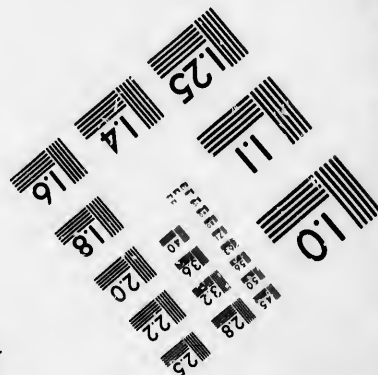
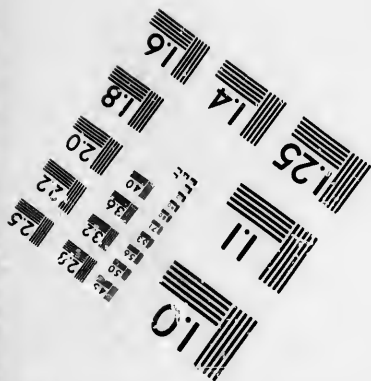
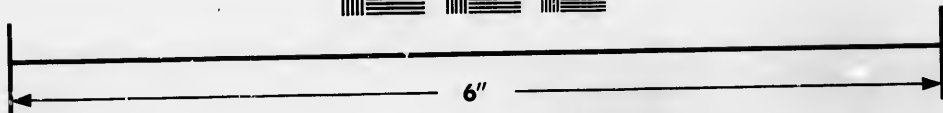
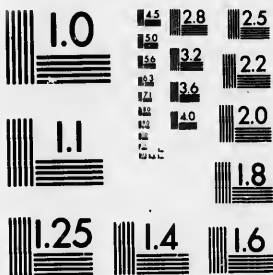


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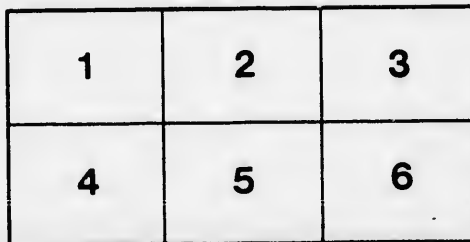
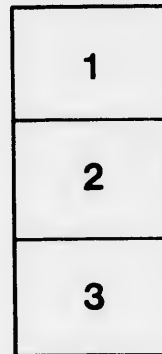
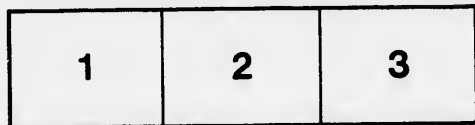
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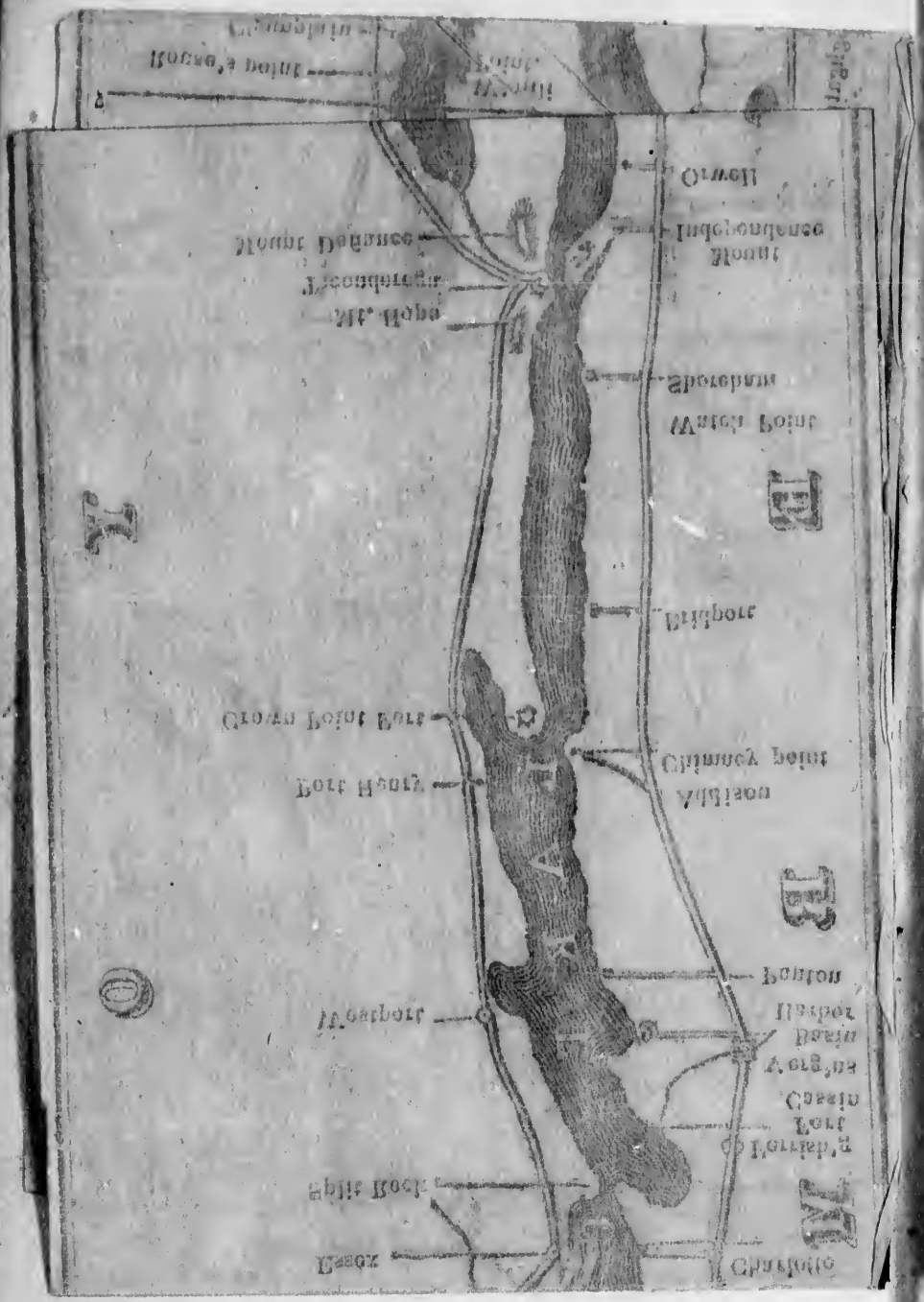
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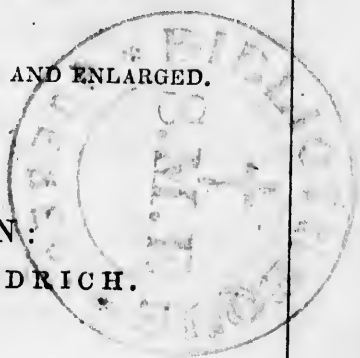
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LAKE CHAMPLAIN,
MONTREAL & QUEBEC,
WITH MAPS,
AND

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Burlington, Montreal, &c.

BY Z. THOMPSON,
Author of History and Gazetteer of Vermont.

SECOND EDITION, CORRECTED AND ENLARGED.

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 St. LAWRENCE
 Laprairie
 Rail-road
 Chamby.
 Richelieu or Seal river
 Plank Road.

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 Lacolle
 Ash I.
 U. STATES LINE
 Missisco Bay
 Phillipsburgh.

Rouso's point
 Champlala
 W'mill Point.
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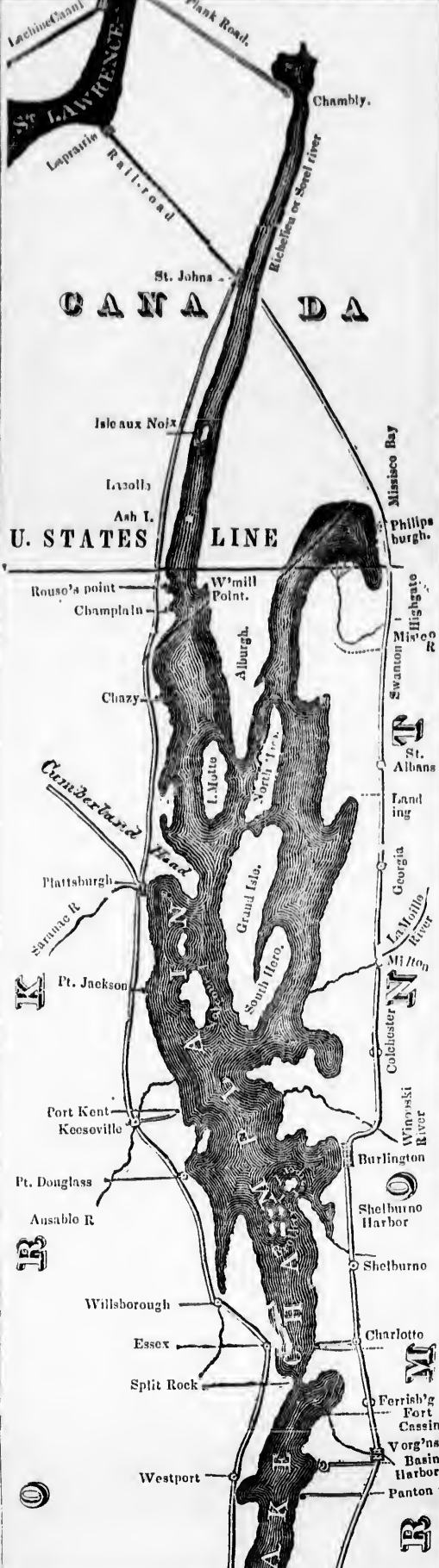
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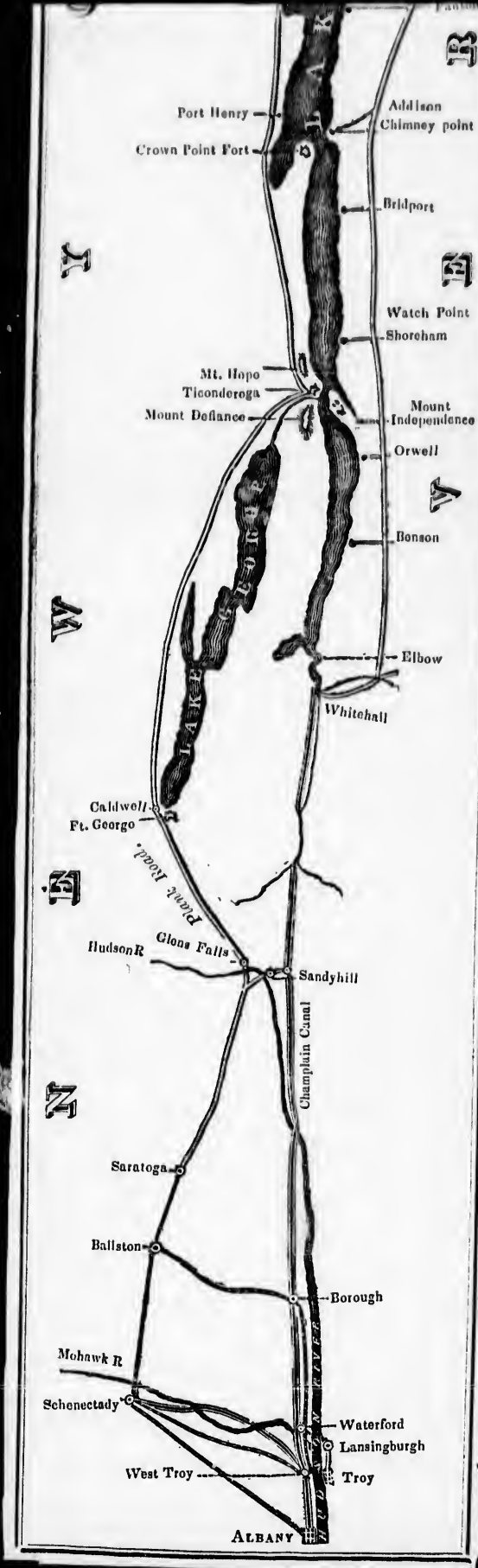
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LAKE GEORGE.

EIGHTEEN miles from Saratoga Springs, on the way to Lake George, are *Glens Falls*. These are a considerable curiosity. The fall in the Hudson is about fifty feet, which affords a vast amount of water power. The Plank Road from Moreau to Lake George and the Saratoga and Whitehall Railroad cross the Hudson at these falls. The *Glens Falls Feeder*, 11 miles long, connects the river above the falls with the Champlain Canal near Sandy Hill. The road from Glens Falls to Caldwell, at the head of Lake George, passes near *Bloody Pond*. This is near the place of action between Col. Williams and Gen. Dieskau, in 1755, and into this pond were thrown the bodies of those killed in the battle. Hence its name.

Caldwell is delightfully situated at the south-west end of the lake, and contains about two hundred inhabitants.

The *Lake House* at this place is much resorted to in summer by travellers and parties of pleasure. A steamboat plies regularly be-

tween this place and the outlet of the lake at Ticonderoga. Near Caldwell village, at the south end of the lake, are the ruins of Fort Wm. Henry, and about a mile further to the southeast are those of Fort George.

Lake George is so nearly connected with Lake Champlain, both locally and historically, as to be almost regarded as a part of it. It was visited by Champlain, in 1609, and it might appear doubtful, from his own statement, whether it was not to this lake that he gave his own name. Succeeding French writers, however, confined the name of Champlain to the larger of these lakes, and called this *Lake St. Sacrament*, on account of the purity of its waters. The Indian name is said to have been *Horicon*. Mr. Spafford in his *Gazetteer of N. Y.* says that the natives called it *Cani-deri-oit*, or the *tail of the lake*, on account, probably, of its connexion with Lake Champlain.

Lake George is 36 miles long and from 2 to 3 miles wide, and is elevated 243 feet above the tide waters of the Hudson. The scenery around this lake is very much admired. The most interesting points of view are said to be at Fort George, at a place north of Shelving Rock, 14 miles, and at Sabbath Day Point, 24 miles, from the head of the lake. The last

view is taken southward; the others towards the north. This lake abounds with small and beautiful islands, among the most important of which are Diamond Island, Tea Island and Long Island. Roger's Rock or Slide, and Anthony's Nose, the former on the west and the latter on the east side, are two precipices worthy of note. Howe's Landing, just behind an island at the outlet of the lake, denotes the spot where the unfortunate expedition of Abercrombie landed, and derives its name from Lord Howe, who accompanied and fell in that expedition, in 1758.

This lake has been the scene of several important battles. One which has been generally known as the *Battle of Lake George*, was fought at the head of the lake in 1755, between the French under the Baron Dieskau and the English under Sir Wm. Johnson. Dieskau attacked the English in their encampment, but was defeated and slain. The loss of the English was 130 slain and that of the French about 700*.

The most shocking transaction in the vicinity of this lake, was the *Massacre* at Fort William Henry in 1757. A British and provincial army having been collected at Ft. Edward

* See Thompson's Vermont, part II. page 8.

and Ft. Wm. Henry under Gen. Webb, for the reduction of the French works on Lake Champlain, the French sent a large army up the lake under Gen. Montcalm for their defence. Gen. Webb, then at Fort Wm. Henry, learning from Maj. Putnam that this force had entered Lake George, returned immediately to Fort Edward, and the day following sent Col. Munroe with his regiment to reinforce the garrison at the lake. The day after Munroe's arrival the French appeared before the fort, laid siege to it and demanded its surrender. The garrison, consisting of 2500 men, defended themselves with much bravery for several days, with the expectation of succor from Fort Edward. But as none came, Munroe was obliged on the 9th of August to capitulate. By the articles of capitulation all the public property was to be delivered to Montcalm, and the garrison were to march out with their arms and baggage, and to be escorted to Fort Edward, on condition of not serving against the French within the period of eighteen months.

The garrison had no sooner marched out of the fort, than a scene of perfidy and barbarity commenced, which it is impossible for language to describe. Regardless of the articles of capitulation, the Indians attached to the

French army, fell upon the defenceless soldiers, plundering and murdering all that fell in their way. The French officers were idle spectators of this bloody scene; nor could all the entreaties of Munroe persuade them to furnish the promised escort. On that fatal day about 1500 of the English were either murdered by the savages or carried by them into captivity never to return.

The day following these horrid transactions, Major Putnam was despatched from Fort Edward with his rangers to watch the motions of the enemy. He reached Lake George just after the rear of the enemy had left the shore, and the scene which was presented he describes as awful indeed. "The fort was entirely destroyed; the barracks, out-houses and buildings were a heap of ruins—the cannon, stores, boats and vessels were all carried away. The fires were still burning—the smoke and stench offensive and suffocating. Innumerable fragments of human skulls, and bones and carcasses half consumed, were still frying and broiling in the decaying fires. Dead bodies mangled with scalping knives and tomahawks, in all the wantonness of Indian barbarity, were every where to be seen. More than 100 women, butchered and shockingly mangled, lay upon the ground still weltering in their

gore. Devastation, barbarity and horror every where appeared; and the spectacle presented was too diabolical and awful either to be endured or described."

LAKE CHAMPLAIN.

THIS Lake, on account of the beauty and variety of its scenery and its historical incidents, is one of the most interesting bodies of water in North America. It was discovered by Samuel Champlain, on the 4th of July, 1609. Having founded the colony of Quebec in 1608, in June, 1609, he, with a number of French and Indians, proceeded in a shallop up the St. Lawrence and river Iroquois, now Richelieu, till stopped by the Chambly rapids. From this place he determined to proceed in Indian canoes, but the Frenchmen manifested great reluctance and only two could be persuaded to accompany him. With these and about 60 of the natives, having transported their canoes by the rapids, he embarked, on the 2d of July, and, proceeding southward, on the 4th July entered the lake. Champlain and his party proceeded along the west shore,

advancing by water during the night and retiring into the forests by day, to avoid being discovered by the Iroquois, between whom and the Canada Indians a war was then carried on. As they drew near the enemy's country they proceeded with great caution, but, on the 29th of July, in the evening, they fell in with a large war party of the Iroquois. Both parties drew up to the shore, and the night was spent in preparation for battle, and in singing and taunting each other. In the morning an engagement took place, but the Frenchmen being armed with muskets, it was decided in favor of Champlain and his party, a large number of the Iroquois being slain and several taken prisoners. With these they returned immediately to their shallop. Champlain says that this battle was fought in Lat. 43° and some minutes, and the place is supposed to have been on the west shore of Lake George. The present name of Lake Champlain was given by its discoverer during his first visit, as he informs us in his Journal. He was not drowned in its waters, as has been sometimes said, but died at Quebec in 1635. One of the Indian names of this lake was *Petawa-bouque*, signifying alternate land and water, in allusion to the numerous islands and projecting points of land. Another is said to have been

Caniaderi-Guarunte, signifying the mouth, or door of the country. If so, it was very appropriate, as it forms the gate-way between the country on the St. Lawrence and that on the Hudson. In more recent times the Indians called it *Corlear*, in honor of a Dutchman, who saved a war party of Canada Indians from being destroyed by the Mohawks in 1665.

EXTENT. Lake Champlain is usually regarded as extending from Whitehall to St. Johns, being 120 miles in a right line from south to north. Sometimes it is regarded as terminating towards the north at *Ash Island*, four miles beyond the United States Line, and the early French writers marked its termination towards the south at Ticonderoga. The width of the lake varies from *one fourth* of a mile to about 13 miles, with a mean width of perhaps 4 miles, and covering an area of about 500 square miles. It receives the waters drained from about 7000 square miles. Its depth in general sufficient for the navigation of large vessels. This lake is now connected by canals with the navigable waters of the Hudson and the St. Lawrence, and by railroads with New York, Boston, Montreal and Ogdensburgh.

NAVIGATION.—The first Steam-Boat built on this lake was in 1809. The *line* Boats have always been favorably known to travellers

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either for business or pleasure, for the manner in which they have been managed—their neat and orderly appearance—obliging and attentive officers, and efficient crews. At present there are two daily lines to and from Whitehall and St. Johns, stopping at the intermediate places and connecting with the various Railroads—also numerous Ferry Boats, Propellers and Tow Boats, besides more than 300 Sloops, Canal Boats, Barges, &c.

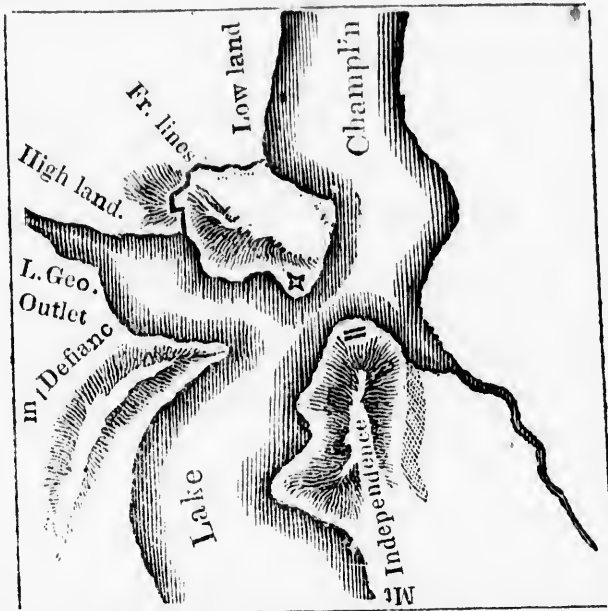
Champlain Canal connects the navigable waters of the Hudson with Lake Champlain. It is 64 miles long, 40 feet wide at the top and 28 at the bottom, with a navigable *feeder* at Sandy Hill 11 miles long. It has 21 locks, 14 by 90 feet. Rise from the Hudson, 134 feet, fall to the lake, 54; was begun in 1816, finished in 1819, and cost \$1,079,872. The route of this canal is interesting on account of its passing through a section of country rendered memorable by important military operations. It passes in part along the line of Burgoyne's advance from Lake Champlain—near the scene of his principal battles—and of his final surrender. It passes near Fort Miller—Fort Edward—and Fort Anne—the spot where Miss M'Crea was murdered—the tree to which Gen. Putnam was bound in 1757, &c.

WHITEHALL is situated at the junction of the Champlain Canal with the lake. It contains about 2500 inhabitants, a Presbyterian, an Episcopal and a Methodist church, a bank, &c. It is a great thoroughfare of travel and merchandise, is a place of considerable business, and is fast improving in appearance and comfort. Before the revolution Major Skeene resided here, and the place was for some time known by the name of Skeenesborough. The Indian name of this place is said to be *Kah-sha-quah-na* or *place where dip fish*. At this place two or more steamboats arrive and depart daily during the continuance of the navigation. From here to Ticonderoga the lake is very narrow, averaging less than a mile.—The widest place is about two miles, against the south part of Orwell. At Shore's Landing, 1 mile south of Mount Independence, the width is only forty rods. Half a mile from Whitehall is what is called the *Elbow*, a short turn in the lake occasioned by the projection of a rocky point from the west. It is with considerable difficulty that large boats pass it on account of the narrowness of the channel. Half a mile further north *South Bay* opens to the southwest, and also at the northern termination of Saratoga and Whitehall Rail Road.

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TICONDEROGA. This is an Indian word signifying noisy; and was applied by the natives to the falls in the outlet of Lake George. It was afterwards applied to the fortifications on the peninsula at the outlet, and now to a village two miles up the outlet and to the township in which these are situated. *Fort Ticonderoga* occupies a conspicuous place in the military operations in this neighborhood. Its situation may be seen by the following diagram.



The French first established themselves here in 1755, and in the course of two or three

years had erected works, which they named *Fort Carillon*, and which, with its natural advantages, rendered it a place of considerable strength.

Abercrombie's Defeat. In 1758, the English had collected an army of 16,000 men, at the head of Lake George for the purpose of reducing the French works on Lake Champlain. At the head of these Gen. Abercrombie embarked at Fort Wm. Henry on the 5th of July, and proceeded down the lake in 900 batteaux and 135 whaleboats. He landed at the lower end without difficulty. As they advanced towards the French works, they had frequent skirmishes with the enemy, by which their progress was retarded and in one of which the gallant Lord Howe was killed. The English columns at length became so much embarrassed and broken on account of the thickness of the woods, that Abercrombie deemed it prudent to march back to the place where he had landed in the morning, and there encamp for the night.

The French works were protected on the only assailable ground by a line of breastworks and garrisoned by 6000 men, and, as a reinforcement of 3000 men was on its way to join them, Abercrombie was anxious to get possession of the works before it should arrive. He,

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therefore, the next morning led forward his men in regular order and with undaunted firmness, and commenced an immediate assault upon the French lines. The enemy opened upon them a well directed fire from their artillery, but the English continued to advance undismayed till they became completely entangled and stopped by the trees and bushes, which had been felled to impede their approach. For four hours they strove to cut their way through these with their swords, but without success. All this time they were exposed to the deadly fire of the enemy, who were completely sheltered by their breastworks. The numbers of the assailants continually diminishing, and no prospect of success appearing, Abercrombie thought it most prudent to retreat, and accordingly led back his shattered army to their former encampment without being pursued or molested by the enemy. The English lost in this encounter, in killed and wounded, nearly 2000 men and 2500 stand of arms. The next year this post was abandoned by the French and was taken possession of by the English under Gen. Amherst without any fighting, by whom the works were repaired and strengthened.

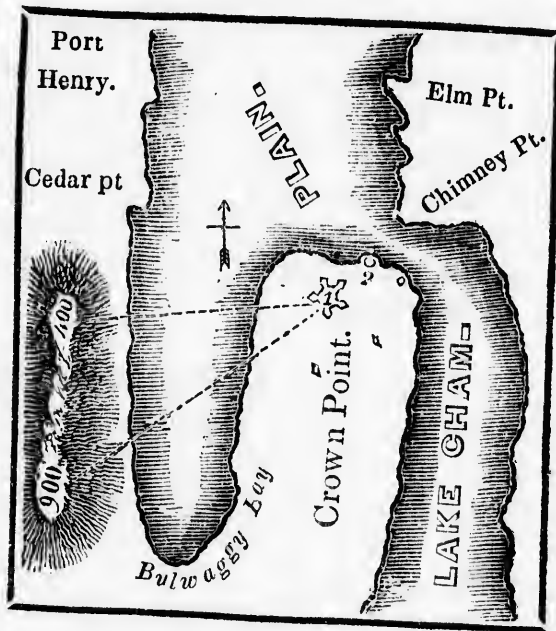
Ticonderoga during the Revolution.—Ticonderoga was our first trophy in the war for

Independence. It was taken by surprise by Ethan Allen at the head of 83 men, mostly Green Mountain Boys, in the morning of the 10th of May, 1775, who demanded its surrender "in the name of the Great Jehovah and the Continental Congress." It remained in the possession of the Americans till the advance of Burgoyne through the lake in 1777. The Americans at this time occupied Ticonderoga and Mount Independence, on the opposite side the lake, where they had some small batteries. These posts were connected by a floating bridge 80 rods long and 12 feet wide. Burgoyne first took possession of *Mount Hope*, situated about a mile to the northwest of Ticonderoga. *Mount Defiance*, situated at the southwest, completely commanded the American works, being 800 feet above them, but was supposed to be of so difficult access as to prevent any attempt of the British to plant cannon upon it. But in this they were mistaken; for on the 5th of July the British had taken possession of this mountain, and had commenced the erection of a battery. —The American General St. Clair immediately called a council of officers, by whom it was agreed to abandon the post at Ticonderoga and Mount Independence and retreat to the south, which was carried into effect before the

next morning. The British then took possession and held it till the close of the war.

From Ticonderoga to Crown Point the width of the lake varies from 1 to 2 miles. In this distance are two or three landing places, all on the east side. *Watch Point*, in Shoreham, a little north of the old landing, is at present the usual landing place of passengers for Middlebury.

CHIMNEY POINT, the landing place opposite to Crown Point, is in the south western corner of the town of Addison. Here the French commenced their first settlement upon the lake in 1731. When Crown Point fell into the hands of the English in 1759, this settlement was abandoned, and the remains of the chimneys, which they had erected in their huts, probably suggested to the first English settlers the name of *Chimney Point*. The *stone windmill*, mentioned by Kalm, as being one or two musket-shots to the east of Fort Frederick, and as having 5 or 6 small cannon mounted in it in 1749, and which has been supposed to have given name to this point, was most probably at the place opposite, marked by the ruins of what is called *Grenadier's Battery*.

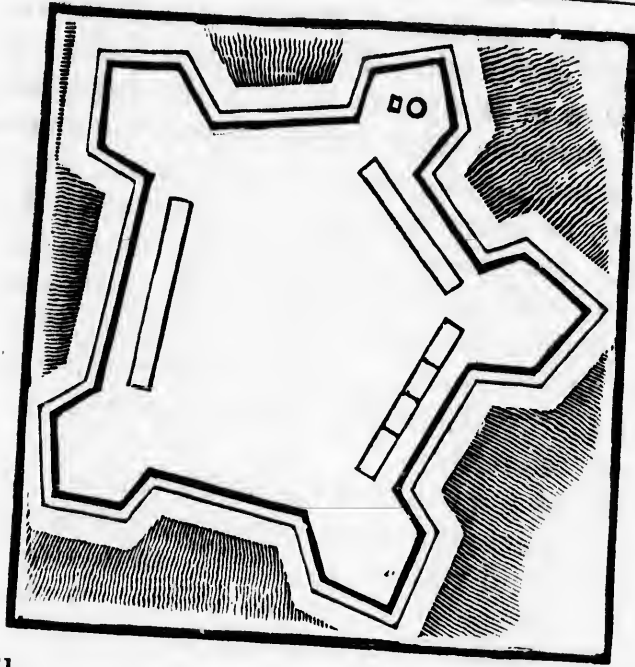


CROWN POINT. The French first established themselves here in 1731, and erected a fort which they called *Fort St. Frederick*, from Frederick Maurepas, the French secretary of state. At this place the French kept a garrison, and from it, during the colonial wars, sent out their parties of French and Indians to destroy the frontier English settlements, and massacre the inhabitants. When Kalm visited this place in 1749, there was a considerable settlement around the fort, with well

cultivated gardens. Within the fort was a neat little church. The fort was built upon the brow of the steep bank of the lake, but a short distance from the water, and the remains of its bomb-proof covered way, ovens, &c., are still to be seen, though in a very dilapidated state. Its place is indicated by figure 2, in the cut. The small circle to the southeast of this denotes the site of Grenadier's Battery, and the two small parallelograms to the southwest of the latter place, the situation of two strong redoubts.

On the approach of the British army under Gen. Amherst in 1759, the French abandoned this fort and retired to the north end of the lake. Amherst took immediate possession, but instead of repairing the old works, began a new fort, which was called *Crown Point*, about 200 yards to the south west, on higher and more commanding ground. This fort was never completed, as is evident from an examination of the ditch, glacis, &c., at the present day, although it has been said that the British government expended here no less than £2,000,000 sterling. The position of the several works may be understood by the preceding diagram, and the form and size of the English fort by the following diagram and description.

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The ramparts are about 25 feet thick, and from 15 to 25 in height, and are riveted with solid masonry. The curtains vary in length from 52 yards to 101 yards, and the whole circuit, measuring along the top of the rampart, including the bastions, is 853 yards, or 27 yards less than *half a mile*. Within the fort were four large stone buildings, designed for barracks and other uses, one of which is now wholly removed, and another 287 feet long, is mostly thrown down. The walls of the other two, being, one 192 and the other

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216 feet long, and two stories high, are nearly entire. These were used as barracks, are built of solid masonry with chimneys, and the stones for their construction appear to have been taken from the ditch, and the chips used for levelling up the slope of the glacis. In the northeastern bastion is a large well, said to be 90 feet deep, and from this bastion was the descent to the covered way or underground communication with the lake. The walls of this covered way have fallen in, so as to render it impassable, but it may be traced through its whole length by a depression along the surface of the ground. This fort was taken by surprise by a party of Green Mountain Boys, under Seth Warner, on the same day that Ticonderoga surrendered to Ethan Allen.

The width of the peninsula upon which these works stood is one mile, and is in no part much elevated above the site of the principal fort, but there is a considerable mountain on the west side of Bulwagga Bay, the nearest summit of which is only 1 3-4 miles from the fort and elevated 400 feet above it. The highest is distant 2 3-4 miles and elevated 900 feet. The whole peninsula is made up of dark lime stone covered in most parts with only a slight depth of earth, so that

works upon it cannot be assailed by regular advances. The width between Crown Point and Chimney Point is only about half a mile. From Crown Point to Split Rock the average width of the lake is about 3 1-2 miles.

PORT HENRY is 1 1-2 mile from Crown Pt. Fort and a little north of *Cedar Point*. Here is a good landing place, and here are the works of the Port Henry Iron Company. There is a ferry between this place and Chimney Point.

WESTPORT, the next landing place on the N. Y. side, is situated on Northwest Bay. It is a thriving village of about 600 inhabitants. A horse ferry boat plies between this place and Basin Harbor.

BASIN HARBOR, one of the best on the lake, is in the town of Ferrisburgh, Vt., and is 5 miles west from the city of Vergennes, and is the landing for it.

FORT CASSIN, 3 miles north of Basin Harbor and on the north side of the mouth of Otter Creek, was formerly a landing place of passengers for Vergennes. It is 8 miles from the city of Vergennes, where Macdonough's fleet was fitted out, with which he gained his victory. Fort Cassin takes its name from Lieut. Cassin of the navy, who with a small breast work at this place, and less than 200 men

commanded by himself and Capt. Thornton, of the artillery, on the 14th of May, 1814, repulsed a large British force in an attempt to enter the creek for the purpose of destroying the American flotilla before it should be ready for service.

SPLIT ROCK has been regarded as one of the greatest natural curiosities on the lake, and is one which did not escape the notice of the earliest French explorers. *Rocher Fendu* occupies a conspicuous place on Charlevoix map of 1744. The part detached contains about half an acre, rises about 30 feet above the water, is covered with bushes and is separated about 12 feet from the main rock. Some have supposed the chasm to have been produced by the breaking off of the promontory in consequence of being undermined by the lake, or by some great convulsion of nature. But the slightest examination shows that the rocky point was here originally crossed by what geologists call a dike, the materials of which have been washed out, forming a chasm in the more solid rock through which the lake flows when high. The chasm, instead of being unfathomable, as some have represented, is so shallow, that no water flows through when the lake is low. A few rods south of Split Rock stands a light house. The

width of the lake between Split Rock and Thompson's Point is only about a mile. From this place the width of the lake increases towards the north, and at *McNeil's Ferry*, between Charlotte landing and the village of Essex, it wants 20 rods of 3 miles. This is one of the oldest and best ferries across the lake. The passage is by horseboat, and is performed in about 30 minutes. Just north of Charlotte landing is the delightful residence of Charles McNeil, Esq.

ESSEX is a pleasant village containing about 600 inhabitants. From this place the width of the lake increases as it flows North, and at Burlington amounts to about 10 miles; and here is the greatest expanse of water uninterrupted by islands. On the way from Essex to Burlington, are passed the Four Brothers, (lying at some distance,) Juniper Island and Rock Dunder on the left, and Potier's Point and mouth of Shelburne Bay on the right.

FOUR BROTHERS are four small islands lying about 7 miles south west from Burlington, and being out of the usual line of navigation they are resorted to by gulls and other water fowl for the purpose of raising their young. On Charlevoix map of 1744, they are called *Isle de quatre Vents*.

JUNIPER ISLAND lies 3 miles south west

from Burlington—is composed of slate rock, with precipitous banks about thirty feet high, and covered with about a dozen acres of good soil. A light house was erected here in 1826.

ROCK DUNDER is a solitary rock rising out of the water between Juniper Island and Potier's Point to the height of about 30 feet.

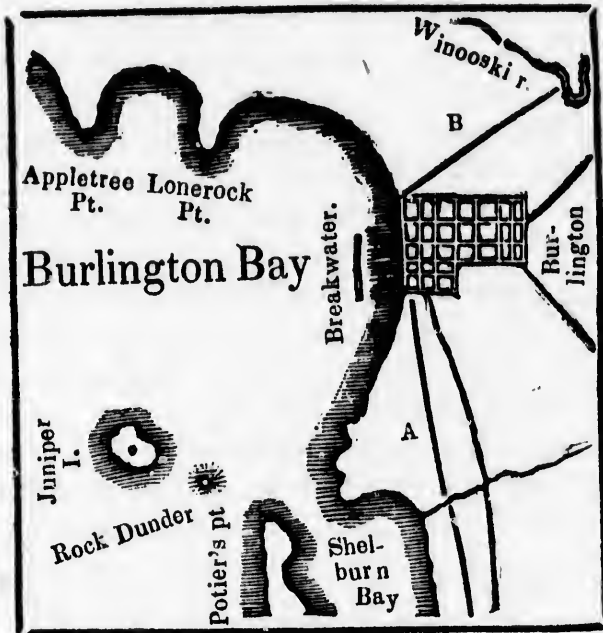
POTIER'S POINT is 2 1-2 miles nearly south from the landing at Burlington and at the mouth of Shelburne Bay. On the east side of this point just with the bay is a ship yard, called the *Harbor*. It is three miles from the steamboat landing in Burlington, and although situated in the township of Shelburne, may be regarded as the Burlington ship yard. Here several of the large steam boats have been built, and they are usually laid up here during the winter.

Through the greater part of the passage from Ticonderoga to Burlington the traveller has a fine view of the Green Mountains in Vermont, stretching along at the east, particularly of the *Camel's Hump*, and the *Nose* and *Chin* of the Mansfield mountains, lying further north.

BURLINGTON.

BURLINGTON is situated nearly midway between Whitehall and St. Johns. It is the most important town on lake Champlain, is a port of entry, and by recent arrangements between our government and Great Britain, is made one of the two ports (Plattsburgh being the other) on lake Champlain, at which merchandize sent from England through the United States into Canada is entered for inspection and exportation. The village of Burlington is not surpassed in beauty of location by any town in New England. It occupies a gentle declivity terminated on the west by the lake. The principal streets running east and west, are one mile in length, and these are crossed nearly at right angles by others running north and south, cutting the whole village into regular squares. The village contains nearly seven thousand inhabitants, and is steadily advancing in wealth and population. It is the seat of the University of Vermont, which is a flourishing institution, having a well selected library of about 8000 volumes, a very good chemical and philosophical apparatus, and a respectable cabinet of natural history. Besides the university buildings,

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the village contains eight churches, a court house and jail, a public high school, a female seminary, four banks, five printing offices, seven hotels and taverns and about 60 stores, four of which are bookstores. There are three lines of Rail Roads which arrive and depart twice daily (Sunday excepted.) See *Tables at the end.* During the continuance of navigation there are regular lines of steamboats between here and Whitehall, between here and St. Johns, between here and Plattsburgh and St. Albans, besides numerous arri-

vals and departures of irregular boats, sloops, &c. There are four extensive wharves with store houses, and two extensive freight depots on the lake shore, with passenger depots near the lake, and one near the centre of the village. A *breakwater* has been built in front of the wharves for the protection of the shipping. Opposite to Burlington the width of the lake is 9 3-4 miles, and the soundings taken at eight different places along the line, vary from 50 to about 300 feet.

The buildings of the University of Vermont are delightfully situated upon the summit at the eastern extremity of the village, at an elevation of 277 feet above the level of the lake. The prospect from the dome of the principal edifice is, at some seasons of the year one of unrivalled beauty, and well repays the toil of the ascent. Here is spread out, as upon a map, before the eye,—the busy village—the lake, stretching from south to north, with its bays and islands, its steamboats and other water craft—the Winooski river, dashing through dark and frightful chasms and then winding gently through the beautiful meadows at the north—and more remote, the woods and farms and smiling villages;—and, to complete the picture, the east and west are bounded by a grand and varied outline of

mountains, many of whose summit smingle with the clouds. Population of the town about 8000.

WINOOSKI VILLAGE is situated at the Lower Falls in the Winooski river, and 2 miles from the steam boat landing in Burlington. Here is abundant and excellent water power, which has hitherto been only partially improved.— At this place is an extensive woollen factory, a cotton factory and several other factories and mills. A large block factory, satinet factory, and several mills have been destroyed by fire, which have not yet been rebuilt. Population about 2000.

From Burlington to Port Kent, 10 miles, the course is a little north of west. Jnniper Island and the Four Brothers lie at the left, and on the right, first, Lone-rock or Sharpshin Point, near which may be seen the residence of the Rt. Rev. J. H. Hopkins, and a little further along Appletree Point, and still farther and more remote Colchester Point. Winooski river enters the lake between the two last. Just before reaching Port Kent, a considerable island is passed lying on the left called *Schuyler Island*. The French called it *Isle au Chapon*. The point of the main land lying between this island and Port Kent, is called *Point Trembleau*.

PORT KENT is a pleasant little village which owes its origin to the late Elkanah Watson, Esq. and has grown up within a few years. It has a convenient dock, from which is shipped the greater part of the immense quantity of iron manufactured in this section of the country. On the Au Sable river which runs through a region abounding in *iron ore*, and empties into the lake a little north of this port, are the flourishing manufacturing villages of Au Sable Forks, Clintonville, Keeseville and Birmingham. On this river are many interesting falls. Those at Birmingham, 2 miles from Port Kent, and the Au Sable Chasm below, through which the river passes, are well worthy the notice of the curious traveller. From Port Kent to the Ausable Forks, there is a plank road about 20 miles in length.

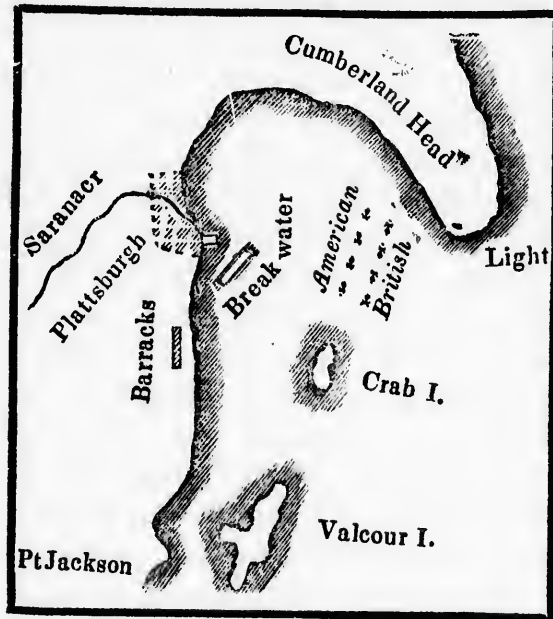
From Port Kent to Plattsburgh, the course is along near the western shore of the lake.

PORT JACKSON, the only intermediate landing place, is nearly west of the south end of *Valcour Island*, noted for a severe naval conflict, on the 11th of October 1776, between the American flotilla under General Arnold and the British under Capt. Prindle. The battle was fought a little north of Port Jackson.— Five or six miles nearly east from Port Jack-

son was the scene of the conflagration of the steamer Phoenix on the morning of the 5th of September, 1819. Previous to the settlement of Port Kent, the steamboats proceeded directly from Burlington to Plattsburgh, along the west shore of Grand Isle. On the morning of the accident the Phoenix left Burlington about one o'clock, against a strong north wind. About 3 o'clock, while off nearly west of the south end of Grand Isle, the boat was discovered to be on fire, and all efforts to extinguish it were unavailing. There were at this time 44 persons on board, 31 of whom entered the small boats and succeeded with considerable difficulty in reaching a small Island about a mile to the windward, called Providence Island. The remaining 13 were soon obliged to commit themselves to the water upon bits of plank and such other things as were within their reach. The small boats returned just after daylight and succeeded in saving 6 of those who had managed to keep themselves afloat. The remaining seven were drowned. The wreck drifted southward and lodged on a reef, extending from Colchester Point. This is the only accident, worthy of notice, which has occurred during 41 years of steam navigation on this lake.

PLATTSBURGH is a flourishing village pleas-

antly situated on both sides of the mouth of the river Saranac. It has four churches and about 3000 inhabitants. There are falls in the river here of about 40 feet, affording a large amount of water power. On these there are several manufacturing establishments, but they are only partially occupied. There is a regular line of stages from this place to Malone, Potsdam, and Ogdensburgh. Platts-



burgh is a military post of the United States, and a little south of the village near the lake shore, the government has erected extensive

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stone barracks, and a permanent break water for the protection of the harbor. During the last war with Great Britain, this place was the scene of an important engagement both on land and water.

Battle of Plattsburgh.—On the 1st of Sept. 1814, Gen. Prevost entered the United States at the head of 14,000 men, and advanced towards Plattsburgh, which was then garrisoned by only one brigade, commanded by Gen. Macomb. Prevost's advance was slow and cautious, and, in the mean time, every effort was made by Macomb to call in the neighboring militia. On the 7th, Prevost appeared before Plattsburgh, and till the 11th, awaited the arrival of the British flotilla, being employed in the mean time erecting batteries. The American flotilla, commanded by Commodore Macdonough and consisting of the Saratoga of 26 guns, the Eagle of 20, the Ticonderoga of 17, the Preble of 7, and 10 gun boats carrying 16 guns, and carrying in the whole 820 men, was then lying in Plattsburgh bay. The British naval force at this time consisted of a frigate of 39 guns, the Linnet of 16, two sloops of 11 each, and 13 gun boats carrying 18 guns, with 1050 men, and commanded by Commodore Downie. The American ships were anchored in a line extending in a direction nearly north

from *Crab Island*. In the morning of the 11th of September, the British flotilla came around *Cumberland Head* and, about 9 o'clock, anchored in a line parallel to the American and about 300 yards distant. In this situation the whole force on both sides became engaged, and after a severe conflict of 2 hours and 20 minutes the engagement was terminated by the surrender of the whole British flotilla, with the exception of a few gun boats which effected their escape. The British loss was 84 killed, among whom were Com. Downie and two Lieutenants, and 110 wounded. The American was 52 killed and 58 wounded. Among the former were Lieuts. Gamble and Stansbury.

The commencement of the naval action seemed to be the signal of a general assault by land. The enemy opened their batteries upon the American works, and at the same time attempted to cross the Saranac and gain their rear. The Americans kept up a destructive fire from their forts and met the enemy at every point with most determined bravery. As soon as it was known that their fleet had surrendered, the enemy relinquished all their hopes, and began making arrangements for a retreat; and before the next morning they had retired so precipitately as to leave behind

their wounded, and large quantities of provisions, ammunition and military stores.

The officers, who fell on both sides, in these engagements, were all buried near together in the public cemetery at Plattsburgh, and the Clinton County Military Association, celebrated the anniversary of the battle in 1843, by placing over them marble monuments with appropriate inscriptions.

CUMBERLAND HEAD extends three miles into the lake on the north side of Plattsburgh, or Cumberland Bay. On this point is a light house and the farm presented to Com. Macdonough by the Legislature of Vermont. It lies in full view of the scene of his memorable victory on the 11th of September, 1814. On Charlevoix's map of 1744 this point is called *Cap Scoumouton*. Cumberland Head is connected by a ferry with Grand Island.

GRAND ISLAND, or SOUTH HERO is the largest island in the lake, and belongs to Vermont. It has an excellent soil and is connected with Cumberland Head on the west by a ferry and with the main shore on the east by a bridge nearly 2 miles long.

NORTH HERO is another large island lying north of the above. It constitutes a township of the same name and belongs to Vermont. The steam ferry boat from Burlington on its

way from Plattsburgh to St. Albans passes between these islands.

ISLE LA MOTTE also belongs to Vermont; contains 4620 acres and constitutes a township of the same name. Its rocks are lime, from which is quarried a fine black and gray marble.

ALBURGH, lying still further north, is a township formed by a point of land extending southward between the lake and Missisco Bay. It is connected with Canada along the 45th parallel of latitude. In this township is a medicinal spring which is a place of considerable resort for invalids. In *Highgate*, lying east of the bay is another medicinal spring of quite equal celebrity.

The Northern Vt. R. Road terminates on the west shore of Alburgh opposite to the eastern termination of the Ogdensburgh R. R. at Rouse's Point.

MISSISCO BAY is a large body of water extending into Canada, on the east side of which is the village of Philipsburgh.

CHAZY LANDING is 16 miles north of Plattsburgh.

ROUSE'S POINT is 9 miles north of Chazy, in the township of Champlain, and about one mile from the United States line. Here is a convenient steamboat landing and the termi-

nation of the Ogdensburgh Rail Road at Rouse's Point is being connected by Rail Road with St. Johns.. Nearly opposite on the west part of Alburgh, is *Windmill Point*. This point takes its name from a windmill built here by the French while they had possession of the lake.

United States Line. This line was fixed in 1842, by treaty negotiated by Lord Ashburton and Mr. Webster, on the old line formerly supposed to be the 45th parallel of latitude. Immediately after the close of the last war the United States government commenced building a fort on a low point to the northward of Rouse's Point landing which should completely command the passage up the lake. By the survey of this line in 1818, it was found that this point was north of the 45th parallel, and the work was consequently abandoned; but by the late treaty the fort was secured to the United States and the work has recently been resumed. An opening through the woods like a road, on the east side of the lake and about 200 rods north of the fort marks the place of the Line as now established.

ASH ISLAND, lying 3 or 4 miles north of the Line, is sometimes regarded as the termination of the lake towards the north and the

commencement of the Richelieu or Sorel which forms its outlet.

La Colle, lying on the west side was a British military post during the last war with Great Britain, and is noted on account of an unsuccessful attack made by the Americans upon the enemy sheltered in the stone mills at this place, on the 29th of March, 1814. This is the first Steamboat landing in Canada.

ISLE AUX NOIX is the second steam boat landing after entering Canada. This is the frontier military post of the British. It is strongly fortified and garrisoned, and completely commands the passage of the lake or river. The Americans took possession of this island in 1775, and retained it till they retreated from Canada the next year. It was afterwards the principal scene of the negotiations between the British officers and the agents of the leading men in Vermont, by which a large British army was kept inactive during the last three years of the revolutionary war.

ST. JOHNS is the termination of the steamboat navigation of the lake in this direction, being checked by the Chambly rapids, and at this place cars are taken for Laprairie on the way to Montreal. The village of St. Johns presents a thriving appearance and contains about 2000 inhabitants. It is a military post,

and extensive barracks have been erected here since the late rebellion, which are pleasantly situated and occupied by a regiment of British troops. It was the scene of some military operation during the revolution. It sustained a siege of 6 weeks, before it surrendered to Gen. Montgomery in Nov. 1775. St Johns is a port of entry with a custom house, and a custom house officer here goes on board the steamboats to inspect the baggage of passengers previous to being landed.

Chambly Canal is 12 miles long, connecting the navigable waters above with those below Chambly rapids, and extending from St. Johns to Chambly. There are 9 locks 120 feet long and 24 wide, each with a lift of 10 feet, making 90 feet in the whole. It was built by the British government, finished in 1843, and cost about \$400,000. This canal completed an uninterrupted water communication between Quebec and New York.

Champlain and St. Lawrence Railroad is fifteen miles long, reaching from St. Johns to Laprairie. It was finished in 1836 and cost about \$200,000, including depots, locomotives, cars, &c. The country through which it runs is almost a dead level. The fare from St. Johns to Montreal by railroad and Steamboat,

is \$1 for 1st class, and half a dollar in 2d class cars.

LAPRAIRIE is a considerable village, and most of the inhabitants are French. From this place to Montreal, 9 miles, the passage is by steamboat.

MONTREAL, the largest city in Canada, contains 40,000 inhabitants. This city presents a strong contrast to the cities of the United States, and in its population, buildings, streets and customs, resembles the cities of the old world, and hence it is an object of particular interest to the American traveller. On approaching, the object which first attracts attention is the huge Roman Catholic Cathedral, whose towers rise so majestically above the surrounding buildings. On a nearer approach the city and its environs are seen to great advantage. The river here is about 3 miles wide, and opposite the city lies the beautiful island of St. Helena, which is strongly fortified and garrisoned. The new wharves at which the landings are made, extend more than a mile along the river. They are built of hammered stone, in the most substantial manner, and are said to exceed any thing of the kind in America. The objects of interest to the traveller in and about Montreal are too numerous to be particularized here, but a ride

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to the mountain in rear of the city should not be dispensed with by any who have the least taste for the picturesque and beautiful. Between this city and Quebec, 180 miles below, is a regular daily line of steamboats during the continuance of the navigation.

WILLIAM HENRY, or SOREL, is 45 miles below Montreal, and situated at the junction of the outlet of Lake Champlain with the St. Lawrence, or rather with the upper end of Lake St. Peters, which is an expansion of that river, 25 miles long and 9 broad. On the way from Montreal to Wm. Henry are passed the villages of Longueuil, Vercheres, Varennes, and several others.

PORT ST. FRANCIS is the principal landing place between Wm. Henry and Three Rivers. It owes its existence chiefly to the efforts of the British American Land Company. Passengers bound to the Eastern Townships are landed here and proceed up the river St. Francis by stage.

THREE RIVERS, situated nearly midway between Montreal and Quebec, is the largest town between those cities. It lies at the junction of the river St. Maurice with the St. Lawrence. In the mouth of the St. Maurice are two small islands, which divide the stream into three parts, and which appear, from St.

Lawrence, like the mouths of *three rivers*, and hence the name.

RICHELIEU RAPIDS are half way from Three Rivers to Quebec. The St. Lawrence is here about two miles wide, with a rocky shore, and the rapids extend about 9 miles. Steamboats pass these rapids without difficulty or danger, but other vessels can ascend them only by taking advantage of the tide or by being towed up by steam boats.

Sillery Cove, noted for the last battle between the English and French, which completed the conquest of Canada in 1759, and *Wolfe's Cove*, where Wolfe landed and drew his cannon up the precipice, are passed just before reaching Quebec, as is also *Cape Diamond*, at the base of which the gallant Montgomery was killed on the 31st of December 1775.

Between Montreal and Quebec there are three regular lines of Steamboats, generally well fitted with State Rooms and Cabins. Travellers will find them at all times in good order, with intelligent and obliging Captains, and Clerks and Stewards that understand and perform their several duties. The Captains and Pilots are men of experience; and in no part of the world have fewer accidents occurred to Steamboats than on this River. No

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other place on the American Continent presents as many inducements for a traveller as a trip from Montreal to Quebec.

QUEBEC is the most interesting place on the continent for an American to visit. Here may be seen the citadel, 350 feet above the River, resembling the old castles of Europe in feudal times, with a town built and fortified in the manner of the most strongly fortified towns of Europe in the fifteenth century. It was here that one of the earliest settlements in North America was commenced by Champlain in 1608, and most of the stone houses built during the first 150 years after its settlement are still standing in the upper town, many of them *bomb proof*. For five miles before reaching Quebec, a succession of Coves are passed, filled with all sorts of lumber, with vessels loading for Europe and other places; and as the traveller approaches the city he passes Cape Diamond, rising about 350 feet from the water. The city is divided into the upper and lower town, the former enclosed by a wall with five gates, and about 200 feet above the latter. The lower town is much of it built on land gained by excavation and building wharves, which are extensive. Travellers will find carriages to convey them by a winding road to the upper town, where they will find

at RUSSELL'S HOTEL all the accommodations they may desire. This is the principal Hotel in Quebec, is capable of lodging 150 and dining 200 guests, and is kept in the best manner by Willis Russell, assisted by his brothers. Fresh salmon may at all times during the summer be here found in abundance.

The places of interest to be seen in and near Quebec are too numerous to describe in this place. A steamboat makes occasional trips to the River Saguenay, 140 miles below, and intermediate places. Parties wishing to view the many interesting places below Quebec, with the most magnificent scenery in the world, on the river Saguenay, may generally engage a steamboat in advance, for any time they may choose, at a reasonable price, by addressing Mr. RUSSELL, of RUSSELL'S HOTEL.

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<i>Distances between Albany and Whitehall,</i>				
NAMES OF PLACES.	Place to Place	From Alb'y.	From White- hall.	
Albany, BY CANAL.	0	0	73	
West Troy, - - -	7	7	66	
Mechanicsville, - - -	13	20	53	
Schuylerville, - - -	16	36	37	
Fort Edward, - - -	13	49	24	
Fort Ann, - - -	12	61	12	
Whitehall, - - -	12	73	0	
BY RAILROAD.				
Albany, - - - -	0	0	77	
Ballston Spa.	Schenectady, 16 } 30			
				Ballston Spa, 14 }
	or Troy, 6 } 30	30	30	47
Ballston Spa, 12 }				
Saratoga Springs, -	7	37	40	
Sandy Hill, - - -	19	56	21	
Fort Ann, - - -	10	66	11	
Whitehall, - - -	11	77	0	
<i>From Albany to Ticonderoga, via Lake George.</i>				
Saratoga Springs, BY RAILROAD.		37		
Moreau, " "		12	49	
Glens Falls, BY STAGE OVER PLANK ROAD,	6			
Caldwell, " "	9		15	
From Caldwell, or head of Lake George,				
by Steamboat to Lower Landing,	36	36		
By Stage to Tico'ga Fort, or Lake,	4	4		
Total, - - - -			104	

Distances between Whitehall and Burlington.

BY STEAMBOAT.

Whitehall,	-	-	-	-		
Benson,	-	-	-	-	13	13
Orwell,	-	-	-	-	7	20
Ticonderoga,	-	-	-	-	4	24
Shoreham,	-	-	-	-	2	26
Bridport,	-	-	-	-	9	35
Crown Point and Chimney Point,					6	41
Port Henry,	-	-	-	-	2	43
Barber's Point,	-	-	-	-	9	52
Westport,	-	-	-	-	2	54
Basin Harbor,	-	-	-	-	4	58
Fort Cassin	-	-	-	-	3	61
Split Rock,	-	-	-	-	3	64
Essex and Charlotte,	-	-	-	-	4	68
Burlington,	-	-	-	-	14	82

Distance between Burlington and Montreal,

BY STEAMBOAT.

Burlington,	-	-	-	-		
Port Kent,	-	-	-	-	10	10
Port Jackson,	-	-	-	-	9	19
Plattsburgh,	-	-	-	-	6	27
Cumberland Head,					3	30
Chazy,	-	-	-	-	13	43
Rouse's Point,	-	-	-	-	9	52
Isle-aux-Noix,	-	-	-	-	12	64
St. Johns,	-	-	-	-	13	77
Laprairie, by rail-road,					15	92
Montreal, by steam-boat,					9	101

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Distance between Burlington and Boston.

BY RUTL'D & BUR. R. ROAD.		BY CENTRAL RAILROAD.	
Burlington,		Burlington,	
Shelburn,	6 6	Winooski,	3 3
Charlotte,	5 11	Essex,	4 7
Ferrisburgh,	4 15	Williston,	4 11
Vergennes,	6 21	Richmond,	4 15
New Haven,	5 26	Bolton,	7 22
Middlebury,	7 33	Waterbury,	6 28
Brandon,	17 50	Middlesex,	6 34
Pittsford,	8 58	Montpelier,	6 40
Rutland,	9 67	Northfield,	10 50
Cuttingsv'le,	10 77	Roxbury,	7 57
Mt. Holly,	8 85	Braintree,	11 68
Ludlow,	7 92	Randolph,	3 71
Proctorsville,	3 95	Bethel,	7 78
Duttonsville,	2 97	Royalton,	5 83
Gassetts,	5 102	Sharon,	7 90
Chester,	4 106	W. Hartford,	5 95
Bello's Falls,	14 120	White River,	8 103
Boston,	233	Boston,	255

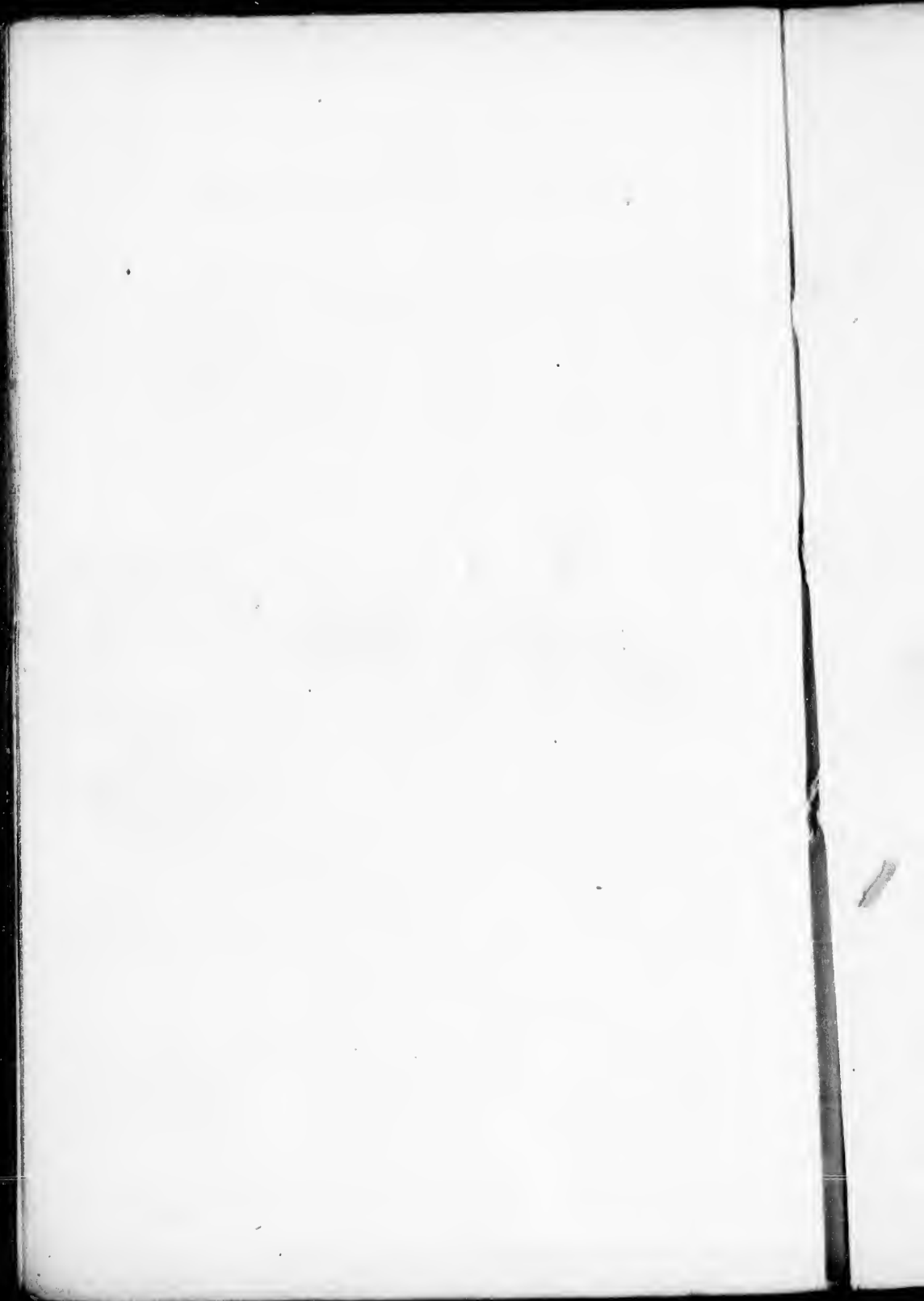
From Burlington to Ogdensburgh, by Vt. & Canada and Ogdensburgh Railroads.

BY VT. & CANADA RAILROAD.		BY OGDENSE'GH RAILROAD.	
Burlington,		Rouse's Point,	
Essex,	7 7	Mooers,	16 16
Colchester,	5 12	Chazy,	7 23
Milton,	5 17	Chat'ug'y,	22 45
Georgia,	5 22	Malone,	12 57
St. Albans,	9 31	Lawrence,	20 77
Swanton,	9 40	Pottsdam,	16 93
Alburgh,	8 48	Madrid,	8 101
Rouse's Point,	6 54	Ogdensb.	17 118

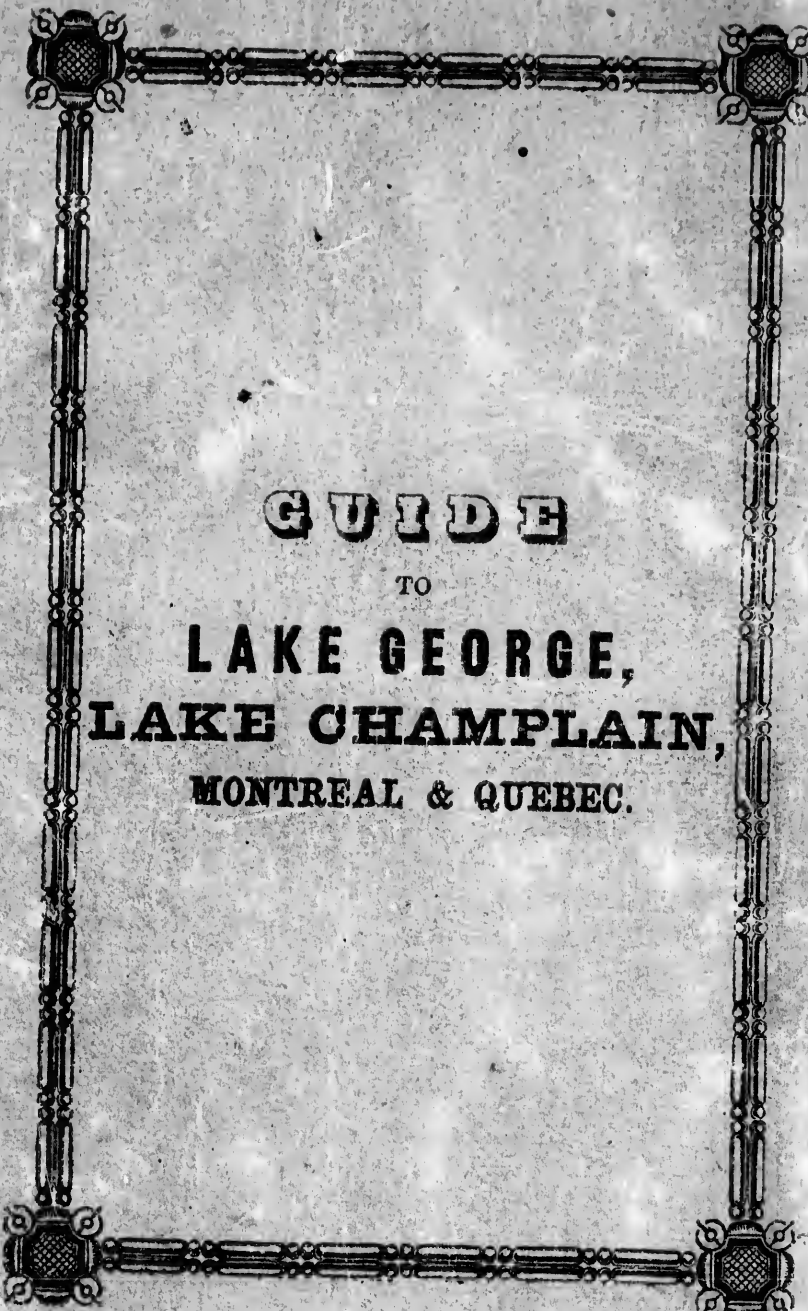
Distances between Montreal and Quebec.

NAMES OF PLACES.	Place	From	From
	to Place	Montreal	Quebec.
Montreal, by steamb't.	0	0	180
Varenes, "	15	15	165
William Henry, "	30	45	135
Port St. Francis, "	38	83	97
Three Rivers "	7	90	90
St. Anne, "	25	115	65
Richelieu Rapids "	20	135	45
Cape Sante, "	15	150	30
Cape Rouge, "	22	172	8
Quebec, "	8	180	0

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GUIDE
TO
LAKE GEORGE,
LAKE CHAMPLAIN,
MONTREAL & QUEBEC.

