in the foot while hunting about a month ago. Mr. Aiken had come to Havre de Grace for a few days’ ducking. He was in a sinkbox and was reaching for his gun, and in so doing it was discharged, the load entering his foot. His remains were sent to his former home yesterday (12/14). His wife has been with him since the accident, on November 6.”

- The Baltimore Maryland Sun - Fri, Dec 15, 1893 pg 7

### December 14th

**Aiken Obituary:** “Walter Aiken of Franklin, (NH) whose death was announced this morning, was born in Dracut, Mass, Oct 5, 1831, and moved with his father (Herrick) to Franklin in 1838. He was educated in Gilmanton and New Hampton academies, and at the age of 22 years started in business for himself and invented and built one of the first knitting machines in the country. With the late Sylvester Marsh he carried out the idea of building a railroad to the summit of Mt. Washington, and designed the locomotive in use on that road. he

built the Summit house in 1872. He has taken out a great number of patents, and has manufactured hosiery extensively at Franklin for many ears. He was a director in the Franklin banks, a prominent Mason and Odd Fellow and a man of wide influence. He has served several terms as a member of the legislature, and was known and esteemed throughout the state.”

- Boston Globe - Thu, Dec 14, 1893 pg 1

### December 14th

**Walter Aiken Funeral:** “B. W. Kilburn was in Franklin, NH last Saturday (12/16), called there by the death of Walter Aiken, and acting as one of the bearers.” - Littleton Courier - Wed, Dec 20, 1893



Aiken's headstone, Franklin, N.H.  
- Find-A-Grave.com





**Walter S. Aiken**

1831 - 1893

