HEN at the height of his glory, less than a hundred years ago, Napoleon I. had constructed for his private use a traveling carriage, which became the marvel of Europe. Drawn by four or six horses, it contained facilities for writing, sleeping, and cooking. In it the emperor dictated to his secretaries, and from it directed the affairs of his vast empire. It was thought the very pinnacle of comfort and convenience had been attained.

Yet in the comparatively short time which has elapsed since then, what marvelous changes have been wrought in the possibilities of travel! In a few days one can cross the continent, living meanwhile in a palace on wheels, as luxurious in its appointments as are the best hotels. Nothing seems wanting which can in any manner contribute to the safety, convenience and comfort of the traveler. What further improvements can be desired?

In the management of the railway systems of today the rule appears to be followed that the road must have not only what is good, but that which is the best. To illustrate the degree of luxury the modern road provides for its patrons, take for example one of the great through trains of the "Niagara Falls Route." Following a "great mogul" locomotive will be found a buffet library car, the forward portion of which is devoted to baggage. A spacious apartment is the library, well lighted and furnished with luxurious easy chairs in which to chat or read, or watch the passing panorama while discussing after-dinner cigars. There are also well-furnished desks, where telegrams and letters may be written en route, and a library of well-selected books and periodicals in the custody of the porter, from whose catalogue the passenger may select. Nor must the buffet be forgotten, from whose mysterious depths are produced luncheons and light meals of surprising variety, daintily served upon delicate china. In a compartment of this car, the ubiquitous barber holds forth, and adjoining is a veritable bath-room, in which one may take his customary bath while going at the rate of fifty miles an hour.

Following this car are palace sleeping cars, one of which, perhaps, is a private compartment car representing the ideal mode of conveyance. The space in these cars is divided into elegant private rooms—five on each side—running along the side. Each compartment is provided complete with toilet arrangements, lavatory with hot and cold water, electric bells and a handsome gas chandelier.

The "up-to-date" train is vestibuled from end to end, making it a series of richly decorated apartments, connected by carpeted and well-lighted passageways, enabling one to pass from car to car with the same ease and safety as from room to room. In the dining car are found the same evidences of lavish expenditure governed by a refined taste and an especial regard for comfort. Snow-white napery, sparkling crystal, fine china and bouquets of flowers adorn the tables. A well-arranged meal is at the passenger's disposal, and he may dine well and leisurely while beautiful scenery glides by his delighted eyes.

The scenery from Chicago to New York and Boston, via the "Niagara Falls Route," is my