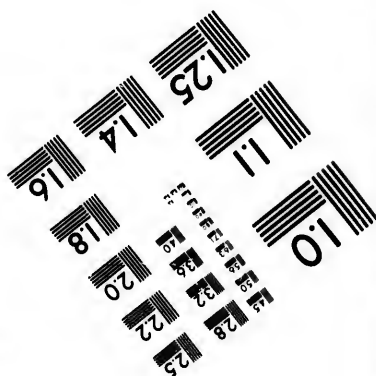
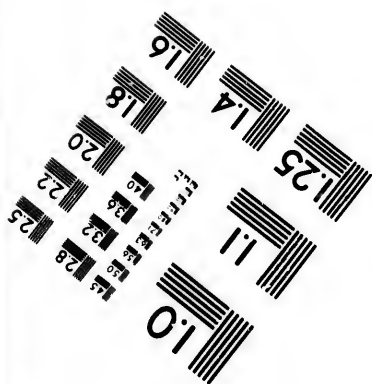
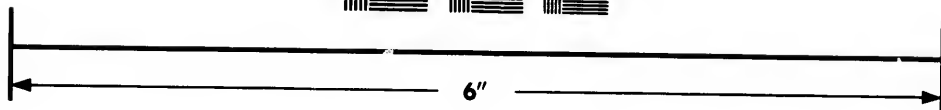
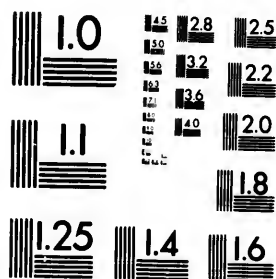


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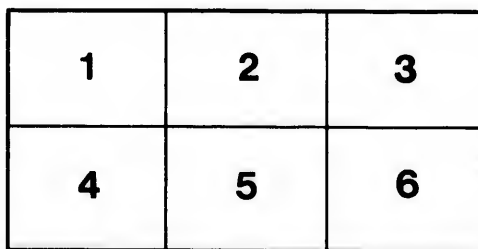
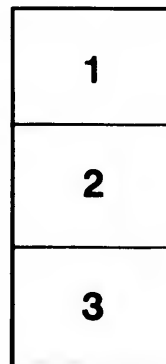
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TO THE TRAVELLING PUBLIC.

THE want of a Guide such as the one here presented to the Travelling Public, has been so long felt and so generally acknowledged, that an apology for the present work would be an impeachment of the judgment of the intelligent Tourist.

This work, although more particularly designed for the use of travellers, will be found of great service to the public generally,—especially to those directly interested in the prosecution of works of internal improvement, or who may contemplate becoming so. Investments in railroad stock are the safest and most profitable in the country. Such is the character of the country, so rapidly is it increasing in population, and so greatly is its production yearly augmented, that the keen eye of American enterprise seldom fails in making a judicious selection of a route. For another class, our work will have a higher interest than that derived from the calculations of pecuniary advantage. The eye of patriotism will here see portrayed those mighty works, whether completed or in progress, that are bringing the most distant parts of the Union into neighborhood; and which, by blending into one the interests of the East and the West, the North and the South, are creating an additional guarantee for the repose and permanence of our great confederacy.

In the preparation of this book, the old plan of filling the pages with *Tables of Routes*, which, from their complexity, it is difficult to trace or to understand, has been discarded; and instead of a *General Map* only, which, from the smallness of the scale on which it is graduated, is of very little practical use in a railroad car—and which, from its size, and the necessity of its being opened and re-opened, folded and re-

folded, is extremely inconvenient in a crowded conveyance, as well as an annoyance to its possessor and his fellow-passengers—for the present work, *maps of the several routes have been engraved*; and where it is a long one, the route has been continued on another map, in such a way as to be easily understood—thereby obtaining a much larger scale for it.

The *distances* (instead of being placed as formerly between each town, thereby giving the Traveller the continual trouble of reckoning up) have been carried on in regular order, from the starting-place—an arrangement that will be found far more convenient than the old one.

The “*Tours*” commence at *Boston*, not only because that city is the centre of a great railroad system, but also because it is the most convenient for the plan we have adopted.

With this book in his hand, the Traveller, as he proceeds on his journey in the railroad car, or glides along in the swift and graceful steamboat, can open to the route he is going, and follow it through without trouble or inconvenience. The descriptive matter which follows the maps, will enable him to form a pretty accurate conception of the places through or by which he is so rapidly passing; and when arrived in a large city, he has but to refer to the text under the name of the place, to find all the requisite information respecting hotels, &c., and the charges for boarding—places of amusement—interesting localities in the vicinity, &c., &c.

The materials for this publication have been drawn from the latest and most authentic sources. A large portion of the work is the result of actual observation, and a correspondence with individuals connected with the routes; for numerous facts we are indebted to friends resident in many of the sections described; and for a portion of the matter on European railways, in the “*Origin and Progress of Railroads*,” we are indebted to that valuable work, the “*Merchants’ Magazine*.”

The *maps*, which are engraved on *steel*, will be found *clear and distinct*, a feature that will much enhance their value;

and the introduction of *city maps* (a thing entirely new in works of this description) will, we trust, be duly appreciated both by citizens and strangers. The embellishments have been engraved by the best artists, from appropriate designs, many of which were taken expressly for this publication.

Having stated some of the original and more prominent features of the work, we submit it with confidence to the judgment of that class for whom it is more especially designed. We have withheld neither labor nor expense in our efforts to make it worthy of public patronage : and we pledge ourselves to keep it up to its present standard of usefulness by thorough periodical *revisions*.

✂ Railroad and Steamboat Companies are requested to forward us the latest information relative to their respective lines, which shall be attended to in our corrected editions. Residents of the places described in this volume, and travellers also, who may suggest any corrections or additions, the result of personal observations, and written down, not from memory, but on the spot, will confer a great obligation by addressing us, under cover to the publishers, and thus serve to render this volume at all times a faultless guide to the travelling public.

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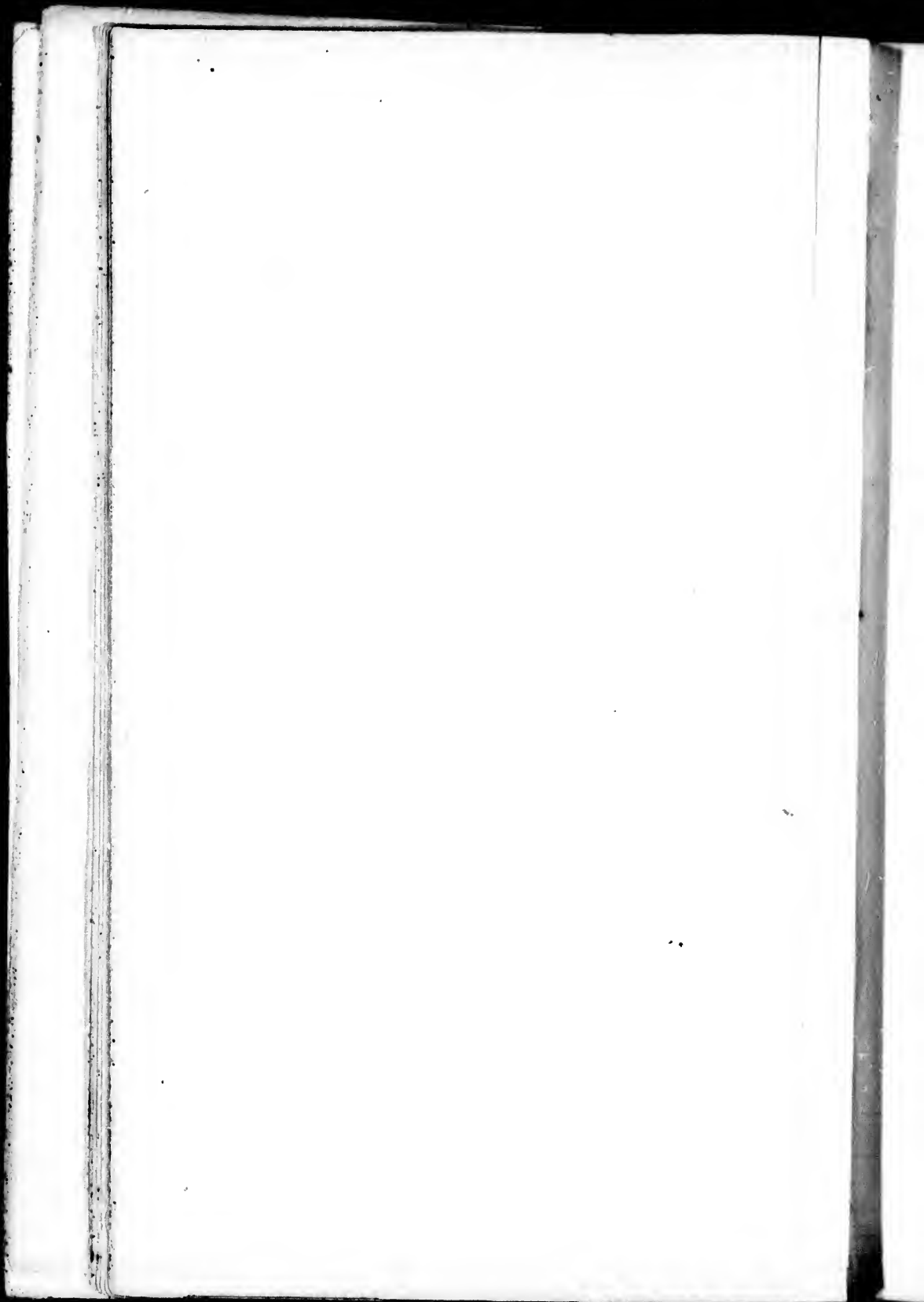
Entered according to Act of Congress in the year 1847 by W. H. Johnson, in the Clerk's Office of the District Court of the Southern District of New York.



Note. The Hudson Riv. R.R. from N. York to Albany is now being constructed, and the extension of the Harlem R.R. to connect with the Albany & W. Stockbridge R.R.s undergoing the same process.

N^o 2

County Map of the
SOUTHERN
NEW ENGLAND STATES,
 Showing the Railroads
 and their connection with the
CITIES OF
NEW-YORK, BOSTON & ALBANY,
 WITH DISTANCES.



RAILROAD AND STEAMBOAT COMPANION.

ORIGIN AND PROGRESS OF RAILROADS.

THE first railway of which we have any satisfactory notice, was one constructed near Newcastle-upon-Tyne, England, about the middle of the seventeenth century. It was adopted in order to reduce the labor of drawing coals from the pits to the places of shipment, and consisted simply of pieces of wood imbedded in the ordinary road. These tracks presented a much smoother surface for the wheels to run on, than was previously used, and therefore greatly increased the available power of the horses. The advantages of even this kind of railroad were so great as to cause its extensive introduction into various mining districts; while improvements, from time to time, were made upon it.

This description of road continued in use for a century and a half without any important step being taken for the introduction of a more durable material. Stoneways, it is true, were constructed for similar purposes, but, although possessing some advantages, they were not as smooth as wood. The next material improvement was the use of cast-iron plates fixed upon the wooden rails—the result rather of fortuitous circumstances than of premeditation, notwithstanding the well-known effect of iron in diminishing resistance. This was first tried upon a wooden railroad at the Colebrook Dale iron-works in Shropshire, England, about the year 1767. In consequence of the price of iron becoming very low, and in order to keep the furnaces at work, it was determined to cast bars which might be laid upon the wooden rails, and in case of a sudden rise in the price, taken up and sold as “pigs.” This plan was first suggested by Mr. William Reynolds, the gentleman who erected at Colebrook Dale the first iron bridge in England. The plates of iron were five feet in length, four inches broad, and a quarter of an inch thick, with three holes in each for nailing to the wood.

The introduction of malleable iron as a material for rails is an improvement which may perhaps be considered to have done more than any other in preparing railroads for becoming the principal highways of a commercial country. The brittleness of cast-iron rendered it necessary that the rails should be made of much greater strength than was sufficient to bear ordinary loads, that they might be able to resist accidental strains and shocks. So long as the travelling was restricted to a low rate of speed, the accidents and delays thus occasioned were

of minor importance ; but the difficulty of guarding against them would no doubt have greatly retarded the use of railways for the conveyance of passengers, if an adequate remedy had not been provided before the experiment was made.

Bars of malleable iron were laid down as rails to a limited extent about the year 1808, and some engineers advocated their use, notwithstanding the inconvenience arising from their unsuitable form ; no machinery being then used by which they could be made economically in any other than a square or flat form. The desire to introduce a more durable rail led also to experiments on the combination of wrought and cast iron ; but these and all similar contrivances were superseded in 1820, by the invention of an efficient and cheap method of rolling iron bars suitable for rails and other purposes. Malleable rails, when in use, do not rust to any material extent, while the same rails, if lying on the ground beside the track, rapidly waste away.

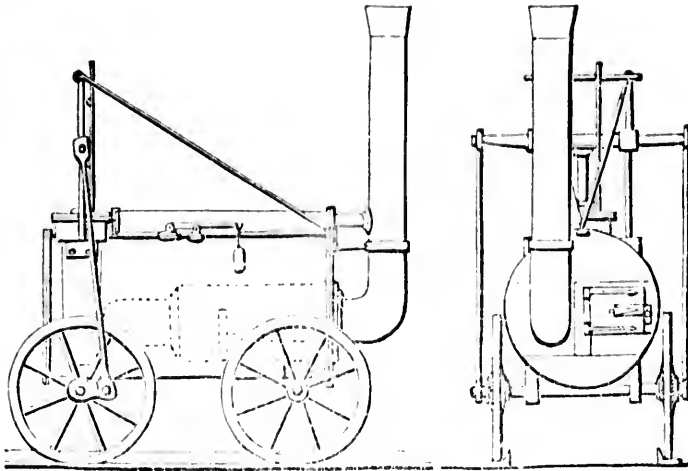
Animal power was the only means of locomotion originally employed on railways to any considerable extent ; but the purpose to which it was applied, was simply that of conveying mineral produce to a place of shipment, somewhere in the neighborhood.

An ingenious contrivance was introduced in the latter part of the last century for ascending and descending declivities. When a declivity occurs steeper than is convenient for the ordinary power, a *self-acting inclined plane* is sometimes resorted to ; on which a train of carriages is allowed to run down by the force of gravity, drawing a rope, which, after passing round a wheel at the top of the plane, is conducted down the slope and attached to an empty train—the force of the descent of the loaded vehicles being sufficient to cause the empty train to run up to the top of the plane. Stationary steam-engines, which draw the carriages by means of ropes guided by pulleys in the centre of the track, have been used from an early period.

The following is a brief notice of the steps by which the locomotive engine has been brought to its present state of perfection.

The possibility of applying the steam-engine to the purposes of locomotion was conceived by several of its earliest improvers, but it does not appear that any carried their ideas into practice until about the year 1802. Richard Trevithick and Andrew Vivian, two Cornish engineers, the inventors of the high-pressure steam-engine, were the first who applied steam as a locomotive power. Watt, in 1784, first conceived the idea that two persons might probably be carried by an engine having a cylinder seven inches in diameter, and a foot-stroke, the piston moving at the rate of one hundred and twenty feet, or sixty strokes per minute. This scheme, however, was never put in practice.

In the year 1804, Trevithick and Vivian constructed an engine for moving railway carriages. This was the first steam-engine applied to locomotive purposes in Great Britain. It was used successfully on the railroad at Merthyr Tydvil, in South Wales, and thereby proved the practicability of their plan. The following engraving represents a front



and side view of this machine. This locomotive engine, which in many of its leading features was essentially the same as those now in use, drew at its first trial as many wagons as carried ten tons of bar-iron, with a considerable number of persons, and travelled at the rate of five miles an hour. The "tender," carrying a supply of fuel and water, and a small force-pump, worked by the machine itself, maintained the requisite quantity of water in the boiler.

Messrs. Trevithick and Vivian also invented steam-coaches for running upon common turnpike roads, but not receiving the encouragement they deserved, they abandoned the enterprise.

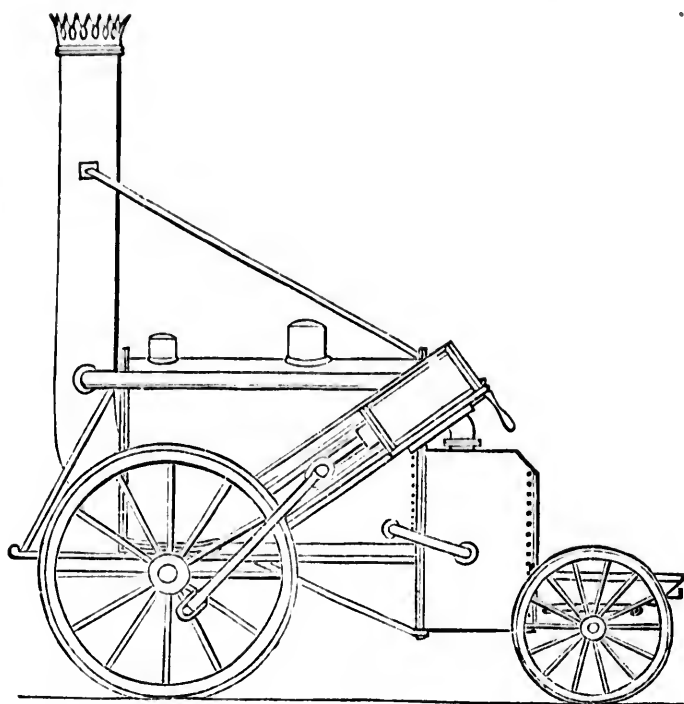
In 1827, Mr. Goldsworthy Gurney obtained a patent for a steam-carriage, and in 1829 had brought it to such perfection that he was enabled to ascend with it the highest hills round London, and travelled from London to Bath, a distance of 167 miles, and back. In 1831, one of his steam-carriages ran about four months on the road between Gloucester and Cheltenham. The success of Mr. Gurney's steam-carriage led to the formation, in Scotland, about the year 1831, of a steam-carriage company for turnpike roads. The carriages commenced plying regularly between Glasgow and Paisley, when an unfortunate accident occurred, in 1835, attended with considerable loss of life, from the explosion of one of the boilers. After this disaster, all attempts to introduce steam-carriages on public roads proved abortive.

In 1811, Mr. Blenkinsop patented a locomotive engine, in which the power was applied to a large cogged wheel, the teeth of which entered a rack laid down beside the ordinary rails. Patents were taken out in 1816 and 1817, by George Stephenson, in connection with Messrs. Dodd and Losh, under which several locomotives were constructed and

brought into practical operation upon colliery railways near Newcastle-upon-Tyne.

There can be no doubt that the idea of the construction of the Liverpool and Manchester railway originated with the late Mr. William James, four years before the act of Parliament was obtained, which was in 1826. To this gentleman we are indebted for the present system of railways. He, however, (as is usual in such cases,) never reaped any benefit from his valuable suggestions. To him likewise is due the projection of the London and Birmingham railway. He had witnessed the operations of the locomotive engines around Newcastle-upon-Tyne, and imparted his sentiments to Mr. Saunders of Liverpool, which so deeply impressed that gentleman with the feasibility of applying this plan of railway traction, that he had a survey of the road made at his own expense.

When the projectors of the Liverpool and Manchester railway were engaged in the design and execution of that great work, the advantages of locomotive steam-engines were so imperfectly developed, that it was uncertain whether they would be adopted. The experiment of forming a railway for passengers, as well as for carrying general merchandise, had scarcely been tried, although the Stockton and Darlington railway, which was opened in the fall of 1825, had done more than any of its predecessors in showing the capabilities of a railway for such a use. As the Liverpool and Manchester line approached completion, the directors became convinced that horse-power was ineligible, since it was intended to aim at considerable velocity. It was difficult to decide upon the comparative merits of stationary and locomotive engines. Various suggestions were made for the application of fixed engines at intervals along the line, to draw trains by ropes from station to station: but it was eventually determined to use locomotives, and to offer a premium of £500 for the best which would fulfil certain conditions, of which some were—that it should not emit smoke, (the nuisance of smoke was prevented by the employment of coke as fuel, which is used at the present time upon most of the railways in England)—should draw three times its own weight at the rate of ten miles per hour—should be supported on springs, not exceeding six tons weight, or four tons and a half if on only four wheels—and should not cost more than £550. The trial was fixed for October, 1829, when four steam locomotives were produced, one of which was withdrawn at the commencement of the experiment. The Sans Pareil, by Mr. Hackworth, was very similar to Trevithick's engine, but had two cylinders, both working the same axle. This engine attained a velocity of 15 miles per hour with a gross load of 19 tons, but at length gave way, owing to a trifling accident. The remaining engine, the Rocket, was constructed by Messrs. Stephenson and Booth, of the Liverpool and Manchester railway. It travelled with a gross load of 17 tons, and averaged a speed of 14 miles per hour; but under some circumstances it attained double that velocity, and succeeded in performing more than was stipulated for. The following engraving represents a side view of the "Rocket."



Since the successful adoption of locomotive steam-engines on the Liverpool and Manchester railway, improvements have followed closely upon one another ; but they have chiefly been of a minor character, when compared with that of tubing the boiler, which formed the distinguishing feature of the Rocket engine. Stephenson built several engines, shortly after the competition in which the Rocket had proved victorious, retaining this arrangement, but having the machinery disposed in a different manner. The power of generating steam, which is the measure of efficiency in a locomotive engine, depends much upon judicious tubing, it being desirable to deprive the heated air of its caloric as completely as possible before leaving the boiler. An important feature in a locomotive is its security from bursting, because, as the tubes are much weaker than the external casing of the boiler, they are almost certain to give way first, and the bursting of one or two tubes is rarely productive of more serious consequences than extinguishing the fire, and thereby causing a gradual stoppage of the machine.

On the opening of the Liverpool and Manchester Railway, 15th September, 1825, the problem of the rapid transport of passengers by steam

on railways was solved, and the profitable character of the enterprise soon became apparent.

This road was commenced under the direction of Mr. George Stephenson, an engineer of great practical skill and experience; and fortunate indeed it was for Great Britain and the world, that a work of such vast importance was placed in such able hands. Had this great enterprise failed, there is no knowing how long the progressive spirit of the age would have slept upon this important subject, and the world been deprived of the vast benefits resulting from it. The projectors of this great work had immense opposition to struggle against. The powerful canal companies—which had settled down into odious monopolies, disregarding of the public weal—had, by exorbitant exactions and negligence of duty, aroused the people to the necessity of this great undertaking, and after a deadly opposition to it in the British Parliament of four years, the company at last obtained a charter.

The Liverpool and Manchester Railway was designed, at first, only to facilitate the transit of merchandise; but its still greater fitness for the conveyance of passengers was soon demonstrated; and from that time the progress of railways has known no check.

In 1840 there were 1,300 miles of railway in full operation in England, upon which, during that year, 12,000,000 of persons had been conveyed. In 1841, 1,550 miles were in working order, over which 20,000,000 of passengers had been carried. The length of railway open in 1843 was 1,800 miles, and the number of passengers transported during that year was nearly 27,000,000. In 1844 the length was increased to 1,900 miles, and the passengers exceeded the incredible number of 30,000,000.

In June, 1845, 2,118 miles were opened for traffic, and during the same year 300 miles more were completed. In 1845 the passenger service was equivalent to *five hundred millions* of people travelling one mile.

In 1846, 593 miles, and in 1847, 639 miles were opened for traffic, making a total of about 3,850 miles of railway communication in operation in the United Kingdom.

The amount of capital absorbed in railways was, in 1843, £57,635,000; in 1844, £63,489,100; in 1845, £71,646,100; in 1846, £83,165,100; and in 1847, it reached the enormous sum of £109,528,800.

Of the 819 miles of railway sanctioned in 1844, 671 miles have been opened; of the 2,860 miles sanctioned in 1845, 1,030 have been opened; and of the 4,705 miles authorized in 1846, 36 miles have been opened. In 1847 the construction of 1,408 miles of railway was sanctioned. During the four past sessions, 9,732 miles of railway were authorized to be made; of these, 1,737 have been opened for traffic; and it is estimated that 200 miles are nearly ready for opening, leaving about 7,855 miles to be completed, and 8,055 to be opened for traffic, in addition to the 3,449 miles already opened; making a total of 11,494 miles.

The following calculation, with its extraordinary result of railway travelling, is from the Edinburgh Review: "One hundred horses working in a coach would carry 25 passengers per day 100 miles. Omitting

fractions, the number carried in the year would be 10,000, which would be equivalent to a million carried one mile. Such a coach, worked by 100 horses, would take 500 years to execute the passenger traffic of the railways in 1844-5. In doing this, it would travel a distance equal to 1,500 times the circumference of the globe. The locomotive engines, therefore, employed in drawing passenger trains that year, performed the work of 50,000 stage-coach horses."

The writer then proceeds to calculate the saving—first, in fare, 2½d. per head per mile; secondly, in time, 6d. per hour; thirdly, in tavern expenses, 2d. per 100; making a total saving of—

In fare	£5,280,215
In time.....	1,140,526
In tavern expenses	506,900
	£6,927,641

The saving is thus double the sum paid as railway fare, even under a complete system of monopoly.

Upon the railways in England locomotives attain a great speed, owing, perhaps, to the substantial manner in which the roads are built. Trains on the Great Western Railway have gone 194 miles in three hours and 38 minutes, at the same time drawing 60 tons weight. Deducting 32 minutes for stoppages, it gives a rate of speed equal to about 64 miles per hour. The usual time, however, for performing this distance is four and a half hours, including stoppages, with a train of 40 freight-cars, which is drawn with perfect ease.

Formerly it took two hours to perform the journey between Edinburgh and Glasgow, a distance of 46 miles. The road is now gone over by the mail trains in an hour and a quarter. The usual rate of travel upon the English railways, of "swift trains," is 50 miles per hour, including stoppages.

One of the greatest feats ever performed by a locomotive was undoubtedly that by one built by Mr. Norris of Philadelphia, which drew a train of 158 iron coal-wagons, weighing 1,268 tons, a distance of 84 miles in eight hours and three minutes. Trains in the United States are sometimes seen of great length. One was observed passing over the Western Railroad between Boston and Albany during the winter of 1847, which was three-fourths of a mile in length.

The London and Greenwich Railway passes through a sea of houses, and for nearly four miles is constructed on a continued series of arches, forming one vast viaduct from one end to the other. There are not less than 878 brick arches, chiefly semicircular, 18 feet span and 20 feet high.

The Blackwall Railway, three miles and 843 yards long, is another gigantic work. On it there is a viaduct of 4,020 yards, containing 285 arches, chiefly semi-elliptical, of 30 feet span.

As soon as the practicability of railroads for passenger traffic had been

determined on in England, many persons in this country immediately foresaw the immense advantages that were to accrue from the adoption of that system here, and measures were at once taken to plant the "iron road" in America. The progress was rapid, and in a few years a very extensive system was entered into. The first railway constructed in the United States was the *Quincy* in Massachusetts, in the year 1827, which was four miles in length. It was built for the purpose of conveying granite quarried in the Granite Hills to vessels lying in the Neponset River.

In 1829, the Baltimore and Ohio Railroad was opened to the Relay House, nine miles; and that of the Mohawk and Hudson was also commenced. In 1833 the railroad was completed connecting Newcastle, on the Delaware, with Frenchtown on Elk River, which empties into Chesapeake Bay. This was on the route between Philadelphia and Baltimore. About the same time one was in progress between Amboy and Bordentown, New Jersey, the first road upon which a locomotive was used in the United States. The Boston and Providence Railroad received its charter in 1831, and was opened on the 4th day of June, 1834. Since that period railroads have extended with even greater rapidity in this country than in England, and a few years will no doubt witness a more extensive system of railway communication in the United States than the most sanguine ever dreamed of. At the present time there are upwards of 5,000 miles completed, and many thousands more projected. In the construction of these great avenues of intercourse, the enormous capital of 120 millions of dollars has been expended.

The principal theatres of railway enterprise in America are in the New England States, (Massachusetts particularly,) New York, Pennsylvania, and Georgia. Great progress is being made in several of the other states, and we have no hesitation in saying, that in a few years, the country will be intersected at every important point by these great thoroughfares.

From Boston there is a direct line of railway communication with Buffalo, at the foot of navigation on Lake Erie, via Albany, a distance of 563 miles; and another road is in course of construction, across that portion of Canada West lying between Lakes Ontario and Huron, which when completed will form an important link in the iron chain connecting the Atlantic seaboard with the mighty rivers of the western world. This road will commence at Niagara Falls, and cross the Niagara River on the suspension bridge, already contracted for, and thence pass along the southwestern shore of Lake Ontario to Hamilton, at the head of navigation, 44 miles; thence the route is to be continued to London, 76 miles; with branches, one to Goderich, on Lake Huron, the other to Port Sarnia, opposite Fort Gratio in Michigan, each a distance of about 50 miles. From London it will extend to Windsor, opposite Detroit, Michigan, 110 miles.

From Detroit the Central Railroad is now in operation to Kalamazoo, 146 miles. The remainder of the route to Lake Michigan will ere long

be completed, and the road finally extended around the head of the Lake to Chicago. The latter place will, no doubt, eventually be connected by railroad with St. Louis.

Boston will soon be united with Montreal by the extension (properly speaking) of the Lowell Railroad after it has passed into New Hampshire, and through Vermont to Lake Champlain; and also by the extension of the Fitchburg via Keene: and the Vermont and Massachusetts, both meeting at Bellows Falls, and there joining the Rutland road, will terminate at Burlington. These again will form a connection, by steamboat across Lake Champlain, with the Ogdensburg road, now in process of construction from Rouse's Point to Ogdensburg, on the St. Lawrence.

Other important branches will unite with the foregoing roads, the principal of which will be the Connecticut and Passumpsic Rivers Railroad, lately commenced, and the Boston, Concord, and Montreal road, a portion of which is already built.

A new road is also proposed that will connect Boston with Troy, New York, by the extension of the Fitchburg and Vermont and Massachusetts Railroad, through the valleys of the Deerfield and Hoosic Rivers, to Troy. It is stated that by this route, the distance between Boston and the Hudson River will be from 30 to 40 miles shorter than by the Western Railroad.

Railroads already connect Boston with Portland, and one projected, and partly commenced, is to unite Portland with Montreal, on the St. Lawrence River. The metropolis of New England is connected with New York by several lines terminating on Long Island Sound; by the New Haven and New York road; by the Long Island road from Greenport to Brooklyn; and by steamboats running on the Sound.

New York, the great commercial emporium of the United States, will, in a year or two, be connected with Albany by roads now being constructed, and with Dunkirk on Lake Erie by the New York and Erie Railroad. When these great works are completed, she will have the same advantages for securing her portion of the trade of the great West that accrued to Boston from the opening of the Western Railroad. When the road from Syracuse to Oswego on Lake Ontario is built, with the Saratoga and Washington Railroad to Lake Champlain, and all the advantages of her roads become demonstrated by practical benefits conferred on her, New York will then wonder, how it was she allowed such immense advantages for extending and facilitating her intercourse and trade to lie unimproved so great a length of time.

The link, so much needed in the connection of New York with the railroad system of New England, is about to be consummated by the completion of the New York and New Haven Railroad.

The metropolis has also a railway communication proceeding southward, traversing the states of New Jersey, Pennsylvania, Delaware, Maryland, Virginia, and North Carolina: at present, however, terminating at Wilmington, in the latter state. A road 158 miles in length, the

only remaining link unfinished, is about to be constructed, which, when completed, will form, with a few trifling exceptions, an unbroken line of railway communication from Maine to Georgia. She will also soon be brought in contact with the rich coal-fields of the "Keystone" state, by railroads extending across New Jersey into Pennsylvania.

Philadelphia by her Central Railroad will be united with Pittsburg, a distance of about 350 miles, a portion of which, as far as Harrisburg, 107 miles, is already built; and by another road in process of construction, it will be connected with Cleveland, on Lake Erie. Other roads yet to be constructed will unite this growing city with St. Louis, on the Mississippi. Philadelphia will then have a direct steam communication with New Orleans. Another link of railroad, that will add greatly to the prosperity of Philadelphia, will be the route (already surveyed) from that city to Erie, on the lake of the same name. These great works will, no doubt, be carried through before many years. This city is also the centre of the routes which connect the north with the south.

From Baltimore run two great arteries north and south, the former terminating in the state of Maine, 506 miles, and the latter at Wilmington, North Carolina, 420 miles. From these at Baltimore issues a branch proceeding westward, towards the Alleghany range: at present, it is completed only as far as Cumberland, on the Potomac river, 178 miles, to the foot of the ridge, which is from that point crossed by an excellent Macadamized road, on which stage-coaches run. The Baltimore and Ohio Railroad Company have resolved to extend their road from Cumberland (its present terminus) to Wheeling via Fish Creek, that city having consented to the establishment of a depot on the Ohio, at the mouth of said creek, which is 28 miles below Wheeling, making the distance from Baltimore to Cincinnati 617 miles.

The legislatures of North and South Carolina have recently granted a charter for supplying the connecting link in the chain of inland travel between the North and the South, by the construction of the Wilmington and Manchester Railroad, 158 miles in length; at present, the travel from Wilmington, N. C., to Charleston, S. C., is performed on steamboats, which circumstance operates, it has been ascertained, by diverting the travel from this to other channels. In order to obviate this, and to dispense entirely with the sea route, measures are now being taken to construct the above road with as little delay as possible.

Besides this, it is in contemplation to connect the Virginia and South Carolina roads, by the construction of a road from Raleigh, N. C., to Columbia or Camden, in S. C. This is to be called the *Metropolitan Route*, because it connects the capitals of the two states. The length of this road will be 184 miles. The face of the country over which it must pass is very broken, for the most part sand-hills.

The state of Georgia is about completing the Western and Atlantic Railroad, from Dalton to Chattanooga, on the Tennessee river, 38 miles. This is the last link in the chain between the Atlantic at two points, viz. Savannah and Charleston, and the valley of the Tennessee. From

this point where the road strikes the Tennessee river, there is about 100 miles steamboat navigation to Knoxville, Tenn., and about 500 to the Ohio river. The passage over the Muscle Shoals, however, can only be effected when the river is high. From Charleston to Augusta, by the South Carolina Railroad, is 136 miles; thence to Atlanta, by the Georgia Railroad, 171 miles. At Atlanta, the roads from Savannah and Charleston meet. The total distance from Charleston to the Tennessee river, at Chattanooga, is 445 miles.

The West has in contemplation a great enterprise, in the proposed *Mississippi and Atlantic Railroad*. It is to extend from a point opposite St. Louis, to Wheeling on the Ohio, passing over the route of the present National Road, through Vandalia, Indianapolis, and Columbus; the distance between St. Louis and Wheeling being 638 miles. It will form part of the direct route from Boston, New York, Philadelphia, and Baltimore, to the Mississippi at St. Louis. At Columbus, Ohio, by connecting with a railroad to Cleveland, and thence to Dunkirk and Buffalo, (it being about 300 miles from Columbus to Buffalo,) New York has a connection with the chain of railroads from Buffalo to Boston, and will have, ere long, with Lake Erie by the N. York and Erie Railroad. At Wheeling, a connection will be formed with Philadelphia via Pittsburgh, and also with Baltimore by the Baltimore and Ohio Railroad. Thus lines will extend from the four great commercial cities of the East to St. Louis; the line from Boston being about 1,250 miles, that from New York about 1,200, from Philadelphia about 1,100, and from Baltimore about 1,000 miles.

Such are the artificial avenues by which the communication between the large cities on the seaboard and in the interior of the country is and will ultimately be carried on. Besides these, there are innumerable navigable rivers, extensive canals, and good common roads, whereby the commerce of the country is greatly facilitated.

The subject of railroads is occupying great attention in continental Europe. Belgium was the first state, after Great Britain, that moved energetically in the matter: four different lines, 348 miles in length, have been constructed at the expense of the government, and the result of the first year after their opening fully justified the policy which had dictated their construction. Before the establishment of these lines of communication, the number of passengers between Brussels and Antwerp annually was 75,000. In the eight months after the opening of the railway, the number was 541,129; and afterwards the annual intercourse between those cities amounted to a million. A secondary system of lines, about 200 miles, to communicate with the inferior towns, has been commenced under the authority of the state, by private companies.

In 1842, the French government resolved that a system of railways should be planned and executed. With this view, it was determined that from Paris as a centre, main branch lines should issue, to be directed to those points of the frontiers, by land and sea, that should best

serve the purposes of foreign commerce. In 1844, there were 537 miles of railway opened to the public, absorbing a capital of \$57,320,000; in progress of construction 1,837 miles, and 961 miles projected. When these are completed the total length will be 3,335 miles, requiring the enormous capital of \$355,977,000. The Great Northern Railway, which unites Paris and Brussels, is now open, and is said to be the most gigantic railway concern in the hands of any one company in the world. It will have need of 3,250 carriages and 175 locomotives. It has occupied four years in its construction, and cost 180,000,000 francs. Most of the railways in France have been undertaken by the government, and when completed, are leased for a term of years to companies, or individuals, on complying with certain conditions. At the expiration of 40 years, they will revert again to the government, and in about 90 years private companies will cease to exist, except such as the government may think fit to reconstitute.

Railway communication is proceeding rapidly in Germany. During the latter part of the year (1848) the line will be complete between Cologne and the extreme frontier of the east, north, and south of the Germanic confederation. Vienna, Breslau, Berlin, and Hamburg, are now connected by a continuous railway. It is stated that an understanding has taken place between the directors of the different railway companies possessing this vast range of lines, and that they have agreed on an arrangement of departure in correspondence with each other, so that the distance between Vienna and Hamburg may be cleared in 48 hours, comprising stoppages, and between Vienna and Stettin in 40 hours.

The Austrian system consists of what may be called four great arteries, which meet at Vienna; and from thence proceed n., s., e., and w. The southern line terminates at Trieste, traversing a distance of 335 miles. When this line is completed travellers may go direct from Hamburg to Trieste.

The northern directs its course by Prague, on the frontiers of Saxony. 497 miles; throwing off a branch to form a union by Olmutz, with the great line through Prussian Silesia. These two lines, running n. and s., are destined to form a part of a more extensive line, by which the Adriatic will be united with the Northern seas. The two arteries which run e. and w. will connect Vienna with the confines of Hungary. A line of railway, measuring about 200 miles, will traverse the Lombardo-Venetian territory, connecting Venice with Milan, and communicating by steam navigation with the *terminus* of the great northern and southern line at Trieste.

The Great German and Italian Junction Railway, is a proposed line of 143 miles in length, commencing on Lake Constance, and traversing the entire breadth of Switzerland. Crossing the Alps by a tunnel 3½ miles in length, it will terminate on Lake Maggiore. The capital required for this undertaking is 75,000,000 francs.

The German railways branching off from Lake Constance, and which will connect with the above, are—

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1. The *Baden Railway*, about to be constructed from Constance to Offenburg, where it will unite with the *Great Baden Railway*, already in operation, which, on the north, proceeds to Mannheim and Frankfurt, and on the west, to the French line from Strasburg to Paris. From Frankfurt, various lines will lead to Cassel, Hanover, and Hamburg, and also to the great lines of Belgium and Holland.

2. The *Wurtemberg Railway*, from Frederickshaven, via Ulm and along the Neckar River to Stuttgart and Louisburg; with branches, on the one hand, to Heilbronn, (the place of departure for steamboats upon the above river;) and on the other hand, to Burehsal, there joining the *Great Baden Railway* before mentioned.

3. The *Bavarian Railway*, from Lindau to Augsburg. At Augsburg a line proceeds to Munich, where an extension will be made to meet the line projected from Salzburg to Lintz, the Danube, and Vienna; another proceeds to Donanworth, Nuremberg, and Bamberg. From the latter place a line proceeds in a northerly direction to Coburg, and from thence to Cassel, Hanover, Hamburg, and Bremen. From Bamberg, also, is a line leading to Altenburg and Leipsic; whence various lines diverge to Dresden, Magdeburg, Brunswick, Hanover, and Berlin, as, also, to Stettin and ports on the Baltic Sea.

4. The *Swiss Railways* from Romanshorn to Zurich, recently authorized, and that in course of construction from Zurich to Bâle.

The entire system of railroads in Germany, when completed, will consist of 1,600 German (= 7,600 English) miles of railway. At the close of the year 1845, 4,760 miles were opened for traffic. When the system is completed, one-third will have been constructed by the state, and two-thirds by companies under the authority of, and subject to, the control of the state. The total amount of capital absorbed by these great undertakings will be \$373,968,000.

The Italian railways branching off from Lake Maggiore, are—

1. The *Sardinian Railway*, in course of construction, from Arona to Genoa, via Alessandria. From this latter place a line is also being constructed to Turin, whence it will be extended through Upper Piedmont and Nice, to connect with the railways of the south of France; and another is projected to Piacenza, there to join those of Lombardy, Tuscany, and Romagna.

2. The railway (lately authorized) from Bellinzona to Lugano and Chiapo on the frontiers of Lombardy, destined to join, at Como, the railway to Milan. From Milan, the line to Verona, Vicenza, and Venice, will soon be opened; and another is projected to Piacenza, Parma, Modena, and Bologna, where it will join the lines (lately authorized by the Pope) from Bologna, Ancona, Rome, and Ceprano, on the confines of the Kingdom of Naples. From Ceprano, a line is intended to be made to Capua, there joining the railway now open to Naples. From Naples, a line to Barletta has been authorized, and an extension is contemplated from the free port of Brindisi, on the south-eastern extremity of that kingdom.

The system of Russian railways projected, and in progress of construction, consists of the following principal lines. The first extending from St. Petersburg to Warsaw, and thence to Cracow, where it unites with the northern chain of German lines; thus opening a continuous communication with all the chief cities of Central Europe. The second line will connect St. Petersburg with Moscow; and the third will be the continuation of the Austro-Hungarian line to Odessa. The fourth line, intended for merchandise only, will connect the Volga and the Duna. The entire length of this system of railways will be about 1,600 miles.

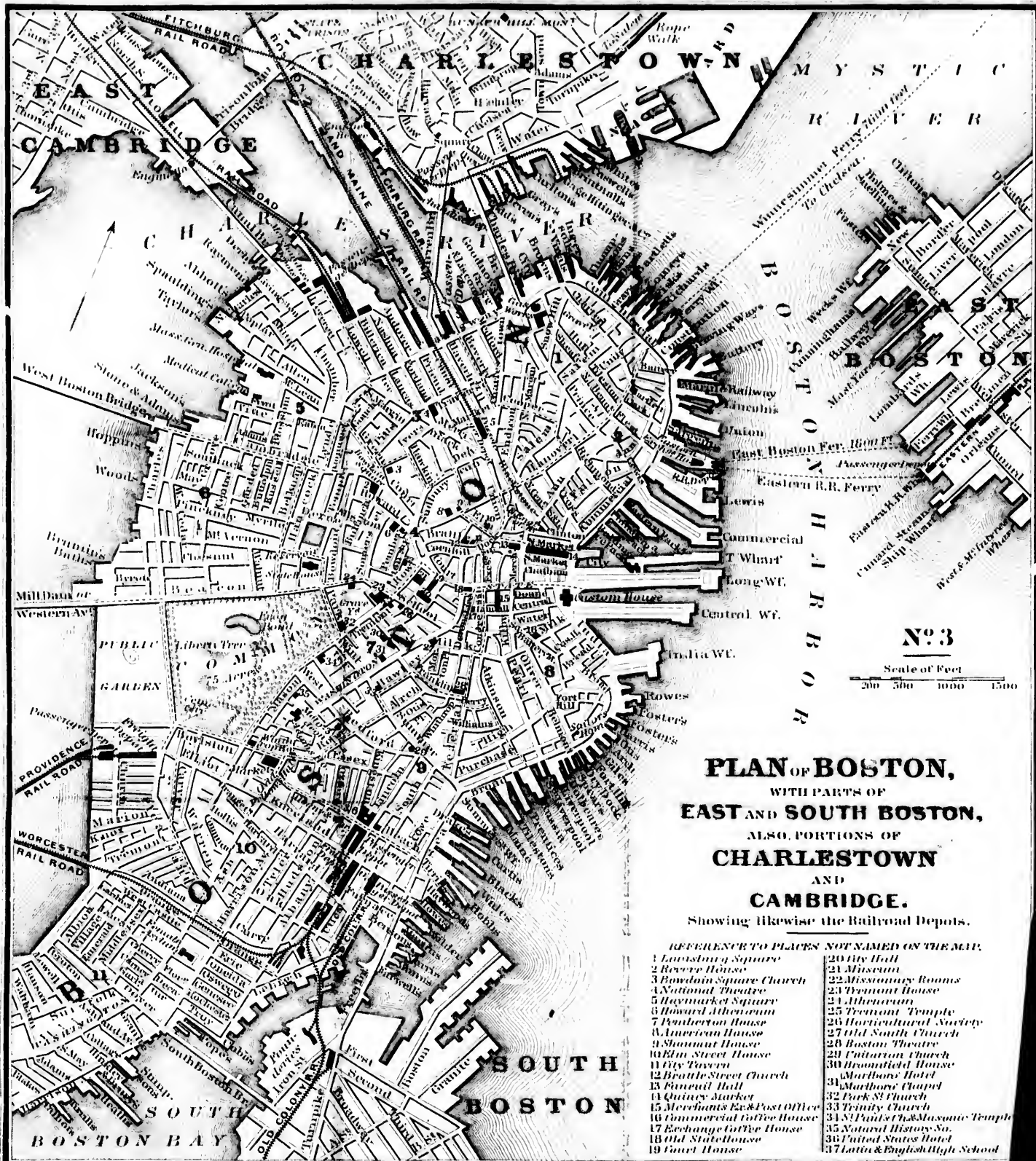
The average cost of railways in the United States and Europe, per mile, including purchase of lands, construction, materials, depots, salaries, and every appendage and appurtenance, is as follows, in round numbers, omitting fractions. In Massachusetts \$36,000; the other Eastern States \$24,000; New York \$26,000; New Jersey and Pennsylvania \$40,000; Michigan, Ohio, and Indiana \$11,000.* In England \$175,000; France \$107,500; Belgium \$80,000; Germany \$40,000, (owing to the low price of labor and land;) and in Prussia \$47,000.

* The small cost comparatively of the roads South and West is owing to the nature of the country, and the imperfect workmanship bestowed upon them.

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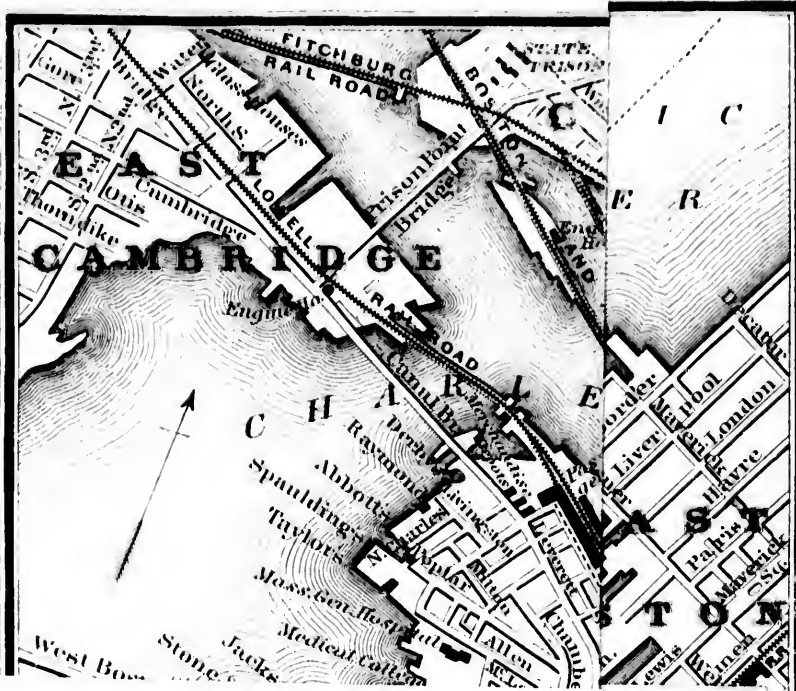
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PLAN OF BOSTON,
WITH PARTS OF
EAST AND SOUTH BOSTON,
ALSO PORTIONS OF
CHARLESTOWN
AND
CAMBRIDGE.

Showing likewise the Railroad Depots.

REFERENCE TO PLACES NOT NAMED ON THE MAP.

- | | |
|-------------------------------|--------------------------------|
| 1 Looking Glass Square | 20 City Hall |
| 2 Revue House | 21 Mission |
| 3 Bowdoin Square Church | 22 Miscellaneous Rooms |
| 4 National Theatre | 23 Tremont House |
| 5 Haymarket Square | 24 Athenaeum |
| 6 Howard Athenaeum | 25 Tremont Temple |
| 7 Pemberton House | 26 Horticultural Society |
| 8 American House | 27 Old South Church |
| 9 Shumut House | 28 Boston Theatre |
| 10 Elm Street House | 29 Unitarian Church |
| 11 City Tavern | 30 Broadfield House |
| 12 Brattle Street Church | 31 Marlboro's Hotel |
| 13 Pinehill Hall | 32 Marlboro's Chapel |
| 14 Quincy Market | 33 Park St Church |
| 15 Merchants Ex & Post Office | 34 Trinity Church |
| 16 Commercial Office House | 35 Park St Masonic Temple |
| 17 Exchange Office House | 36 National History Sa. |
| 18 Old State House | 37 United States Hotel |
| 19 Court House | 38 Latin & English High School |



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BOSTON.

Boston, the capital of Massachusetts, and metropolis of New England, is situated on a peninsula at the western extremity of Massachusetts Bay. It is in N. Lat. $42^{\circ} 21' 23''$, and W. Long. $71^{\circ} 4' 9''$, and contains a population of 125,000. The peninsula upon which it is built is nearly three miles in length, with an average breadth of one mile, with numerous elevations from 50 to 110 feet above the sea, affording admirable sites for building, and giving to the city a peculiarly fine appearance, especially when viewed from the water. The Indian name of Boston was Shawmut, but it was called by the first settlers *Trimountain*, from the three hills on which the city is built. It was incorporated Feb. 1822.

Boston is connected with the surrounding country by artificial avenues or bridges, and with Roxbury by the *Neck* which forms the peninsula upon which the city is built. It is united with East Boston (formerly Noddle's Island) and Chelsea by means of steam ferry-boats, which ply at regular intervals during the day. The bridges are among the greatest curiosities of the place, being so different from any thing of their kind elsewhere; and

their great length, with the fine views they afford, renders them objects of interest to strangers. Boston is connected with Charlestown by the *Charles River* or old *Charlestown Bridge*, and by *Warren Bridge*. The former was incorporated in March, 1785, and is 13,503 feet long, 42 in breadth, and cost upwards of \$50,000. —*Warren Bridge* was incorporated in March, 1828; its length is 1,390 feet, breadth 45. The toll formerly collected from all who passed over these bridges, was abolished a few years since, on their becoming state property.—*West Boston Bridge*, leading from the foot of Cambridge-st. to Old Cambridge, was opened in Nov. 1793. It rests upon 180 piers, and, including causeway and abutments, is 6,190 feet in length. This bridge was sold to a company in June, 1846, for \$75,000, who have twelve years allowed for raising the sum by tolls, the interest of which is to keep the bridge in repair.—*Cragie's* or *Canal Bridge*, from the foot of Leverett-st. to Lechmere Point, in East Cambridge, was opened in Aug., 1809: its length is 2,796 feet, width 40. From this bridge a branch extends to *Prison Point*, Charlestown, the length of which is 1,820 feet, width 35 feet.—The *Mill Dam* or *Western Avenue*, opened in July, 1821, extends from the foot of Beacon-st. to Sewell's Point in Brookline: it is constructed in a substantial manner of stone and earth, and is a mile and a half long, and from 60 to 100 feet in width. It encloses about 600 acres of flats, over which the tide formerly flowed. A cross-dam divides this enclosure, which, by the aid of flood and ebb gates, forms a receiving basin, thereby producing, at all periods, a great extent of water-power. The cost of this work was about \$700,000. —*Boston Free Bridge*, from Sea-st. to South Boston, completed in 1828, is 500 feet long and 38 wide.—*South Boston Bridge*, leading from the "Neck" to South Boston, was opened in July, 1805. Length 1,550 feet, width 40: cost \$50,000. These bridges are all lighted with lamps. Besides the above, the river is crossed by several railroad bridges or viaducts.

South Boston, formerly a part of Dorchester, is connected with Boston by two bridges, and also by the Old Colony Railroad; it contains about 600 acres, which is laid out into regular streets. Pop. about 9,000. "Dorchester Heights," which are situated about the centre of the tract, 130 feet above the ocean, are fa-

mous in the Revolutionary history of the country. From these Heights, and also from Mount Washington, is presented a fine view of Boston and its harbor, Charlestown, the Navy Yard, and the surrounding country. The Institution for the Blind, and the Houses of Industry, Correction, and Reformation are located here.

East Boston, formerly Noddle's Island, lies about 1,980 feet N. E. from Boston, and is divided from Chelsea by Chelsea creek, 600 feet wide, over which is a bridge, whence a fine road leads to the Salem turnpike. Pop. about 6,000. Here is the depot and starting-point of the Eastern Railroad, and also of the Cunard line of steamships. Sugar-refining, ship-building, and mechanical pursuits, are extensively carried on here. A steam-ferry unites this place with Boston, leaving each side every five minutes, and occupying in crossing about three minutes.

Boston Harbor contains many islands, some of which are of great beauty: it is safe, and capacious enough for the largest navy. The most important part of this harbor is entered by a narrow pass, about three miles below the city, and is well protected by forts Independence and Warren. The outside harbor is protected by a strong fortress on George's Island, recently erected by the general government. The view of the city, and the towns and villages on the shores of the harbor, add much to the beauty of the scenery. *Fishing parties* frequently go out, and having secured a mess of fish, land on one of the many islands, and regale themselves with a "chowder." Boats of twenty or thirty tons are usually chartered for this purpose, men of experience always going with them.

Boston Common, one of the most delightful places of its kind in the country, is a great promenade, and on holidays and public occasions is crowded with people. It contains about 75 acres, including what is termed the Public Garden, on the west side of Charles-st. It is a mile and one-third in circumference, and surrounded by an iron railing which cost the city about \$75,000; outside of which are wide streets lined by handsome buildings. It is gently undulated, beautifully shaded with trees of various kinds, some of which are more than a hundred years old, and a beautiful gravelled walk, or mall, extends throughout its entire circumference. This spot, so greatly admired by strangers, is the



pride of all Bostonians. The ground was left to the city, on condition that it should not be appropriated to any other than its present use.

WATER.—Boston is about to be supplied with water from Long Pond, in Framingham, by means of the splendid enterprise now in progress. The ceremony of *breaking ground* took place Aug. 29th, 1846, on which occasion Long Pond received the appellation of "Cochituate Lake." This lake covers an area of 659 acres, and drains a surface of 11,400 acres. It is in some places 70 ft. deep, and is elevated 124 ft. above tide-water in Boston harbor. The corner-stone of the Boston Reservoir, situated on Beacon Hill, was laid on Saturday, Nov. 19th, 1847, by the Mayor and City Council. A large number of citizens assisted at the ceremony. The foundations for the arches which support the reservoir are very massive. The reservoir covers an area of 40,000 feet. The water is brought in an oval aqueduct, six feet four inches in height, and five feet in width, laid in brick with hydraulic cement, about $14\frac{1}{2}$ miles, from Cochituate lake to Brookline, where it discharges itself into a reservoir 30 acres in extent. From Brookline the water is forced by its own pressure through pipes

of 30 and 35 inches in diameter, to the two reservoirs in the city, the one on Mount Washington at South Boston, which will contain a superficies of 70,000, and the one on Beacon Hill of 38,000 feet. The latter will contain, when full, 3,000,000 of gallons. This reservoir will be capable of throwing a jet to a great height. The two reservoirs will deliver to the city of Boston 10,000,000 of gallons a day of the purest and best water. The entire cost of construction will probably fall within 3,000,000 of dollars. The greatest drawback to Boston has been, perhaps, the want of a sufficient supply of this element, conflicting interests having retarded its introduction at an earlier period. The aqueduct company for bringing water from Jamaica Pond in Roxbury, a distance of four miles, commenced operations as early as 1795, but the greatest supply from this source is about 50,000 gallons daily, a quantity quite inadequate for the rapid increase of the population. It is estimated that 23 gallons per diem would be required for each individual, including what may be used for culinary and other purposes. At this rate it would take upwards of 3,000,000 gallons daily to supply the inhabitants.

WHARVES.—About 200 docks and wharves surround the city, forming one of its peculiar features. *Long Wharf* extends from the foot of State-st. 1,800 ft., is 200 ft. in width, and contains 76 spacious stores.—*Central Wharf* is 1,380 ft. long, with a signal station in the centre, from which is obtained a fine view of the city and harbor.—*India Wharf* is 980 ft. long, and from 246 to 280 ft. in width. Ships from the East Indies and China are generally to be found here.—*Granite* or *Commercial Wharf* is 1,100 ft. long, and 160 wide, and contains many handsome granite stores.—The *Eastern Railroad Wharf*, of recent construction, extends 184 ft. on Commercial-st., and is 442 ft. long and 184 ft. wide. On this wharf are 23 large stores, the depot of the East Boston Railroad ferry, and the Exchange Hotel, a new and commodious building.—*Lewis's Wharf* contains a fine block of granite warehouses, some of which are four stories in height. On the end of the wharf is an observatory, commanding a fine and extensive prospect.—*Union Wharf* extends 290 ft. on Commercial-st., and is 640 ft. in length. It has a number of fine warehouses upon it. At the lowest tides the water at this wharf is 22 ft. deep.



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CHURCHES.—The UNITARIAN are as follows: *First Church*, in Chauncey-place, leading from Summer-st., Rev. N. L. Frothingham, pastor; *Second Church*, in Hanover-st., Rev. C. Robbins; *King's Chapel*, on the corner of Tremont and School sts.; *Brattle-street Church*, in Brattle-st., Rev. S. K. Lothrop; *New South Church*, on Church Green, at the junction of Summer and Bedford sts., Rev. A. Young; *Federal-street Church*, at the corner of Federal and Berry sts., Rev. E. S. Gannett; *Hollis-street Church*, Hollis-st.; *Purchase-street Society*, removed to corner of Harrison avenue and Beach-st., Rev. C. Coolidge; *South Congregational Church*, on Washington-st., S. End, Rev. F. D. Huntington; *Church of the Disciples*, Masonic Temple, Rev. J. F. Clarke; *Bedford-street Society*, Rev. R. C. Waterston; *Warren-street Chapel*, Rev. T. B. Fox.

The TRINITARIAN CHURCHES are—*Old South Church*, corner of Washington and Milk sts., Rev. G. W. Blagden; *Park-street Church*, corner of Park and Tremont sts., Rev. S. Aiken.—*Essex-street Church*, Rev. N. Adams; *Central Church*, Winter-st., Rev. W. M. Rogers; *Mount Vernon Church*, Somerset-place, Rev. J. N. Kirk; *Bowdoin-street Church*, Rev. J. W. Waterbury.

The BAPTIST CHURCHES are—*The First Church*, corner of Hanover and Union sts., Rev. R. H. Neale; *Second Baptist Church*, Baldwin-place, near Salem-st., Rev. B. Stowe; *Third Baptist Church*, in Charles-st., Rev. D. Sharp; *Federal-street Baptist Church*, removed to Bedford-st., Rev. W. Hague; *Harvard-street Church*, corner of Harrison avenue and Harvard-st., Rev. J. Barnard; *Tremont-street Church*, Tremont Temple, Rev. N. Colver; *Bowdoin-square Church*, Rev. R. W. Cushman.

The EPISCOPAL CHURCHES are—*Christ Church*, in Salem-st., near Copp's Hill, Rev. J. Woart; *Trinity Church*, on the corner of Summer and Hawley sts., Rt. Rev. M. Eastburn; *St. Paul's Church*, Tremont-st., opposite the Common, Rev. A. H. Vinton; *St. Stephen's Church*, in Purchase-st., Rev. E. W. P. Wells; *Grace Church*, in Temple-st., Rev. C. M. Butler.

The CATHOLIC CHURCHES are—*Church of the Holy Cross*, in Franklin-st.; *St. Mary's Church*, Endicott-st.; *St. Patrick's Church*, Northampton-st.; *Church of St. Peter and St. Paul*, South Boston; *St. Augustine's Church*, South Boston; *Church*,

of the Holy Trinity, on Suffolk-st.; *Church of St. Nicholas*, East Boston.

THE UNIVERSALIST CHURCHES are—*First Universalist Church*, Hanover-st.; *Second Universalist Church*, in School-st.; *Fourth Church*, S. B., Rev. T. D. Cook; *Fifth Church*, on Warren-st.

THE METHODIST CHURCHES are—*First Methodist Church*, in North Bennett-st.; *Second Church*, in Broinfield-st.; the *Mariner's Bethel*, in North-square, Rev. E. T. Taylor; *Fourth Church*, in North Russell-st.; *Fifth Church*, in South Boston.

THE NEW JERUSALEM CHURCH is in Bowdoin, near Beacon-st.

PUBLIC BUILDINGS, &c.—Of the public buildings in Boston, the *State-House*, on the summit of Beacon Hill, and fronting the "Common," is among the first. Its foundation is 110 ft. above the level of the sea. Length 173 ft., breadth 61. The edifice was completed in 1798, at a cost of \$133,330, about three years having been occupied in its construction. On the entrance floor is to be seen Chantrey's beautiful statue of Washington. Near by is the staircase leading to the dome, where visitors are required to register their names, and from the top of which is obtained a fine view of the city, the bay with its islands, and the surrounding country,—one of the finest views in the Union, if not in the world. The number of visitors to the cupola from April to Nov. 1846, was 54,250. The state legislature holds its annual session here.—The new *Custom-House* is located at the foot of State-st., between the heads of Long and Central wharves. It is in the form of a cross; the extreme length being 140 ft., breadth 95 ft. The longest arms of the cross are 75 feet wide, and the shortest 67 ft., the opposite fronts and ends being alike. The entire height to the top of the dome is 90 ft. It is built in the pure Doric order of architecture. Each front has a portico of six fluted Doric columns, 32 ft. high and 5 ft. 4 inches in diameter, and is approached by 14 steps. The columns are each in one piece, of highly wrought granite, having cost about \$5,000 each. It is built on 3,000 piles, driven in the most thorough manner. Immediately on the top of these piles is a platform of granite, one foot six inches thick, laid in the best hydraulic cement, and upon it the foundations of the walls, partitions, &c., were commenced. Underneath the whole building is a cellar 12 ft. deep, perfectly

dry, which is used for the storage of goods. The architect of this noble structure was Ammi B. Young, Esq., of Boston.—*Faneuil Hall.* This venerated structure, termed the “Cradle of Liberty,” is in Dock Square. It is about 109 years old, and is an object of deep interest to Americans. Here the fathers of the Revolution met to harangue the people on the events of that stirring period; and often since that time the great men of the state and nation have made its walls resound with their eloquence. It was presented to the city by Peter Faneuil, a distinguished merchant, who, on the 4th of July, 1740, made an offer, in a town-meeting, to build a market-house. There being at that time none in the town, it was accepted by a vote of 367 to 360. The building was begun the following year, and finished in 1742. The donor so far exceeded his promise, as to erect a spacious and beautiful Town Hall over it, and several other convenient rooms. In commemoration of his generosity, the town, by a special vote, conferred his name upon the Hall; and as a further testimony of respect, it was voted that Mr. Faneuil’s full-length portrait be drawn at the expense of the town and placed in the Hall. This, with other portraits, can be seen by visitors. This gentleman died on the 3d of March, 1743, and the first meeting of the inhabitants of Boston held in Faneuil Hall was on the 4th of the same month, to hear the funeral oration of the donor.—*The Exchange,* a new and splendid building fronting on State-st., was completed in the fall of 1842. It is 70 ft. high and 250 ft. deep, covering about 13,000 ft. of ground. The front is built of Quincy granite, with four pilasters, each 45 feet high, and weighing 55 tons each. The roof is of wrought-iron, and covered with galvanized sheet-iron; and all the principal staircases are fire-proof, being constructed of stone and iron. The front is occupied by banks, insurance and other offices, and the rear is an hotel; on the lower floor are bathing-rooms, and at the top is a telegraph station. The centre of the basement story is occupied by the Post-office. The great central hall, a magnificent room, is 58 by 80 ft., having 18 columns 20 ft. in length, in imitation of Sienna marble, with Corinthian capitals, and a sky-light of colored glass, finished in the most ornamental manner. This room is used for the merchants’ exchange, and subscribers’ reading-room. The

entire cost of the building, exclusive of land, was \$175,000.—The *Court-House*, a fine building in Court-square, fronting on Court-st., is built of Quincy granite. The corner-stone was laid in Sept., 1833. The interior contains four court-rooms, 50 ft. by 40, and large and commodious offices for all the respective departments.—The *City Hall* is near the Court-House, and fronting on School-st., with an open yard in front.—The *Massachusetts Hospital* is built of granite, and occupies an area of four acres on Charles river, between Allen and Bridge sts. It has recently been enlarged by the addition of wings.—The *Massachusetts Medical College*, formerly in Mason-st., is now removed to the foot of Bridge-st., near the Massachusetts Hospital. A large brick edifice has recently been erected for it.—*Harvard University*, located in Cambridge, was founded in 1636, and takes its name from the Rev. John Harvard, who left it a legacy of £779 17s. 2d. sterling. Its funds at the present time exceed half a million of dollars. The annual commencement is on the last Wednesday in August.—The *Athenæum*, situated in Beacon-st., has a library of about 45,000 volumes, together with a rich cabinet of medals, coins, &c. Besides an extensive reading-room, furnished with all the best American and European periodicals and newspapers, it has also a fine collection of paintings and statuary. It is open to subscribers, and to friends that may be introduced, from 9 A. M. until dark.—The *Lowell Institute* was founded by John Lowell, Jr., Esq., for the support of regular courses of popular and scientific lectures. The sum bequeathed for this purpose amounts to about \$250,000. By his will, he provides for the maintenance and support of public lectures on natural and revealed religion; physics and chemistry, with their application to the arts; and on geology, botany, and other useful subjects. These lectures are all free. The season for delivering them is from October to April, during which period four or five courses (of twelve lectures each) are usually delivered. Mr. Lowell died at Bombay, in March, 1836, in the 37th year of his age.—The *McLean Asylum for the Insane*, at Somerville, occupies a fine situation on rising ground, and has 15 acres of land attached to it. The grounds are well laid out, and every provision is made to beguile the patients into forgetfulness of their

melancholy situation.—*The Institution for the Blind*, in South Boston, is erected on elevated ground, and commands a splendid view of the city, harbor, and surrounding country. An interesting exhibition of the pupils takes place at the Institute on the first Saturday of every month. Strangers can obtain admission at any time by applying for an order. Omnibuses from Boston leave every 15 minutes.—*The Houses of Industry, Correction, and Reformation*, are in South Boston, near the brow of Dorchester Heights, and occupy about 60 acres of ground.—*Faneuil Hall Market*, completed in 1827, at a cost, exclusive of land, of \$150,000, is built entirely of granite, and is 536 ft. long and 50 wide, with a portico, at each end, of four pillars 23 ft. high. In the centre of the building is a dome of fine proportions.—*The Masonic Temple* is situated on Tremont-st., opposite to the Common.—*The Melodeon* is on Washington, near Bedford st.—*The Tremont Temple*, formerly the Tremont Theatre, is on Tremont, near School st.—*Amory Hall*, corner of Washington and West sts.; *Concert Hall*, corner of Court and Hanover sts.; *Congress Hall*, on the corner of Congress and Milk sts.; *Pantheon Hall*, on Washington-st., above Boylston Market; *Washington Hall*, on Washington, near Bromfield st.; *Covenant Hall*, on Washington-st., near Boylston Market; and *Winthrop Hall*, in Tremont Row, are occupied as Odd Fellows' Lodges. The Free Masons meet at the Masonic Temple in Tremont-st.

BANKS.—These are as follows: *Atlantic*, South Kilby-st.; *Atlas*, 60 State-st.; *Boston*, 48 State-st.; *Boylston*, corner of Washington and Boylston sts.; *City*, 61 State-st.; *Columbian*, 34 State-st.; *Exchange*, 28 State-st.; *Eagle*, 49 State-st.; *Freeman's*, 28 Sea-st.; *Globe*, 22 State-st.; *Granite*, 61 State-st.; *Hamilton*, 66 State-st.; *Market*, 1 Merchants' Exchange; *Merchants'*, 28 State-st.; *Massachusetts*, 66 State-st.; *Mechanics'*, South Boston; *New England*, 67 State-st.; *North*, 2 Merchants' Ex.; *Shawmut*, 39 State-st.; *Shoe and Leather Dealers'*, 65 State-st.; *State*, 40 State-st.; *Suffolk*, 60 State-st.; *Traders'*, 91 State-st.; *Tremont*, 41 State-st.; *Union*, 40 State-st.; *Washington*, 75 State-st.

HOTELS.—*The Tremont House*, on Tremont and Beacon sts., was opened in October, 1829. It is a granite building, contain-

ing 180 rooms, and cost, without the land, \$68,000. Board \$2.00 per day.—The *American House*, in Hanover-st., is one of the best houses in Boston, and is provided with every convenience to render it a most agreeable “stopping-place.” Board, by the day, \$2.00.—The *United States Hotel*, corner of Lincoln and Beach sts., and opposite the Worcester Railroad depot, is a fine establishment. Wings have recently been added to this building, which make it, in point of size, equal, if not superior, to any other of its kind in the country. Board \$2.00 per day.—The *Adams House*, a new and beautiful hotel, is located in Washington-st., near its junction with Bedford-st. It is furnished throughout in a superb style, and the comfort of visitors is particularly attended to. Board \$2.00 per day.—*Revere House*, an hotel recently opened, has a handsome situation on Bowdoin Square. Board \$2.00 per day.—The *Marlboro’ Hotel*, in Washington-st., is a strict temperance house, and a popular establishment. Board \$2.00 per day.—The *Albion*, in Tremont Row, is a good house, conducted on the European plan.—Among other good hotels in Boston, are the following: *Bromfield House*, Bromfield-st., near Washington-st.; *Commercial Coffee-House*, Milk-st.; *City Hotel*, Brattle-st.; *Eastern Exchange Hotel*, opposite Eastern Railroad depot; *Exchange Coffee-House*, corner of Congress-sq. and Devonshire-st.; *Eastern Railroad House*, 115 Commercial-st.; *Franklin House*, 44 Merchants’ Row; *Hanover House*, 50 Hanover-st.; *Merchants’ Exchange Hotel*, State-st.; *Pemberton House*, Howard-st. The price of board, at the above houses, varies from \$1.00 to \$1.50 per day.

THEATRES, AND OTHER PLACES OF AMUSEMENT.—The *Howard Athenæum*, in Howard-st., occupies the site of the “Millerite Tabernacle,” which, after being converted into a theatre, was destroyed by fire. The present building, considered one of the handsomest of its kind in the country, cost upwards of \$100,000.—The *Boston Theatre*, until recently the “Odeon,” stands on the corner of Federal and Franklin sts.—The *National Theatre*, at the junction of Portland and Traverse sts., was built in 1831. It was first opened for equestrian performances, but is now used for theatrical representations.—The *Adelphi*, recently opened in Court-st., is devoted to Burlesque and Vaudevilles.—The new

Boston Museum is situated opposite Tremont Row, near Court-st. Besides the curiosities of the Museum, it offers attractions in the way of theatrical performances, generally very entertaining. Price of admission, 25 cents.—At the *Missionary House*, in Pemberton-square, is a Museum, collected and forwarded by missionaries in various parts of the world. Open daily: admission free.—The *Natural History Rooms*, in Tremont-st., adjoining the Boston Museum, are worthy of a visit. Admission free.

PLACES WORTH VISITING.—The *Bunker Hill Monument* is in Charlestown. The top of this structure commands a magnificent view, embracing a wide extent of land and water scenery. The journey to the top is somewhat tedious, it being necessary to mount nearly 300 steps; yet this is forgotten in the charming scene and delightful air that await the arrival of the visiter.—Near at hand is the *United States Navy Yard*, containing, among other things, a ropewalk, the longest in the country. The machinery here is of the most perfect kind.—The *State House*.—*Faneuil Hall*.—The *State Prison*, located in Charlestown. Fee 25 cents.—The *Blind Asylum* and the *Houses of Industry and Reformation*, both in South Boston. Omnibuses leave the city every 15 minutes. Fare $6\frac{1}{2}$ cents.—The *Custom-House*, at the foot of State-st.—*Mount Auburn Cemetery* is about a mile from Harvard University. It is an enchanting spot—a magnificent resting-place for the dead. The cemetery is reached by taking the cars at Charlestown, which leave the depot several times daily. (For the pages on which the above places are described, see Index.)—*Mr. Cushing's Garden*, a place of great beauty, is a short distance beyond Mount Auburn, in Watertown. Tickets may be obtained gratis on application at the Horticultural store in School-st.—*Fresh Pond*, another charming place of resort, is about four miles from Boston, and half a mile from Mount Auburn; it is reached by the railroad cars, which leave Charlestown many times during the day. Fare $12\frac{1}{2}$ cents.—The other fine sheets of water in the vicinity of Boston, well worthy the attention of visitors, are *Horn*, *Spot*, *Spy*, and *Mystic* Ponds.

WATERING PLACES IN THE VICINITY OF BOSTON.—*Nahant*, a delightful watering-place, is situated about 12 miles from Boston, by water, and 14 miles by land. During the summer season, a

steamboat plies daily. *Fare* 25 cents. This is a most agreeable excursion, affording an opportunity, in passing through the harbor, for seeing some of the many beautiful islands with which it is studded. Nahant may also be reached by taking the Eastern Railroad cars as far as Lynn, and thence walking or riding a distance of three miles, along the hard sandy beach, in full view of the open sea; or by omnibuses, which intersect the railroad cars at Lynn several times daily.

The peninsula is divided into Great and Little Nahant, and Bass Neck. The former is the largest division, containing 300 acres, a part of which is under cultivation, many handsome dwellings, and a spacious hotel, with a piazza on each floor. From this place the visitor has a boundless seacoast view.

On the s. side of Great Nahant is the dark cave or grotto called the *Swallow's Cave*, 10 feet wide, five feet high, and 70 long, increasing in a short distance to 14 feet in breadth and 18 or 20 in height. On the north shore of the peninsula is a chasm 20 or 30 feet in depth, called the *Spouting Horn*, into which, at about half tide, the water rushes with great violence and noise, forcing a jet of water through an aperture in the rock to a considerable height in the air.

Large numbers resort to Nahant, during the sultry heats of summer, to enjoy the refreshing sea breeze. Visitors may amuse themselves at this delightful place, by fishing, the grounds for which are excellent; by bathing, either in cold or warm water; with riding, &c., &c.

Philip's Beach, a short distance n. e. of Nahant, is another beautiful beach, and a noted resort for persons in search of pleasure or health.

Nantasket Beach, 12 miles from Boston, is situated on the e. side of the peninsula of Nantasket, which forms the s. e. side of Boston harbor, and comprises the town of Hull. The beach, which is remarkable for its great beauty, is four miles in length, and celebrated for its fine shell-fish, sea-fowl, and good bathing.

Chelsea Beach, about three miles in length, is situated in the town of Chelsea, and is another fine place of resort. A ride along this beach in a warm day is delightful. It is about five miles from Boston, and may be reached by crossing the ferry to East Boston.

The rates of fare in the city of Boston, to be taken by or paid to the owner or driver of any licensed carriage, are as follows:

For carrying a passenger from one place to another, within the city proper, 25 cents.

For children between three and twelve years of age, if more than one, or if accompanied by an adult, half price only is charged for each child; and for children under three years of age, when accompanied by their parents, or any adult, no charge is made. Every driver or owner of any licensed carriage, is obliged to carry with each passenger one trunk, and a valise, saddle bag, carpet-bag, portmanteau, box, bundle, basket, or other article used in travelling, if he be requested so to do, without charge or compensation therefor; but for every trunk or other such article as above named, more than two, he is entitled to demand and receive the sum of five cents.

DISTANCES IN BOSTON FROM THE EXCHANGE IN STATE-STREET.

To the Providence Depot, three-quarters of a mile; the Worcester and Old Colony Depots, two-thirds of a mile; the Boston and Maine Depot, one-third of a mile; the Lowell Depot, two-thirds of a mile; the Eastern Depot, half a mile; Bunker Hill Monument and Navy Yard, $1\frac{1}{4}$ mile; Roxbury, $2\frac{1}{2}$ miles; Chelsea, two miles; Cambridge Bridge, three-quarters of a mile; Harvard University, $3\frac{1}{2}$ miles; Mount Auburn, $4\frac{1}{2}$ miles; Fresh Pond, five miles; East Boston, $1\frac{1}{4}$ mile; Mt. Washington and Dorchester Heights, S. Boston, two miles; House of Reformation, S. B., $2\frac{3}{4}$ miles.

STEAMBOAT CONVEYANCES FROM BOSTON.—During the season of navigation steamboats leave Boston for Portsmouth, N. H., and also for Portland, Me. The fares are usually low, as the boats run in opposition to the railroad.

For Bath, Gardiner, and Hallowell.—Steamers leave Boston for the above places, from the end of T wharf, every Tuesday and Friday, returning on alternate days. Stages will be found in readiness at Hallowell and Gardiner, on the arrival of the boat, to take passengers to *Waterville, Farmington, Readfield, Winthrop, &c.* The stage route from the above places to the E. of the Kennebec, and to Quebec, Can., will be found both pleasant and expeditious.

For Bangor.—A steamboat leaves from the foot of Hanover-st. every Tuesday and Friday, in the afternoon, for Bangor. *Usual fare \$3.00.* At Belfast stages will be in readiness to convey passengers to *Castine, Deer Isle, Sedgwick, Bluehill, and Ellsworth.*

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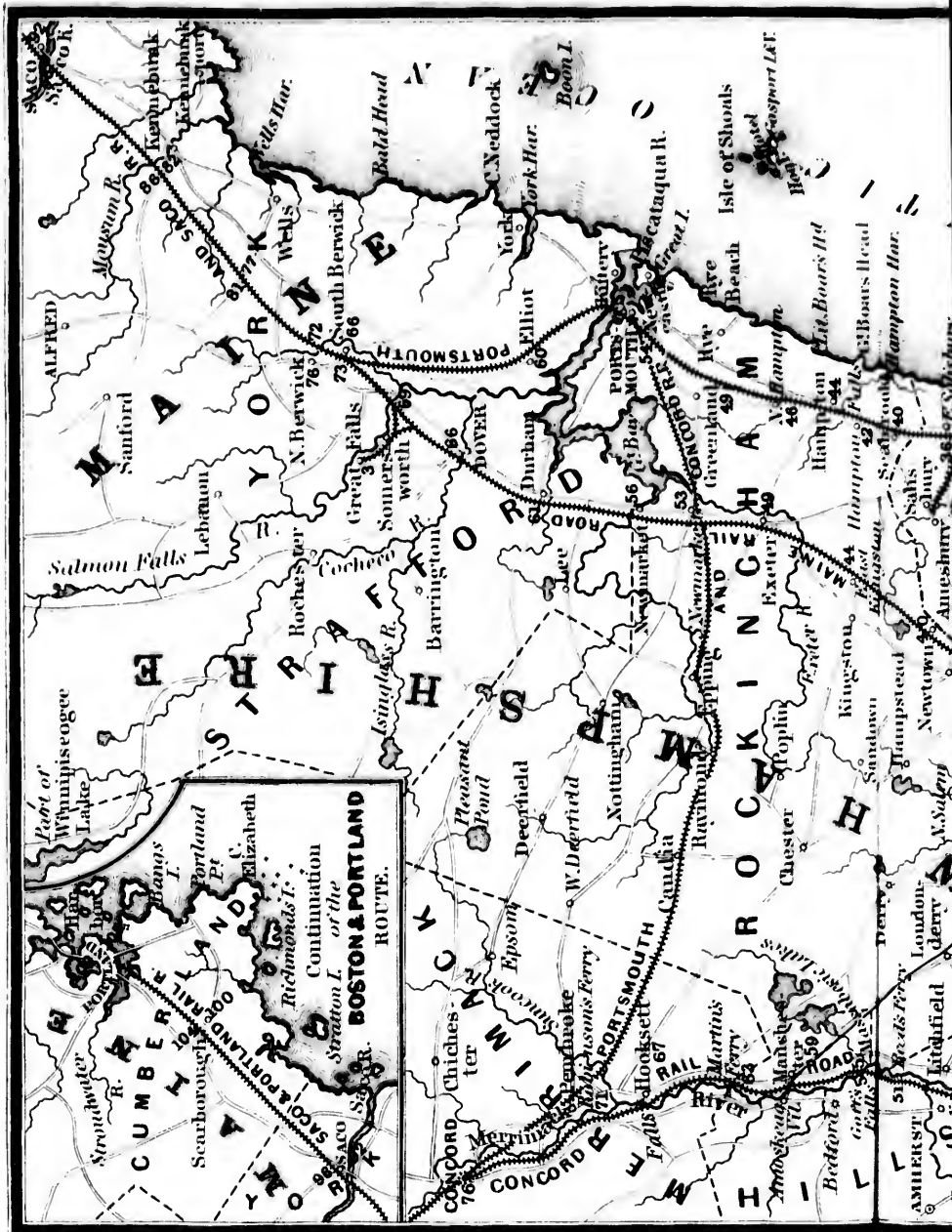
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For Eastport, Me., and St. Johns, N. B.—A steamboat leaves Eastern Steamboat Wharf for the above places twice a week, returning on alternate days. *Usual fare to Eastport \$6.00 ; to St. Johns \$8.00.*

NOTE.—For the routes diverging from Boston, see railroads under their respective heads.

EASTERN RAILROAD,

SEABOARD, OR LOWER ROUTE. (See Map No. 4.)

There are two routes from Boston to Portland, Me. ; the Eastern or seaboard route from East Boston, 105 miles in length, and the Boston and Maine, or inland, or upper route, which connects with the Eastern at South Berwick, Me. The distance by the latter route is 109 miles. They are both well-managed roads, and the cars and conveniences upon them not inferior to those upon the best roads in the country.

The Eastern Railroad from Boston to Salem was opened in 1838 ; to Portsmouth, N. H., in 1840 ; and to Portland, Me., in 1842. The cost of the road to Portsmouth, 54 miles, including a double track to Salem, with locomotives, cars, &c., was \$2,500,000. The Portsmouth, Saco, and Portland Railroad, 51 miles, cost \$1,200,000.

FROM BOSTON TO PORTLAND VIA SALEM, NEWBURYPORT, AND PORTSMOUTH.—In order to take the cars from Boston, which leave several times daily, to any place on this route, passengers must purchase their tickets at the depot on Eastern Avenue, Commercial-st., and cross the ferry to East Boston, where is the commencement of the railroad.

The first stopping-place on this route is at *Lynn Hotel*, one mile from the town of *Lynn*. Persons wishing to stop at this great shoe-mart, will leave the cars at the second *stopping-place*, nine miles from Boston. *Fare 25 cents.*

SALEM, which contains a population of about 17,000, is situated on a peninsula, a short distance from the sea, and 20 miles from Cape Ann. It was formerly extensively engaged in the East

India trade, but has declined in commercial importance, most of its shipping having been removed to Boston, although continuing to be owned in Salem. Chestnut-st., one of the handsomest thoroughfares in the country, has rows of elm-trees on either side, and contains many splendid mansions. The Naumkeag Steam Cotton Factory, employing upwards of 500 hands, and the largest of its kind in the U. States, is located here. The *Museum* of the *East India Marine Society* is well worth a visit, for which tickets of admission can be procured gratis, on application. It is remarkable for the variety and extent of its natural and artificial curiosities, collected from every part of the world. *Fare from Boston* 40 cents. The Eastern Railroad passes through a tunnel built under Essex and Washington sts., and is thence carried over a bridge of considerable length to Beverly.

Beverly, two miles north of Salem, and 16 from Boston, is connected with the former place by a bridge across the North River; the bridge, which was built in 1788, is 1,500 ft. in length. The inhabitants are very generally engaged in the fisheries. Pop. about 5,000. *Fare* 45 cents.

Wenham is a very pleasant town, 20 miles n. by E. of Boston. Pop. about 2,000. Wenham Pond, a beautiful sheet of water, about a mile square, affords abundance of excellent fish, and is much visited by persons fond of angling. It is also noted for the quality and quantity of its ice, a large amount of which is yearly exported. *Fare* 56 cents.

Ipswich contains about 3,000 inhabitants. The country around is well cultivated and beautifully variegated. *Fare* 70 cents.

Rowley is an agricultural town much resorted to by families seeking a healthy summer location. Distance from Boston 29 miles. *Fare* 80 cents.

NEWBURYPORT, MASS., lies on a gentle acclivity, on the s. bank of the Merrimack River, near its union with the Atlantic. It is considered one of the most beautiful towns in New England. In consequence of a sand-bar at the mouth of the harbor, its foreign commerce has greatly declined. The celebrated George Whitefield died in this town in Sept., 1770. Pop. about 10,000. *Fare from Boston* \$1.00.

Salisbury Beach, celebrated for its beauty and salubrity, is much

visited during the warm season. It is from four to five miles distant from Newburyport.

Seabrook is noted for its whale-boat building, which is carried to a great extent. The inhabitants are mostly mechanics and seamen. Pop. about 2,000. *Fare from Boston* \$1.15.

Hampton Falls was originally a part of Hampton, from which it was separated and incorporated in 1712. The inhabitants are mostly engaged in agricultural pursuits. Pop. about 900.

Hampton is pleasantly situated near the Atlantic coast. From elevations in the vicinity there are fine views of the ocean, the Isle of Shoals, and of the sea-coast from Cape Ann to Portsmouth. *Fare from Boston* \$1.32. Hampton Beach has become a favorite place of resort for parties of pleasure, invalids, and those seeking an invigorating air. Great Bear's Head, in this town, is an abrupt eminence extending into the sea, and dividing the beaches on either side. There is here an hotel for the accommodation of visitors. The fishing a short distance from the shore is very good.

The *Isle of Shoals* is distant about nine miles from Hampton and from Portsmouth. These shoals are seven in number. Hog Island, the largest, contains 350 acres, mostly rocky and barren. Its greatest elevation is 59 feet above high-water mark. Upon this island is an hotel, recently erected. These rocky isles are a pleasant resort for water parties, and the bracing air, while refreshing to the sedentary, cannot be otherwise than salutary to invalids.—*Rye Beach* is another noted watering-place on this coast, much frequented by persons from the neighboring towns.

PORTSMOUTH, N. H., the principal town in the state, and the only seaport, is built on the s. side of Piscataqua river. It is in N. Lat. 43° 4' 54", W. Long. 70° 45'. Pop. about 12,000. Its situation is a fine one, being on a peninsula near the mouth of the river. It is connected by bridges with Kittery in Maine, and Newcastle on Grand Island, at the mouth of the river. The harbor is safe and deep, and is never frozen, its strong tides preventing the formation of ice. There is here a U. States Navy Yard, one of the safest and most convenient on the coast. The *North America*, the first line-of-battle-ship launched in this hemisphere, was built here during the Revolution. Portsmouth is well sup-

plied with excellent water brought from a fountain three miles distant, and conducted into all the principal streets. *Fare from Boston, \$1.50.*

South Berwick is situated at the point where the Eastern Railroad is intersected by the Boston and Maine Railroad, and is 66 miles distant from Boston by the former route, and 73 by the latter.

Saco, situated on one of the largest rivers in New England, is a port of entry, and has a flourishing trade. From the mouth of the river a fine beach extends *five* miles, called Old Orchard Beach Pop. about 6,000. *Fare \$2.90.*



VIEW OF PORTLAND.

PORTLAND is 105 miles from Boston, 58 s. w. from Augusta, the capital of the state, 125 from Bangor, and 550 from Washington, and is in N. Lat. $43^{\circ} 39' 26''$, W. Lon. $70^{\circ} 20' 30''$. It is handsomely situated on a peninsula, occupying the ridge and side of a high point of land, in the s. w. extremity of Casco Bay, and on approaching it from the ocean is seen to great advantage. The harbor is one of the best on the Atlantic coast, the anchorage being protected on every side by land, whilst the water is deep, and communication with the ocean direct and convenient. It is defended by forts Preble and Scammel. On the highest point of the peninsula is an observatory 70 ft. in height, commanding a fine view of the city, harbor, and islands in the bay. The misty forms of the White Mountains, 60 miles distant, are

discernible in clear weather. The scenery around Portland is noted for its extent, variety, and beauty, and is not surpassed by any similar view in the country.

The trade of Portland is large, and is still increasing. Fish, lumber, and produce generally, are the chief articles of export. Its commerce with the principal places on the Atlantic coast, the southern ports, and the West Indies, is very extensive.

The great railroad from Portland to Canada is in progress, and also one to Augusta, (with a branch to Bath;) this is to be continued to Bangor, and in time will be, no doubt, extended to the frontier, and into New Brunswick, there meeting the "St. Andrews, Woodstock, and Quebec Railroad," the route of which has been surveyed, and a portion of which is now being constructed. When these great thoroughfares are completed, Portland will rank as one of the first commercial cities of our fast-growing country.

There are several well-kept hotels in Portland, the principal of which are the *American*, in Congress-st.; *Elm Tavern*, Federal-st.; and the *United States Hotel*, corner of Congress and Federal sts. *Fare from Boston to Portland* \$3.00; *usual time* 5½ hours. (For routes from Portland, see Index.)

FROM BOSTON TO DANVERS.—Take the cars at East Boston for Salem; thence by the Essex Railroad to Danvers, 16 miles from Boston. *Fare* 45 cents. This road is to intersect the Boston and Maine and Boston and Lowell railroads at Wilmington. Tanning, and the manufacture of pottery and boots and shoes, form the chief trade of Danvers.

FROM BOSTON TO MARBLEHEAD.—Take the cars as above to Salem; thence by the branch road to Marblehead, a distance of 18 miles. *Fare* 46 cents. The enterprise of the inhabitants of this rocky town is chiefly directed to the fisheries, and the amount of its exports is very considerable. Pop. about 6,000.

FROM BOSTON TO GLOUCESTER.—By Eastern Railroad to Beverly, 16 miles; thence by the Gloucester Branch Railroad to Manchester and Gloucester: total, 34 miles. *Fare* 75 cents. *Gloucester* is situated on *Cape Ann*, the eastern extremity of Massachusetts, and on the n. shore of Massachusetts Bay. The town is on the southern side of the cape, and has one of the finest

harbors on the whole Atlantic coast. The exclusive trade of the place is maritime. In 1847, 150 schooners, with a tonnage of 10,000 tons, and manned by 1,500 men, were employed in the cod, halibut, and mackerel fisheries. It is a port of entry, and its foreign and domestic trade is quite extensive. There were 130 arrivals from foreign ports in 1846, and the importations at this port were valued at \$200,000. About 17,000 tons of shipping are owned here. In the town are seven churches, a town hall, stone banking-house, and various other public buildings. The population of Gloucester is about 6,000, and that on the whole of Cape Ann about 10,000. During the summer season Gloucester is a great resort for those who are desirous of enjoying the sea-breeze of the Atlantic, and of bathing in its clear blue water. By many, this place is thought to equal Newport, and the situation and location of the two places are somewhat similar.

FROM PORTSMOUTH TO CONCORD.—This is a new route, and will probably be open for travel during the present year. The route determined on intersects the Boston and Maine Railroad at South Newmarket, and passes on through Epping, Raymond, Candia, and Suncook village, in Pembroke, to Concord.

BOSTON AND MAINE RAILROAD.

(See Map No. 4.)

This road is 73 miles long, and cost \$1,887,340. It was opened from Wilmington in 1843. On the 1st of July, 1845, it was opened to Boston, which it reaches by crossing the Charles river over a viaduct of considerable length, and terminates in a commodious depot at the foot of Union-st., in Haymarket-square. A canal formerly occupied the space between this depot and the river, over which the rails are laid. By this arrangement the cars are brought almost to the commercial centre of the city. The stock of this well-managed and prosperous road is among the best in the country. *Cars leave Boston from the above-named depot for Portland and intermediate places, daily.*

BOSTON TO PORTLAND via HAVERHILL AND DOVER, (Upper Route.)—In crossing the Charles river, the State Prison, a gran-

ite building situated on Prison Point in Charlestown, is an object of attraction. The first stopping-place on this route is at *Somerville*, two miles distant from Boston. *Fare* 8 cents.

Malden, five miles from Boston, is noted for its dyeing establishments. *Fare* 12 cents.—*Stoneham*, three miles beyond, has a population of about 2,000, which is principally occupied in the manufacture of shoes. *Fare* 18 cents. In this town is *Spot Pond*, a beautiful sheet of pure water, covering an area of 283 acres, and which is 143 ft. above highwater-mark in Boston harbor.

South Reading is a neat and flourishing place, where shoes, cabinet-ware, and other articles, are extensively manufactured. *Fare* 25 cents. A large and beautiful pond, the source of the Saugus river, is not far distant.

Reading, 12 miles from Boston, is another important boot and shoe mart. *Fare* 30 cents. Here the cars stop a few minutes for refreshments.

Wilmington, 17 miles from Boston, is where the Boston and Maine Railroad formerly commenced: it is united with the Lowell Railroad at the depot, two miles s. of the village. The town is celebrated for its growth of hops, large quantities of which are annually produced. *Fare* 40 cents.

Andover, a beautiful town, under excellent cultivation, has long been celebrated for its literary and theological institutions. *Fare* 60 cents.

At *North Andover* is a branch road leading to the new city of *Lawrence*, which is situated on the Merrimack at its junction with the Spicket river. The water-power of Lawrence is very great, and will no doubt make it an important manufacturing place. Its population is now probably not less than 10,000. A railroad is in progress connecting Lawrence with Manchester, N. H.; and also another, which is to unite it with the great manufacturing town of Lowell.

Bradford is pleasantly situated on the Merrimack river. The inhabitants are principally engaged in the making of boots and shoes. A bridge 750 ft. long connects this town with Haverhill on the opposite side of the river. Pop. about 3,000. *Fare from Boston* 85 cents.

Haverhill is delightfully located at the head of navigation on the Merrimack, and is so situated as to command a large inland trade. Boots and shoes, morocco leather, hats, cabinet-ware, and many other articles, are extensively made here. Pop. about 5,000. *Fare from Boston* 85 cents.

Plaistow, N. H., is an old town, having obtained its charter in 1749. Pop. about 800. *Fare* \$1.00.

Exeter is a beautiful town, 49 miles n. of Boston, 14 s. w. of Portsmouth, and 40 s. e. of Concord, the capital of the state. Cotton goods, morocco leather, paper, blank books, &c., are manufactured here. Pop. about 3,000. *Fare* \$1.30.

Dover, N. H., one of the most important towns in the state, is situated on the Cochecho river, at the head of navigation, about 12 miles from the ocean. The falls in this river, whose name they bear, have a sudden descent of 32 ft. Upon these falls have been erected the mills of the "Cochecho Cotton Manufacturing Company," incorporated in 1820. This company has a capital of more than a million of dollars invested, and employs upwards of 1,000 persons. The "mills" in Dover are well worthy of a visit. *Fare from Boston* \$1.75.

Somerworth, on the Salmon Falls river, is a flourishing town with an extensive water-power. The river is of sufficient depth for vessels of 250 tons.—*Great Falls* is a large and extensive manufacturing village.—At *South Berwick* the Boston and Maine Railroad unites with the Portsmouth and Saco Railroad. (For the continuation of the route to Portland, see page 44.)

BOSTON AND LOWELL, AND NASHUA AND CONCORD RAILROADS.

(See Map No. 4.)

The Boston and Lowell Railroad was opened in June, 1835. Its length is 26 miles. It cost, including depots, engines, cars, &c., \$1,940,418. The country passed over is uneven, but the average of inclination does not vary over 10 ft. in a mile, so well is the grade preserved. It is undoubtedly one of the best, and most productive roads in the country. A branch road extends to

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Woburn Centre, a distance of two miles. The Nashua and Lowell Railroad was opened in Oct., 1838. Its length is 15 miles. The cost of its construction was \$500,000. The Concord Railroad, opened in Nov., 1843, is 35 miles long. It was constructed at a cost of \$800,000.

ROUTE BETWEEN BOSTON, LOWELL, AND CONCORD.—Passengers on this route will take the cars of the Lowell Railroad, at their depot in Lowell-st., near Charles river, which river is crossed by a viaduct to *East Cambridge*, a flourishing place, with many extensive manufactories, of which the glass works are the most important, \$500,000 worth of glass being annually made here.

Medford, a beautiful town, five miles from Boston, at the head of navigation on the Mystic river, is noted for its ship-building. *Fare* 12½ cents.

Woburn has a varied and pleasing aspect, and contains some beautiful farms. *Horn Pond* in this town is a delightful sheet of water, surrounded by evergreens, and is so remarkable for its rural beauties as to attract many visitors from a distance. *Fare to South Woburn*, eight miles, 20 cents, and to *Woburn*, 10 miles, 25 cents. A branch railroad extends from South Woburn to Woburn Centre, a distance of two miles. *Fare to Wilmington*, 15 miles, 35 cents; *Billerica and Tewksbury*, 19 miles, 45 cents; *Billerica Mills*, 22 miles, 55 cents.

LOWELL, the Manchester of America, is remarkable for the extent of its water-power, its rapid growth, and the perfection and variety of its manufactures. The city is situated on the s. side of Merrimack river, at its junction with Concord river. The whole fall of the Merrimack at this place is 30 ft, and the quantity of water never falls short of 2,000 cubic feet per second, and is very rarely so low as that. The goods manufactured here consist of broadcloths, sheetings, calicoes, carpets, rugs, cassimeres, and many other useful articles. In 1815 the site where the city stands was a wilderness, with the exception of a few isolated dwellings; it has now 12 manufacturing corporations, having an aggregate capital stock of \$12,110,000, and employing 12,630 hands, whose weekly wages, clear of board, amounts to \$36,446. There are two institutions for Savings—the Lowell and the City—where their operatives deposited during the year

ending April 30, 1847, \$836,305; three Banks, having an aggregate capital of \$900,000; and a Mutual Insurance Company, which has been highly successful in its operations. The persons employed in the several manufacturing establishments have access to a library of 7,000 volumes, belonging to the city. An hospital has also been established for the sick and disabled. The various factories produce weekly an aggregate of 1,920,900 yards of cotton and 27,831 of woollen fabrics, in which 683,000 pounds of the raw material are consumed. The present population of Lowell is 33,000. In 1828 it was only 3,532. *Fare from Boston to Lowell*, 26 miles, 65 cents—time, one hour. *Fare to Middlesex*, 28 miles, 70 cents; *to Chelmsford*, 30 miles, 75 cents; *Tyngsboro'*, 34 miles, 80 cents; and *to Little's*, 37 miles, 90 cents.

NASHUA, 41 miles from Boston, is the centre of a considerable trade, and the seat of important manufactures. The volume of water afforded by the Nashua river, at the driest season of the year, is 180 cubic feet per second. Pop. about 5,000.

Nashville is separated from Nashua by the Nashua river: they are, however, connected by a bridge. It is the terminus of the road from Lowell, which joins the Concord about a mile distant. The Nashua and Worcester Railroad, 42 miles in length, will also have its terminus here. Pop. 3,000. *Fare from Boston* \$1.00.

Litchfield, on the E. side of the Merrimack, is a good agricultural town. In the township are two ferries, *Thornton's* and *Reed's*. Pop. about 600. *Fare to Thornton's Ferry* \$1.10, and *to Reed's Ferry* \$1.20.

Manchester is on the E. side of the Merrimack, 59 miles from Boston: it received a city charter in 1846. The river here affords immense water-power, and manufacturing is extensively carried on. The growth of Manchester has been so rapid, that it now almost rivals Lowell. The population of this place, as shown by a recent census, is 12,286—increase in one year, 2,162. *Fare* \$1.40. A railroad is in progress from Manchester to Lawrence, which, by forming a connection with the Salem and Lowell Railroad, at Wilmington, will be united with Salem harbor.

CONCORD, the capital of the State of New Hampshire, and shire town of the county of Merrimack, lies on both sides of

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Merrimack river, and is 76 miles n. w. of Boston. The principal village, and seat of most of the business of the town, is on the western side of the river, extending nearly two miles, and is one of the most healthy and pleasantly situated villages in New England. The State-House, constructed of hewn granite, occupies a beautiful site in the centre of the village. It is 126 ft. long, 49 wide, and rises two stories above the basement. The State Prison, a massive granite structure, is located here. Pop. about 6,000. *Fare from Boston* \$1.75. Time 3½ hours.

NOTE.—For continuation of routes from Concord, see Index for Northern Railroad, and Boston, Concord, and Montreal Railroad.

THE WHITE MOUNTAINS.

These mountains are situated in the state of New Hampshire, Coos county, and extend from s. w. to n. e., about 20 miles. They are, with the exception of the Rocky Mountains, the highest in the United States. *Mount Washington*, 6,243 ft. above the level of the sea, is the most elevated peak. The others are *Mount Adams*, 5,767 ft.; *Jefferson*, 5,665; *Madison*, 5,384; *Monroe*, 5,298; *Franklin*, 4,854; and *La Fayette*, 4,723. The ascent to the summits of these mountains, though fatiguing, is not dangerous, and the visiter is richly rewarded for his exertion. In passing from the Notch to the highest summit, he crosses the tops of mounts *La Fayette*, *Franklin*, and *Monroe*. In accomplishing this, he must pass through a forest, and cross several ravines. These chasms are filled up with trees, exactly even with the mountain, on either side, their branches interlocking with each other in such a manner as to make it difficult to pass through them, and they are so stiff and thick as almost to support a person's weight.

Mount La Fayette is easily ascended; its top, to the extent of five or six acres, is smooth, and gradually slopes away from its centre. The prospect from this summit is beautiful. To the north the eye is dazzled with the splendor of *Mount Washington*. On descending this mountain, a small pond of water is found at its base; from which the ascent is gradual to the summit of



THE WILLEY HOUSE, WHITE MOUNTAINS

Mount Franklin. After crossing this mountain, you pass over the east pinnacle of Mount Monroe, and soon find yourself on a plain of some extent at the foot of Mount Washington. Here is a fine resting-place, on the margin of a beautiful sheet of water, of an oval form, covering about three-fourths of an acre. Directly before you the pinnacle of Mount Washington rises with majestic grandeur, elevated about 1,500 feet above the plain, and presenting a variety of colors and forms. The view from this point is grand and picturesque. Innumerable mountains, lakes, ponds, rivers, towns, and villages meet the eye, and in the distance may be seen the waters of the Atlantic stretching along the dim horizon. To the north is seen the lofty summits of Adams and Jefferson; and to the east, a little detached from the range, stands Mount Madison. During two-thirds of the year, the summits of these mountains are covered with snow and ice, giving them a bright and dazzling appearance.

The following excellent account of the "Ascent of Mount Washington," we extract from a description by the Rev. J. S. C. Abbot.

"After passing the Notch of the White Mountains, the traveller enters upon a plain, through which meanders the Ammonoosuc river as it

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hastens onward to unite its waters with the floods of the Connecticut. As you ride along this pleasant road, the valley, open in the west, is fringed on the north and the south by high hills, while behind you rise the majestic summits of the mountain range you have just passed. For four miles you ride along much of the way under the shade of overhanging trees, meeting with no house, and no signs of human life, except the road over which you are travelling. A turn in the road suddenly opens to you a beautiful scene. In the midst of a smooth and verdant meadow, appears the spacious hotel of Mr. Fabyan. The magnitude of this establishment, and the nice table which he spreads, seem to make his house the fashionable place of resort, though it is far less favorably situated, in respect to scenery, than the house of Thomas Crawford, at the Notch. As you sit under the piazza at Fabyan's, you see a range of high hills, covered with forest, running along the border of the valley upon the north and the south, the spurs or abutments of the White Mountains, which, at the distance of about ten miles, rear their majestic summits into the clouds.

"The next morning after our arrival at Fabyan's, we prepared to ascend Mount Washington. The scene of departure is a very interesting one. Immediately after breakfast the horses were found, all saddled, standing by the side of the piazza, and the gentlemen and ladies, in a great variety of costume, were selecting their steeds for the mountain ride. Our party consisted of thirteen—three ladies, nine gentlemen, and a guide, with a knapsack containing provisions for our picnic upon the summit. All the company in the house were assembled to witness the departure. The whole scene was one of unusual animation and hilarity. Soon all were mounted, and starting off at a brisk trot, we rode along the road for about a mile and a half. Then striking into a little bridle path, just wide enough for one horse, and entirely overarched with trees, we trotted along in single file, now ascending and again descending; now riding along the banks of a rushing mountain stream, and again fording the torrent with the water nearly to the saddle-girths—occasionally emerging into some little opening where mountain torrents had swept away the trees, and immediately again plunging into the gloom of the eternal forest. The road, generally following the meandering banks of the Ammonoosuc river, here a foaming mountain torrent, was smooth and easy for the feet of the horses, so that our long cavalcade, one behind the other, proceeded very briskly on its way, enlivening the passing hours with conversation and jokes and fragments of song. A ride of six miles over this delightful valley road, brought us to the foot of Mount Washington; and now we commenced the arduous ascent. The path is as steep as a horse can climb, and winds wildly about among rocks and stumps and prostrate trees, and over ledges and crags where one would hardly think that a horse's foot could possibly stand. The horses toil, panting up the steep sides of the mountains, stopping, as I observed by my watch, every two minutes to breathe. As I rode in the rear of the party, it was truly a picturesque sight to

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watch the long procession winding its way among the crags above my head. We often passed springs of crystal water gushing from the rocks, and at one in particular, about a third of the way up the mountain, called the 'Moss Spring,' and where there chanced to be a level spot of perhaps two rods square the whole party dismounted for ten minutes to refresh the horses, and to refresh themselves with water as pure as mortal man can drink.

We were soon again on our way, and the forest trees, which had towered so loftily above our heads, rapidly dwindled in size till they became but one or two feet in height, and spread their gnarled and scraggy branches over the ground. We soon rose above this stunted vegetation, and the horses climbed from rock to rock over the bald face of the mountain, and there was revealed below us a wild and solitary world of sombre forests, and mountain ranges furrowed by avalanches, and peaks rising on every side, and torrents now visible by a silvery foam leaping down some rocky bed, and again only by a long line in the forest, showing the path it had cut through the trees. The precipitous ascent now became at times rather fearful, and one could not but shudder as he looked down into the gloomy gulfs below him, at the thought of the consequence of one misstep by his horse. When we had arrived within about half a mile of the summit of the mountain we came to a dilapidated stone hut, without door or roof; and here we left the horses, though adventurous persons do sometimes keep upon their backs, and climb over these precipitous and crumbling masses of granite, to the very top of the mountain. We, however, found the last half mile as arduous an undertaking as we were willing to adventure even on foot. Climbing slowly in Indian file among the huge blocks of stone which are piled together in all innumerable confusion, we soon stood upon the summit. There is something awful in the aspect of the dark, crushed, storm worn crags, which compose the brow of this mountain monarch. No life is seen here; no sounds are heard but the rush of the storm and the roar of the thunder. A scene of wiliness and desolation is spread around which is indescribable, but which arouses in the soul the highest emotions of sublimity. An ocean of mountains is outspread in every direction. Dark and gloomy gulfs, thousands of feet in depth, are opened before you. In the almost boundless expanse of dreariness and desolation, hardly a vestige of human habitation can be seen. The soul is oppressed with a sense of loneliness, solitude, and omnipotent power. It is the mount of meditation. It is the altar for spiritual sacrifice and prayer. The majesty of God and the insignificance of man stand in such strong contrast, that the meditative soul is overwhelmed with gratitude and adoration.

We spent an hour upon the summit. It was the middle of July. At a short distance from us were seen several acres of snow. Spreading our refreshments upon a flat rock we partook of our repast, and at four o'clock we were greeted by our friends at Fabyan's, as we dismounted at his door.

"The question is often asked, Is it wise for ladies to undertake the ascent? My advice is this: if a lady is in feeble health, or of very nervous temperament, she will find herself far more comfortable to remain in her rocking-chair at Fabyan's. But if a lady is in ordinary health, and has the least love of adventure, or the least susceptibility to emotions of the sublime, let her by no means forego the pleasure of the enterprise. Every hour will be fraught with luxury, and the remembrance will be a source of joy while life shall last."

The Notch of the White Mountains is a very narrow defile, extending for two miles between huge cliffs, apparently rent asunder by some vast convulsion of nature. The entrance of the chasm on the east side, is formed by two rocks standing perpendicularly, about 20 feet from each other. The road from Portland to Lancaster on the Connecticut river passes through this notch, following the course of the head stream of the Saco river. A short distance from the commencement of the chasm is a beautiful cascade, issuing from a mountain on the right, and passing over a series of rocks almost perpendicular, with a course so little broken as to preserve the appearance of a uniform current. This stream, one of the most beautiful in the world, falls over a stupendous precipice, forming the *Silver Cascade*. About a mile distant from the Notch is the *Flume*, a stream of water falling over three precipices from a height of 250 ft. It falls over the first two in a single stream, and over the last in three; these are again united at the bottom in a natural basin formed in the rocks. The *Profile Mountain* is about three miles s. from Mount La Fayette, and rises to the height of about 1,000 ft. It is near the road leading from *Franconia*, by the foot of the Haystack Mountain to Plymouth and Concord. The bare rock on which the profile is delineated, is granite; from its long exposure to the atmosphere, it is, however, of a dark reddish brown. A side-view of this projecting rock, near the peak of the mountain in a northern direction, exhibits the profile of the human face, in which every line and feature is distinctly marked. But after passing the mountain to the south the likeness is immediately lost. The *Willey House* stands in the Notch, on the westerly side of the road, a short distance from the bluff, which rises to the height of about 2,000 feet. This was formerly occupied by Captain Willey, with his wife, five children, and two men, was

destroyed on the 28th of Aug. 1826, by an avalanche or slide from the mountain.

“Nearly in range of the house, a slide from the extreme point of the westerly hill came down in a deep mass to within about five rods of the dwelling, where its course appears to have been checked by a large block of granite, which backed the rolling mass for a moment until it separated into two streams, one of which rushed down to the north end of the house, crushing the barn, and spreading itself over the meadow : the other passing down on the south side, and swallowing up the unfortunate beings, who probably attempted to fly to a shelter, which, it is said, had been erected a few rods distant. This shelter was completely overwhelmed. Rocks weighing from 10 to 50 tons being scattered in every direction about the place, rendered escape impossible. The house remained untouched, though large stones and trunks of trees made fearful approaches to its walls ; and the moving mass, which separated behind the building, again united in its front ! The house alone, the only spot untouched by the crumbling and consuming power of the storm, could have been their refuge from the horrible uproar around.”

A large three-storied hotel, painted white, now occupies the site of the Willey House, yet this curiosity has been preserved and forms part of the establishment. In the summer of 1846, when digging the foundation for this hotel, the bones of one of the children of Captain Willey were discovered.

ROUTES TO THE WHITE MOUNTAINS.

(See Map No. 5.)

Portland Route.—As there are various routes from Boston to the White Mountains, the traveller has his choice of them, whether for business or pleasure : we shall now proceed to direct him by the way of Portland.

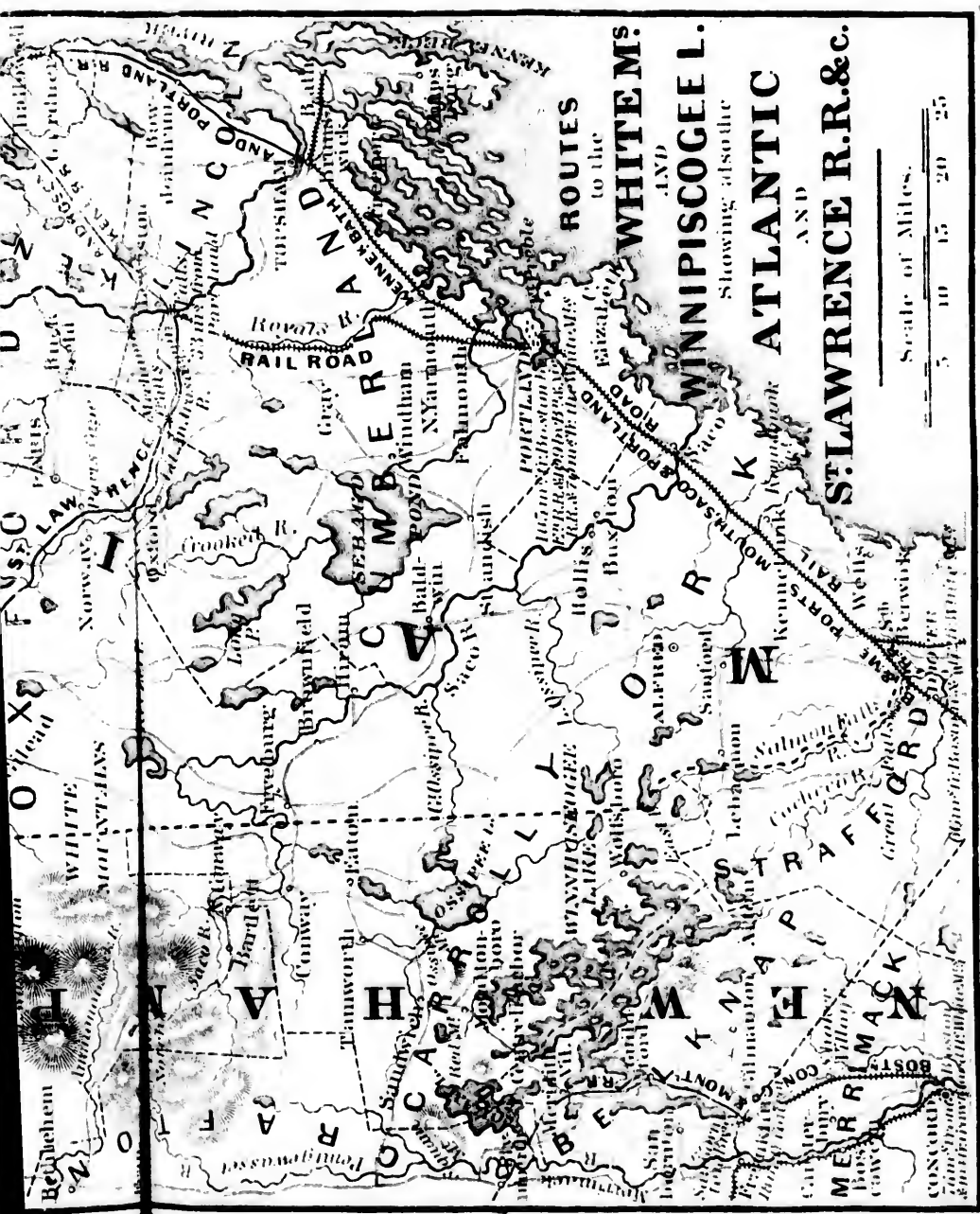
The cars leave Boston for Portland in the morning and afternoon, and an express train leaves in the evening ; by the latter he will reach Portland at 10 o'clock, P. M., in time for a night's rest, and the next morning can take the stage for the mountains. If disposed to tarry a few hours in Portland, he can take the cars in Boston, after breakfast, and arrive at Portland in time for dinner. The White Mountain stages leave the American House, and General Stage-office, Portland, every day during the summer season (except Sundays) at 7 o'clock, A. M. After breakfast

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he takes the stage on his way to the mountains, and passing through *Gorham* 5 miles, *Standish* 11, *Baldwin* 19, *Hiram* 29, *Brownfield* 35, *Fryeburg* 43, reaches *Conway*, distant 57 miles from Portland, and the centre of all the eastern routes, where he will find excellent accommodations for the night. The next day he will have an opportunity of visiting the *Crawford House*, and the morning after may prepare for the ascent of the White Mountains. The distance from Boston by this route is 175 miles.

Dover Route.—Another agreeable route from Boston to the White Mountains, is by the way of Dover, N. H. This latter place is reached by taking the cars of the Boston and Maine Railroad, and is 66 miles distant. Here we take the stage and proceed to *Alton*, at the s. e. extremity of *Winnipisogee Lake*, 28 miles; thence by steamboat, up the lake to *Centre Harbor*, 29 miles; by stage to *Conway*, a further distance of about 30 miles; and thence to the White Mountains as before: making the distance from Boston, by this route, about 178 miles.

Concord Route.—We take the cars at the *Lowell Depot*, in Boston, passing through the busy towns of *Lowell*, *Nashua*, and *Manchester*, to *Concord*, the capital of N. H., 76 miles. On the arrival of the first train from Boston, at 11½ o'clock, A. M., the stage is in readiness to convey us to *Conway*, 70 miles distant, passing through the *Shaker village* in *Canterbury*, 12 miles, or by *Sauvinton Bridge*, 16 miles; from *Concord* to *Meredith Bridge* we pass on through *Meredith Village* to *Centre Harbor*, four miles, at the n. w. extremity of *Lake Winnipisogee*. At this place we have an extensive view of the lake, which is one of great beauty and attraction. From *Centre Harbor* to *Moultonborough* is 5 miles, to *Sandwich* 2, to *Tamworth* 12, to *Eaton* 6, to *Conway* 8, to *Bartlett* 10, to the entrance of the *Notch* 12; and from thence it is 12 miles to the *Crawford House*, which is about 9 miles from the summit of *Mount Washington*. The distance from Boston by this route is 180 miles.

The Connecticut River Route.—The White Mountains are also reached by the way of the *New Haven, Hartford, and Springfield Railroad*; and by the *Connecticut River Railroad*, from *Springfield* to *Greenfield*; thence by stage to *Brattleboro*, *Windsor*, *Hanover*, and *Haverhill*, to *Littleton*, towns on the

Connecticut river; thence in a s. e. direction to Bethlehem. From Bethlehem to the Crawford House it is 18 miles. The distance from New York city by this route is about 326 miles.

Route up the Hudson River and across the State of Vermont to the White Mountains.—There is another route from New York, by the way of Albany and the Champlain canal, to Whitehall; from thence by steamboat to Burlington, Vt., 70 miles. From this beautiful town the Green Hills are crossed to Montpelier, the capital of the state, 40 miles, situated in a delightful valley. From Montpelier we cross to Littleton, N. H., 40 miles; and from Littleton through Bethlehem to the Crawford House is about 18 miles; from thence to the ascent of the White Mountains, as before described. By this route the distance . . . about 386 miles.

WINNIPISEOGEE LAKE, N. H., is 20 miles in length from n. w. to s. e., and from 1 to 10 miles wide. This lake, the form of which is irregular, is of great depth, and is elevated about 500 ft. above the level of the ocean. Its waters are very pure, and when taken from a sufficient depth to give them a proper temperature, are perfectly sweet and palatable. It has a great number of islands, and like those in Lake George, and in Casco Bay, they are here declared to be 365, report assigning, as usual, one for every day in the year. Most of these islands, which are of all sizes and forms, are very beautiful; some are cultivated as farms. The appearance of this lake from the mountains surrounding it, is enchanting. It contains a great variety of the finest fish. During the summer season steamboats, sloops, and smaller vessels ply on its waters.

ROUTES TO WINNIPISEOGEE LAKE, (see Map No. 5.)—This lake can be readily visited, and at trifling cost, by taking the cars of the Northern Railroad at Concord, N. H., to Franklin: thence by stage to the lake: or by the route of the Boston, Concord, and Montreal Railroad,* leaving Concord and passing

* This road is now being constructed as far as Meredith Bridge, 27 miles from Concord: it will probably be opened that distance during the summer.

on to Sanbornton Bridge, 18 miles, and to Meredith Bridge, 9 miles further. Stages will convey passengers thence to Meredith Village, Centre Harbor, and places in the vicinity. There is a route, also, from Dover to Alton, by stage, 58 miles; thence by steamboat on the lake to Centre Harbor. By this route an opportunity is afforded the tourist of beholding the fine groups of islands, the surrounding shores, and the grand outline of the peaks of the White Mountains, which to the lover of the picturesque presents a scene of great beauty. *For the routes from Boston to Concord, and also from Boston to Dover, see pp. 46, 49.*

Red Mountain, about 1,600 feet high, a remarkably beautiful eminence, is situated on the n. w. of the above lake. The ascent to the summit, although steep and arduous, can be effected, for a portion of the distance, either in a carriage or on horseback. From the s. e. there is a fine panoramic view of the lake and adjacent country. On the s. ascends Mount Major, a ridge of a bolder aspect and loftier height. On the n. e. the great Ossipee raises its chain of elevations, with a bold sublimity, and looking down in conscious pride upon the regions below.

Squam Lake lies w. from Red Mountain; and two miles n. w. from Winnepiseogee lake is another splendid sheet of water. It is about six miles in length, and in its widest part not less than three miles in breadth, and, like its neighbor, is studded with a succession of romantic islands. This lake abounds in trout of the finest kind, weighing from 3 to 12 pounds.

ROUTES FROM PORTLAND, (See Map No. 5.)--During the season of navigation, steamboats make regular trips between Portland and Boston, and in connection with the cars from the latter place, to the towns on the Kennebec river; also to Belfast, Bangor, Thomaston, Camden, Bucksport, and Frankfort. *For routes from Portland to the White Mountains, see page 56.*

A railroad is in progress of construction from Portland to Augusta via Brunswick, with a branch to Bath, under the name of "The Kennebec, Bath, and Portland Railroad." Portions of it are considerably advanced, and will probably be opened for travel during the present year.

STAGE ROUTE FROM PORTLAND TO QUEBEC.—*From Portland*

to *North Yarmouth*, 12 miles; *Freeport*, 18; *Brunswick*, 27; *Bowdoinham*, 40; *Gardiner*, 51; *Hallowell*, 55; *Augusta*, 60; *Sidney*, 70; *Waterville*, 75; *Norridgewock*, 91; *Solon*, 101; *Moscow*, 114; *Kennebec River*, 131; *Monumet*, 189; *Quebec*, 275.

ATLANTIC AND ST. LAWRENCE RAILROAD.

(See Map No. 5.)

ROUTE FROM PORTLAND, NORTH.—This important thoroughfare is to connect the navigable waters of Portland harbor with the great commercial capital of Canada. Its route will pass through a fertile and productive country, generally under fine cultivation, the streams in its vicinity abounding in water privileges of the first importance. From Portland it passes onward to the valley of Royal's river, on its way to Lewiston, 33 miles: this part of the road will be open for travel on the 4th of July, 1848; and the *Androscoggin* and *Kennebec Railroad*, uniting with it at this place, will be opened some time in the fall of the present year. From the Falls, it follows up the valley of the Little Androscoggin. It strikes and crosses that river at Mechanic Falls, 43 miles from Portland, at which place the *Buckfield Branch Railroad* will connect with it. Pursuing its course upward, it passes in the vicinity of the "Mills" on its way to Paris Cape, in the neighborhood of Norway and Paris, drawing in upon it the travel and business of that rich and populous region. Still following up the valley of the Little Androscoggin, passing on the way two important falls, it reaches Bryant's Pond, the source of that river. This point is 15 miles from Rumford Falls, on the Great Androscoggin, one of the greatest and most available water-powers in the state. Passing hence into the valley of Alder stream, the route strikes the Great Androscoggin, near Bethel, a distance of 75 miles from Portland. Crossing that stream, it follows up its picturesque and romantic valley, bordered by the highest mountains in New England, till, in its course of about 20 miles from Bethel, it reaches Gorham in New Hampshire, distant from the base of Mount Washington five miles only. From this point

that celebrated mountain may be approached and ascended with more ease, in a shorter distance, and less time, than from any other accessible quarter in the vicinity of the White Hills. This point also is only five miles distant from Berlin Falls, the greatest waterfall in New England, where the waters of the Great Androscoggin, larger in volume than the waters of the Connecticut, descend nearly 200 feet in a distance of about two miles. From the valley of the Androscoggin the road passes into the valley of the Connecticut, reaching the banks of that river in the region of Lancaster, N. H. Following up this rich and highly productive valley about 35 miles, the road reaches the parallel of 45° N. Lat., and connects with the *St. Lawrence and Atlantic Railroad* at the boundary between the U. States and Canada.

Lewiston is a flourishing manufacturing village, containing about 2,000 inhabitants, situated upon the Androscoggin, midway between Portland and Augusta, upon the *upper* stage route. The waterfall here is one of exceeding beauty; the entire volume of the Androscoggin is precipitated some 50 feet over a broken ledge, forming in their fall a splendid specimen of natural scenery. The river, immediately below the fall, subsides into almost a uniform tranquillity, and moves slowly and gracefully along its course, in strange though pleasing contrast with its wild and turbid appearance at and above the cataract. These falls, and about 700 acres of land adjoining, have been lately purchased by a company of wealthy capitalists, principally from Boston, for the purpose of establishing there a *new* manufacturing city, the facilities for which are said to be unsurpassed. There are here, as in most New England villages, several religious societies, with schools, a well-endowed academy, and a flourishing public library. It supports also four *temperance* hotels.

Lewiston is about to be connected with Portland harbor, by a railroad on one side, with the eastern part of Maine and the Kennebec on the other, and with the fertile west by the Atlantic and Montreal road now building. There can be no doubt but that this place is destined to be one of the largest inland towns in the state.

AUGUSTA, the capital of the state of Maine, and shire town of Kennebec county, is 60 miles N. E. of Portland, and 165 from

Boston, and is situated at the head of sloop navigation, 43 miles from the sea. It lies on both sides of Kennebec river, a bridge 520 feet long uniting the two portions. The town rises by an easy ascent from the river to a level surface; it is well laid out, neatly built, and contains many handsome dwelling-houses. Some of the streets are decorated with trees, planted on either side, forming a very delightful shade. A short distance above the village a dam has been constructed across the Kennebec, at a cost of \$300,000, forming a very extensive water-power.—The *State House*, built of white granite, is a spacious and elegant structure, located upon a beautiful eminence half a mile south of the village. In front is an extensive common, planted with trees, forming a delightful promenade.—The *United States Arsenal*, constructed chiefly of stone, and presenting a very fine appearance, is upon the e. bank of the river.—The *State Insane Hospital* is a splendid granite edifice, occupying a plat of 70 acres, on the e. side of the river. Its situation for beauty of scenery is unsurpassed. Among the *Hotels* here, may be named the *Mansion House* and the *Augusta House*; there are other well-kept houses, but these are the principal.

A railroad is in progress, connecting Augusta with Portland, and also with the "Falls" at Lewiston. The latter is called the "Androscoggin and Kennebec Railroad." During the season of navigation, *steamboats* run between this place and Boston, touching at Hallowell, Gardiner, and Bath, important towns on the Kennebec river. *Stages* leave for Portland, Bangor, Belfast, Thomaston, and places in the vicinity.

BANGOR (see Map 28) lies 66 miles e. n. e. from Augusta, 126 n. e. by e. from Portland, 116 due n. from Eastport, and 231 n. e. from Boston, Mass. It is situated on the w. side of Penobscot river, 30 miles n. by e. from Belfast Bay, and about 60 miles from the ocean. The site of the city is pleasant, commanding fine views of the river and the adjacent country. The buildings are constructed in a neat and tasteful manner, while some approach a style of superior elegance. Ship-building is extensively carried on, but trade in lumber is the principal occupation. This place is one of the greatest lumber depots in America. Pop. about 10,000. Conveyances from the city to places in the vicin-

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ity, and also to those at a distance, are numerous and comfortable. During the season of navigation, which continues for about two-thirds of the year, *steamboats* run between Bangor and Portland, and also Boston.

A railroad, 12 miles in length, is in operation to *Old Town*, a village situated upon an island in the Penobscot river. It was opened in 1836, and cost \$350,000. A railroad communication will be opened, before long, between Bangor and Waterville, on the Kennebec: one is now in process of construction from the latter place to Portland via Augusta and Brunswick, and another to Lewiston, on the Androscoggin, there uniting with the Atlantic and St. Lawrence road.

During the spring of 1817, a successful experiment was made of navigating the upper waters of the Penobscot by steam. The boat ran the whole season, with the exception of a few weeks during the drought of summer, between Old Town and Piscataquis Falls. The noble Penobscot here, in two pitches rushes over a fall of 16 feet. The boat was put upon her course, and these falls were successfully encountered, and the ascent of the quick and rapid water from the mouth of the Piscataquis to the head of the falls, a distance of two miles, was made in 20 minutes, or at the rate of six miles an hour. All the difficulties of the navigation were overcome, and the boat arrived at Mattawamkeag Point at an early hour, and made fast to the Military Bridge. The next morning, after taking on board a quantity of freight, she started for the head waters of the Penobscot, and after successfully encountering the wild and rapid waters of Mataseunk Rips, Salmon Stream Falls, and Joe Merry's Rips, arrived at Nicketon, a distance of 14 miles, in two hours and a quarter. Having discharged her freight, she left for Old Town at a quarter past 10, where she arrived at a quarter before five p. m., in time for the evening train of cars to Bangor. Her downward trip was performed in six and a half hours, including stoppages: her running time down was just 4 hours and 58 minutes. The whole distance from Nicketon is 65 miles; she made a fraction over 13 miles per hour. This expedition has determined the proprietors to put a boat upon the river, the present spring, above Piscataquis Falls, and to establish a line of steamboat communication between Old Town and Mattawamkeag Point.

KATAHDIN MOUNTAIN is the greatest elevation, and the most celebrated in the state of Maine. It lies 80 miles n. n. w. from Bangor, and 120 n. n. e. from Augusta; its height has been ascertained to be 5,300 feet above the level of the sea. On a clear day it may be seen from Bangor. It is steep and rugged, and

stands in almost solitary grandeur. Visitors to its summit have pronounced the scenery unrivalled in sublimity.

MOOSE HEAD LAKE, Me., lies 15 miles N. from the town of Monson, from which place stages leave for Bangor, 60 miles. A steamboat usually plies up and down the lake, for the purpose of transporting passengers. Its form is irregular, its length about 45 miles, and its breadth in the widest part about 12 miles. It contains a number of islands, which are fertile, similar to the country surrounding the lake, except in some places where the banks are steep and elevated. A little above the centre of the lake is a narrow pass, of rather less than a mile across. Here, on the W. side, is Mount Keneo, an elevation of about 600 feet, projecting over the water. From this height is presented a picturesque view of the lake, its islands, and a boundless wilderness. The waters of this lake are deep, and abound in trout of the finest description.

FROM PORTLAND TO EASTPORT.—To *Brunswick*, 27 miles; *Bath*, 34; *Wiscasset*, 49; *Waldoborough*, 67; *Warren*, 76; *Thomaston*, 80; *Camden*, 91; *Belfast*, 109; (the Penobscot is now crossed) to *Castine*, 118; *Ellsworth*, 142; *Franklin*, 152; *Steuben*, 177; *Columbia*, 189; *Machias*, 204; *Eastport*, 224 miles from Portland.

Travellers proceeding by the latter route to the eastern frontier of the state, on leaving Portland, will pass round to the head of Casco Bay, through North Yarmouth and Freeport, to *Brunswick*, on the Androscoggin, which is the seat of *Powdoin College*. It is situated on the navigable waters of the above large and beautiful river, which extends 140 miles into the heart of a fertile country. The falls at this place furnish such a supply of water-power that it cannot fail becoming a large manufacturing town.

Bath is situated on the Kennebec, 16 miles from the ocean; its principal trade is ship-building, for which it is admirably located. It has regular lines of steamboats to Portland and Boston.

Wiscasset is one of the principal ports of the state: its harbor is excellent.

Waldoborough, *Warren*, and *Thomaston*, contain quarries of

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marble and limestone: from the latter place large quantities of lime are annually exported. It is also the seat of the *State Prison*, a building occupying a plat of 10 acres, including a marble quarry. The convicts are principally employed in cutting granite into various forms for building, and which, when prepared, is transported by water. Thomaston is a beautiful Atlantic town, and commands a great variety of marine scenery.

Belfast, a pleasant town situated on the side of a hill, is irregularly built. It is an important winter mart of the trade of the Penobscot river. *Stages* and *steamboats* run to Bangor.

Eastport is situated on the s. e. part of Moose Island, in Passamaquoddy Bay, and on the extreme eastern frontier of the United States. Its harbor is very fine. The tide here is very rapid, and rises 25 feet. Its chief trade is in lumber and the fisheries. In 1790, Eastport contained 244 inhabitants: the population of the village now is not less than 5,500. It contains 60 wharves, about 90 stores, several meeting-houses, and a United States garrison. There is a *steamboat* communication from this place to Boston via Portland. A steamer also runs between Eastport and St. John, N. B., 60 miles. *Fare* \$2.50. There is a daily communication by steamboat on the St. Croix river to Calais, at the head of navigation, 30 miles, touching at the intermediate places on both sides of the river. Ferry-boats ply regularly between Eastport, Pembroke, and Lubec, and the British islands adjoining.

NEW BRUNSWICK AND NOVA SCOTIA.

ST. JOHN is in New Brunswick, 60 miles from Eastport. It is built upon an immense rocky bluff, and from the water presents a fine appearance. The population is about 14,000. At the mouth of the St. Johns river are very curious falls. A reef of rocks, extending across the river, is covered at highwater deep enough to admit vessels of all kinds, steamboats, &c., to pass over, and penetrate 30 miles in the interior; this is the critical moment to be embraced, for when the tide begins to fall, a slight break or ripple begins at the Narrows, that increases as the tide

falls, until the entire winding rocky chasm is exposed one-fourth of a mile in width, through which the mighty torrent of the great St. Johns river pours in all its force for several hours, until the rise of the next tide, when for a similar period vessels ascend as before.

A steamboat runs between St. John and Portland, touching at Eastport. *Fare* \$6.00. Steamboats ply regularly between St. John and Fredericton, (the seat of government of New Brunswick,) 90 miles, leaving each place every morning and evening, touching at intermediate places on the river. Steamers run from Fredericton up the St. Johns river to Woodstock, 60 miles; they also make occasional trips as far up as the Great Falls, a distance of 130 miles above Fredericton. Above the falls, a steamer runs (when the depth of water permits) to Little Falls, 40 miles, which are situated at the mouth of the Madawaska river.

Stages leave Fredericton daily, for places in the vicinity, and also for Canada, a distance of 300 miles. Stages also leave twice a week for Miramichi, Chatham, and intermediate places; and for Liverpool, on the Gulf of St. Lawrence, there forming a communication with Prince Edward's Island. A steamer leaves St. John, once a week, for *Windsor*, Nova Scotia, and touching at places on the Bay of Fundy. From Windsor stages leave daily for Halifax, 45 miles. Steamers also cross the Bay of Fundy from St. John to Annapolis; whence stages leave for most of the principal places in Nova Scotia, and for Halifax, 125 miles distant.

FREDERICKTON, the seat of government of New Brunswick, stands upon a flat sandy tongue of land, formed by a bend of the St. Johns river; the plain is three miles in length, varying in breadth from a narrow strip to half a mile; the river here is about 1,000 yards across, winding past in front, with an amphitheatre of richly wooded hills for its background.

"The view both up and down the valley is most interesting,—to the north an uncleared range of highlands, with detached cones and broken hills thrown out in bold relief upon the landscape. Villas enclosed in the woods, and farms upon the clearings, are the chief objects it presents; while to the south the river is seen winding, like a silver cord, through the dark woodlands, until it disappears among the islands in the distance."

Fredericton is a long and rather straggling place, laid out

regularly in quadrangles, with wide and airy streets; the principal of them are a mile in length, and run parallel with the river. The public buildings, with the exception of the government house and the college, both massive stone edifices, have little to recommend them. Its population is about 4,500.

St. Andrews, in the British province of New Brunswick, is situated on a peninsula, formed by the St. Croix river and an arm of Passamaquoddy Bay. Its local advantages for commerce are very great, possessing a harbor, which, for safety and extent, is equal to any on the coast. This is the starting-point of "The St. Andrews, Woodstock, and Quebec Railroad," a route which is to unite the Bay of Fundy with the St. Lawrence. This line, which extends a distance of nearly 300 miles, has been mostly surveyed, and that portion of it extending from St. Andrews to Woodstock, a distance of about 80 miles, is now under contract, and will probably be completed during the year 1849. A capital of \$800,000 has been subscribed, and a portion of it paid in, the remainder to be called in by instalments during the progress of the work. The government has granted *free* all the land and materials required, where the road passes through the public lands, and a further grant of 20,000 acres; and a guaranty of five per cent. upon one-half of the stock, for ten years.

The government engineers are now engaged in exploring and surveying a railroad route extending from Halifax, through Nova Scotia and New Brunswick, to Canada, uniting with "The St. Andrews, Woodstock, and Quebec Railroad," at Great Falls on the St. Johns river.

HALIFAX.—This city, the capital of the province, is situated on Chebucto Bay, on the s. e. coast of Nova Scotia, in N. Lat. $44^{\circ} 36'$, and W. Long. $63^{\circ} 28'$. Its population, exclusive of the army and navy, is about 25,000. The town is seated on the declivity of a hill, about 250 ft. high, rising from one of the finest harbors on the continent. The streets are generally broad, and for the most part macadamized. Viewed from the water, or from the opposite shore, the city is prepossessing and animated. In front, the town is lined with wharves, which, from the number of vessels constantly loading and discharging, always exhibit a spectacle of great commercial activity. "Warehouses rise over

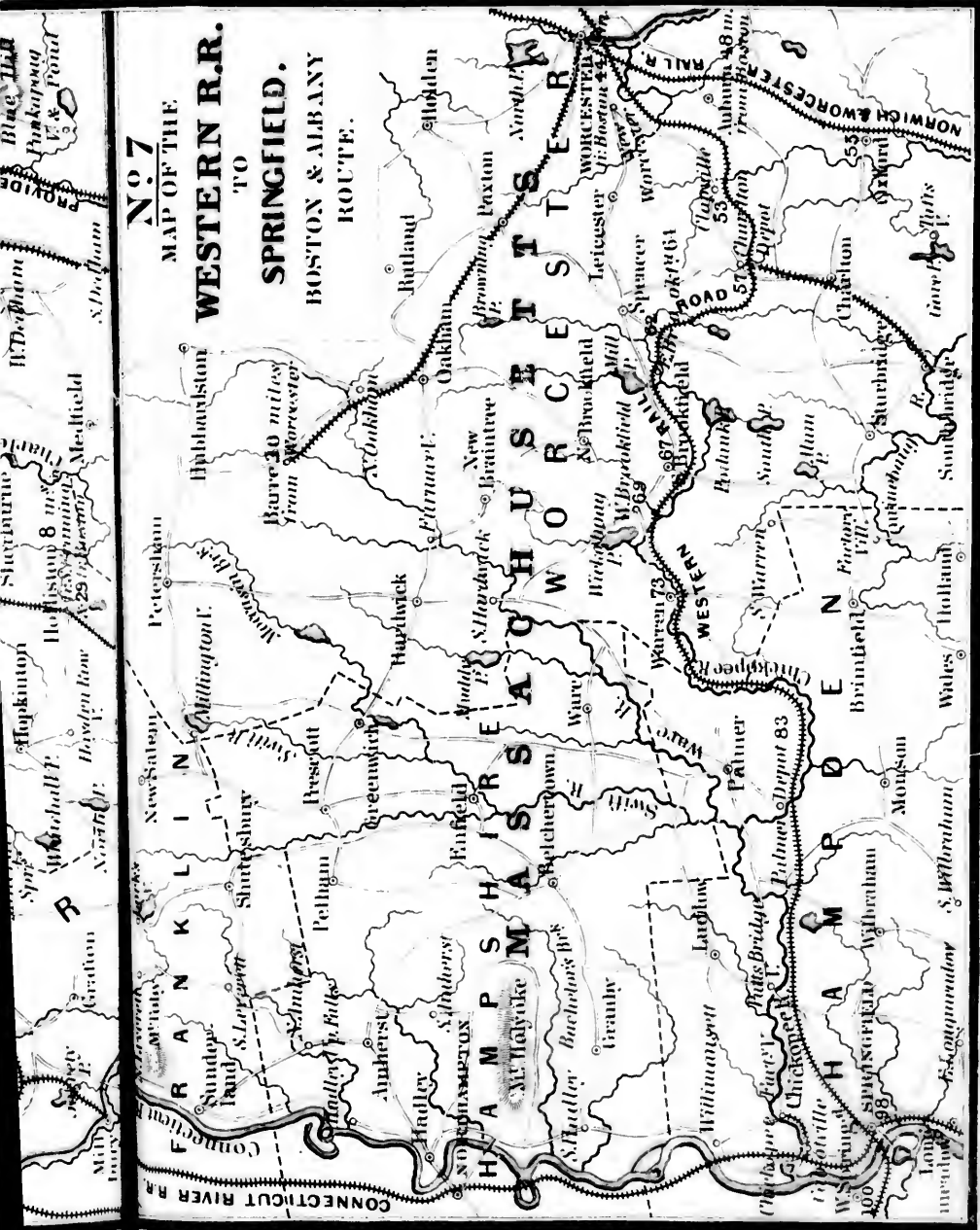
the wharves, or tower aloft in different parts of the town, and dwelling-houses and public buildings rear their heads over each other, as they stretch along and up the sides of the hill. The spires of the different churches, the building above the town, in which the town-clock is fixed, a rotunda-built church, the signal-posts on Citadel-Hill, the different batteries, the variety of style in which the houses are built, some of which are painted white, some blue, and some red; rows of trees showing themselves in different parts of the town; the ships moored opposite the dock-yard, with the establishments and tall shears of the latter; the merchant vessels under sail, at anchor, or along the wharves; the wooded and rocky scenery of the background, with the islands, and the small town of Dartmouth on the e. shore,—are all objects which strike most forcibly on the view of the beholder.”

Of the public buildings, the chief is a handsome edifice of stone, called the *Province Building*, 140 ft. long by 70 broad, and ornamented with a colonnade of the Ionic order. It comprises chambers for the council and legislative assembly, the supreme court, various government offices, and the public library of the city.—The *Government House*, in the southern part of the town, is a solid, but gloomy-looking structure, near which is the residence of the military commandant.—The Admiral's residence, on the n. side of the town, is a plain building of stone.—The *Dockyard*, which covers 14 acres, and forms the chief depot of naval stores in the British North American colonies, is reported to be the finest in the world, if the works of a similar kind in England be excepted. The n. and s. barracks are capable of accommodating three regiments.—There is also a *Military Hospital*, erected by the late Duke of Kent.—*Dalhousie College* is a handsome edifice of freestone.—The Church of England and the Presbyterians have each churches; and there are besides a Roman Catholic chapel, and several chapels belonging to different religious denominations.—There are two private banking companies in the town, and a chamber of commerce, composed of 15 members.—It is said that the hotels and boarding-houses are very indifferent. The inhabitants of Halifax are intelligent and social, and travellers have remarked that the tone

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No. 7
MAP OF THE
WESTERN R.R.
TO
SPRINGFIELD.
BOSTON & ALBANY
ROUTE.



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of society is there more decidedly English than in most of the other colonial cities.

The harbor opposite the town is more than a mile wide, and has, at medium tides, a depth of 12 fathoms. About a mile above the upper end of the town it narrows to one-fourth of a mile, and then expands into Bedford Basin, which has a surface of 10 sq. miles, and is completely land-locked. On an island opposite the town are some strong, mounted batteries. The harbor is also defended by some other minor fortifications.

Halifax, ever since its settlement in 1749, has been the seat of a profitable fishery. Its trade, which is in a very prosperous condition, is principally with the W. Indies and other British colonies, with the U. States, and the mother country. It is also the chief rendezvous and naval depot for the British navy on the North American station. The British government having made Halifax one of the stopping-places of the Cunard line of steamers, in their trips either way across the Atlantic, has added greatly to its importance as a maritime city, as well as advanced its commercial prosperity.

FITCHBURG RAILROAD.

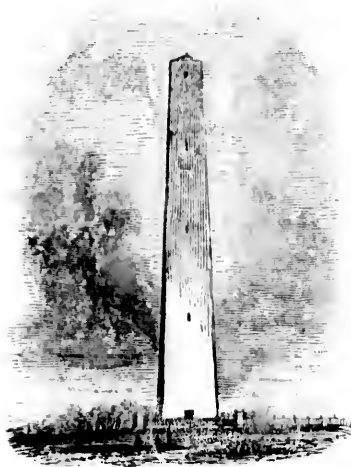
(See Map No. 6.)

The new depot of the above railroad is situated in Boston, on the corner of Causeway and Haverhill sts. It is 316 ft. long, 96 wide, and two stories high, and built of Fitchburg granite, at a cost of upwards of \$70,000, without the land: it is, at the present time, the handsomest depot in the United States.

This road was opened for travel from Charlestown to Fitchburg, in March, 1845, and extends a distance of 50 miles. Its cost, including bridge over Charles river, and depot in Boston, with ground, &c., was about \$2,115,400. The Fitchburg Railroad is one of the best roads in the country; the business, both in freight and passengers, is yearly increasing, and will be greatly augmented by the completion of the roads leading from it, and uniting with those destined to reach Montreal. The construction of the Fitchburg road has been the means of developing the re

sources of the towns through which it passes, to a very great extent.

ROUTE BETWEEN BOSTON AND FITCHBURG.—*Charlestown*, the first place reached after crossing the viaduct over Charles river, is built on a peninsula formed by the Charles and Mystic rivers, and is connected with Boston by two public bridges—by one with Chelsea and Malden, over the Mystic—and with Cambridge, by a bridge over Charles river. It contains many handsome private dwellings. Pop. about 17,000. The *Bunker Hill Monument*



is in this city, the site of which is 62 feet above the level of the sea. It is a plain granite shaft 220 ft. in height, 31 square at the base, and 15 at the top. The corner-stone was laid June 17th, 1825, on the 50th anniversary of the battle, by the Marquis La Fayette, and the work was completed June 17th, 1842. From the top, which is a chamber 11 ft. in diameter with four windows, the visiter has one of the finest panoramic views in the country. — The *United States Navy Yard* was established about the year 1798. It contains about

60 acres, and is enclosed by a high wall built of stone in a substantial manner. It has four large shiphouses, where vessels of war of the first class are built, houses for the officers, and many other buildings. The *Ropewalk*, which is 700 feet in length, is indeed a curiosity, and should not be overlooked by visitors. It is a long, low building, entirely fire-proof, being built of granite, and covered with slate. The machinery here is of the most elaborate and ingenious description. The *Dry Dock*, at the upper end of the yard, is a stupendous work, and worthy the admiration of all lovers of great architectural skill: it is unrivalled by any other work of its kind in the country, is built of hewn granite, and is 341 feet long, 80 wide, and 30 deep, and cost

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\$670,089. It was completed in June, 1833, and the first vessel it received was the frigate *Constitution*.—Charlestown contains also the *State Prison*, which was founded in 1800. Visitors are admitted within the walls by paying a fee of 25 cents.

West Cambridge is a very pleasant place, containing numerous country-seats and well-cultivated farms. Spy Pond and a part of Fresh Pond lie in this town; they both abound with fish, and are popular places of resort in the summer season. They also furnish large quantities of ice, much of which is exported. *Fare to West Cambridge*, 15 cents.

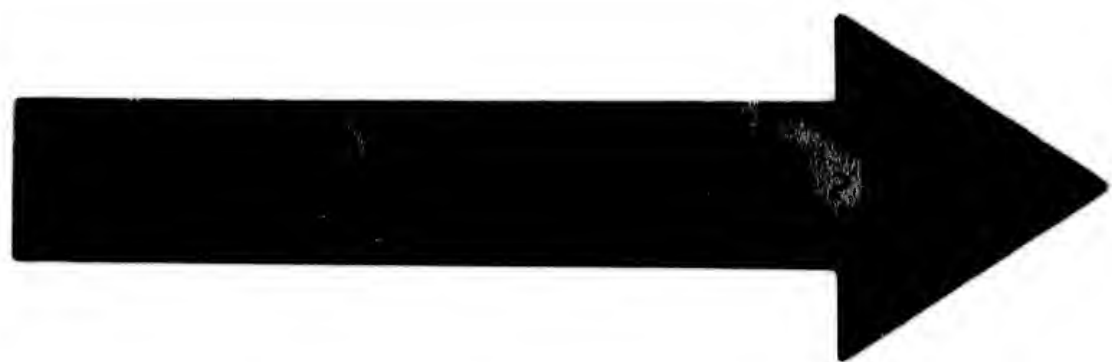
Waltham, 10 miles from Boston, is one of the most beautiful towns in its vicinity. From Prospect Hill, which is elevated nearly 500 feet above the level of the sea, there is a fine view of the surrounding country, with Boston and its noble harbor in the distance. *Fare* 25 cents.

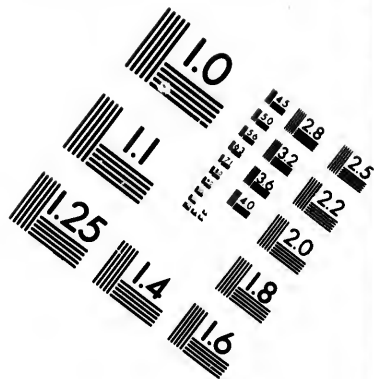
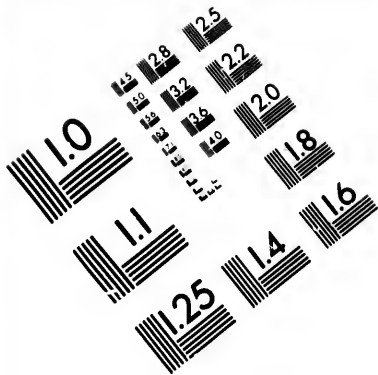
Weston, formerly a part of Watertown, from which it was taken in 1713, is a well-cultivated town 13 miles from Boston. *Fare* 30 cents; *to Lincoln* 40 cents.

Concord is situated on the river of the same name, 20 miles from Boston. It is celebrated as the place where the first effectual resistance was made, and the first British blood shed, in the Revolutionary war. On the 19th of April, 1775, a party of British troops was ordered by Gen. Gage to proceed to this place to destroy some military stores, which had been deposited here by the province. The troops were met at the north bridge by the people of Concord and the neighboring towns, and forcibly repulsed. A handsome granite monument, erected in 1836, commemorates the heroic and patriotic achievement. Pop. about 2,000. *Fare* 50 cents.

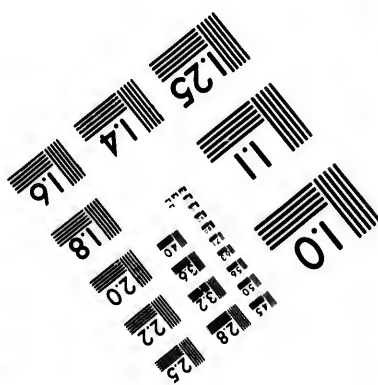
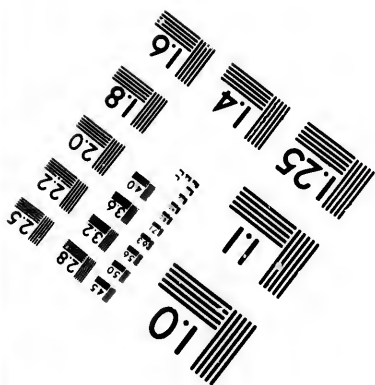
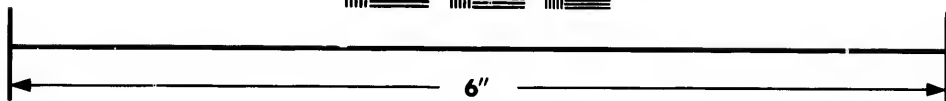
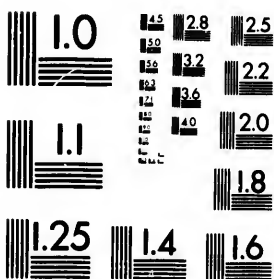
Acton, till 1735, formed a part of Concord. Nagog Pond, in this town, is much visited. *Fare to South Acton*, 25 miles, 65 cents; *to West Acton*, 27 miles, 65 cents; and *to Littleton*, 32 miles, 80 cents.

Harvard is becoming important for its manufacture of paper. An industrious community of Shakers, who own a considerable tract of land about three miles from its centre, reside in this town, and supply its market with a variety of articles. There are here some fine fish-ponds. *Fare* 90 cents.





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Groton, 37 miles, is one of the finest towns in Middlesex county, and has great local beauty. Its schools (for which it is famous) are admirably conducted. *Fare* 90 cents: to *Shirley*, 40 miles, \$1.00; *Lunenburg*, 43 miles, \$1.10; *Leominster*, 45 miles, \$1.15.

Fitchburg, 50 miles, since the completion of the railroad, has increased both in population and importance. It is situated on a branch of Nashua river, which affords an extensive and constant water-power. The manufactures of the town consist of cotton and woollen goods, leather, boots and shoes, paper, and a variety of other articles. Pop. about 4,000. *Fare* \$1.25: *usual time from Boston* 2½ hours.—*For continuation of routes from Fitchburg*, see Index.

LEXINGTON AND WEST CAMBRIDGE RAILROAD, (See Map No. 6.)—This road, seven miles in length, was opened for travel in Sept. 1846, and cost about \$200,000. It is a branch of the Fitchburg Railroad.

FROM BOSTON TO LEXINGTON.—Over the Fitchburg Railroad, 5 miles, and through West Cambridge to Lexington, 11 miles from Boston. *Fare* 25 cents. *Lexington* will ever be a memorable place: it was here the first blood was shed in the cause of American Independence, 19th of April, 1775. On the village green, near the church, and on the site of the battle, a monument is erected, with an inscription commemorating the event.

WATERTOWN BRANCH RAILROAD, (See Map No. 6.)—This road, a branch of the Fitchburg, was opened for travel in June, 1847; it is three miles in length, and cost \$112,000. Cars leave *Charlestown* several times daily for the places on this route, passing over the Fitchburg road to *Fresh Pond*, five miles, a delightful sheet of water, and a great resort during the summer season. Boating and fishing are the chief amusements. *Fare* 12½ cents.

Mount Auburn Cemetery is half a mile from Fresh Pond, and a mile from Harvard University: it is a lovely place for the repose of the "mighty dead," and one of the spots most worthy of the tourist's observation in the vicinity of Boston. It contains

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about 100 acres of land, and is laid out with gravelled walks, and embellished with all the varieties of trees, shrubbery, and flowers. There are numerous monuments, many of which are of exquisite workmanship. The labyrinthine walks are named after various trees and flowers, thus: Woodbine, Poplar, Violet, Narcissus, Ivy, Lily, Moss, &c., &c. This cemetery was dedicated in Sept. 1831, and the first person interred here was Mrs. Hannah Adams, one of the earliest female writers of New England. Visitors are fined \$25, if they disturb or take any thing away from the cemetery. The grounds are kept well regulated, and in the best condition, and every attention is paid to preserve order and decorum.

Watertown, eight miles from Boston, is situated on Charles river, which is navigable to the village for vessels of light draught. In the town are several manufactories, with paper and cotton mills, print works, &c. The *United States Arsenal* is on the n. bank of the river, a short distance below the village; it contains a large amount of munitions of war, and covers about 40 acres of ground. *Mr. Cushing's beautiful garden* is in this town, two and a half miles w. from Harvard University, and six and a half from Mount Auburn. It comprises about 60 acres of choice land, so elevated in its situation as to command a view of the fine scenery which surrounds it. Strangers desirous of seeing this delightful spot can do so by obtaining an order from the President of the Horticultural Society, School-st. This place can be visited at the same time with Fresh Pond and Mount Auburn, being on the same route, and only a short distance apart.

BOSTON AND WORCESTER RAILROAD.

This road was commenced in 1831, and opened for travel in 1835; it is 44 miles in length, and according to the company's last annual report, ending Dec. 31st, 1847, the cost of the road to the present time has been \$3,767,939, and of engines and cars \$345,670, making the total cost of road and equipment \$4,113,609. The transportation, both in freight and travel, on the road has greatly increased during the last year, much beyond that of any

former year; arrangements have accordingly been made for the erection of additional freight-houses, within the city of Boston, and also for the enlargement of the passenger depot building. Tracks are to be set off for departing trains, with rooms for passengers, distinct from those which are appropriated for trains on their arrival.

The branch roads, uniting with the Boston and Worcester, are:—the Brookline, Brighton, Newton Lower Falls, Natick, and Saxonville; the Milford branch from South Framington depot to Milford; and the Millbury branch from Grafton to Millbury. A route for a branch from Holliston to Medway has been surveyed, and found favorable.

FROM BOSTON TO WORCESTER, (see Map No. 6.)—Passengers leave for places on this route from the depot, Lincoln-st., corner of Beach-st., opposite the United States Hotel.

Brighton, the first stopping-place on this route, five miles from Boston, is a pleasant town on the s. side of Charles river. It is noted for its *cattle market*, the largest in New England. Monday is the market-day, when buyers and sellers congregate in large numbers, to traffic in live-stock. This town has become the residence of many persons of wealth and taste, who occupy beautiful country-seats, with splendid gardens attached. Winship's garden is famed for its nursery of fine fruit-trees and shrubbery, and for its grand display of fruits and flowers of every variety. It is free to visitors. *Fare from Boston to Brighton*, 17 cents.

Newton is both an agricultural and a manufacturing town. Its borders are washed by Charles river for several miles. There are two sets of falls on that river in this town, two miles apart, called the *Upper* and *Lower Falls*, on which are extensive paper-mills, and other manufacturing establishments. There is here a Theological Seminary, established in 1825. *Newton Corner*, or *Angier's Corner*, and *West Newton*, villages in this town, are growing places. A branch railroad running along the west bank of Charles river, connects Lower Falls with the Worcester Railroad. *Fare to Newton Corner*, 7 miles, 20 cents, and to *West Newton*, 9 miles, 25 cents.

Needham is now quite a manufacturing town, having several

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paper-mills, a chocolate-mill, a coach and ear manufactory, and manufactories of shoes, hats, &c. It has also quarries of stone, which are becoming yearly more valuable. *Fare to East Needham*, 13 miles, 35 cents; *to West Needham*, 15 miles, 45 cents.

Natick, 17 miles, called by the Indians "the place of hills," is watered in part by Charles river: it contains several delightful ponds, well stored with fish. The southern part of *Long Pond* is in this town, and is seen from the cars while passing. The first Indian Church in New England was established here in 1660, under the direction of the apostle Elliot. Pop. 1,500. *Fare* 45 cents. The *Saxonville Branch Railroad*, four miles in length, extends from Natick to Saxonville, and is a branch of the Worcester Railroad. *Fare* 10 cents; from Boston 55 cents.

Framingham, 21 miles from Boston, has the Sudbury river passing through its centre. Its fishing, fowling, and other sports, make it an agreeable place of resort. *Saxonville*, in the northeastern section of the town, is where the chief water-power lies. From *Long Pond* in Framingham, the city of Boston is to be supplied with excellent water. Pop of the town about 3,250. *Fare* 55 cents.

Hopkinton, 24 miles from Boston, is rapidly increasing in population and wealth. The *Mineral Spring* in this town is much resorted to. [Persons desirous of visiting this celebrated place, should leave the cars at *Westboro'*, eight miles west from Hopkinton, and three and a half northwest of the *Springs*.] It is situated near *Whitehall Pond*, a popular fishing-place, with the attraction also of a fine hotel, at which visitors for health or pleasure meet with most agreeable entertainment. The waters of the *Mineral Spring* contain carbonic acid, and carbonate of lime and iron. *Fare to Hopkinton*, 65 cents; *to Southboro'*, 28 miles, 80 cents; and *to Westboro'*, 32 miles from Boston, 90 cents.

Grafton, 38 miles. The *Blackstone river* and other streams give this town a constant and valuable water-power. After leaving *Grafton*, the *Millbury Branch Railroad* passes through the N. corner of the town of *Millbury*, whence a branch road extends to the village, on *Blackstone river*.

WORCESTER, capital of the county of the same name, is a large and flourishing town, situated in the "heart of the common-

wealth," and is the centre of a great inland trade. It is distant 44 miles from Boston, 45 from Providence, 54 from Springfield, 42 from Nashua, N. H., 59 from Norwich, 79 from Hartford, 156 from Albany, and 194 from New York via Norwich. Pop. in Dec. 1847, was 15,643, being a gain since 1840 of 7,497. Worcester is the centre of an important railroad communication, which makes it one of the greatest thoroughfares in the country, and contributes much to its growth and prosperity. It has railroads diverging from it, on the e. to Boston; on the w. to Springfield and Albany; in a s. e. direction to Providence, R. I.; on the s. to Norwich and Allyn's Point, Conn.,—from the latter of which places there is communication by steamboat with New York: it is also connected, in a n. e. direction, with Nashua, N. H. The Blackstone Canal extends from Worcester to Providence, on both sides of the Blackstone river, 45 miles. The *village*, pleasantly situated in a valley surrounded by hills of slight acclivity, is one of the finest in New England. It is abundantly supplied with water, brought through an aqueduct from the neighboring hills. *Main-street*, the most important, is broad and handsome, shaded with trees, and more than a mile long, containing many fine buildings both public and private.

The *American Antiquarian Society* at this place was founded in 1812, by the late Isaiah Thomas, LL. D., the father of printing in New England. The Hall of this society, erected in 1820, has a central building 46 ft. long and 36 wide, with a neat Doric portico, and two wings 28 ft. long and 21 wide. The Society has a library of 12,000 vols., a large and valuable cabinet of antiquities, and many interesting specimens of early printing.—The *State Lunatic Asylum*, established here in 1832, consists of a centre building 76 ft. long, 40 wide, and four stories high, with two wings, each 96 ft. long, 36 wide, and three stories high. At each end of the wings are two other buildings 134 ft. long and 34 wide, forming, with the main building, three sides of a spacious square, all built of brick. The interior arrangements are admirably suited to the accommodation of the different classes of patients, and on the whole it is one of the best institutions in the country. *Fare from Boston to Worcester* \$1.25: *usual time about 2 hours*. From Worcester a railroad is in progress of con-

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struction to the town of Barre, a distance of 20 miles. (For Providence and Worcester Railroad, see Index.) There is also one uniting Worcester with Nashua, N. H.

Wachusett Mountain, 16 miles n. n. w. from Worcester, rises 2,018 feet above the ocean: it is ascended by an easy path, and is now much visited during the pleasant months of summer. The view from this mountain is wide and extensive, while the atmosphere is in a high degree exhilarating.

NASHUA AND WORCESTER RAILROAD.

(See Maps Nos. 6 and 9.)

This route extends from Worcester, Mass., to Nashua, N. H., 42 miles. The opening of this line will form a direct inland communication from Long Island Sound to the Merrimack river, and there uniting with an important chain of railroads that will ere long extend from Boston to Lake Champlain. On its route it intersects the Fitchburg Railroad, and by the branch, now building, (1848,) from the Nashua and Worcester to Fitchburg, will open a direct intercourse with the Cheshire, Rutland, Vermont, and Massachusetts railroads, and also with the roads pervading the valley of the Connecticut. It will likewise form, in the year 1849, one of the inland routes from New York to Canada.

WESTERN RAILROAD.

(See Maps Nos. 7 and 8.)

This road connects with the Boston and Worcester Railroad at Worcester, and is 118 miles long; and the Albany and West Stockbridge Railroad, connecting with the Western at the *State Line*, is 38 miles. The entire length of the road from Boston to Albany is 200 miles.

The merchandise depot of this railroad is said to be the largest in the country, being 120 ft. wide, and 460 long, occupying an area of 55,200 square feet, or nearly two acres of land. The roof, which is 120 ft. span, rests wholly on the walls, without any

other support. The walls, built of brick, are 18 ft. high, and 20 inches thick, and where the rafters rest upon them the thickness is doubled. The entire space within these walls is one immense room, unbroken even by a single pillar, and is usually filled with piles of merchandise. The cars from Albany on the east track deliver their freight—consisting chiefly of the produce and provisions of Western New York, and the varied manufactures of Worcester, Springfield, and the towns adjacent to the road—on an ample platform furnished with scales, on a level with the cars. The cars on the west track for Albany, and the intermediate places, are at the same time receiving groceries, dye-stuffs, wool, cotton, and a variety of other articles, in incredible quantities.

This railroad was chartered in March, 1833, and opened for travel from Worcester to Springfield in 1839, and as far as Albany on the Hudson, in 1842. The cost of this road (156 miles) has been \$8,185,788. Its gross receipts between Worcester and Albany, in 1847, were \$1,335,336, an increase of \$380,918.11 over 1846. It is built in the most substantial manner, and is considered a model work of its kind. The engineering difficulties upon it were very great, in consequence of the elevated and rugged sections of country through which it passes to reach the western boundary of Massachusetts. Between Worcester and Spencer, a distance of 12 miles, it crosses a chain of hills elevated 950 ft. above tidewater in Boston harbor. After leaving Springfield, it ascends by the valley of Westfield river, crossing and recrossing that stream and its branches 27 times, in consequence of the rocky and unfavorable nature of this part of the state. In the township of Washington it crosses a summit 1,480 feet, and 20 miles further another 918 feet above tidewater, with grades 80 feet to the mile.

“That section of the Western Railroad which traverses the wild hills of Berkshire is a work of immense labor, and a wonderful achievement of art.

“After leaving the wide meadows of the Connecticut, basking in their rich inheritance of alluvial soil and unimpeded sunshine, you wind through the narrow valleys of the Westfield river, with masses of mountains before you, and woodland heights crowding in upon you, so that at every puff of the engine the passage visibly contracts. The Alpine character of the river strikes you. The huge stones in its wide channel, which have been torn up and rolled down by the sweeping torrents

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of spring and autumn, lie bared and whitening in the summer's sun. You cross and recross it, as in its deviations it leaves space, on one side or the other, for a practicable road.

"At 'Chester Factories' you begin your ascent of 80 feet in a mile for 13 miles! The stream between you and the precipitous hill side, cramped into its rocky bed, is the Pontoosne, one of the tributaries of the Westfield river. As you trace this stream to its mountain home, it dashes along beside you with the recklessness of childhood. It leaps down precipices, runs forth laughing in the dimpling sunshine, and then, shy as the mountain nymph, it dodges behind a knotty copse of evergreens. In approaching the 'summit level,' you travel bridges built a hundred feet above other mountain streams, tearing along their deep-worn beds; and at the 'deep cut' your passage is hewn through solid rocks, whose mighty walls frown over you.

"Mountain scenery changes with every changing season—we might almost say with every change of atmosphere. In the spring, while the skirts of winter still hang over this high cold region, and the trees seem afraid to put out their buds, the Pontoosne breaks forth from its icy bars, and leaps and rushes on as if with conscious joy for its recovered liberty.

"In summer, as there is little on these savage hills of what is peculiar to summer, flowers and fruitfulness, it is a happy chance to make this pass when piles of clouds hide the hot sun, and the rain is pouring down in sheets, when every little dropping rill that has dried away in the summer's heat, is suddenly swelled into a waterfall, and over the bank and down the cliffs they come pouring and leaping.

"In autumn, the beeches and maples on the hill sides are glowing with a metallic brightness, softened and set off most exquisitely by the evergreen of the towering pines, the massive cones of the Norway firs, and the graceful, plummy hemlocks that intersperse them.

"In winter, the art that sends you swiftly and securely through these stern solitudes, is most gratefully felt. The trees bend creaking before the howling blast, the snow is driving and drifting,—here it is piled on either side in solid walls above your ear, and there the hideous roots of the upturned stumps are bare.

"On you glide, by the aid of the most recent discoveries and ingenious contrivances of art, through a country whose face is still marked with the savage grandeur of its primeval condition."

The importance of this road to Boston, and that section of the country through which its route lies, is demonstrated by the increasing amount of business yearly transacted upon it, both in passengers and freight. It is said that such is the regularity and precision with which the locomotives and trains from Boston to Albany perform the distance of 200 miles, that the farmers on the line set their clocks by them.

THE PITTSFIELD AND NORTH ADAMS RAILROAD leaves the Western Railroad at Pittsfield, and extends to North Adams, 20 miles: it was opened in Oct. 1846, and cost about \$450,000. *Fare* 60 cents.

ROUTE FROM BOSTON TO ALBANY, (see Maps Nos. 6, 7, and 8.)—Trains leave Boston, from the Worcester depot, Beach-st., opposite the United States Hotel, *three* times daily for Albany, Sundays excepted. Those leaving in the morning reach Springfield in time to dine, and stop half an hour; those leaving Boston in the afternoon stop overnight at Springfield, and leave next morning for Albany, arriving there about noon. *Usual time between Boston and Albany*, 10 hours. *Fare* \$5.00. The trains for Troy leave Greenbush on the arrival of the trains from Boston. Stages and other conveyances will be found at most of the depots on the route, to convey passengers to the various hotels and places in the vicinity. (*For the route from Boston to Worcester*, see Index.)

The *stopping-places* between Worcester and Springfield, (see Map No. 7.) with *fares* and *distances* from Boston, &c., are as follow: *Clappville*, 53 miles, \$1.50; *Charlton Depot*,* 57, \$1.60; *Spencer*, 62, \$1.70; *E. Brookfield*, 64, \$1.75; *S. Brookfield*, 67, \$1.95; *West Brookfield*, 69, \$1.96; *Warren*, 73, \$2.05; *Palmer Depot*, 83, \$2.25; *N. Wilbraham*, 89, \$2.55; *Wilbraham*, 92, \$2.65.—We now arrive at

SPRINGFIELD, the most important of the towns on this route, lying upon the e. bank of Connecticut river, 98 miles from Boston, 102 from Albany, 18 from Northampton, 36 from Greenfield, 26 from Hartford, Conn., and 142 from the city of N. York. It is the centre of a large inland and river trade, its natural as well as artificial advantages rendering it one of the most important commercial depots on Connecticut river. It has railroads diverging from it, on the e. to Boston, on the w. to Albany, N.Y., on the n. to Greenfield, (this road is being extended to Bellows Falls, N. H.) on the s. to Hartford and New Haven; and the New York and New Haven road (now building) will connect it

* From Charlton Depot extends the *Southbridge Branch* Railroad to Southbridge, 10 miles. This short branch is to be finished and opened for travel some time during the summer of 1848.

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with the great commercial depot of the Union. The houses here are well made and uniformly built of brick, and the appearance of the town is lively and cheerful. Main-st., the principal, is about two miles and a half long, and runs parallel with the river. The chief part of the business of Springfield is transacted in this street. Pop. about 17,000.

Cars leave Springfield for *Hartford* on the arrival of the trains from Boston; and for *Greenfield* three times daily. During the season of navigation, steamboats ply between this place and Hartford, and other towns on the river.

The *United States Armory*, at this place, is the most extensive in the country. It is situated on an elevated plain about half a mile from the village. The buildings, which are of brick, are arranged around a square of about 20 acres, presenting a handsome appearance. A cupola on one of them affords a delightful view of the river and surrounding country. There are about 300 men employed in the Arsenal. About 15,000 muskets are annually made here, and 150,000 are stored in the buildings connected with this establishment. There are several well-kept hotels in Springfield, that offer excellent accommodations at a reasonable rate. *Fare from Boston, \$2.75: time about 5 hours.*

West Springfield, on the w. side of the river, 100 miles from Boston, and two miles from Springfield, is connected with the latter place by a bridge over the Connecticut, four ferries, and also by the Western Railroad, which passes through it. It is equidistant from Boston and Albany. *Fare \$2.85.*

Westfield, on the river of the same name, is a delightful town, with great natural beauties. It is 108 miles from Boston, lying in a valley about four miles in diameter, and surrounded by hills of considerable height. The Hampshire and Hampden Canal passes through it. *Fare \$2.95. Russell, 116 miles from Boston, \$3.05; Chester Village, 119, \$3.15; Chester Factory, 126, \$3.35; N. Becket, 135, \$3.60; Washington Summit, 138, \$3.70; Hinsdale, 143, \$3.85; Dalton, 146, \$3.90.*

PITTSFIELD, 151 miles from Boston, is a large manufacturing and agricultural town, elevated 1,000 feet above the level of the sea. It is 151 miles w. from Boston, and 49 e. from Albany. The village is beautifully situated, and contains many handsome

dwellings. In this village there is still standing one of the original forest trees—a large elm, 120 feet high, and 90 feet to the lowest limb—an interesting relic of the primitive woods, and justly esteemed a curiosity by persons visiting this place. Pittsfield contains a medical institution, and a seminary of learning. The town received its present name in 1761, in honor of William Pitt, (Earl of Chatham,) the celebrated British statesman. *Fare from Boston, \$4.00.*

Shaker Village, 156 miles from Boston, Fare \$4.20; Richmond, 159, \$4.35.—The *State Line, 162 miles from Boston and 38 from Albany, is the point from whence diverges the Housatonic Railroad, terminating at Bridgeport, on Long Island Sound, 98 miles, and also that of the Hudson and Berkshire Railroad to Hudson, on the river of the same name, 33 miles.*—*Canaan, 167 miles from Boston, \$4.60; E. Chatham, 172, \$4.70; Chatham Four Corners, 177, \$4.90; Kinderhook, 184, \$4.95; Schodac, 192, \$5.00,*—arrive at *Greenbush*, and cross the ferry to *Albany, 200 miles from Boston. Fare \$5.00.*

CONNECTICUT RIVER RAILROAD.

(See Map No. 8.)

This road extends from Springfield, Mass., to Greenfield, 36 miles: it is being continued to Brattleboro', N. H., and from thence to Bellows Falls, where it will meet the railroads from Boston on their routes to the St. Lawrence and the West. The road from Springfield to Northampton, a distance of 17 miles, was opened in 1845, and from thence to Greenfield, 19 miles, in 1846. This road cost \$1,010,542.

ROUTE FROM SPRINGFIELD TO NORTHAMPTON AND GREENFIELD.—To *Cabot Junction* is four miles. Here is situated *Cabotville*, a large manufacturing village on the Chickopee river. There are three cotton manufacturing establishments, with a capital of \$1,700,000 giving employment to upwards of 1,500 operatives. The Ames Company are largely engaged in the manufacture of swords, brass cannon, bells, machinery, and cutlery.—*Chickopee Falls*, another important manufacturing village, is united with

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Cabotville by the *Chickopee Branch Railroad*, two miles long. There is a cotton manufacturing company established here with a capital of \$700,000, giving employment to about 800 operatives. There are also extensive manufactories of paper; iron castings, fire-arms, machinery, &c.—*Willimansett*, 7 miles, *Fare* 20 cents; *Smith's Ferry*, 13 miles, 37½ cents.

NORTHAMPTON, 17 miles from Springfield, is delightfully situated on the w. side of Connecticut river, on rising ground, about a mile from the river, and is surrounded by large tracts of fertile meadow land. It is a favorite place of resort for travellers, and is one of the most beautiful villages in New England. Agricultural and manufacturing pursuits are the chief employments of the people. For some years past it has prosecuted with spirit and success the rearing of the silkworm, and large quantities of sewing silk are annually produced. Pop. about 4,000. *Fare* 50 cts.

Mount Tom is in the town of Northampton, on the w. side of Connecticut river, and *Mount Holyoke* on the e. or opposite side; the former is elevated 1,214 feet, and the latter 1,120. To visit *Mount Holyoke* the traveller must cross the ferry, which lands him at the base of this renowned elevation, where, by a rather steep ascent, he can attain its very summit, upon which houses for the accommodation of visitors have been erected. Here he will be amply rewarded by a view of the vast panorama of varied beauty which lies spread at his feet, and extends to the very verge of the horizon. Immediately beneath, the beautiful Connecticut winds through one of the richest valleys of New England,—a valley checkered with fields and woods, hillock and dale.

Passing Northampton, we proceed to *Hatfield*. *Fare* 65 cts. In this town large quantities of broom-corn are grown, and broom manufactured to a great extent; also vehicles, boots, shoes, &c.

Whately, 26 miles from Springfield. *Fare* 75 cents. It is watered by Mill river and West Brook, on which streams are tanneries, manufactories of woollen goods, of gimlets, hammers, &c. Like the above town, it produces broom-corn in abundance, which is manufactured into brooms. A few miles w. of the Connecticut, and in the vicinity of West Whately, is *Mount Esher*, which rises nearly 1,000 feet above the river, from which the prospect is very imposing.

Bloody Brook village is noted as the place where, in 1675, Capt. Lathrop and 76 out of 84 men under his command were slain by the Indians. In 1838, a monument was erected here commemorating the event.

Deerfield is a town of considerable trade. In one year the goods manufactured at this place amounted to about \$250,000. *Fare* \$1.00.—*Deerfield* and *Sugarloaf Mountains* are in this vicinity. The former rises 700 feet above the plain, and the latter, which is an isolated hill of a conical form, rises 600 feet above the river.

Greenfield is situated on an elevated plain, on the margin of Green river, and contains many handsome buildings. The manufactures of the town consist of a great variety of useful articles. *Fare from Springfield*, 36 miles, \$1.10. (For continuation of this route into Vermont, see Map No. 9, and for routes from Greenfield, see Index.)

South Hadley Falls are in the Connecticut river, seven miles n. from Cabotville: they extend a distance of two miles, the entire fall from the upper dam being 50 feet. A canal is constructed around these falls, with five locks, and a cut through solid rock 40 feet in depth and 300 feet in length. There is a dam across the river of 1,100 feet, which was constructed to overcome the principal fall in the river: it produces a water-power of great extent. The cataract rushes over a confused mass of rocks, presenting varied forms of beauty and wildness. At *South Hadley village*, three miles n. of the falls, is situated the Mount Holyoke Female Seminary, a school designed to give a practical domestic education with intelligent instruction.

Amherst, seven miles n. e. from Northampton, is conspicuous for its elevated, healthy, and commanding situation, being surrounded by an amphitheatre of hills. *Amherst College* ranks among the most respectable institutions of the kind in the country. It is located on high ground, in the centre of the village, surrounded by a fertile country, and commanding a prospect of one of the most picturesque sections of the state. A regular line of *stages* leaves Northampton for Amherst on the arrival of the cars from Springfield. From Amherst, we can proceed n. through *Sunderland* to the foot of *Mount Toby*, an elevation which rises

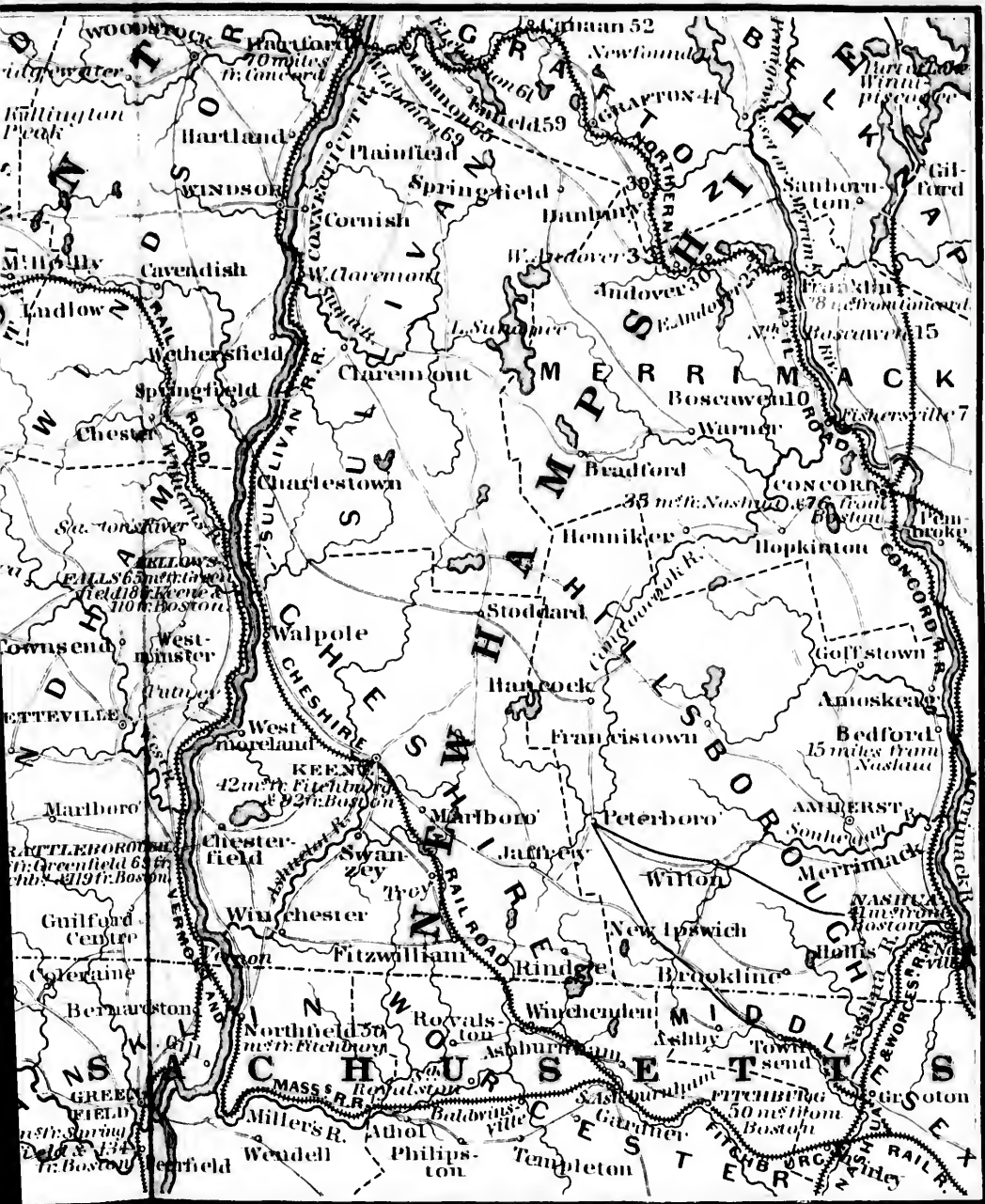
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1,000 feet above the Connecticut river: it is composed of pudding-stone, and the small stones within it, of various sizes and of every color, are round and smooth, as though washed by the ocean. There is a cavern on one side of the mountain, which is about 60 feet deep and 150 in length; and on the n. w. side, in the n. part of Sunderland, are a curious cave and fissure. From Sunderland the traveller can cross the bridge over the Connecticut to Whately, and thence to Deerfield.

ROUTES FROM CONCORD, N. H., (See Map No. 9.)—From this place a chain of railroads leads in a s. and s. e. direction to Boston, and in a n. w. to the Connecticut river at Lebanon: another runs towards Winnipiseogee Lake in the n., and one on the e. to Portsmouth.

BOSTON, CONCORD, AND MONTREAL RAILROAD.

(See Map No. 5.)

This road is to extend from Concord, N. H., to Plymouth, on Pemigewasset river, 45 miles; thence to Haverhill, on the Connecticut, passing through one of the best farming and lumber regions of the state: ultimately it will be connected with the chain of railroads from Montreal. This work is in a state of forwardness, and will be completed during the summer of 1848 to Meredith Bridge, 27 miles from Concord. The total cost of the road to Sanbornton Bridge is estimated at \$199,403, and to Meredith Bridge at \$343,703.

THE NORTHERN RAILROAD, N. H.

(See Map No. 9.)

This highly important thoroughfare is a continuation of the route from Boston to Concord via Lowell and Nashua, to the village of Lebanon, which is within about five miles of the Connecticut river; the completion of which to the mouth of White river, Vt., including the construction of a truss-bridge, some 600 feet long, over the Connecticut, will be effected in season for the

opening of the Vermont Central Railroad to Northfield, and perhaps to Montpelier, by the 4th of July, 1848. The latter road (see Map No. 10) will unite the Connecticut river with Lake Champlain, and by the extension road from Burlington to the St. Lawrence, will connect with Montreal. It will also form, with that of the Ogdensburg road, a continuous line to the waters of the great lakes. The Northern Railroad, from the valley of the Merrimac to that of the Connecticut, 69 miles, passes over a rough and forbidding country, and severe natural obstacles have been overcome in its construction. More than 3,354,000 cubic yards of earth and 87,000 of solid rock have been removed, and 64,354 perches of bridge and culvert masonry constructed, at a cost of about \$2,000,000. The summit of the road is in Orange, and is about 700 feet above the Merrimac and 500 above the Connecticut. It is overcome by a grade of 50 feet, which is the highest on the whole line. The Northern Railroad between Concord and Franklin was opened Dec. 28, 1846, and to Lebanon Nov. 17, 1847. The whole original capital stock of this company was \$1,500,000, with the right to increase it if found necessary.

ROUTE FROM CONCORD TO FRANKLIN, (see Map No. 9).—On leaving the Concord depot it passes along upon the interval e. of the village, and crossing Horse-Shoe Pond takes the course of the Merrimac river, keeping the w. bank, (to enable it to do which the river has been turned from its ancient bed,) and passing along not far from the West Parish in Concord, where a depot is established with the name of *West Concord*.

The next stopping-place is near *Fisherville*, a bustling little village upon Contoocook river. Here the track crosses Mrs. Duntan's Island, made illustrious by the notable exploit of that lady with the Indians, in March, 1698. Passing on, the next depot is at *Boscawen*, a very excellent farming town; thence to *North Boscawen* and to *Franklin*, 18 miles from Concord, a place of considerable importance, at the head of Merrimac river, or at the junction of Pemigewasset and Winnipiscogee rivers. Franklin contains about 2,000 inhabitants.

This route is one of considerable interest and picturesque beauty: it passes through the Webster farm, an object of curiosity to

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strangers, as being the place where the Hon. Daniel Webster passed his youth. *Fare* from Concord to *W. Concord*, 10 cents; to *Fisherville*, 20; to *Boscawen*, 30; to *W. Boscawen*, 40; to *Franklin*, 50; to *E. Andover*, 70; to *Andover*, 85; to *W. Andover*, 95; to *Danbury*, \$1.15; to *Grafton*, \$1.35; to *Canaan*, \$1.65; to *Enfield*, \$1.90; to *E. Lebanon*, \$2.00; to *Lebanon*, \$2.10; to *W. Lebanon*, \$2.25. *Fare from Boston to the latter place*, \$4.00.

Hanover, N. H., is situated a few miles s. of *W. Lebanon*, on an extensive plain, half a mile from the Connecticut river, and 180 feet above the level of its waters. The principal houses are erected around a square of 12 acres; the remainder stand on different streets, leading from the green in all directions. This is the seat of *Dartmouth College*, founded in 1769, for the education of Indians, and named after William, Earl of Dartmouth. It is an institution which holds a very respectable rank for learning and influence, and the ability of its officers.—(*For the continuation of this route through Vermont*, see "Vermont Central Railroad.")

ROUTES FROM FITCHBURG.—At Fitchburg, the traveller will find *stages* to convey him to places in the vicinity, and also to those at a distance, away from the line of railroads. Trains leave Fitchburg for Boston four times daily; trains also connect with the Vermont and Massachusetts Railroad, and also with the Cheshire Railroad, as far as opened for travel.

VERMONT AND MASSACHUSETTS RAILROAD.

(See Map No. 9.)

This road leaves the Fitchburg Railroad at Fitchburg, passing through Athol, Northfield, &c., to Brattleboro', N. H.; thence up the Connecticut river to Bellows Falls, where it will unite with the chain of railroads through Western Vermont to Burlington, and also with those following up the valley of the Connecticut. It is open for travel to Athol, 33 miles from Fitchburg and 83 from Boston. An attempt has been made to obtain a

charter for the construction of a railroad from Greenfield, Mass., to Troy, N. Y. At Greenfield, the Vermont and Massachusetts Railroad would then connect Troy with Boston, making a new route from the latter city to the Hudson river.

FROM BOSTON TO ATHOL.—To *Fitchburg*, 50 miles, \$1.25, (see this route;) thence to *W. Fitchburg*, 52, \$1.30; *Westminster*, 55, \$1.37; *S. Ashburnham*, 60, \$1.50; *Gardner*, 65, \$1.62; *Templeton*, 70, \$1.75; *Baldwinsville*, 71, \$1.75; *S. Royalston*, 77, \$1.95; *Athol*, 83 miles from Boston, \$2.10.

The inhabitants of *Athol* manufacture a great number of articles. Miller's river, a fine stream, affords this place a great water-power.—*Northfield*, consists of one street a mile long: the houses have a neat and comfortable appearance.

Brattleboro', Vt. is a very pleasant place, situated on an elevated plain above the Connecticut. The vicinity is noted for its invigorating air, pure water, and fine mountain scenery. The town is connected with the opposite side of the river by a handsome covered bridge. There are several factories and mills here, which derive their power from a creek, whose water falls over a ledge of rocks.

Bellows Falls are a series of rapids in the Connecticut, extending about a mile along the base of a high and precipitous hill, known as "Fall Mountain," which skirts the river on the New Hampshire side. At the bridge which crosses the river at this place, the visiter can stand directly over the boiling flood; viewed from whence, the whole scene is wild and exciting in the extreme. The Connecticut is here compressed into so narrow a compass that it seems as if one could almost leap across it. The water, which is almost one dense mass of foam, rushes through this chasm with such velocity, that in striking on the rocks below, it is forced back upon itself for a considerable distance. In no place is the fall perpendicular to any considerable extent, but in the distance of half a mile the waters descend about 50 feet. A canal three-fourths of a mile long, with locks, was constructed round the falls, many years since, at an expense of \$50,000.

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CHESHIRE RAILROAD.

(See Map No. 9.)

This route is also an extension of the Fitchburg road: it leaves the junction at South Ashburnham, Mass., and when completed will pass through Keene, N. H., to Bellows Falls, at which place it will connect with the Rutland road and the valley of Lake Champlain; and also with the Sullivan road, a branch uniting the Cheshire with the Vermont Central Railroad. This road will receive a great part of the travel and business of the Rutland, with which and the Fitchburg it will form the shortest, cheapest, and one of the best railroad lines between Boston and Burlington. It will have an equal chance of doing the business created by the opening of the Ogdensburg Railroad, and also of Montreal. The Cheshire Railroad is open to Troy, N. H., 10 miles from Keene, 27 from Bellows Falls, and during the summer of 1848 will be opened to Keene, 92 miles from Boston.

ROUTE FROM BOSTON TO TROY AND KEENE, N. H.—Over the Fitchburg Railroad to *Fitchburg*, 50 miles, \$1.25; from thence to *South Ashburnham*, \$1.50; to *Winchendon*, \$1.75; *Fitzwilliam*, \$2.00; *Troy*, 82 miles from Boston, \$2.15.

Keene, one of the prettiest places in the state, is situated on a flat E. of the Ashuelot river. It is particularly entitled to notice for the extent, width, and uniform level of its streets. The main street, extending one mile in a straight line, is almost a perfect level, and is well ornamented with trees. It is a place of considerable business, there being several manufacturing establishments here. Passengers will find *stage* conveyance at Winchendon to Rindge and Jaffrey; at Fitzwilliam, on Tuesday, Thursday, and Saturday, on arrival of the first train from Boston, to Richmond, Winchester, Hinsdale, and Brattleboro'; and on opposite days from those places to Fitzwilliam.—At Troy, *stages* will connect with all the trains, through Keene and Bellows Falls, to and from all Western New Hampshire, Vermont, Canada, and Northern New York.

THE SULLIVAN RAILROAD, 25 miles in length, connects with the Cheshire road at Bellows Falls, and unites it with the

Vermont Central Railroad: it will be the means of throwing a large amount of business upon the former from the northern parts of Vermont and New Hampshire.

ROUTES FROM GREENFIELD.—Trains leave Greenfield for Northampton and Springfield three times daily; at the latter place connecting with the trains for Boston, Albany, Hartford, and New Haven. *Fare* from Greenfield to Springfield, \$1.10; from the latter place to *Boston*, \$2.75; to *Albany*, \$2.25; to *Hartford*, 75 cents; and to *New Haven*, \$1.87. From New Haven to *New York* by steamboat. *Fare* to New York from Springfield about \$3.00.

Stages leave Greenfield daily on arrival of the early trains from Springfield, for *Brattleboro'*, *Burlington*, and *Canada*, and by the first train to *Keene*, N. H.

From Greenfield, the Connecticut River Railroad is being continued to *Brattleboro'*, (see Map No. 9,) uniting with the Vermont and Massachusetts at the State Line. This link will complete the connection with the roads in progress pervading the valley of the Connecticut, which, when finished, will open a railroad communication between New York city and the extreme northern boundary of Vermont, and by other roads yet to be built, will open the communication with Montreal and Quebec.

THE RUTLAND RAILROAD.

(See Maps Nos. 9 and 10.)

This road, when completed, will extend from *Bellows Falls* to *Burlington*, 117 miles: it will form a continuation of the *Cheshire Railroad* in New Hampshire, and will open a new route and the shortest from *Boston* via *Fitchburg* to *Lake Champlain* and *Canada*. Starting from *Bellows Falls*, it runs up the valley of *Williams river*; it then passes into the valley of *Black river*, and continues to the *Green Mountains*; upon passing *Mount Holly gap*, it runs into the valley of *Mill river*, and the valley of *Otter creek*, till it reaches the valley of *Lake Champlain*. For almost the whole of its course, it runs through valleys of rivers and the valley of the lake, with easy gradual slopes. This road will

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Chester, on the route of the Rutland road, is a thriving place: in this town manufactures of various kinds are carried on. This is a great thoroughfare for travellers from the eastern part of New England to the Hudson river at Troy, N. Y., via Manchester, the passage over the Green Mountains being one of the best in this part of the state.—*Ludlow* is mountainous, but contains good land for the grazing of sheep and other cattle. Woollen factories are established here, and in the town some valuable minerals have been discovered.—*Mount Holly* is a pleasant town, situated on the summit of the Green Mountains. The soil is well adapted for grazing, and here are produced large quantities of wool, beef, butter, and cheese.

Rutland is a very neat village, well built and handsomely located: it is the centre of trade for a large section of fertile country. Its agricultural products are large and valuable. The town is watered by Otter creek and its tributaries, which supply it with good water-power, and upon which are several manufacturing establishments. (For continuation of this route, see Map No. 10.) From the Rutland Railroad at this place, a branch will be built to Whitehall, N. Y., via Castleton.

Brandon, on the route of the Rutland Railroad, is a flourishing town, finely watered by Otter creek, Mill river, and Spring Pond, on which streams are good mill-seats. Minerals of fine quality are found in this town. There are here two curious caverns formed of limestone, the largest containing two apartments, each from 16 to 20 feet square. It is entered by descending from the surface about 20 feet.

Salisbury is watered by Otter creek and by Middlebury and Leicester rivers. The latter affords a good water-power, which propels a number of valuable manufacturing establishments.

Middlebury is a beautiful and flourishing town on Otter creek: at the falls on this stream are extensive manufacturing establishments; and large quantities of white and variegated marble, with which the town abounds, are sawed and polished for various uses, and transported to market. It is the shire town of Addison county.

Vergennes has a fine situation on Otter creek, seven miles from Lake Champlain. The creek at this place is 500 feet wide, and at the falls is separated by two islands, which form three distinct falls of 37 feet. These produce a great hydraulic power, rendered valuable by being situated in the heart of a fertile country, and in the vicinity of the lake, and will be much increased in value by the opening of the Rutland Railroad. From Vergennes the railroad is carried along the eastern shore of Lake Champlain to Burlington, and from thence it will unite with Montreal. (For description of Burlington, see Index.)

PETERBORO' AND SHIRLEY RAILROAD.—This road, extending from the Fitchburg road, in Groton, to West Townsend, was opened in the fall of 1847, and is 12½ miles in length.

FROM BOSTON TO W. TOWNSEND.—Over the Fitchburg Railroad to *Groton*, 37 miles, *Fare* 90 cents; *Squamcook*, 41, \$1.05; *Townsend Harbor*, 45, and *Townsend Centre*, 47, \$1.20; *W. Townsend*, 49, \$1.25.

WILTON RAILROAD.—This road has been laid out by the railroad commissioners as far as South Merrimack, a distance from Nashua of five miles. It will be continued to Wilton and Peterboro', and perhaps ultimately to Keene, there intersecting the roads from Canada.

THE VERMONT CENTRAL RAILROAD.

(See Map No. 10.)

This road, which is rapidly progressing towards completion, is properly an extension of the Northern Railroad from Concord, after it has passed through New Hampshire, and across the Connecticut at Lebanon. Its route is up the valley of White river to Bethel, 28 miles, thence ascending by one of its branches to Roxbury, a further distance of 16 miles, meeting no serious obstacle to its construction, and with no considerable ascent in its grade. From Roxbury it has an easy descent along the banks of Dog river, through Northfield to Montpelier, 14 miles, to which places

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it will be open for travel during the summer of 1848. From Montpelier it passes down the Winooski or Onion river to Burlington, 45 miles. The same company are constructing a branch road from the mouth of White river, down the w. bank of the Connecticut, crossing this river into New Hampshire, a short distance below Windsor, and by the Sullivan county company is being extended through Charlestown, and uniting with the Cheshire road near Bellows Falls. From Burlington, a railroad running along the e. shore of Lake Champlain, and into Canada, will unite the Central Railroad with Montreal.

Montpelier, the capital of New Hampshire, is situated very near the centre of the state. It is surrounded by hills of considerable elevation; and although it is too low to command an extensive prospect, it is very pleasant, and quite romantic in its appearance. It is a great thoroughfare from all directions, and commands a large and valuable trade. (For Burlington, see Index.)

CONNECTICUT AND PASSUMPSIC RIVERS RAILROAD.

(See Map No. 10)

This new route will extend from the mouth of White river, in Hartford, Vt., opposite the town of Lebanon, N. H., following up the valley of the Connecticut and Passumpsic rivers, to the north line of the state at Derby.

The valley of the above rivers n. of the White, forms the natural business centre, and the outlet of one of the best agricultural districts in New England, abounding also with available water-power to any desirable extent. Numerous business villages, and some of considerable importance, are located upon the immediate line of this road within the first 75 miles.

The construction of 40 miles of the Connecticut and Passumpsic Rivers Railroad, between the mouth of White river and the village of Wells River, is now rapidly going forward, and it is to be completed early in the fall of 1848. At the Canada line it will connect with the *St. Lawrence and Canada Railroad*, leading thence to Montreal. This road, which is to extend from this city through the eastern townships to the line, has been com-

menced from Montreal to Acton, 45 miles, and is to be completed in 1848. The construction of the remaining distance to the line will be prosecuted subsequently, coincident with the work on the Vermont side of the line. The St. Lawrence and Atlantic Railroad Co. is authorized to construct a branch from a point below Sherbrooke to connect their railroad with the city of Quebec. Sherbrooke is 30 miles from the northern terminus of the Connecticut and Passumpsic Rivers Railroad, and the point for the intersection of the Quebec branch is nearly equidistant from Quebec and Montreal, about 80 miles.

The completion of these roads will form almost a direct line of communication from Boston to Quebec and Montreal, and, in connection with the lines in the valley of the Connecticut, will open a new thoroughfare between New York city and the above important places in Canada: for a description of which, see the Index.

OLD COLONY RAILROAD.

(See Map No. 12.)

This road was opened for travel on the 19th of Nov. 1845, and extends from the South Cove in Boston to Plymouth, 37 miles. It is designed to extend it through Sandwich to Barnstable on Cape Cod, a further distance of 28 miles. The cost of this road was \$1,397,058. The depot in Boston is at the corner of Kneeland and South sts., where tickets are procured before taking seats in the cars. Stages and other conveyances are always in attendance to convey passengers to or from the depot, or to any part of the city. *Fare* 25 cents each person.

The DORCHESTER AND MILTON TRAINS leave Boston five times daily: the arrangement is similar from those places to Boston.

Dorchester, four miles from Boston, lies on Dorchester Bay, in Boston harbor. It is under a high state of cultivation,—fruits, vegetables, and flowers being raised here in great abundance. This town, in consequence of the facilities for reaching Boston, has become a favorite place of residence for many of its citizens. *Fare* 12 cents.

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Neponset Village, situated in the town of Dorchester, is on the Neponset river, near its mouth. It has considerable trade, and the population is rapidly increasing.

Quincy, eight miles from Boston, is situated on Quincy Bay, in Boston harbor. The village, which is built on an elevated plain, is remarkable for its neatness and beauty. The ancestral estate of the Quincy family, one of the most beautiful residences in New England, is in this town. In a church in the village, erected in 1828, at a cost of \$40,000, is a beautiful monument to the memory of John Adams and his wife. This town supplies the "Quincy granite," noted for its durability and beauty. Immense quantities are annually quarried and sent to various parts of the U. States. By means of a railroad from the quarries to Neponset river, this material is transported at a small cost. *Fare from Boston*, 25 cents.—*N. Braintree*, 10½ miles, 30 cents; *S. Braintree*, 11½, 33 cents; *S. Weymouth*, 15, 40 cents; *N. Abington*, 18, 45 cents; *Abington*, 19¼, 50 cents; *S. Abington*, 21, 55 cents; *N. Hanson*, 23¼, 65 cents; *Hanson*, 24¼, 65 cents; *Plympton*, 30, 80 cents; *Kingston*, 33, 90 cents.

Plymouth, 37 miles s. e. from Boston, is celebrated as being the landing-place of the "Pilgrims," who disembarked here on the 22d of Dec. 1620. It is the oldest town in New England. *Pilgrim Hall*, the building most worthy of notice, contains a valuable painting representing the landing of the Pilgrims from the "May Flower." It is 13 by 16 feet, and is valued at \$3,000. The cabinet of the Pilgrim Society contains many valuable antiquities. From *Burying Hill*, in the rear of the town, which is elevated 160 feet above the level of the sea, is a fine view of the village, the harbor, and shipping beyond, with the coast for some miles in extent. "Plymouth Rock," a deeply interesting spot to New Englanders, is near the termination of Leyden-st. The town contains about 200 ponds: the largest, called the Billington Sea, is about six miles in circumference. It is situated two miles s. w. of the village, and contains a good supply of pickerel and perch. *Fare from Boston to Plymouth*, \$1.00: *usual time* 1¾ hours. Stages convey passengers from Plymouth to Barnstable, 28 miles, and to other places on Cape Cod. Stages also leave Kingston for Duxbury, three miles distant. Stages will

also be found at most of the depots on the route to carry to any of the neighboring towns or villages.

THE BRIDGEWATER BRANCH, six and a half miles in length, connects with the Old Colony road at S. Abington, and passes from thence through *Northville* and *E. Bridgewater* to *Bridgewater*, 27½ miles from Boston. *Fare* 65 cents.

THE SOUTH SHORE RAILROAD commences at the Old Colony Railroad in Quincy, and will pass through the towns of Hingham, Cohasset, Scituate, and Marshfield, to the town of Duxbury, a distance of 22 miles. This road as far as Cohasset is under contract, and the work of construction is going rapidly forward.

Hingham, a pleasant town situated on Boston harbor, lies 12 miles E. of Boston by water, and 14 by land. It is also five miles s. w. from Nantasket Beach, and an equal distance from Cohasset village. It is, during the summer months, an agreeable place of resort for the people of Boston, and also for strangers visiting that city. The ride by steamboat through Boston harbor, and the passage among the many beautiful islands, is truly delightful. The scenery from the hills in the village present fine and extensive views of the bay and surrounding country. A steamboat plies regularly between Hingham and Boston, making three trips daily during the summer months. *Fare* 25 cents. The Old Colony House, an excellent hotel, is within a short distance of the steamboat landing.

Cohasset, five miles from Hingham, is of easy access from the latter place. The situation being cool and refreshing of a hot summer's day, large numbers are attracted thither. The bathing, fishing, and marine scenery are equal to any on the coast.

In the s. part of the town of *Marshfield* is situated the Hon. Daniel Webster's country seat: it lies 12 miles n. from Plymouth, in full view of the open sea, and is surrounded by highly cultivated grounds.

Duxbury, a maritime town, is six miles n. from Plymouth and 30 s. e. from Boston. It is pleasantly situated on elevated ground, and commands a view of the ocean. At present the most con-

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venient way of reaching this place from Boston is by the Old Colony Railroad to Kingston, and thence by stage to Duxbury, three miles.

FALL RIVER RAILROAD.

This road extends from the Old Colony at S. Braintree, 11½ miles from Boston, to the town of Fall River. It is 42 miles in length, and cost \$1,050,000, or \$25,000 per mile. It was opened for travel in 1846.

ROUTE FROM BOSTON TO FALL RIVER.—Trains leave the Old Colony depot, Boston, daily, passing over that road to *S. Braintree*, (see Map No. 12;) from thence to *Randolph*, 15 miles, *Fare* 35 cents; to *E. Stoughton*, 17, 40 cents; to *N. Bridgewater*, 20, 50 cents; to *E. and W. Bridgewater*, 25, 60 cents; to *Bridgewater*, 27, 65 cents, (now see Map No. 11;) *Titicut*, 31, 70 cents; *Middleboro'*, 35, 80 cents; *Myrick's Station*, 42, \$1.00; *Assonet* or *Freetown*, 45, \$1.10; *Terry's*, 47½, \$1.20; *Somerset*, 48½, \$1.25; *Fall River*, 53, \$1.35.

FALL RIVER, a flourishing and important manufacturing town, is situated on the falls of the outlet of the Watuppa Ponds, at the junction of the stream with Taunton river, and near Mount Hope Bay. These ponds contain about 5,000 acres, being 11 miles long, and, on an average, about one mile broad. They are produced by deep, never-failing springs, and are two miles E. of the village. The descent of the river is 136 feet in a regular volume of water, not liable to excess or diminution, and adequate to heavy manufacturing operations. The harbor of Fall River is safe, and of easy access, and has sufficient depth of water for ships of the largest class. Several vessels from this port are engaged in the whale-fishery, and many others are employed in the coasting trade. The principal business of the place consists in the manufacture of cotton, wool, machinery, stoves, the printing of calico, &c. The establishment for the manufacture of iron, wholly operated by steam, is on a very large scale, employing between 400 and 500 hands, and using up about 30 tons of pig and hoop iron per day. Pop. about 10,000.

On Sunday, July 2d, 1843, Fall River was visited by a destructive fire, in which 200 buildings, including the Pocasset Hotel, a splendid structure, were consumed. The loss of property was estimated at upwards of half a million of dollars.

There are regular stage routes to New Bedford, Taunton, Bristol, and Providence. There is also a steamboat line to the latter place, a distance of 28 miles, which plies daily, each way.

ROUTE FROM BOSTON TO NEW YORK VIA FALL RIVER AND NEWPORT.—Passengers take the cars in Boston, at the Old Colony depot, corner of Kneeland and South sts. (For the route to Fall River, see page 97.) At Fall River the railroad from Boston terminates, and passengers are conveyed from thence in one of the splendid steamers belonging to this line, through Narragansett Bay (see Map No. 14) to *Newport, R. I.*, 18 miles distant, where the steamer stops to land and receive passengers, and are conveyed from thence round *Point Judith*, and through Long Island Sound (see Map No. 15) and the East River, passing over the boiling waters of "Hurl Gate," to the city of New York, arriving at an early hour the next morning; distant from Boston, 236 miles. *Fare* \$5.00; *state-room* \$1.00 extra. (For city of New York, see Index.)

Newport, one of the towns where the state legislature holds its sessions, is situated on Rhode Island, (the island from which the name of the state is derived,) in Narragansett Bay, and is, by the channel, 5 miles from the sea, 30 miles s. e. from Providence, 71 from Boston, and 165 from New York. The harbor, one of the finest in the world, is safe, and accessible by ships of the largest class. The town, lying on ground gradually rising from the water, has a beautiful site facing the harbor, in a southeasterly direction. It is celebrated for the salubrity of its climate, its cooling ocean breezes, and its fine views, which have made it a favorite resort during the summer season. Visitors and invalids will here find every accommodation, either at hotels or boarding-houses. Sea-bathing, fishing, sailing, and riding, are the chief amusements. In the waters in this vicinity there are about 60 different kinds of fin and shell fish, which are taken in great abundance.

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CAPE COD BRANCH RAILROAD.

This road leaves the Old Colony at Middleboro' Four Corners, and extends $15\frac{3}{4}$ miles to the village of Agawam, situated a short distance from Buzzard's Bay, Mass. It will, during the summer of 1848, be opened to Sandwich.

ROUTE FROM BOSTON.—From the depot of the Old Colony Railroad to Middleboro', 35 miles, *Fare* 80 cents; to Rock Meeting-House, $38\frac{1}{2}$, 95 cents; S. Middleboro', $42\frac{1}{4}$, \$1.10; W. Wareham, 46, \$1.20; Wareham, $49\frac{1}{4}$, \$1.25; Agawam, $50\frac{1}{2}$, \$1.33.

Wareham, at the head of Buzzard's Bay, is favorably situated for trade and commerce. Its harbor is safe for vessels drawing 12 feet of water: 240 coasting vessels arrived here in 1844, bringing and taking away 50,000 tons of merchandise. There were also belonging to this port three ships and three brigs engaged in the whaling business, at an outfit of \$131,000. In the town of Wareham are several ponds containing a great variety of fish, whilst the shores abound with oysters, lobsters, clams, &c., and the forests with game. This and the adjoining towns afford a great field for the sportsman.

TAUNTON BRANCH RAILROAD, AND NEW BEDFORD AND TAUNTON RAILROAD.

(See Map No. 11.)

The former of these leaves the Providence Railroad at Mansfield, and extends to Taunton, 11 miles. It was opened for travel in 1836, and cost \$250,000. The latter road is a continuation of the former to the city of New Bedford: it was opened in 1840, is 20 miles long, and cost \$400,000.

ROUTE FROM BOSTON TO TAUNTON AND NEW BEDFORD.—Passengers by this route will take the cars of the Providence Railroad at their depot in Boston, near the foot of the "Common," to *Mansfield*, 25 miles, (for this part of the route, see page 102;) thence to *Norton*, 29, *Fare* 70 cents; *Taunton*, 36, 75 cents; *Myricks*, 42, \$1.00; *New Bedford*, 56, \$1.50: usual time from Boston, 3 hours.

Taunton, a beautiful town, is situated on Mill river, at its junction with Taunton river. The latter is navigable to Taunton for vessels of small draft, and affords great water-power. The village, in the centre of the township, contains many handsome public and private buildings, located around a fine enclosure, called *Taunton Green*, a public walk ornamented with trees.—The *Mount Pleasant Cemetery*, near Taunton Green, is laid out in a tasteful manner, on the plan of Mount Auburn Cemetery, near Boston.

NEW BEDFORD, an important place of business, and port of entry, is on the w. side of Acushnet river, a small stream which falls into an estuary of Buzzard's Bay. It is situated in N. Lat. $41^{\circ} 37' 43''$, W. Long. $75^{\circ} 59'$, and is 56 miles from Boston, 230 from New York, 14 from Fall River, and 55 from Nantucket. Between the latter place and New Bedford there is a regular steamboat communication.

The city of New Bedford is built upon rising ground, and the streets are laid out with much regularity, crossing each other at right angles. The buildings are mostly of wood, although more durable materials are now used to some extent. Many of the houses are neatly surrounded by extensive and well-cultivated gardens, and the streets on which they are built are bordered with ornamental trees. Among the public buildings may be mentioned the Town Hall, Custom-House, and Court-House. The former is a magnificent structure of granite, 100 feet long, 60 wide, and three stories high—the lower of which is used as a public market. The Custom-House, built of granite, is also a fine structure. In this building is the Post-Office. The Court-House is a plain structure, built of brick. The County Jail and House of Correction are near it.

The people of New Bedford are extensively engaged in the whale-fishery. This branch of trade is, however, declining, owing to the diminution of profits. We copy from the Whalemens' Shipping List of New Bedford the following statistics in regard to it:—Whole number of vessels employed in the fishery, Jan. 1, 1848, 617 ships and barks, 25 brigs, and 17 schooners—210,541 tons. Whole number employed in the fishery, Jan. 1, 1847, 670 ships and barks, 31 brigs, 50 schooners, 1 sloop—230,218 tons:

showing a diminution of 53 ships and barks, 6 brigs, 3 schooners, and 1 sloop—19,677 tons. The population of New Bedford, in 1845, was 15,000.

A *steamboat*, running in connection with the cars from Boston, leaves here on Tuesdays, Thursdays, and Saturdays, (on arrival of the early train,) for *Nantucket*: time five hours, and from Boston eight hours. A *bout* also leaves New Bedford, (on arrival of the first train from Boston,) on Mondays, Wednesdays, Fridays, and Saturdays, for *Martha's Vineyard*, *Wood's Hole*, and *Holmes's Hole*. Passengers from New York to Stonington take the cars for New Bedford, and arrive at *Nantucket* by steamer the day after.

MILFORD BRANCH RAILROAD, (See Maps Nos. 6 and 14) —This is a branch of the Boston and Worcester Railroad, opened in Dec. 1847. It leaves that line at S. Framingham, and extends to Milford: length 13 miles.

FROM BOSTON TO HOLLISTON AND MILFORD.—From the Worcester Railroad depot, over that route to S. Framingham, 21 miles; from thence to Holliston, 8 miles, *Fare* 70 cents; and to Milford, 5 miles; total, 34 miles, *Fare* \$1.00.

FROM BOSTON TO DEDHAM, (see Map No. 6.)—Passengers by this route are taken over the Providence Railroad to *Low Plain*, eight miles. From this place a branch runs to *Dedham*, two miles, a very pleasant place, and the conveniences for reaching it from Boston make it a desirable residence. *Fare* 25 cents.

THE NORFOLK COUNTY RAILROAD, now building, begins at Dedham, and is carried through Walpole to Blackstone, there intersecting with the Providence and Worcester Railroad. This road forms one link in the proposed "Air Line" between New York and Boston.

PROVIDENCE AND WORCESTER RAILROAD.

(See Map No. 14.)

This road, which extends from Providence, R. I., to Worcester, Mass., 45 miles, was opened to *Millville*, on Tuesday, Sept. 28th, 1847, and to Worcester, on the 25th Oct. following; on which occasion a train of 20 cars drawn by two locomotives, and containing 1,500 persons, made a pleasure trip over the road, during the course of which they were saluted by the discharge of artillery along the whole line, and were received at Worcester with every demonstration of joy. Cost \$1,226,223.

FROM PROVIDENCE TO WORCESTER.—Trains stop at *Pawtucket*, *Central Falls*, *Valley Falls*, *Lonsdale*, *Ashton*, *Albion*, *Manville*, *Hamlet*, *Woonsocket*, *Waterford*, *Blackstone*, *Millville*, *Uxbridge*, *Whitin's* *Northbridge*, *Farnumville*, *Grafton*, *Sutton*, and *Millbury*. The trains arrive in Worcester in time to connect with the trains for Springfield, Hartford, and Albany; and the down train arrives in Providence in time for the steamboat train for New York.

**BOSTON AND PROVIDENCE, AND STONINGTON
RAILROADS.**

The former of these railroads, which connects Boston with Providence, was opened in 1834: it is 42 miles long, and cost \$1,928,600. The latter road, which is properly a continuation of the above to the head-waters of Long Island Sound, was completed in 1838, at a cost of \$1,920,000.

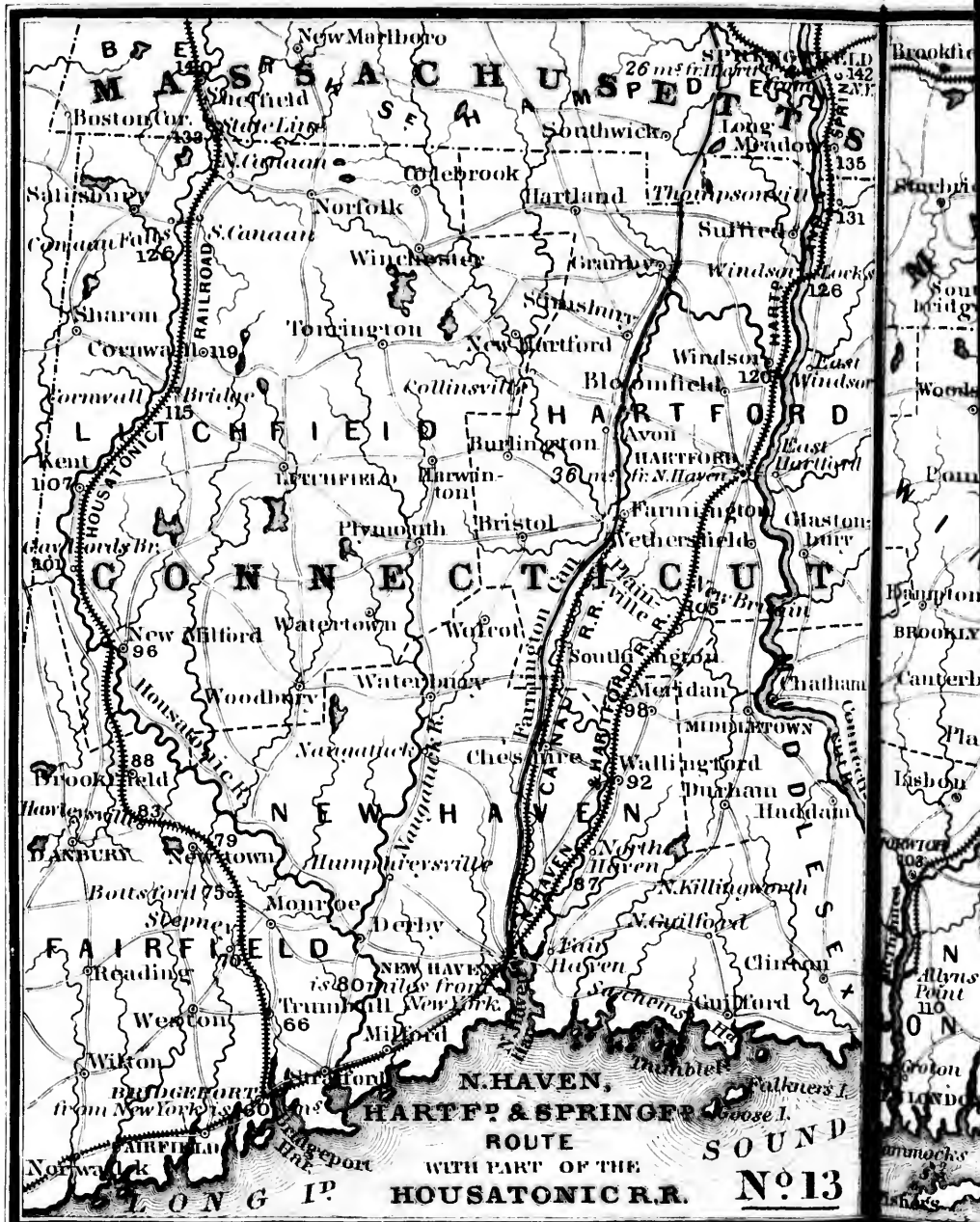
ROUTE FROM BOSTON TO PROVIDENCE.—Cars leave the depot in Boston for Providence daily, stopping at the following places on the route to land and receive passengers, (see Map No. 6:)—*Roxbury*, two miles, *Fare* 10 cents. This place, a handsome suburb of Boston, is under a high state of cultivation, and abounds with beautiful gardens and pleasure-grounds. Omnibuses ply regularly between this city and Boston.—*Jamaica Plains*, four miles, *Fare* 10 cents. Jamaica Pond, in this vicinity, is a delightful and attractive spot; the cars pass within a short distance

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of it.—*Toll Gate*, five miles, *Fare* 12 cents; *Kenney's Bridge*, 7 miles, 20 cents; *Dedham Low Plain*, 8 miles, 20 cents.

*Canton** (see Map No. 14) is 14 miles from Boston, *Fare* 40 cents. It is a beautifully diversified and picturesque town, watered by the Neponset river, which, with the numerous ponds in its vicinity, gives it an extensive water-power. The railroad bridge, which crosses the river at Canton, is one of the finest pieces of masonry in the country. It is of hewn granite, is 612 feet long, and elevated 63 feet above the foundation, resting on six arches, with a succession of arches on top. Its cost exceeded \$90,000.

Sharon, eight miles, *Fare* 50 cents. This town occupies the highest land between Boston and Providence: its natural scenery is exceedingly fine. Mashapoag Pond, a beautiful sheet of water over a mile in length, rests upon a bed of iron ore. During the low stages of the water, the ore is extracted by machines made for the purpose. Fishing and pleasure parties frequent this pond in the summer season.

Foxboro', 21 miles, *Fare* 56 cents. This place, together with *Wrentham*, the latter being situated off the line of the railroad, is noted for the large quantities of cotton and straw annually used in the manufacture of bonnets. In the last-named place is a curious cavern, called *Wampum's Rock*, nine feet square and eight feet high. *Wrentham* is 28 miles from Boston, and about seven w. from the depot at *Foxboro'*.

Mansfield is 25 miles from Boston and 17 from Providence. The New Bedford and Taunton Railroad here joins the Boston and Providence. *Fare* from Boston 70 cents.—*Tobey's Corner*, 27 miles, *Fare* 80 cents; *Attleboro'*, † 31, 95 cents; *Seekonk*, 38, \$1.15.

PROVIDENCE, a city and port of entry, and the semi-capital of Rhode Island, is situated in $41^{\circ} 49' 22''$, N. Lat., and $71^{\circ} 24' 48''$, W. Long., and is, next to Boston, the second city in New England for population and trade. It is 42 miles s. s. w. from Boston,

* Stoughton Branch runs from this depot to Stoughton Centre, four miles.

† From this station, a branch road, four miles long, runs to the Providence and Worcester road at Valley Falls.

173 e. from New York, 30 n. from Newport, 55 n. e. from New London, 45 s. e. from Worcester, and 70 e. from Hartford, Conn. The population in 1840 was upwards of 23,000. The city is built on both sides of the river, and is connected by wide and substantial bridges. On the e. side are three principal streets, running parallel with the river—Water, Main, and Benefit streets. On Main-st. stand a number of public buildings, and many elegant brick edifices. On this side of the river the land rises abruptly, and the cross streets have a steep ascent. Benefit-st. has an elevated situation, and east of it the city is laid out with much regularity, the streets generally running in an e. and w. direction, crossed by others nearly at right angles. On the hill, overlooking the city, is Brown University, a Baptist institution, established in 1770. From this place there is a delightful view of the city, with a great extent of the surrounding country.

Among the public buildings are a State-House, City Hall, Hospital, Jail, State Prison, Custom-House, Athenæum, the buildings of Brown University, a Theatre, and a number of Churches. The Arcade, one of the finest buildings of its kind in the country, is on the w. side of the river, and fronts on two streets, extending from Weybosset-st. on one front, to Westminster-st. on the other, with a fine Doric portico on each. It is 225 feet long, 80 feet broad, and 72 feet high, divided into three stories, containing upwards of 80 shops, the whole lighted by a glass roof. It is built of granite, and was completed in 1828, having cost \$130,000.

The citizens of Providence have long been celebrated for their commercial spirit, and their large investments of capital in foreign commerce; but of late years, much of it has been diverted to the pursuit of domestic manufactures. The amount of capital invested in manufacturing establishments, within as well as without the city, is very great. The manufactures consist chiefly of cotton goods, steam-engines, machinery, and copper, brass, iron, and tin wares.

Lines of packets ply regularly to New York, Albany, Philadelphia, and Baltimore. The Blackstone Canal extends from Providence to Worcester, 45 miles, passing through numerous manufacturing towns and villages scattered along the whole

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course of Blackstone and Pawtucket rivers. *Fare from Boston, \$1.25: usual time 2 hours.*

Steamboats run from Providence to Fall River, and also from the former place to Newport. Usual fare 50 cents.

Stages leave the Manufacturers' Hotel, Providence, for places in Rhode Island, Connecticut, and Massachusetts. *Fare to Pomfret Depot and Danielsonville, Conn., \$1.00; to Hartford, \$3.00, (stopping at the intermediate towns;) to Norwich, \$1.65; to New London, \$2.00.*

A charter has been obtained for constructing a railroad from Providence, R. I., to Willimantic, in Windham county, Conn., and from thence to Hartford, and from the latter place to Fishkill, on the Hudson river, opposite the Newburg branch of the New York and Erie Railroad. At Willimantic, it will connect with the one (about to be built) from New London, Conn., to the Western Railroad, Mass., at Palmer depot.

FROM PROVIDENCE TO STONINGTON, (see Map No. 14.*)—To *Warwick*, 5 miles, 12 cents; *Apponaug*, 9, 25 cents; *Greenwich*, 12, 35 cents; *Wickford*, 18, 55 cents; *Kingston*, 25, 75 cents; *Richmond*, 33, 90 cents; *Charlestown*, 38, \$1.10; *Westerly*, 42, \$1.30; *Stonington*, 48, \$1.50.

Warwick, an important manufacturing town in Rhode Island, is situated on the west side of Narraganset Bay, six miles from Providence. From some of the elevations here, a large part of the state and the bay can be seen in clear weather.—*Apponaug* village, in its south part, is on a branch of Narraganset Bay, and has a good harbor, a mile distant, for vessels of any size, and those of from 20 to 50 tons come up to the village. A mile from Apponaug is "Drum Rock," a huge rock so perfectly balanced upon another, that a boy 14 years of age can set it in motion, causing a noise more sonorous than that of a drum, and which in a still evening may be heard a distance of six or eight miles. This curiosity is much visited in the summer season.—*Pawtuxet Village*, in Warwick township, at the mouth of Pawtuxet river, four miles s. from Providence, is noted for the manufacture of cotton goods, which is here extensively carried on.

* The distances on the map are from Boston.

Stonington, Conn., is situated at the eastern extremity of Long Island Sound. Being the termination of the railroad from Providence, it is an important point on this route, between New York and Boston. Its harbor is well protected by a *breakwater*, made by the United States, at a cost of \$50,000.

ROUTE FROM BOSTON TO NEW YORK VIA PROVIDENCE AND STONINGTON.—Travellers by this route will take the splendid cars of this highly important and well-managed thoroughfare, at the Providence depot in Boston, and are thence conveyed over the railroad to Providence and Stonington, see pages 102, 105. The cars in future will go through direct, either way, without the interruption of crossing the ferry at Providence: a branch road now extends around the head of the Cove, uniting the Stonington and Providence railroads. At *Stonington*, (see Map No. 15.) passengers take the steamboat, and are conveyed thence through Long Island Sound and the East River to the city of New York, arriving there early the next morning. *Fare from Boston to New York*, \$5.00; deck passage, \$3.50: time about 12 hours.

NORWICH AND WORCESTER RAILROAD.

(See Map No. 14.)

This road extends from Norwich, Conn., to Worcester, Mass., where it unites with the chain of railroads from Boston to Albany, and also with those pervading the states of New Hampshire and Vermont. This line, including the branch to Allyn's Point, is 66 miles in length: it was opened for travel in 1839, and cost \$2,400,000.

ROUTE FROM WORCESTER TO NORWICH.—To *Auburn*, 5 miles, *Fare* 10 cents; *Oxford*, 12, 25 cents; *Webster*, 16, 35 cents; *Fishersville*, 22, 50 cents; *Thompson*, 25, 60 cents; *Pomfret Depot*, 28, 65 cents; *Daysville*, 32, 75 cents; *Danielsonville*, 35, 85 cents; *Central Village*, 40, \$1.00; *Plainfield*, 43, \$1.10; *Jewett City*, 49, \$1.25; *Norwich*, 59, \$1.50; *Allyn's Point*, 66, \$1.75.

Stages leave *Central Village* for Providence, on Tuesdays,

Thursdays, and Saturdays; also from *Danielsonville*, on Mondays, Wednesdays, and Fridays. *Fare* \$1.25.

Norwich is situated at the head of navigation on the Thames river, at the confluence of the Shetucket and Yantic rivers, whose united waters constitute the Thames. It is 13 miles n. from New London, 38 s. e. from Hartford, 38 s. w. from Providence, and 50 n. e. from New Haven. The city is built on a steep acclivity facing the s., the houses rising in terraces, street beyond street, and as approached from the s. in coming up the river, it exhibits one of the most beautiful and interesting views on the route. The falls at *Yanticville*, a flourishing manufacturing village about a mile from Norwich, are a curiosity, being singularly wild and picturesque. From a high projecting rock which overhangs the foot of these falls, the Mohegan Indians formerly plunged to destruction, when pursued by the Narragansetts, preferring thus to perish than fall into the hands of their enemies. About a mile e. of Norwich is the flourishing manufacturing village of Greenville, situated on Shetucket river. A dam across the river at this place furnishes a large amount of water-power for manufacturing purposes. Paper is made here to a great extent.

ROUTE FROM BOSTON TO NEW YORK VIA WORCESTER AND NORWICH.—Passengers leaving Boston by this route, take the cars of the Worcester Railroad at the depot on Beach-st., opposite the United States Hotel, whence they are conveyed to Worcester, 44 miles, (see Boston and Worcester route, page 73;) thence to Norwich, Conn., 59 miles; and thence to Allyn's Point, 7 miles further, a distance from Boston of 110 miles, (see Norwich and Worcester route, page 106.) From Allyn's Point, the traveller is conveyed in a splendid and commodious *steamer* to New York, 128 miles, (arriving there early the next morning,) which, on its way down the river Thames, stops at New London to land and receive passengers. The total distance from Boston to New York by this route is 238 miles: time 13 hours. (For map of Long Island Sound, see No. 15.) *Fare* through \$5.00; deck, \$3.50.

New London is admirably situated on the w. bank of the Thames, about three miles n. of the Sound. It is 13 miles s.

from Norwich, 42 s. e. from Hartford, 54 e. of New Haven, and 120 from New York. Its harbor is one of the best in the U. States, with water of sufficient depth for the largest vessels, and is seldom frozen. The city is defended by forts Trumbull and Griswold, the former being on the New London side of the river, a mile below the city, and the latter on the opposite side, on an eminence overlooking the city of New London.

A few years after the last war with Great Britain, the merchants of New London turned their attention to the whale and seal fisheries, which have become an important branch of commerce. About \$2,000,000 are invested in this trade. There is also a number of vessels employed in the shore fisheries, which supply the markets of New York, and most of the neighboring cities, with fish.

On the 6th of Sept. 1781, a large portion of New London was laid in ashes by the British, under the traitor Arnold. Fort Griswold was captured, and great part of the garrison put to the sword. A granite obelisk, 125 feet high, erected near the spot, commemorates the event; and on a tablet are inscribed the names of those who fell on that occasion. During the last war New London was blockaded for some time by a British squadron under Commodore Hardy.

THE NEW LONDON AND WILLIMANTIC RAILROAD will extend from the harbor of New London to Willimantic, 28 miles, and from thence to Palmer depot, Mass., on the Western Railroad, 35 miles further. At Willimantic, it will unite with a railroad, about to be built, from that village to Hartford, which is also to be extended e. from Willimantic to Providence, and w. from Hartford to Fishkill, opposite the Newburg branch of the New York and Erie Railroad.

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DAY LINE FROM BOSTON TO NEW YORK VIA SPRINGFIELD, HARTFORD, AND NEW HAVEN.

Passengers preferring *day travel* between these two cities, will avail themselves of the above route. The steamboat train leaves Boston from the Worcester depot, Beach-st., at 7 A. M.,* whence we are conveyed over the Worcester and the Western railroads to Springfield, 98 miles, (see this route at page 77;) thence to Hartford, 124 miles, and to New Haven, 160 miles. At the latter place we take the steamer, and are conveyed over the Sound to New York, 240 miles from Boston, arriving there in about 12 hours from the time of departure. *Fare* \$5.00. By referring to Map No. 2, the route will be more readily understood.—(For New York city, hotels, &c., see Index.)

ROUTE FROM NEW YORK TO NEW HAVEN, HARTFORD, AND SPRINGFIELD, (see Maps Nos. 15 and 13.)—Passengers leave New York daily by steamboat from Peck Slip, East River, for New Haven, distant 80 miles, which is usually reached in about five hours. As he proceeds up the river, the traveller has an opportunity of viewing the upper portion of the city, bordering on the river, with its shipping and ship-building; and on the Long Island shore, Brooklyn, its Navy Yard, and Williamsburg. Four miles above New York is Blackwell's Island, on which is the Penitentiary. A short distance beyond is Astoria, a suburb of New York. Presently the boat is carried with arrowy swiftness through the boiling waters of Hurl Gate, and thence onward to Throg's Point, and into the broad expanse of Long Island Sound, which extends to Fisher's Island, a distance of 100 miles. Proceeding up the Sound, the shore on either side becomes dim, in consequence of the distance we are from it, except some of the more prominent headlands, which jut out beyond the general line of the Connecticut shore.

NEW HAVEN, semi-capital of Connecticut, is situated at the head of a bay which sets up four miles from Long Island Sound,

* We would advise travellers to make inquiry *overnight* at their hotels, or consult the newspaper advertisement, as to the *exact* hour the train starts, as the above time of departure is liable to be changed.

in $41^{\circ} 18' 30''$ N. Lat., and $72^{\circ} 56' 45''$ W. Long. from Greenwich. Pop. in 1840, 12,960. The city, which lies on a plain, with a gentle inclination towards the water, is in other directions skirted by an amphitheatre of hills, which at their termination present bold bluffs of trap-rocks, rising almost perpendicularly to the height of 330 to 370 feet, and constituting a striking feature of the scenery. From the summit of these bluffs is presented a fine view of the city, of Long Island Sound, here about 20 miles wide, and of the adjacent country. The harbor is entered by three rivers—Quinnipiac on the e., West river on the w., and by Mill river on the e. Quinnipiac, towards its mouth, furnishes great quantities of fine oysters and clams, to the trade in which the village of Fairhaven chiefly owes its prosperity. New Haven consists of two parts—the Old Town and the New Town—and is laid out with great regularity. The Old Town was laid out in the form of a square, half a mile wide, divided into nine smaller squares. These squares have, by intersecting streets, been divided into four parts. The central was reserved for public purposes, and may vie with the public grounds of any other city in the country. On this square are located three churches, of various architecture, and which are not excelled by any similar edifices in New England. The State-House, a splendid edifice of the Doric order of architecture, after the model of the Parthenon at Athens, stands near the centre of the western half of this square. On its west side is the fine row of buildings belonging to Yale College. There is a public cemetery at the n. w. corner of the Old Town, that has been denominated the *Père-la-Chaise* of America. Beautifully ornamented with trees and shrubbery, this “garden of graves” deservedly attracts much attention from visitors.

There are about 20 Churches in New Haven, a Custom-House, a Jail, an Almshouse, a State General Hospital, three Banks and a Savings Institution, a Young Men's Institute, and an Institution for the support of Popular Lectures, with a well-selected library.—*Yale College*, founded in 1701, and named in honor of Elihu Hale, of London, who bequeathed it £500, and an equal amount in goods, (the latter of which were never received,) is the most important public institution in the city. Besides possessing

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the most splendid mineralogical cabinet in the United States, consisting of more than 16,000 specimens, it has a magnificent collection of paintings, by Trumbull and other distinguished artists. It has 33,000 vols. in its libraries. Though possessing limited funds, it has more students than any other college in the Union.

The harbor of New Haven is safe, but shallow, and is gradually filling up with mud in its northwestern part. When the first settlers arrived, it was sufficiently deep for all the purposes of commerce, and ships were built and launched where now are meadows, gardens, and buildings. The maritime commerce of New Haven, however, is extensive, its foreign trade being chiefly with the West Indies.—A line of steamboats plies daily between this city and New York; and there are several lines of packets running to the same place. The Farmington Canal connects it with Northampton and with the Connecticut river near it. *Usual fare from New York, \$1.50.*

Fair Haven, in the immediate vicinity of New Haven, is on the Quinnipiac river. It is an enterprising and thriving village. Its wealth is chiefly derived from its trade in oysters, which is extensively pursued between the months of October and April.

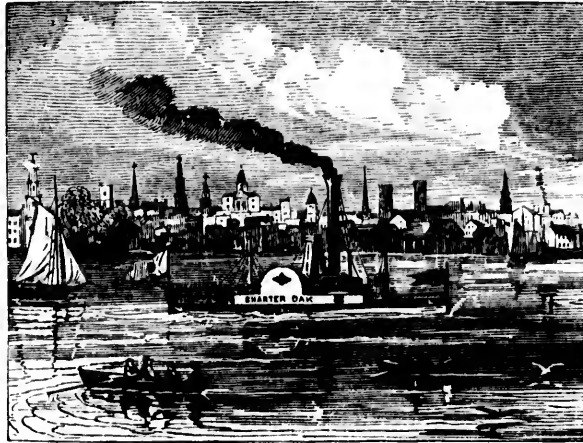
Sachem's Head, a wild and picturesque spot, 16 miles s. e. from New Haven, and three miles s. of Guilford, is an attractive watering-place during the sultry months of summer. It has a good hotel, with ample accommodations for visitors, near which the steamboat lands its passengers.

See Map No. 13.—From New Haven to *North Haven* is 7 miles, *Fare* 25 cents; to *Wallingford*, 12, 37 cents; *Meriden*,* 18, 65 cents; *Berlin Station*, 22, 75 cents; *New Britain*, 25, 87 cents; and to *Hartford*, 36, \$1.12; and from *New York* to *Hartford*, 116 miles, \$2.50.

HARTFORD is situated on the west side of Connecticut river, 50 miles from its mouth, and is in N. Lat. 41° 45' 50", and W. Long. 72° 50' 45" from Greenwich. The population is about 15,000. It is 35 n. n. e. from New Haven, 26 s. from Springfield, 44 n. w.

* From this station *stages* leave for Middletown on the e. and for Waterbury on the w

from New London, 15 n. from Middletown, 73 w. from Providence, R. I., 124 from Boston, and 116 from New York. The city, built on ground rising gradually from the river, is laid out with little regularity, appearing to have been more the result of



VIEW OF HARTFORD, CONN.

circumstances than of foresight and design. Many of its streets, however, are attractive from the elegance of their edifices, and important from the extensive business of which they are the seat. The scene of the principal retail business is in Main-st., which, broad, but not entirely straight, extends through the city from n. to s., presenting an almost unbroken range of buildings, many of them large and elegant. Most of the public buildings are in this street; and here Mill river, which crosses the city from w. to e., is passed by a bridge 100 feet wide, consisting of a single arch of 104 feet span, elevated 30 feet 9 inches above the bed of the river to the top of the arch. From Morgan-st., a bridge of six arches of 160 feet each, crosses the Connecticut river to East Hartford. It is a costly and substantial structure.

Hartford, from its situation, is calculated to become a place of considerable commerce. The Connecticut river, which has been made navigable 120 miles above the city, brings to it a great amount of the produce of the fertile country through which it flows. Steamers ply daily to New York; and there are two

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steam freight-packets—one of which runs to Philadelphia, the other to Albany. There are also packet lines to Boston, Albany, New London, Norwich, Providence, and Fall River.

Of the public buildings, the *State-House*, built in the Doric style, is the most prominent. It fronts on Main-st., standing on the public square, and is surrounded by an iron railing, and ornamented with trees. The legislature holds its sessions here—meeting at Hartford and New Haven on alternate years, the odd years at Hartford.—The *City Hall*, also in the Doric style, is a large building, fronting on Market-st., between Kingsley and Temple sts.—*Trinity College*, formerly Washington College, founded in 1824, and "sly re'ed in the south-western part of the city, is under the direction of the Episcopalians.—The *Athenæum*, an elegant edifice of the Doric order, was erected for the accommodation of the Young Men's Institute, the Historical Society, and a Gallery of Paintings.—Hartford has the honor of having established the first institution for the relief of that most unfortunate class of persons, the deaf and dumb—the *American Asylum*. This establishment was opened for the reception of pupils in 1817, the number of whom rapidly increased from 7 to 140, which rather exceeds the average. The institution has spacious buildings, with eight or ten acres of ground attached. Congress also granted it a township (or 23,000 acres) of land in Alabama, to constitute a permanent fund.—The *Retreat for the Insane*, an equally meritorious institution, is on an elevated site, a mile and a quarter s. w. of the State-House. The grounds around the buildings are laid out with much taste, and ornamented with shrubbery and gardens.—There are in the city several churches, some of which are remarkable for their architecture, five banks, a bank for savings, and four insurance companies.—The old burying-ground here, is a place of much interest, containing as it does the monuments of some of the first settlers of the place. Another attraction, and which must continue to be an object of interest as long as it exists, is the "Charter Oak," with whose history every one is familiar.

During the season of navigation, steamboats for the conveyance of passengers usually ply between Hartford and Springfield.

From Hartford to *Windsor*, 7 miles, *Fare* 25 cents; *Windsor*

Lock, 13.38 cents; *Thompsonville*, 18, 50 cents; and to *Springfield*, 26 miles from Hartford, 75 cents. From New Haven, 62 miles, \$1.87; from New York, 142 miles, \$3.25: usual time about 8 hours.—(For description of Springfield, see Index.)

THE CANAL RAILROAD extends n. from New Haven to Plainville, 28 miles, to which place it is now in operation. It will soon be opened to Farmington, whence it will be carried either to Springfield or to Northampton, Mass. It has not yet been decided at which of these places it shall terminate. If the former should be selected, the road will be brought in direct connection with the roads extending on the e. to Boston, on the w. to Albany, and on the n. to Greenfield. If Northampton is to be its terminus, it cannot successfully compete with the road already in "full play" from New Haven to Springfield via Hartford, for the through or local travel to Boston, as it will intersect the Western Railroad 10 miles w. from Springfield.

ROUTE FROM NEW YORK TO BRIDGEPORT, CONN., AND THE HOUSATONIC RAILROAD.

Passengers at New York take the steamboat from the foot of Market-st., East River, and in about four hours reach Bridgeport on Long Island Sound, a distance of 60 miles. (See Maps Nos. 15, 13, and 8.) Here is the commencement of the Housatonic Railroad, which extends to West Stockbridge, 96 miles. A branch, extending thence to the state line of Massachusetts, unites this road with the Hudson and Berkshire, and also with the Western Railroad from Boston to Albany. The Housatonic Railroad was opened for travel in 1842, having cost \$2,000,000.

The WINTER ROUTE FROM NEW YORK TO ALBANY at present is over this road, and by the winter of 1848 the New York and New Haven Railroad will be in operation to Bridgeport, thereby opening a railway communication (somewhat circuitous, however) between the commercial emporium and the state capital (See Map No. 2.) Usual time 12 hours.

BRIDGEPORT is situated on the west side of an arm of Long

Island Sound, which receives Pequannock river, a considerable mill-stream. This is one of the most beautiful and flourishing places in New England. The city is chiefly built on an elevated plain, 12 feet above highwater-mark. Northwest of the city the ground gradually rises to the height of 50 feet, forming an eminence called Golden Hill, the summit of which is a plain, with a commanding view of the Sound and surrounding country. There is a bridge across the harbor 1,236 feet long, with a draw for the passage of vessels. Carriages and saddlery are extensively manufactured for exportation. Pop. in 1840, 4,570. *Fare* \$1.00.

From Bridgeport to *Stepney*, 10 miles, *Fare* 25 cents; *Bottsford*, 15, 50 cents; *Newton*, 19, 62 cents; *Hawleysville*, 23, 75 cents; *Brookfield*, 28, \$1.00; *New Milford*, 36, \$1.25; *Gaylord's Bridge*, 41, \$1.37; *Kent*, 47, \$1.50; *Cornwall Bridge*, 55, \$1.62; *Cornwall*, 59, \$1.75; *Canaan Falls*, 66, \$1.87; *N. Canaan*, 73, \$2.00: *State Line*, 133 miles from New York; *Sheffield*, 80; *Great Barrington*, 85; *Van Deusenville*, 88; *West Stockbridge*, 96 miles from Bridgeport. *Fare* to each of the places from Connecticut State Line, \$2.00.

Cornwall is where the Foreign Mission School was established in 1818, in which some distinguished heathen youth have been educated as missionaries, who have been useful among the American Indians, and in the Sandwich Islands. In the village graveyard is a monument erected to the memory of *Henry Obookiah*, a pious Owyheean youth, who was brought to this country in 1808, and from whom this school had its origin, in the attempt to qualify him for missionary labors.

Canaan Falls is the most extensive cascade in the state of Connecticut. A ledge of limestone rocks crosses the Housatonic river at this place, causing a perpendicular fall of 60 feet, which affords extensive water-power.

Sheffield, Mass., 80 miles n. of Bridgeport, is one of those delightful towns where the lover of majestic mountain scenery wishes to linger. The village, which is very neat, is situated in a beautiful valley, surrounded by hills, one of which rises to the height of 3,200 feet. (See Map No. 8.)

Monument Mountain, in the town of Great Barrington, derives its name from a rude pile of stones on its southeastern point,

raised over the grave of a beautiful Indian girl, who, through the influence of a passionate love for one with whom the religion of her tribe would not allow her to be united in marriage, threw herself from the mountain, and fell upon this spot. Every Indian, who afterwards passed the place, threw a stone upon the grave to commemorate the event.

West Stockbridge is the terminus of the Housatonic Railroad from Bridgeport; but a branch railroad, of about two miles in length, unites it to the Western Railroad at the state line, where there is a depot, from which the traveller is conveyed over the Albany and West Stockbridge Railroad to Greenbush and Albany.

Stage Lines connected with the Housatonic Railroad.—Stages leave Bridgeport for *Fairfield, Norwalk, Stratford, Milford, New Haven, and Derby*. A stage leaves Hawleysville for *Danbury, &c.*; from Cornwall Bridge and New Milford to *Litchfield*, fare from New York, \$2.75; from Canaan to *Norfolk and Sharon*, fare from N. York, \$2.00; from West Stockbridge to *Lee, Lenox, Old Stockbridge, and Curtisville*, fare from New York, \$2.00.

HUDSON AND BERKSHIRE RAILROAD, (See Map No. 8.)—This road extends from West Stockbridge, Mass., to the city of Hudson on Hudson river, and connects at the state line, and also at Chatham Four Corners, with the Western Railroad to Boston and Albany, and with the Housatonic Railroad to Bridgeport. Its length is 33 miles, and it was opened for travel in Sept. 1838. The original cost of constructing the whole distance, including outfit, &c., was \$575,613. (For description of Hudson, see Index.) From Hudson to *Claverack*, 3 miles, *Fare* 12 cents; *Mellenville*, 7, 25 cents; *Ghent*, 12, 37 cents; *Chatham Four Corners*, 16, 50 cents; *Edward's Depot*, 28, 87 cents; *State Line*, 30, 90 cents; *W. Stockbridge*, 33, \$1.00.

ROUTES TO NEW LEBANON SPRINGS.

(See Map No. 8.)

These celebrated springs, one of the most delightful watering-places in the country, can now be reached with facility from

various directions. The Hudson and Berkshire Railroad forms a direct route for summer travel from New York city, and indeed from all the towns on the river below Hudson. By this route the traveller can leave New York at 7 A. M., by the steamer, and reach Hudson at 3 P. M., where the cars of the Hudson and Berkshire Railroad are in readiness to convey him to *Edwards Depot*, 23 miles from Hudson, and 8 miles from the Springs. Upon his arrival at Edwards Depot, the company have in readiness a line of stages, with careful drivers, that in one hour reach the Springs. Distance 142 miles. Visitors are also conveyed thither by the Housatonic Railroad. Passengers by this route leave New York for Bridgeport in the steamer, from the foot of Market-st., East River, at 6½ o'clock, A. M.; arrived at Bridgeport, they take the fine cars of the company, and reach the Massachusetts State Line Depot at 3½ P. M., and proceed thence to Lebanon Springs by stage-coach, arriving at 5½ P. M. of the same day. Fare through \$2.50. Distance 167 miles.

From Albany and the West, visitors take the cars of the Albany and the West Stockbridge Railroad to Canaan Corners, 33 miles, at which place a stage will be in waiting to convey them directly to the Springs, 7 miles distant. Total distance from Albany 40 miles: through tickets \$1.62.

From Boston and the Eastward, the Lebanon Springs can likewise be reached by the Western Railroad, stopping at the *State Line*, and taking the stage from thence to the Springs.


New Lebanon is situated in the N. E. corner of Columbia county, N. Y., on the turnpike-road from Albany to Pittsfield, Mass., 25 miles from the former and seven from the latter place. It is delightfully situated in a valley, surrounded by cultivated hills, which present variegated and pleasing scenery. This is the chief seat of the family of Shakers, a religious community practising celibacy, and alike remarkable for their mode of worship, and the singular order and economy of their domestic concerns. The society, which numbers about 600, owns 3,000 acres of excellent and highly improved land.

This place has become a great resort for visitors from all directions; some to enjoy the romantic scenery of this region, and others the beneficial influence of its waters. The *Spring*, a

mile and a half from the village, on the side of a hill, is ten feet in diameter, and four feet deep, and discharges, near its source, water sufficient to turn a mill. The temperature is 72° Fahrenheit, which being near summer heat renders it delightful for bathing. The water is tasteless, pure as crystal, inodorous, and soft, and is deemed beneficial in internal obstructions, saltheum, and cutaneous affections generally.

NEW YORK CITY.

This city, the great emporium and metropolis of America, enjoys from nature a decided superiority over every other city in the Union. Its vicinity to the ocean, and its direct avenues of intercourse, not only with every part of its own state, but with New England and the states bordering south and west, and through these with every other section of the country, offer unrivalled facilities for trade and commerce. Its latitude from the City Hall is $40^{\circ} 42' 43''$ n.; longitude w. from Greenwich $74^{\circ} 00' 41''$ —east from Washington $3^{\circ} 1' 13''$. The population at different periods has been as follows: in 1656, it was 1,000; in 1697, 4,302; in 1731, 8,622; 1750, 10,000; 1774, 22,750; 1800, 60,489; 1810, 96,373; 1820, 123,706; 1830, 202,957; 1835, 270,089; 1840, 312,710: at the present time (1848) it probably exceeds 400,000—making it, among the commercial cities of the world, the third in population; while it is the second in commercial importance, being surpassed only by London in the extent of its commerce. The compact portion of the city is built on the south end of Manhattan Island, at the junction of the Hudson with the East river, which connects the waters of Long Island Sound with the harbor of New York. The island is $1\frac{1}{2}$ miles long from n. to s., varying from half a mile to somewhat more than two miles in width—the greatest width being at 88th-street—and contains about 22 square miles. It is bounded on the e. by the East and Harlem rivers, the former separating it from Long Island Sound; on the w. by Hudson river, which separates it from New Jersey; and on the n. by Harlem river—a part of which, between Kingsbridge and the Hudson, received from the Dutch the name of Spuyten



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THE PARK, &c., TAKEN FROM A WINDOW IN THE MUSEUM

Duyvel Creek. Constant communication between the city and its rapidly increasing and picturesque suburbs, is kept up by means of steam ferry-boats, the Harlem Railroad, omnibuses, &c. ; the fares being extremely moderate, with accommodations not excelled by similar conveyances of any other city.

The harbor of New York, which is perfectly safe, and easy of access, extends eight miles s. of the city to the "Narrows," and is 25 miles in circumference, being sufficiently capacious to contain the united navies of the world. The variegated scenery upon its shores, together with the neatly-built cottages, the country-seats of opulent citizens, and the fine view of the islands, and of the city of New York in approaching it from the "Narrows," impart to this harbor a beauty unsurpassed by that of any other in the world. The outer harbor, or bay, extends from the Narrows to Sandy Hook, where is a lighthouse, at the distance of 18 miles from the city. In the harbor adjoining the city are Governor's, Bedlow's, and Ellis's Islands, on all of which are strong fortifications. The first, which is the most important of the three, includes 70 acres of ground, and is situated 3,200 feet from the Battery. It has Fort Columbus in the centre, and on its north-

east point Castle William, a round tower 600 feet in circumference and 60 feet high, with three tiers of guns. There is also a battery on the northwest side, commanding the entrance through Buttermilk Channel, a strait which separates it from Brooklyn, L. I. Besides these fortifications, the harbor of New York is well defended by similar works on Bedlow's and Ellis's islands; at the Narrows, on the Long Island shore, by Fort Hamilton and Fort Lafayette, (formerly called Fort Diamond,) which is built on a reef of rocks, about 200 yards from the shore; and on Staten Island, opposite, by forts Tompkins and Richmond. The Narrows here is about one-third of a mile wide. The entrance from the Sound on the East River is defended by Fort Schuyler, on Throg's Neck.

The first settlement of New York was made at the southern extremity of the city; hence many of the streets in that section are narrow and crooked, no regular order having been observed in laying them out. In later times many of them have been widened and improved, at a great expense. The streets in the northern part of the city are laid out straightly, and some of them are of considerable width. Many of the most splendid mansions and places of religious worship of which the city can boast, are to be seen in this quarter. The most elegant and fashionable street is Broadway, which traverses the city in a straight line from n. to s., being $2\frac{1}{2}$ miles long, and 80 feet broad, and terminating at Union Square, where it is connected with the Fourth avenue. It is occupied by many splendid stores, elegant houses, and public buildings, and few streets in the world equal it in the splendor and bustle it exhibits. It is also the great promenade of the city, being much resorted to in pleasant weather by the gay and fashionable.

PUBLIC WALKS, SQUARES, &c.—The *Battery*, which contains about 11 acres, is situated at the extreme s. end of the city, at the commencement of Broadway, and is planted with trees and laid out in gravelled walks. From this place is a delightful view of the harbor and its islands, of the numerous vessels arriving and departing, of the adjacent shores of New Jersey, and of Staten and Long islands.—*Castle Garden*, connected with the Battery by means of a bridge, is used for public meetings and exhibitions,

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and is capable of containing within its walls 10,000 persons. Since the destruction of Niblo's Garden by fire (Sept. 1846) the fairs of the American Institute, which were formerly held there, have been removed to this capacious place.—The *Bowling Green*, situated near the Battery, and at the commencement of Broadway, is of an oval form, and surrounded by an iron railing. Within its enclosure is a fountain, the water from which falling upon a rude pile of rocks about 15 feet in height, forms a pretty artificial cascade.—The *Park* is a triangular enclosure situated about the centre of the city, and has an area of 11 acres: it contains the *City Hall* and other buildings. It is embellished in its south part with a superb fountain, the basin of which is 100 feet in diameter. In the centre of the basin is a piece of work in the shape of an Egyptian lily. Through convex iron plates, with numerous perforations, placed around the base of this work, the water is projected into the air, and falls in the form of a heavy mist, around a column that rises to a considerable height, through the midst of the green leaves of the lotus. When the sun is shining full upon the fountain, the effect is extremely pleasing, from the number of miniature rainbows then observable. The basin is encircled by a neat coping of white marble. Sixteen feet beyond the coping, the whole is again surrounded by a pretty and substantial railing of iron—the intermediate space being decorated with various kinds of handsome shrubbery.—*St. John's Park*, in Hudson-square, is beautifully laid out in walks, with shade-trees, and is kept in excellent order. It is surrounded by an iron railing, which cost about \$26,000.—*Washington Square*, or *Parade Ground*, in the n. part of the city, contains about 10 acres, surrounded by a wooden fence. A portion of this square was formerly the *Potter's Field*.—*Union Square* is situated at the termination of Broadway. It is of an oval form, enclosed with an iron railing, and its centre ornamented with a fountain.—*Gramercy Park*, near Union-square, and *Tompkins Square*, in the n. e. part of the city, are handsomely laid out in walks, and shaded with trees. There are other squares further up the city—*Madison*, *Hamilton*, &c.—which are extensive, but not yet laid out.

CHURCHES, PUBLIC BUILDINGS, &c.—The city of New York can boast of many splendid public buildings. It has about 220

churches, many of which are magnificent and costly structures; and the number is constantly increasing, especially in the upper part of the city. The new *Trinity Church* may be regarded as the best specimen of pure Gothic architecture in the country. The engraving which follows represents a view of this church taken from the Custom-House steps, Wall-st.



The following is a brief history of the origin of this church. The first religious services of this society (at that time known as the "Church of England in America") were held in a small chapel which stood near the Battery. The rapid increase of the congregation made it necessary to erect a larger and more commodious edifice, which was done in 1696, during the reign of William III. and Mary. It was first opened for divine service

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in February, 1697, by the Rev. Mr. Vesey, Rector of New York. In 1735 it was found necessary to make an addition at its east end, and two years afterwards it was again enlarged on the north and south sides. This building was 146 feet long and 72 wide, with an ornamented steeple 180 feet high. During the awful conflagration of the city in Sept. 1776, this spacious edifice was entirely destroyed, and remained a heap of ruins during the Revolutionary war. "From the size and height of this noble structure, from the simple style of its architecture, from the lofty trees which embosomed it, and the graves and monuments of the dead which surrounded it on every side, it presented to the spectator a striking object of contemplation, and impressed him with ideas connected with reverence." At the close of the war it was again rebuilt, and consecrated in 1790 by Bishop Provost. This edifice was not as spacious as the one destroyed, it being only 104 feet long and 72 feet wide, with a steeple about 200 feet high. In 1839, this building was taken down, and the present magnificent edifice erected in its place. It is built throughout of sandstone, without galleries, and is capable of seating with comfort 800 persons, being 189 feet long, 84 wide, and 64 high. It cost nearly \$400,000. The height of the tower, including the spire, is 264 feet. The tower contains a chime of bells and a clock. In the graveyard adjoining the church may be seen the monuments of Hamilton, Lawrence, and others, who occupy an enviable distinction in the history of the country. Trinity Church is the oldest and richest Episcopal society in America; she annually devotes a large portion of her vast income to the erection and support of churches throughout the state. Her corporation, or vestry, whose business it is to conduct the affairs of the church, is composed of men of high standing in society, and who are usually characterized as being just and liberal in their official capacity.

TRINITY TOWER.—Visitors have access to the tower of Trinity Church, it being open to the public, except when the building is occupied for religious purposes.* This tower affords one of the most splendid panoramic views to be seen on this continent. Ascending the stairway we reach a landing, on a level with the

* A fee is expected from visitors by the person in attendance.

ceiling of the church, from which there is a complete view of the elegant interior. Ascending another flight, we reach the belfry, where the bells forming the chime are deposited, which so frequently ring out their sweetly solemn peal. Here on the outside, surrounded by a strong railing, is a balcony, affording a view of the city. On ascending still higher, one of the most superb views greets the beholder. The city, full of life and animation, lies, as it were, at his feet, while far and wide, in every direction, the country, the rivers, the islands—cities and villages—are spread out before him, arrayed in all the attractions with which nature and art have invested them.

The following was the number of churches of each denomination in the city of New York, in Jan. 1848: *Protestant Episcopal* 41, *Presbyterian* 33, *Methodist Episcopal* 31, *Baptist* 26, *Dutch Reformed* 15, *Reformed Presbyterian* 13, *Roman Catholic* 13, *Jewish* 9, *Congregational* 7, *Friends* 4, *Unitarian* 3, *Lutheran* 3, *Associate Presbyterian* 3, *Universalist* 3, *Associate Reformed Presbyterian* 2, *Welsh* 2, *Methodist Protestant* 1, *Miscellaneous* 12.

The *City Hall*, a building of the Corinthian and Ionic orders, displaying a fine combination of taste and elegance, is 216 feet long, 105 wide, and, including the attic story, 65 high. The first stone of this edifice was laid in 1803, and its construction occupied, with little intermission, a period of 10 years. It covers 22,896 square feet of ground, and is two stories high above the basement, with an attic story in the centre of the building. The front and the ends are of white marble—the rear, of Nyack freestone. In this building are 28 offices, and other public rooms, the principal of which is the Governor's room, a splendid apartment appropriated to the use of that functionary on his visiting the city, and occasionally to that of other distinguished individuals. The walls of this room are embellished with a fine collection of portraits of men celebrated in the civil, military, or naval history of the country. It is 52 feet long by 20 feet wide. In the Common Council room is the identical chair occupied by Washington when President of the first American Congress, which assembled in this city.

The *Merchants' Exchange*, in Wall-st., is built in the most

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The INSURANCE COMPANIES are mostly in Wall-st.

LITERARY INSTITUTIONS, &c.—Of the literary institutions of New York, *Columbia College*, at the foot of Park Place, is the oldest, having been chartered by George II. in 1754, by the name of King's College. The original name was changed to Columbia College in 1784. It has a president and ten professors, 1,170 alumni, 100 students, and a library containing 14,000 vols. The building contains a chapel, lecture-room, hall, museum, and an extensive philosophical and chemical apparatus. The *Grammar School* attached to the college has usually from 200 to 300 scholars, and instruction is given in all the branches necessary for admission into any college, or for the performance of the business of the counting-room.—The *University of the City of New York* is in University Place, opposite Washington Square. It is built of white marble, in the Gothic style, and is 180 feet long and 100 wide. The building contains a chapel, which receives its light from a window of stained glass in the west front, 24 feet wide and 50 high. This institution was founded in 1831, has a president and 11 professors, a valuable library, and an extensive philosophical apparatus.—The *Union Theological Seminary*, founded in 1836, is located in University Place, between Seventh and Eighth sts. It has six professors, about 100 students, and a library containing over 16,000 vols.—The *General Theological Seminary* of the Protestant Episcopal Church in the United States, situated at the corner of 9th avenue and 21st-st., was founded in 1819, and consists of two buildings, constructed of stone, in the Gothic style of architecture.—The *Rutgers Female Institute*, in Madison-st., has a fine building, a valuable library, and choice philosophical apparatus.—The *New York Society Library* is on Broadway, corner of Leonard-st. This institution, which was founded in 1754, has a library of about 40,000 vols., a lecture-room, and rooms for the Academy of Design.—The *Apprentices' Library*, situated in Crosby-st., has a library of 12,000 vols., and offers facilities for the cultivation of the mind, of which a large number of apprentices have availed themselves. Here is also the *Mechanics' School*, which has many teachers, and 550 pupils.—The *New York Hospital*, situated on Broadway, opposite Pearl-st., has extensive buildings, and is finely

located.—The *New York Lunatic Asylum* is at Bloomingdale, near the Hudson: attached to it are 40 acres of ground, laid out in gardens, pleasure-grounds, and walks. Being on elevated ground, a fine view of Hudson river, with the surrounding country, is here obtained. The principal building, which is of stone, cost, with its grounds, upwards of \$200,000. It contains 150 patients.

There are in New York city 116 moral, benevolent, and literary associations, 110 miscellaneous schools, 93 newspapers, 50 periodicals, 100 insurance companies, 33 banks and savings institutions, and nearly 400 different streets, avenues, and places.

HOTELS.—The hotels are numerous well kept, and not surpassed in comfort and accommodation by those of any other city in the Union; the following are the principal:

The *Astor House*, in Broadway, is among the first in point of attraction, although there are many others equally well kept. This building was erected by the late John Jacob Astor, and opened on the 31st of May, 1836; it is built of Quincy granite, in a remarkably massive style, simple and chaste, is five stories high, with a front of 201 feet on Broadway, directly opposite the Park, 154 on Barclay-st., and 146½ on Vesey-st. Its height is 77 feet, and it contains upwards of 300 rooms. The dining-room is 108 feet by 42. The entire cost of the building, including the ground, was about \$750,000. The price of board per day is \$2.00.—The *American Hotel* is pleasantly situated at 229 Broadway, opposite the Park. Board \$2.00 per day.—The *Athenæum Hotel*, 347 Broadway, is a well-kept house. Board per day \$1.50.—The *Atlantic Hotel*, 5 Broadway, opposite the Bowling Green. Board per day \$1.50.—The *Carlton House*, 350 Broadway. Board \$2.00 per day.—The *City Hotel*, 133 Broadway, on the corner of Cedar-st. Board \$2.00 per day.—*Clinton Hotel*, in Beekman-st. Board per day \$2.00.—The *Croton Hotel*, 142 Broadway. Board per day \$1.50. This is a temperance house.—*Delmonico's*, in Broadway, near the Bowling Green, is a new and handsome building. This establishment is conducted on the European plan.—*Florence's*, in Broadway, corner of Walker-st., is a new and elegant establishment, conducted upon the European plan.—The *Franklin House* is in Broadway, corner of Dey-

st. Board \$2.00 per day.—*Howard's Hotel* is in Broadway, corner of Maiden-Lane. Board per day \$2.00.—*Judson's Hotel*, 61 Broadway. Board \$2.00 per day.—*Lovejoy's Hotel*, on the corner of Park-Row and Beckman-st., is conducted on the European plan.—*The Merchants' Hotel*, 41 Courtland-st. Board \$1.50 per day.—*The National Hotel*, 5 Courtland-st. Board \$1.50 per day.—*The New England House*, 111 Broadway. Board \$1.50 per day.—*The New York Hotel*, 721 Broadway, is retired, but eligibly situated. Board \$2.00 per day.—*The Pacific Hotel*, 162 Greenwich-st. Board \$1.50 per day.—*The Pearl-street House*, 88 Pearl-st. Board reduced to \$1.00 per day.—*The Rochester Hotel*, 31 Courtland-st. Board \$1.25 per day.—*Rathbun's Hotel*, 165 Broadway, between Courtland and Liberty sts. Board \$2.00 per day.—*St. Charles Hotel*, Broadway.—*Tammany Hall*, corner of Nassau and Frankfort sts., is conducted on the European plan.—*Tremont Temperance House*, 110 Broadway. Board \$1.50 per day.—*The United States Hotel*, formerly Holt's, is on Fulton-st., bounded by Pearl and Water sts. Board per day \$1.50.—*The Western Hotel*, 9 Courtland-st. Board \$1.25 per day.

Besides the hotels, with which the city abounds, there are numerous private Boarding-houses in different parts of the city. In addition to these, there are many Eating-houses, where the visitor pays in proportion to what he consumes; these, however, are principally in the lower or business part of the city. A person, if he desires it, may have a sleeping-room at Lovejoy's or elsewhere, and take his meals at one of these places at any hour during the day that suits his convenience. Bills of fare, with the prices affixed to each article, are always at hand, so that one knows exactly what he has to pay before he gives his order.

PLACES OF AMUSEMENT.—These are not numerous; but that is characteristic of American cities generally, when compared with those in Europe. They are as follows:—

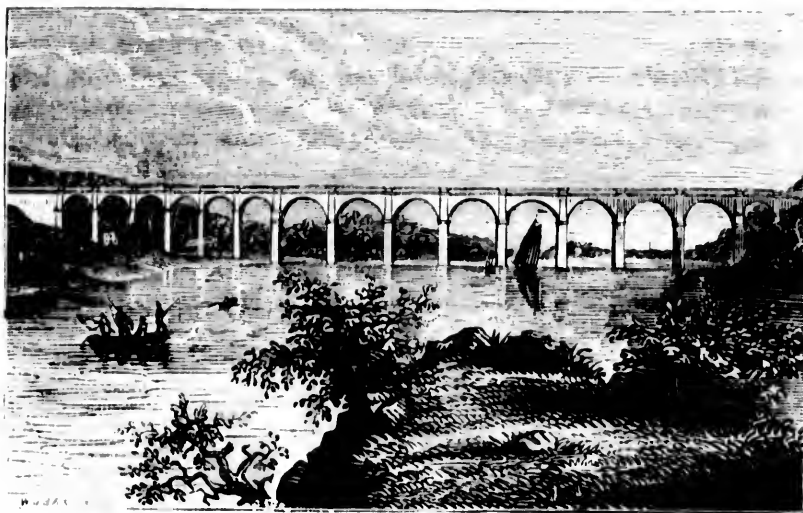
Broadway Theatre, Broadway, near the corner of Anthony-st.; *Astor Place Opera House*, corner of Astor Place and Eighth-st., upper part of Broadway; *Park Theatre*, Park Row, opposite the Park, (at present not opened for theatrical performances;) *Mitchell's Olympic Theatre*, 444 Broadway, above Canal-st.;

Bowery Theatre, Bowery, above Bayard-st. ; *Chatham Theatre*, near Chatham Square ; *Palmo's Opera House*, 41 Chambers-st. ; *American Museum*, Broadway, opposite the Astor House ; *Banvard's Panorama of the Mississippi River*, at Panorama Hall, Broadway, between Prince and Houston sts. ; *Castle Garden*, off the Battery ; *Vauxhall Garden*, upper end of the Bowery.

EXHIBITIONS OF THE FINE ARTS.—*American Art Union* : Collection of Paintings, 497 Broadway, above Broome-st. Admission free. The Hall is a very handsome one, 150 feet long, and well arranged for its purpose, having room on its walls for a very large collection of pictures.—*New York Gallery of Fine Arts*, in the Rotunda in the Park, corner of Centre and Chambers sts. Admission 25 cents. Life membership \$1.00.—*National Academy of Design*, corner of Broadway and Leonard-st.

THE CROTON WATER-WORKS.—The building of this great work was decided on at the city charter election of 1835, and on the 4th of July, 1842, it was so far completed that the water was let into the Reservoir, and on the 14th of October following it was brought into the city. The whole cost will be about \$14,000,000, more than double the original estimate. Between the Distributing Reservoir in 40th-st. and the Battery, up to Aug. 1847, 171 miles of pipe were laid, from 6 to 36 inches in diameter.

The aqueduct commences five miles from the Hudson, and is about 40 miles from the City Hall. The dam, which is 250 feet long, 70 feet wide at the bottom, and 7 at the top, and 40 feet high, is built of stone and cement. A pond five miles in length is created by the dam, covering a surface of 400 acres, and containing 500,000,000 gallons of water. From the dam the aqueduct proceeds, sometimes tunnelling through solid rocks, crossing valleys by embankments and brooks by culverts, until it reaches Harlem river. It is built of stone, brick, and cement, arched over and under ; is 6 feet 3 inches wide at the bottom, 7 feet 8 inches at the top of the side walls, and 8 feet 5 inches high ; has a descent of $13\frac{1}{4}$ inches per mile, and will discharge 60,000,000 of gallons in 24 hours. It crosses Harlem river on a magnificent bridge of stone, termed the "High Bridge," 1,450 feet long, with 14 piers, 8 of them 80 feet span, and 6 of 50 feet span, 114 feet



VIEW OF THE HIGH BRIDGE.

above tidewater to the top, and which will cost \$900,000. The Receiving Reservoir is at 86th-st. and 6th avenue, covering 35 acres and containing 150,000,000 gallons of water. Persons wishing to visit the *High Bridge* will take the cars of the Harlem Railroad to Harlem, *Fare* 12½ cents; at which place a *stage* will be in waiting to convey them to the bridge. *Fare* 18¾ cts.

There is now no city in the world better supplied with pure and wholesome water than New York; and the supply would be abundant, if the population were five times its present number.

The most convenient mode of visiting the *Distributing Reservoir* in 40th-st., or the *Receiving Reservoir* in 86th-st., is by the cars of the Harlem Railroad, which leave the depot opposite the City Hall every 15 minutes during the day. *Fare* 12½ cts.

STEAMBOAT LINES FROM NEW YORK.—During the season of navigation, *regular lines* of steamboats ply upon the Hudson, passing between New York, Albany, and Troy, and also for the intermediate places on the river.

FROM NEW YORK TO ALBANY AND TROY.—There are both *morning* and *evening* boats, the former usually leaving New York from the North River side, at 6½ or 7 o'clock, arriving in about

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10 hours. The latter leave New York at 5, 6, or 7 o'clock, arriving at Albany next morning. Fare varies according to competition from 25 cents to \$1.50. (See "Passage up the Hudson," and also Map No. 18.)

DAY LINE FROM NEW YORK TO BOSTON VIA NEW HAVEN, HARTFORD, AND SPRINGFIELD, (see Map No. 2, also this route from Boston to New York.)—A steamboat leaves New York daily, Sundays excepted, at 6 a. m., from Peck Slip, East River, and reaches *New Haven*, 80 miles, in about five hours. *Fare* \$1.50. Here we take the cars for *Hartford*, 36 miles distant, and arrive in one hour and a half. *Fare* \$1.00. From thence we are conveyed to *Springfield*, 26 miles further, in one hour. *Fare* \$1.00; and from thence to *Boston*, 98 miles, in four and a half hours: total distance 240 miles: time 13 hours. *Fare* through \$5.00.

FROM NEW YORK TO BOSTON VIA NORWICH AND WORCESTER, (see Map No. 2, and also this route from Boston to New York.)—Passengers by this route to Boston take the steamboat from the foot of Battery Place, at 5 p. m. in summer, and 4 p. m. in winter; whence they will be conveyed through the Sound to the terminus of the Norwich and Worcester Railroad at Allyn's Point, 125 miles; thence over the above road to Norwich, 132 miles, *Fare* \$2.50; thence to Worcester, 191 miles, *Fare* \$3.50; and thence to Boston, 235 miles. Time 13½ hours: *Fare* through \$5.00.

FROM NEW YORK TO BOSTON VIA STONINGTON AND PROVIDENCE, (see Map No. 2, and also this route from Boston to New York.)—Passengers leave New York from Pier No. 1 North River, foot of Battery Place, at 5 p. m. in summer, and 4 p. m. in winter, and are thence conveyed over the Sound to *Stonington*, 125 miles, in nine hours, *Fare* \$2.50; thence over the railroad to Providence, 47 miles further, *Fare* \$4.00; thence to Boston, 42 miles: total distance 224 miles. Time 12 hours: *Fare* \$5.00.

FROM NEW YORK TO BOSTON VIA NEWPORT AND FALL RIVER. (See Map No. 2, and also this route from Boston to New York.) Steamboats leave New York daily, (Sundays excepted,) from Pier No. 3, North River, at 5 p. m. in summer, and 4 p. m. in winter; passing through the Sound and around Point Judith to

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Newport, R. I., 165 miles. Time 10 hours: fare \$4.00. Thence to *Fall River*, 18 miles further, in one hour. Fare from *New York*, \$4.00. Thence by cars to *Boston*, 53 miles, in two hours. Total distance 236 miles: time 13 hours: fare \$5.00. On the arrival of the boat at *Fall River*, passengers can proceed immediately by railroad to *Boston*; or if they wish to remain till the starting of the Accommodation Train, (having breakfast on board, if they desire it,) they will leave at 6½ A. M., and reach *Boston* at about 9½ A. M. (For routes from *New York to Philadelphia*; the *New York and Erie Railroad*; from *New York to New Haven, Hartford, &c.*, see Index.)

RATES OF FARE IN NEW YORK FOR HACKNEY-COACHES, CARRIAGES, OR CABS.—For conveying a passenger any distance not exceeding one mile, 25 cents; two passengers, 50 cents, or 25 cents each; every additional passenger, 25 cents.

For conveying a passenger any distance exceeding a mile, and within two miles, 50 cents; every additional passenger, 25 cents.

For the use of a hackney-coach, carriage, or cab, by the day, with one or more passengers, \$5.00.

For the use of a hackney-coach, carriage, or cab, by the hour, with one or more passengers, with the privilege of going from place to place, and of stopping as often as may be required, as follows:—first hour, \$1.00; second hour, 75 cents; every succeeding hour, 50 cents.

Children under two years of age, nothing; from two to fourteen, half price.

Each passenger is entitled to take one trunk, valise, box, bag, or other travelling package; and as many more as he pleases, by paying six cents for each extra one, or 12½ cents if over 2 mile.

If the distance be over one mile, and not over two miles, the charge for one passenger is 50 cents, and each additional one, 25 cents.

If a carriage is taken by the day or hour, it must be so specified.

If a hack is detained or hindered, the driver is entitled to 75 cents for the first hour, and 37½ cents per hour afterwards, in addition to mileage.

Every hack is required to be conspicuously numbered, and to have the rates of fare posted up within it; and in default of either of these, the driver is not to demand or receive any pay.

Cabs.—Calls to and from dwellings, to or from steamboats, or other parts of the city, with one or two persons, 50 cents.

When leaving the stand with one person, any distance not over a mile and a half, 25 cents. When with two persons, 37½ cents. When by the hour, driving in town from place to place, for each hour, 50 cents.

DISTANCES FROM THE CITY HALL.—To the Battery, north end, three-quarters of a mile—south end, one mile; foot of Courtland-st., three-quarters of a mile; foot of Barclay-st., half a mile; foot of Chambers-

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st., half a mile; foot of Canal-st., one mile; Dry Dock, two miles; Catharine-st. Ferry, three-quarters of a mile; Fulton Ferry, half a mile; South Ferry, one mile; Navy Yard, Brooklyn, one mile and a quarter; Jersey City Ferry, half a mile; Harlem, eight miles; Distributing Reservoir, three miles and a quarter; Receiving Reservoir, five miles.

PLACES IN THE VICINITY OF NEW YORK.—*Brooklyn*, described at length, at page 136; Navy Yard, Brooklyn, at page 138; Atlantic Dock, at page 139; Greenwood Cemetery, at page 139.

Williamsburg is situated on Long Island, opposite the north-east part of New York, from which it is separated by the East River. This place, which, as well as Brooklyn, has become the residence of numbers doing business in New-York, is increasing rapidly in wealth and population. At the present time its population is not less than 15,000. It is connected with New York by three steam-ferris, the boats on which ply at regular intervals. *The ferrisage is from 3 to 4 cents each way.*

Astoria, a flourishing village six miles s. e. of the city, has a fine location, being situated on the East River near "Hurl Gate." It has become a favorite residence for persons from New York.

Flushing, at the head of Flushing Bay, five miles from Long Island Sound by water, and nine miles from the City Hall, New York, is a favorite place of resort for the inhabitants of that city and of Brooklyn. The ride from the latter place is delightful: from the former it is reached by steamboat, one plying between the two places at regular intervals,—affording, during the summer season, a delightful, though short, aquatic excursion to one of the most inviting places in the vicinity of the city. Flushing is celebrated for its nurseries, and thousands are every season attracted thither, who love to revel among the beautiful creations of the Floral world, which are here to be seen in greater variety and on a larger scale than, perhaps, at any other place in the country. There are four considerable nurseries in the town. Of these, the establishment of Parsons & Co. is, we believe, the most extensive, covering, as it does, about 70 acres. The other establishments are those of Winter & Co., King & Ripley, and W. R. Prince. The latter gentleman claims, we believe, for his nursery the title of the "Linnean Botanic Garden;" but the

garden formerly cultivated by his father under that appellation, and which gained such celebrity during his lifetime, is the one now owned by Winter & Co. The trees, &c., the produce of these gardens, are in demand, not only for every part of the Union, but also for Europe. *Visitors have free access to these gardens on all days, (Sundays excepted.)*

Flatbush, about five miles from Brooklyn, *Flatlands* eight, *Gravesend* ten miles, are small but handsome places. The shores of the latter place abound with clams, oysters, and water-fowl, and are much resorted to.

Coney Island, belonging to the town of Gravesend, is five miles long, and one broad, and is situated about 12 miles from New York. It has a fine *beach* fronting the ocean, and is much frequented for sea-bathing. On the s. side of the Island is an hotel. Steamboats ply regularly between the city and Coney Island during the summer season. *Fare* 12½ cents each way.

Fort Hamilton, one of the fortifications for protecting the harbor of New York, is situated at the "Narrows," about seven miles from New York. There is here an extensive hotel or boarding-house, for the accommodation of visitors. The Coney Island boat stops at Fort Hamilton to land and receive passengers. *Fare* 12½ cents.

Rockaway Beach, a celebrated and fashionable watering-place, on the Atlantic sea-coast, is in a s. e. direction from New York. The *Marine Pavilion*, a splendid establishment, erected in 1834, upon the beach, a short distance from the ocean, is furnished in a style befitting its object as a place of resort for gay and fashionable company. There is another hotel here which is well kept; also several private boarding-houses, where the visitor, seeking pleasure or health, may enjoy the invigorating ocean breeze, with less parade and at a more reasonable cost than at the hotels. The best route to Rockaway is by the Long Island Railroad to Jamaica, twelve miles, 25 cents; thence by stage eight miles, over an excellent road, to the beach, 50 cents.

Bloomingdale is a neat village, five miles from the City Hall, on the left bank of the Hudson. Here is the Orphan Asylum. *Manhattanville*, two miles north of the latter place, contains the Lunatic Asylum, which occupies a commanding situation. *Har-*

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lem, eight miles from the City Hall, is reached by the cars on the Harlem Railroad, which leave the depot in New York many times daily.

Places on the Hudson river worthy the attention of strangers, are described under the heading, "Passage up the Hudson," at page 152

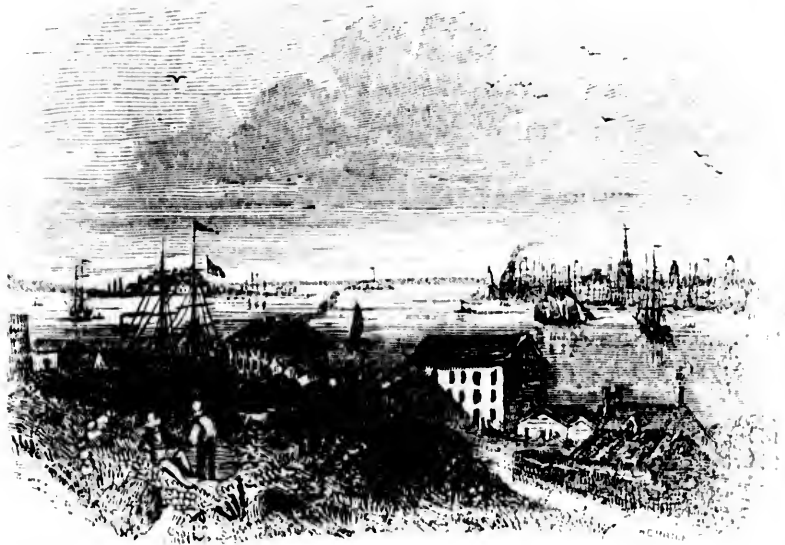
Staten Island, the landing at which is about five miles from New York and fronting the Quarantine Ground, has a fine situation commanding a splendid view of the beautiful bay, Long Island, &c. There are here hotels and boarding-houses, for the reception of visitors. Steamboats leave New York several times daily, from the foot of Whitehall-st., at the Battery. Fare 12½ cents. *New Brighton*, *Port Richmond*, and the *Sailor's Snug Harbor*, an asylum for superannuated seamen, are situated in the s. part of the Island. Steamboats leave daily from the foot of Battery Place.

Long Branch, situated on the eastern coast of New Jersey, 32 miles from the city of New York, is a popular place of resort for those fond of seashore recreation, and where a pure and invigorating atmosphere is always to be found.

The *Ocean House*, a hotel of the first order, a short distance s from Long Branch, is a place where, during the oppressive heat of summer, a greater degree of real comfort can be enjoyed than, perhaps, at the more fashionable watering-places. The sea-breeze, which is constant here as well as at Long Branch, and the convenient surf-bathing, have an almost magic effect in restoring the exhausted energies of the human frame; while a view of that grandest of objects, the Ocean, which is here spread out before you—now gently undulating in dalliance with the breeze, and now upheaved by the tempest—has an equally salutary effect on the animal spirits. There is admirable sport in this vicinity for the angler. The Shrewsbury river on the one side, and the ocean on the other, swarm with all the delicate varieties of fish with which our markets abound.

Shrewsbury, *Red Bank*, and *Tinton Falls*, in the vicinity of the above, are also places of great resort.

A steamboat leaves New York daily from Fulton-slip for the above places.



View from Brooklyn 'Heights'

BROOKLYN.

BROOKLYN, the second city in the state of New York for population, is situated at the w. end of Long Island, opposite the city of New York, from which it is separated by the East River. The communication between the two places is rendered easy and convenient by *five* steam-ferries, viz: 'The *Fulton* ferry, (which is by far the greatest thoroughfare;) the *South* ferry; *Catharine* ferry; *Jackson*, or *Navy Yard* ferry, and the *Hamilton Avenue* ferry. Two new ferries are about to be established—the *Montague* and the *Bridge-st.* ferries, (the former for *foot* passengers only,)—and will soon go into operation. The location of the above ferries is shown in Map No. 1.

The *Fulton* ferry boats run every few minutes during the day and evening, until 12 p. m. After that hour, a boat leaves each side every 30 minutes until morning. The price on each ferry is *two cents* for foot passengers; children half price. Commuters are charged \$10.00 per annum. The crossing to and fro, on both the *Fulton* and *South* ferries, especially mornings and evenings, is so great as to strike a stranger with astonishment. Three

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boats constantly ply at the same time on each, and the time occupied is usually from four to six minutes.

Brooklyn is laid out with considerable regularity, the streets, with the exception of Fulton, being generally straight, and crossing each other at right angles. Many of them are shaded with fine trees, which, in the summer season, impart to the city the freshness and gayety of a country town. It is this, with the purity of its atmosphere, and the facilities afforded for reaching the great metropolis, that has made this place increase so rapidly in wealth and population. Most of the houses are well built, and many are distinguished for chasteness and elegance of architectural design.

The ground on which the city is built is more elevated than the opposite shore. The "Heights," on the East River, present a bold front, elevated 70 feet above tidewater, affording a delightful view of New York, its harbor, the islands in the bay, and the shore of New Jersey.

The shores, where not defended by wharves, undergo continual and rapid changes by the velocity of the current in the East River. Governor's Island was formerly connected with Brooklyn at Red Hook Point; and previous to the Revolution, cattle were driven from the Hook to the island, then separated by a narrow and shallow passage called Buttermilk Channel, which is now wide and deep enough for the passage of merchant vessels of the largest size.

Brooklyn was incorporated as a village in April, 1806, and as a city, with greatly extended limits, on the 8th of April, 1834. It is divided into nine wards, and is governed by a mayor and a board of 18 aldermen, two from each ward, annually elected.

The population of Brooklyn increased from 1830 to 1840 at the rate of 57 per cent. for each five years, and from 1840 to 1845, it was 64 per cent. The latter rate, if applied to 1850, will produce an aggregate population of 95,523; in 1855, 153,377. At the present time (1848) it may be placed at 80,000. The taxable property in 1847 amounted to \$29,365,189, and the amount of taxes the same year was within a fraction of \$250,000.

PUBLIC BUILDINGS.—Of these the most prominent is the new *City Hall*, situated on a triangular piece of ground, bounded by

Court, Fulton, and Joralemon sts. It is constructed of white marble, from the quarries of Westchester county, in the Ionic style of architecture. It is 162 by 102 feet, and 75 feet in height to the top of the cornice. It is surmounted by a cupola, the top of which, from the street, is 153 feet. The interior contains rooms for the various departments of business connected with the city and county. Its whole cost will not exceed \$200,000.—The *Jail*, a substantial building erected in 1837, is situated in the eastern part of Brooklyn, near Fort Greene.—The *Lyceum*, in Washington-st., corner of Concord, is a fine granite building, with a spacious and commodious lecture-room.—The *City Library* contains a large number of valuable literary and scientific works.—The *Savings Bank* is in an elegant new building on the corner of Fulton and Concord sts.—The *Brooklyn Female Academy*, a spacious building, is in Joralemon-st., near Clinton.

CHURCHES.—The churches in Brooklyn are about 50 in number, and many of those recently constructed are splendid edifices, —the principal of which is the new Episcopal Church of “The Holy Trinity,” situated in Clinton-st., which is a fine specimen of Gothic architecture. This church was erected by the munificence of a citizen of Brooklyn at a cost of about \$150,000.

THE UNITED STATES NAVY YARD is situated on the s. side of Wallabout Bay, in the northeastern part of Brooklyn, and occupies about 40 acres of ground, enclosed on the land side by a high wall. There are here two large ship-houses for vessels of the largest class, with workshops and every requisite necessary for an extensive naval depot. The *United States Naval Lyceum*, an interesting place, also in the Navy Yard, is a literary institution, formed in 1833 by officers of the navy connected with the port. It contains a splendid collection of curiosities, and mineralogical and geological cabinets, with numerous other valuable and curious things worthy the inspection of the visitor. A *Dry Dock* is being constructed here, at a cost of about \$1,000,000. On the opposite side of the Wallabout, half a mile east of the Navy Yard, is the *Marine Hospital*, a fine building erected on a commanding situation, and surrounded by upwards of 30 acres of well-cultivated ground.

At the Wallabout were stationed the Jersey and other prison-

ships of the English during the Revolutionary war, in which it is said 11,500 American prisoners perished, from bad air, close confinement, and ill-treatment. In 1808, the bones of the sufferers, which had been washed out from the bank where they had been slightly buried, were collected, and deposited in 13 coffins, inscribed with the names of the 13 original states, and placed in a vault beneath a wooden building erected for the purpose, in Hudson avenue, opposite to Front-st., near the Navy Yard.

THE ATLANTIC DOCK, about a mile below the South Ferry, is a very extensive work, and worthy the attention of strangers. The Hamilton Avenue Ferry, near the Battery, lands its passengers close by. The company was incorporated in May, 1840, with a capital of \$1,000,000. The basin within the piers contains 42½ acres, with sufficient depth of water for the largest ships. The piers are furnished with many spacious stone warehouses.

GREENWOOD CEMETERY is in the s. part of Brooklyn, at Gowanus, about three miles from the Fulton Ferry, at which place visitors take the stages, which leave hourly, for the Cemetery. *Fare* 12½ cents. Another way to Greenwood is by the new ferry at Whitehall, which lands its passengers in the vicinity of the Cemetery, on a pier of great length jutting out from the shore: carriages run from the landing-place to the Cemetery, carrying passengers at a trifling charge.

This Cemetery was incorporated in 1838, and contains 242 acres of ground, about one-half of which is covered with wood of a natural growth. It originally contained 172 acres, but recently 70 more have been added by purchase, and brought within the enclosure. Free entrance is allowed to persons on foot during week-days, but on the Sabbath none but proprietors of lots and their families, and persons with them, are admitted; others than proprietors can obtain a permit for carriages on week-days. These grounds have a varied surface of hills, valleys, and plains. The elevations afford extensive views; that from Ocean Hill, near the western line, presents a wide range of the ocean, with a portion of Long Island. Battle Hill, in the n. w., commands an extensive view of the cities of Brooklyn and New York, the Hudson river, the noble bay, and of New Jersey and

Staten Island. From the other elevated grounds in the Cemetery there are fine prospects. Greenwood is traversed by winding avenues and paths, which afford visitors an opportunity of seeing this extensive Cemetery, if sufficient time is taken for the purpose. Several of the monuments, original in their design, are very beautiful, and cannot fail to attract the notice of strangers. Those of the Iowa Indian princess, Dohummo, and the "mad poet," McDonald Clark, near the Sylvan Water, are admirable.

Visitors by keeping the main avenue, called *The Tour*, as indicated by *guide-boards*, will obtain the best general view of the Cemetery, and will be able again to reach the entrance without difficulty. Unless this caution be observed, they may find themselves at a loss to discover their way out. By paying a little attention, however, to the grounds and *guide-boards*, they will soon be able to take other avenues, many of which pass through grounds of peculiar interest and beauty.

In Greenwood, are quiet dells, nestling little lakes in their bosoms, shaded by locusts and willows from the sun, made cool by the sea breezes, and musical with the songs of birds; or you may loiter in a village of graves, as it were, with hundreds of visitors, like yourself, poring over sculptured tokens of affection."

These delightful grounds now attract much attention, and have already become a place of great resort, and they will continue yearly to attract additional crowds of visitors, as their beauties become more generally known, and the ties more extended that bind many in the surrounding country and neighboring cities, to the once-loved—not, to the eyes of Faith and Affection, dead, but sleeping—forms of those who lie in this beautiful resting-place of the departed.

LONG ISLAND RAILROAD ROUTE.

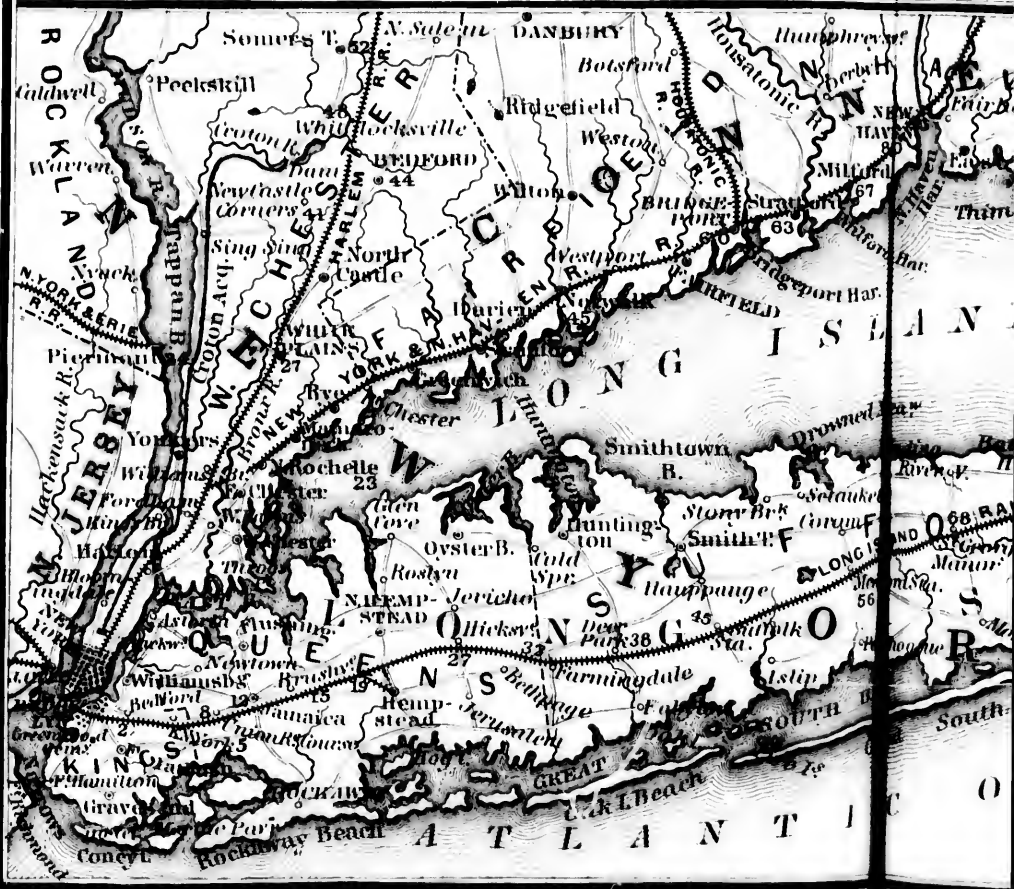
(See Map No. 15.)

This road extends from South Brooklyn, opposite the lower part of the city of New York, to Greenport, at the east end of Long Island, 96 miles. It was opened for travel in 1838, and cost in its construction, up to Jan. 1, 1848, \$2,027,991.68. After leav-

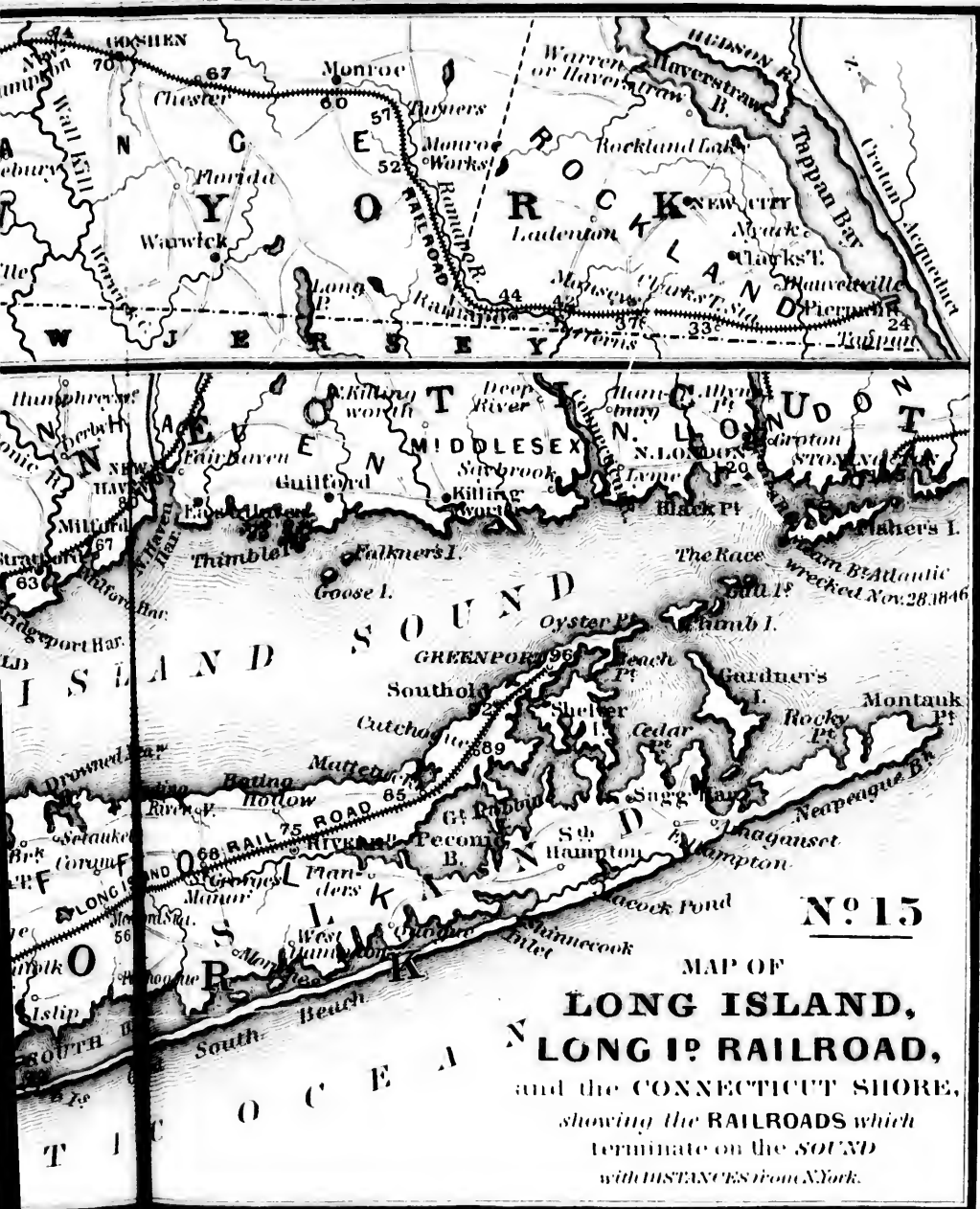
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Entered according to Act of Congress, in the year 1857, by Wm. Williams in the Clerk's Office of the District Court of the Southern District of New York.



N^o 15

MAP OF
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LONG I^s RAILROAD,
 and the CONNECTICUT SHORE,
 showing the RAILROADS which
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 with DISTANCES from New York.

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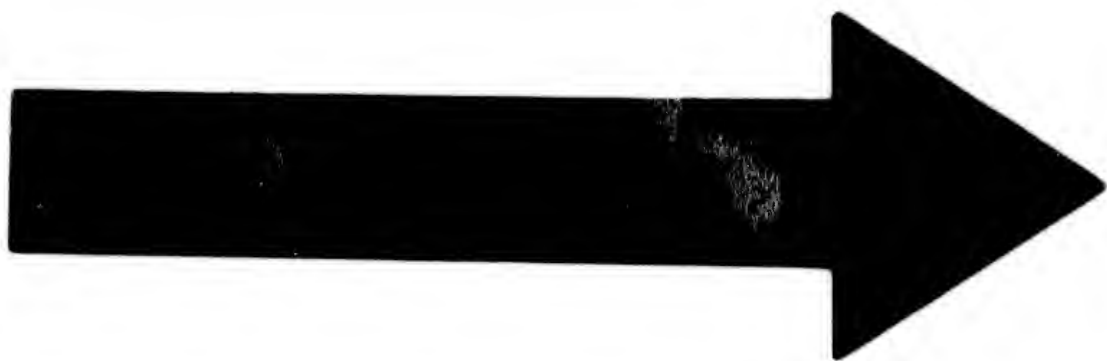
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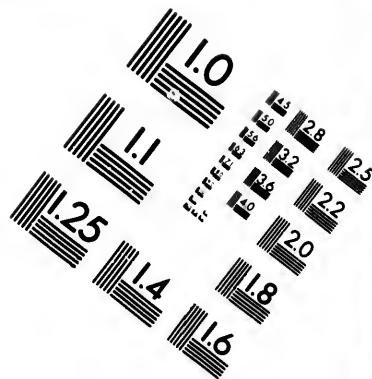
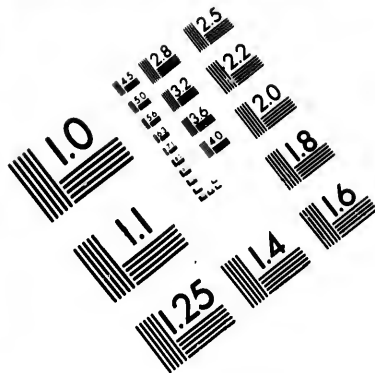
ing the depot near the South Ferry, the cars pass through a tunnel, under Atlantic-st., which is 2,750 feet long, and about 30 deep, at the highest part of the street, and which cost \$96,000.

The railroad to Jamaica, 12 miles, was the first link of the road constructed, by a company incorporated April, 1832, with a capital of \$300,000. In April, 1834, the Long Island Railroad Company was incorporated, with a capital of \$1,500,000, to construct a road through Long Island to Greenport, with permission to unite with the Brooklyn and Jamaica Company. The design of this road originally was to open a speedy communication between New York and Boston, which, by a ferry crossing the Sound, was to connect with either of the present routes that terminate in the latter city. This is the shortest route between the two cities, and until recently was opened for the day travel between New York and Boston, but owing to some temporary embarrassments of the company, has been discontinued for the present. The cars, however, run regularly between Brooklyn and Greenport, and intermediate places. The scenery on the route is neither varied nor interesting, the country through which it passes being mostly flat, with a poor and sandy soil. The distance between New York and Boston, by this route, connecting with the Norwich and Worcester Railroad, is 235 miles.

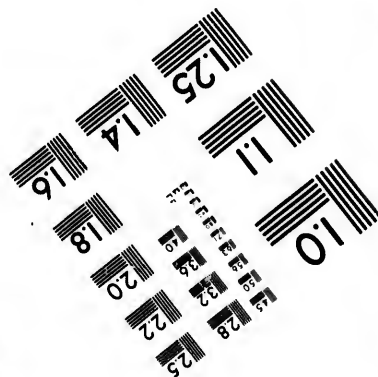
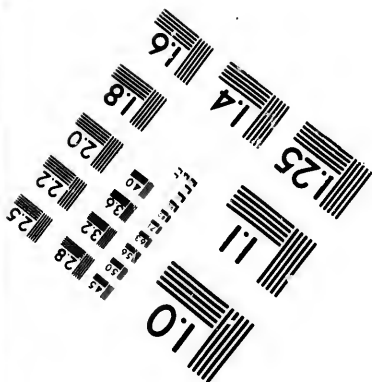
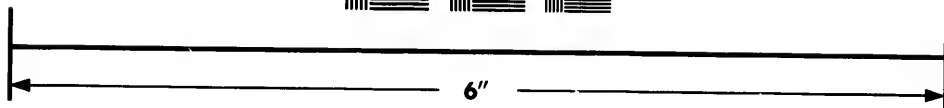
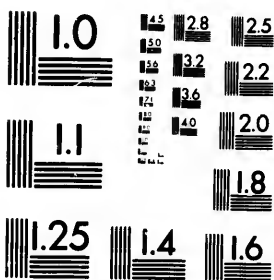
From Brooklyn to *Bedford*, 2½ miles, *Fare* 6 cents; *East New York*, 5½, 12 cents; *Union Race Course*, 8, 20 cents; *Jamaica*, 12, 25 cents; *Brushville*, 15, 31 cents; *Hempstead Branch*, 19, 37 cents; *Hicksville*, 27, 50 cents; *Farmingdale*, 32, 62 cents; *Deer Park*, 38, 75 cents; *Thompson*, 41, \$1.00; *Suffolk Station*, 45, \$1.00; *Medford Station*, 56, \$1.12; *Yaphank*, 60, \$1.25; *St. George's Manor*, 68, \$1.50; *Riverhead*, 75, \$1.62; *Jamesport*, 80, \$1.62; *Mattituck*, 85, \$1.75; *Southold*, 92, \$1.87; *Greenport*, 96, \$2.00. On arrival of the cars at the latter place, a steamboat leaves for Sag Harbor.

Stages leave Jamaica daily for *Rockaway*, on arrival of the cars, *Fare* 50 cents. From *Hicksville* to *Cold Spring*, *Huntington*, and *Oyster Bay*; from *Deer Park* to *Babylon*; from *Thompson* to *Islip* and *Mechanicsville*; from *Suffolk Station* to *Patchogue*; from *Yaphank* to *Millville*; from *St. George's*





**IMAGE EVALUATION
TEST TARGET (MT-3)**



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Manor to *Moriches*; and from Riverhead to *Quogue* and *S. and E. Hampton*.

Jamaica, situated on the railroad, and on the turnpike-road leading from Brooklyn to Hempstead, is a neat and pleasant village, approached by roads running through a district highly cultivated, and richly adorned with productive farms and splendid country-seats. This village is a great resort for persons from the neighboring cities, the railroad rendering the communication easy and convenient. Many persons doing business in New York have permanent residences here.

A branch road, two and a half miles, extends to *Hempstead*, centrally situated upon the south side of "Hempstead Plains," and, by a turnpike-road, about 21 miles from Brooklyn. The soil, which is sandy loam, is rendered highly productive by judicious cultivation. *Fare from Brooklyn* 37½ cents.

North Hempstead, 21 miles from Brooklyn, is situated a short distance north of the railroad, and on the turnpike-road which runs throughout the island. It is the seat of the county, and contains the courthouse, &c. In this town is "Harbor Hill," which rises to the height of 321 feet above the ocean, and is said to be the most elevated land on the Atlantic coast from Montauk Point to Florida. It is about 12 miles from the Atlantic, and is visible some distance at sea. Success Pond, situated on a high hill, in the west part of the town, is a mile in circumference: it abounds with yellow perch, and is a favorite resort for the angler.

Riverhead is situated on the Peconic river, 75 miles from Brooklyn, and is the capital of Suffolk county. Vessels of 70 tons burden come within two and a half miles of the village. Large quantities of wood are sent from this place to New York.

Greenport is the eastern termination of the Long Island Railroad, 96 miles from Brooklyn. Before the construction of the railroad, it consisted of a few straggling houses only, but is now quite a large and prosperous village.

Gardiner's Island, situated across the mouth of Gardiner's Bay, about 10 miles from Greenport, was settled as early as 1638, by a Scotchman who had served in the English army. This, it is said, was the first British settlement in the state of New York.

The island is remarkable for its fine cultivation, its extensive dairy, numerous herds, and great product of wool. "The celebrated Captain Kidd called at this island on his way to Boston, when he returned from his cruise in 1699, and deposited there a box of gold, silver, and precious stones, intrusting the then owner of the island with the secret, and holding his life in pledge for his fidelity. An account of this deposite was found among the pirate's papers upon his arrest; and the box was disinterred, and delivered to the commissioners appointed to receive it. It contained 738 $\frac{3}{4}$ oz. of gold, 847 $\frac{1}{2}$ oz. of silver, and 17 $\frac{3}{4}$ of jewels."

THE NEW YORK AND NEW HAVEN RAILROAD.

(See Map No. 15.)

This road, which is to extend from the Harlem Railroad, at a point near "Williams' Bridge," about 14 miles from the City Hall, New York, is in a good state of forwardness. It is to be opened as far as Bridgeport, 60 miles, during the summer of 1848, (we presume the latter part,) and through to New Haven, 80 miles, before winter. It will then form the inland route (see Map No. 2) from New York to Boston, and in fact to the whole fabric of the great system of New England railways. Over this road the winter travel from New York will almost wholly pass, thereby dispensing with the necessity of the Sound navigation, which, during the "iron grasp" of winter is fraught with more or less danger. In the summer season the pleasure travel will, of course, go mostly by way of the Sound, water excursions then being always preferable, especially where the journey is a long one, and a portion of it can be made during a state of repose, and in such floating palaces as the noble Sound can boast of.

Norwalk, Conn., on the route of the New York and New Haven Railroad, is a very pleasant town, situated on Long Island Sound, 45 miles n. e. from New York, and 35 w. s. w. from New Haven. The village is built on both sides of *Norwalk* river, over which is a bridge, to which vessels come that draw only six feet of water. One and a half miles s. of the borough is *South*

Norwalk, where the steamboats land which ply between New York and Norwalk. Pop. in 1848 about 4,000. (For description of New Haven and Bridgeport, see Index.)

HARLEM RAILROAD.

(See Maps Nos. 15 and 18.)

This road is in operation to *Somers Town*, 53 miles from New York, and during the present year will be opened to *Dover Plains*, 29 miles further. It extends from the City Hall, at the junction of Centre and Chatham sts., through Centre, Brcome, and the Bowery, to the Fourth avenue; at 32d-st. it enters the first deep cutting into the solid rock, at Murray's Hill, and then proceeds towards the *tunnel* under Prospect Hill, at Yorkville, which is 595 feet long, 24 wide, and 21 high to the top of the arch, cut through solid rock, and which cost \$90,000; from thence it proceeds to Harlem, crossing the river over a substantial bridge into the county of Westchester. The total cost of constructing the road in operation to Somers Town was \$1,874,892.

There is no doubt but that by the winter of 1849, the Harlem road will open the communication direct between New York and Albany, and also that portion of the state e. of the Hudson river, through which its route lies. By the close of the year 1848 two-thirds of this road, extending between the commercial and state capitals, will be completed, if we take into consideration that portion of the Albany and West Stockbridge Railroad of which it will form a part, and with which it will connect near Chatham Four Corners. The completion of this road will open a new trade with the rich and flourishing counties through which it is to pass, that will give a new impetus to its business prospects.

The New York and New Haven Railroad, which will be in operation in the fall of the present year, (1848,) will unite with the Harlem at a point near Williams' Bridge. From New York to *Yorkville*, 5 miles, *Fare* 12½ cents; *Harlem*, 8, 12½ cents; *Morrisiana*, 8½, 20 cents; *Fordham*, 13, 20 cents; *Williams' Bridge*, 14½, 25 cents; *Tuckahoe Station*, 20, 37 cents; *Hart's Corner*, 24, 50 cents; *White Plains*, 27, 50 cents; *Pleasant-*

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ville, 31, 62 cents; *New Castle Corners*, 41, 75 cents; *Bedford*, 44, 87 cents; *Whitlockville*, 48, 90 cents; and to *Croton Falls* and *Somers*, \$1.00.

Stages run daily, connecting with the cars, between Harlem and the *High Bridge*; from Harlem to *Macomb's Dam* and *Kingsbridge*; from Williams' Bridge to *E. Chester*, *W. Farms*, *W. Chester*, *New Rochelle*, and *Mamaroneck*, fare 25 cents. From Fordham to *Yonkers*, 25 cents; and from Williams' Bridge to *Yonkers*, 18 $\frac{3}{4}$ cents; from Croton Falls to *Lake Mahopac*, 25 cents; from White Plains to *Port Chester* and *Rye*, 25 cents.

Yorkville is five miles n. of the City Hall: the cars pass through it many times daily. In this vicinity is the Receiving Reservoir of the Croton water-works, containing 35 acres, enclosed by a high, substantial wall.

Harlem, eight miles from the City Hall, is a suburb of New York, and is quite a manufacturing place. It can be reached from the city by the cars, many times daily. Harlem was founded by the Dutch, in 1658, with a view to the amusement and recreation of the citizens. The following is from an ancient Dutch record. "The Governor and Council, desirous to form a new village at the end of Manhattan Island, proposed to settlers grants of land of 45 acres each, at 13 shillings the acre, free from tithes, for 10 years, and to assign 15 soldiers for their defence; to erect a sub-court of justice when there should be 25 families established; to provide a clergyman, half of whose salary should be paid by the government; and to make a road to the city by the company's negroes."

White Plains and *Bedford* are each semi-capitals of Westchester county: the latter is situated upon a highly fertile plain, encompassed by hills. *Whitlockville*, at the junction of Cross and Croton rivers, has some manufacturing.

 HUDSON RIVER RAILROAD.

(See Map No. 18.)

This road is to extend from the city of New York to Albany, 144 miles. The whole route has been surveyed, and portions

of it contracted for. The estimated cost is about \$6,000,000, including the grading for a double track from New York to Poughkeepsie, about one half the distance to Albany for a single track, with culverts and bridges made so as to admit the grading for a double track, if at any time it should be found necessary. It will pass through all the populous and thrifty towns and villages on the banks of the noble Hudson.

It is estimated that *one and a half million* of people pass yearly between the cities of New York and Albany, being obliged to devote from 8 to 10 and sometimes 12 hours in summer, and a longer time in winter, (when the navigation of the river is closed,) to the journey. By the Hudson River Railroad the time proposed for running the distance between the two cities, including stoppages, is *four and a half hours*, uniform at all seasons of the year, and the fare lower than the average of prices by the present conveyances. For some years past, the people of the metropolis have been obliged to pass through other states to arrive at the capital of their own. To New York, then, the opening of this road will be of the first importance, securing to her a large portion of the western trade, which is now monopolized by the Mass. Western Railroad, and which has contributed so much to the wealth, prosperity, and well-doing of its enterprising neighbor—Boston.

NEW YORK AND ERIE RAILROAD.

(See Maps Nos. 17 and 18.)

This road, when completed, will extend from Piermont, on the Hudson river, 24 miles above New York, to Dunkirk, on Lake Erie, 450 miles; the cost of which, at \$30,000 per mile, would be \$13,500,000; three millions of which was contributed by the state and individuals, by reducing the amount of their stock 50 per cent. It is thought, if the income of the Erie Railroad should only equal that of the northern chain of railroads from Albany to Buffalo, the company could divide from 12½ to 14 per cent. on the investment. The company was incorporated by the legislature on the 24th day of April, 1832, with power to construct a

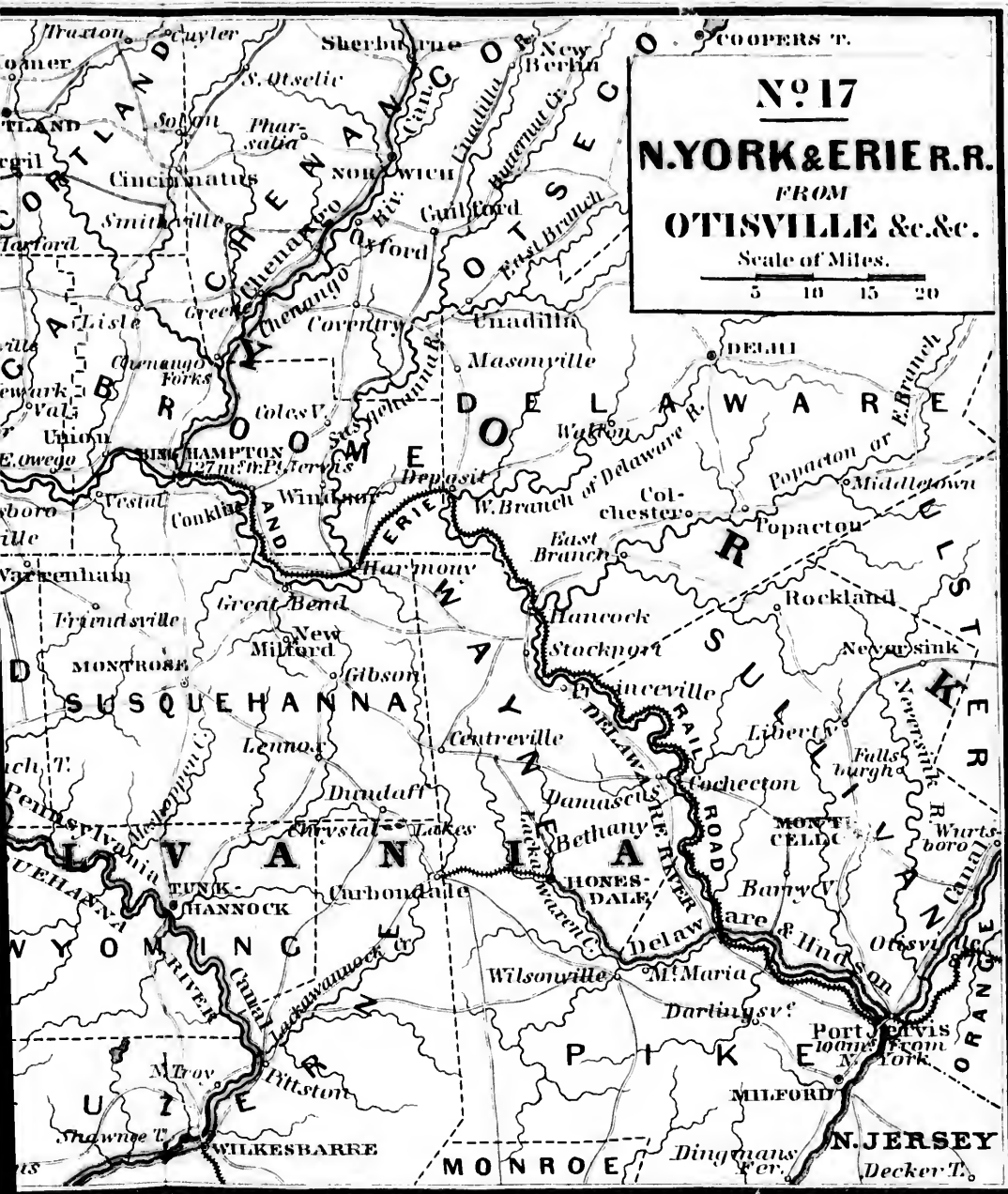
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railroad from the city of New York to Lake Erie, with a capital of \$10,000,000. The road is open to the public as far as *Port Jervis*, on the Delaware river, where it intersects the Delaware and Hudson Canal, a hundred miles from Philadelphia. The cost of constructing up to Jan. 1st, 1848, was \$2,759,835, including the pier at Piermont, a mile in length, which cost \$220,000. From Port Jervis to Binghamton, 127 miles, the work has been vigorously prosecuted since the fall of 1846, at which time it was put under contract. It is in such a state of forwardness, and the work progressing so rapidly, that there is every reason to believe it will be completed and open to the public by the fall of 1848. Ten miles of the road at Dunkirk are already completed, other portions are graded, and a part of the superstructure laid down between. The route traversed by the Erie Railroad is through one of the best agricultural districts in the country. At Dunkirk, the termination of this road, the lake navigation usually opens from four to six weeks earlier, and remains open for the same period later than at Buffalo. When the extension to Binghamton is completed, the New York and Erie Railroad will extend from the Hudson river 203 miles, and the distance from New York will be 227 miles: about one-half of the entire route will then be constructed. When this is accomplished, New York will begin to realize, in some measure, the immense value of the Erie Railroad.

This important thoroughfare will, on its route to the lake, intersect other railroads, some of which are already built, and others about to be constructed; thereby "tapping" the western trade before it shall have reached its own destination. The most important branch for accomplishing this will be the *Attica and Hornellsville Railroad*, uniting the Erie road with the northern chain at Attica, 32 miles e. from Buffalo, (see Map No. 28.) The *Ithaca and Owego Railroad* will join the Erie at Owego, 24 miles w. from Binghamton; 38 miles further it will meet the *Williamsport and Elmira Railroad*, a portion of which is constructed, and the whole of which will probably be completed by the opening of the New York and Erie road to Elmira; and 15 miles still further it will meet the *Blossburg and Corning Railroad*. The two last open the communication with the rich coal-fields

of Pennsylvania. The construction of the *Paterson and Ramapo Railroad*, which it is expected will be completed by July, 1848, will open to the passenger travel of the Erie Railroad a more direct, expeditious, and convenient route to New York, being 13 miles nearer to that city than by way of Piermont. The advantages of this road will be seen by referring to Map No. 18.

FROM NEW YORK TO PORT JERVIS, &c., (see Map No. 18.)—Passengers leave New York daily, (Sundays excepted,) by steamboat, from the foot of Duane-st., for Piermont, where the cars are taken for places on the route of the Erie Railroad. The following are the stopping-places, with the fares and distances:—

From New York to *Piermont*, 24 miles, 25 cents; *Blauveltville*, 30, 30 cents; *Clark's Town*, 33, 30 cents; *Spring Valley*, 36, 37½ cents; *Monsey's*, 37, 40 cents; *Suffern's*, 42, 60 cents; *Ramapo*, 44, 70 cents; *Monroe Works*, 52, 87½ cents; *Turner's*, 57, 95 cents; *Monroe*, 60, \$1.00; *Chester*, 67, \$1.06½; *Goshen*, 70, \$1.12½; *New Hampton*, 74, \$1.18¾; *Middletown*, 77, \$1.25; *Otisville*, 87, \$1.50; *Port Jervis*, 100, \$1.75.

Stages run in connection with the cars from Middletown to *Monticello*; from Chester to *Warwick*; from Port Jervis to *Milford*, *Honesdale*, and *Carbondale*, Penn.; to *Owego*, *Binghamton*, *Elmira*, and *Ithaca*, N. Y.; to *Wilkesbarre*, *Montrose*, and *Great Bend*, Penn., &c.

Ramapo is situated two and a half miles above the New Jersey line, and lies in the deep valley of Ramapo river, on the old stage-road from New York to Albany. Here will be the connection with the Paterson Railroad leading to Jersey City, opposite to New York, over which passengers may go direct to that city.

Chester lies on the stage-road from Goshen to New York, about 18 miles s. w. from Newburg, in a rich and picturesque country.

Goshen, the shire town of Orange county, lies in a beautiful valley, 46 miles from Piermont, 70 from New York, and 20 from the Hudson at West Point. It is celebrated for the large quantities of butter with which it furnishes the New York and other markets. The *Newburg Branch Railroad* will connect with the Erie at Goshen. From Goshen and Chester conveyances can always be obtained to Greenwood Lake, one of the pleasantest

watering-places in the vicinity of New York. The country abounds with lakes and ponds, containing pickerel, and other fine fish.

Middletown, a large and handsomely-built village, contains five churches, an academy, &c. It has increased rapidly since the construction of the railroad.

Otisville is a place of considerable trade, situated on the east side of the Shawangunk mountain, a few rods from the celebrated pass, formerly called the "Deer-park Gap," through which an opening is made for the passage of the railroad, cut in the solid rock, extending for half a mile, and which in some places is 50 feet deep. After passing this place the railroad turns slightly to the s., keeping the western side of the Shawangunk, and gradually declining by a gentle slope through the beautiful valley of the Neversink, reaches the Delaware at the village of Port Jervis, near which it crosses the river and the Delaware and Hudson Canal.

Port Jervis, or Carpenter's Point, is a large and rapidly growing village, situated on the Delaware river, near its junction with the Neversink, which is here about 80 feet wide. By the Delaware, it carries on an extensive trade in lumber and general produce with the towns in Pennsylvania and New Jersey, and by the Delaware and Hudson Canal, with the towns on the North River. The completion of the Erie Railroad to this place will prove of immense benefit, as it brings it in immediate connection with New York.

Binghamton is situated at the junction of the Chenango and Susquehanna rivers. It is on the line of the Erie Railroad. The Chenango Canal connects it with the Erie Canal at Utica. It has an extensive trade, particularly in lumber, and exports much to the towns on the Hudson, and also to Baltimore and Philadelphia by the Susquehanna river. Its population amounts to about 4,000.

Milford, on the Delaware river, is six miles below Port Jervis, and the intersection of the Erie Railroad with the Delaware and Hudson Canal. The inhabitants are much engaged in the lumber trade. The Sawkill, which dashes down the ravine, near the southern border of the town, in its course turns several mills.

About a mile and a quarter s. w. from Milford, in a very secluded spot, may be seen the magnificent " Falls of the Sawkill." This stream, after flowing sluggishly for some miles through level table-land, is here precipitated over two perpendicular ledges of slate-rock—the first of about 20 feet, and the second about 60 feet—into a wild, rocky gorge. The stream still continues, dashing and foaming on for a quarter of a mile, over smaller precipices, and through chasms scarcely wide enough for an individual to pass. The beetling cliffs that form the sides of the gorge are surmounted and shaded by cedars and hemlocks, that impart a peculiarly sombre and terrific air to the scenery. The surface of the hill by which they are approached, is on a level with the top of the second fall; and the spectator, on account of the bushes and trees, may reach the very verge of the precipice, and within almost leaping distance of the falls, before he perceives them; and if he should happen for the first time to have trodden that lonely path without a companion, after the shades of twilight had thrown a deeper gloom around the glen, he will not soon forget the awful sublimity of the scene.

Honesdale, Penn., the shire town of Wayne county, is a thriving place, and contained, in Jan. 1848, 5,000 inhabitants. There are here six churches of different denominations, various manufactories, the mechanical establishments usually found in places of this description, and at least 25 large and well-conducted stores, besides numerous smaller ones. This place owes its origin and progress to the Delaware and Hudson Canal, at the termination and junction of which with the Lackawana Railroad, it is situated.

Carbondale, Penn., at the west end of the Lackawana Railroad, 15 miles from Honesdale, is now, though it has sprung into existence entirely within a few years, a populous place, owing to its situation in the great anthracite coal region. Its products are transported by inclined planes and railroad over the Moosic Mountain to Honesdale, and thence by canal to New York. *Stages* leave Carbondale for Wilkesbarre, and other places in its vicinity.

Owego, N. Y., is advantageously situated for trade, on the Susquehanna river. It is a beautiful place, and is fast growing in importance. A railroad, 29 miles in length, extends to Ithaca,

by which, and the Cayuga Lake and Canal, communication is had with the Erie Canal: it is also on the line of the New York and Erie Railroad.

Ithaca is beautifully situated a mile and a half above the head of Cayuga Lake, being surrounded on three sides by hills, which rise by a gentle ascent, in the form of an amphitheatre, to the height of 500 feet. A portion of the village is built on the hills, from which commanding situation a splendid view of the lake and the adjacent country is obtained. The population is about 6,000. Its location for trade has been very fortunate. By the *Ithaca and Owego Railroad*, 29 miles in length, it communicates with Owego on the Susquehanna river, and by the lake and the Seneca and Erie canals with New York and Buffalo; and in 1849, it will connect with the Erie Railroad, forming the most direct route between Ithaca and New York city. Its trade with Pennsylvania is considerable, receiving iron and coal in exchange for plaster, salt, lime, flour, &c.

Elmira is situated at the confluence of Newton creek with the Chemung river, having a very favorable position for trade. By the Chemung and Susquehanna rivers, it communicates with the interior of Pennsylvania, and by the Chemung Canal and the Seneca Lake and Canal, it has access to the Erie Canal. By the Williamsport and Elmira Railroad, it will receive from Pennsylvania bituminous coal and iron, for which important articles it must become the great depot; and by the completion of the New York and Erie Railroad, it will obtain a ready communication with the Hudson river and Lake Erie.

Corning is a pleasant and enterprising village of about 2,000 inhabitants, and being at the head of navigation on the Chemung river, it must become a place of some importance. In addition to the coal business, carried over the Blossburg and Corning Railroad, from the mines in Pennsylvania, it is the depot for vast quantities of lumber, brought there from the country above for sale and shipment. The great New York and Erie Railroad will pass through this place on its route to the lake.

Blossburg, Penn., is situated on the Tioga river, at the head of the Blossburg and Corning Railroad, connecting the bituminous coal and iron mines of Tioga county with the Chemung river

and canal of New York. This will, no doubt, become a point of some importance, when all the natural resources in its vicinity shall be properly developed.

PASSAGE UP THE HUDSON.

(See Map No. 18.)

On leaving the city of New York, in any one of the many steamboats that ply upon the waters of the Hudson,—not inaptly termed “floating palaces,” from the expensiveness and splendor of their construction, the gorgeousness and profusion of their decorations, and the many appliances with which they are provided to charm the senses and dissipate the *ennui* of travel,—the traveller is at once introduced to a scene of great beauty, and which forms a fitting prelude to the enchanting views that await his progress up the river. Behind him, a short distance, lies the Battery, the ornament of New York, and the pride of its citizens; and a little farther on, his attention is arrested by Governor’s Island and its fortifications. Casting his view down the Bay, he has a glimpse of the “Narrows,” and of the shores of Long and Staten islands; which, in the distance, seem almost to meet—apparently separated by only a thread of water; while on the west side of the bay his eye is attracted by Bedlow’s and Ellis’s islands, whose batteries can hardly be said to frown, amid the waters and the verdure that flash and smile around them. These, with many other but lesser objects that enhance the beauty and interest of the view, place this scene among such as are, “like angel visits, few and far between.”

Opposite New York is *Jersey City*, where commence the Philadelphia and the Paterson railroads. This is also the starting-point of the Morris Canal, which unites the Hudson with the Delaware river. One mile n. is *Hoboken*, a popular place of resort for the citizens of New York. The walks, which are shaded by trees, extend for about two miles along the bank of the river, terminating with the Elysian Fields. Four miles above the city, on this side of the river, is *Weehawken*. Under a ledge of rocks facing the river, is the spot where Alexander Hamilton fell in a

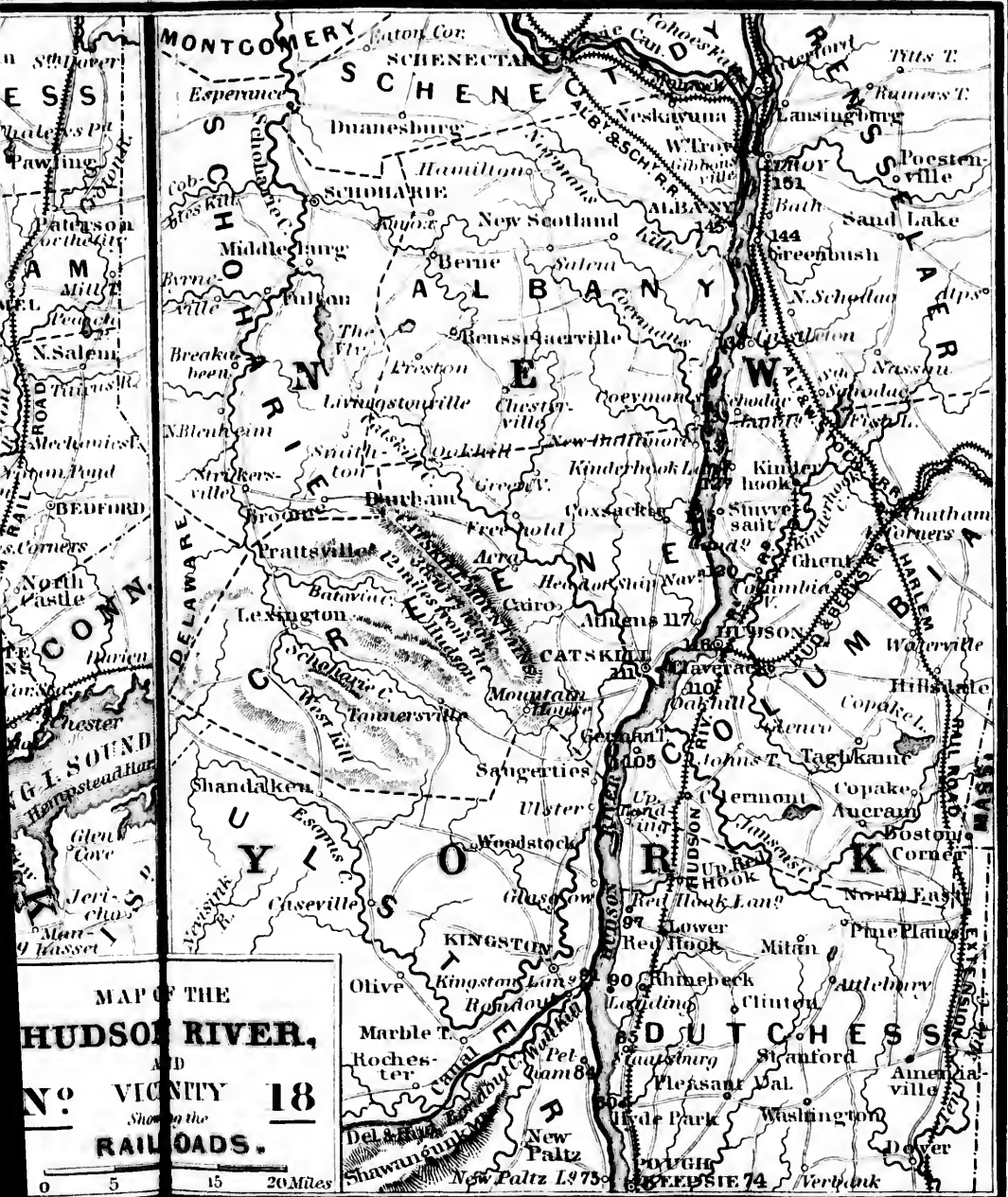
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Entered according to Act of Congress, in the year 1847, by W. Williams in the Clerk's Office, of the District Court of the Southern District of New York.



MAP OF THE
HUDSON RIVER,
 AND
 VICINITY
No. 18
 Showing the
RAILROADS.

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the District Court of the Southern District of New York.

Drawn & Eng. by W. Williams N.Y.

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duel with Aaron Burr, July 11, 1804. Formerly there was here a marble monument erected to his memory, but it is now removed.

The *Palisades* are a remarkable range of precipices of trap-rock, extending up the river on the west side 20 miles to Tappan, and forming a singular and in many places an impassable boundary. They rise to the height of 500 feet.

Bull's Ferry, six miles from New York, is a place of considerable resort during the summer season. It is connected with New York by a ferry. *Fare* 12½ cents.

On the opposite shore, five miles from the City Hall, is *Bloomingtondale*, a suburb of New York. From the river is seen the Orphan Asylum, with its green lawn extending to the water's edge.

Fort Lee, on the w. side of the river, 10 miles above the city, is situated on the brow of the Palisades. The fort—the site of which is about 300 feet above the water—was the scene of important military operations during the Revolutionary war. A large body of American militia stationed here, in attempting to retreat, were overpowered by a vastly superior force, consisting chiefly of Hessians, when they were either slain or consigned to the prison-ship—a fate more terrific than death itself. A ferry connects it with New York. *Fare* 12½ cents.

Fort Washington is nearly opposite. Here, during the Revolution, the American arms sustained a defeat, and 2,600 men surrendered themselves prisoners of war.

Spuyten Duyvel Creek, 13 miles above New York, flows into the Hudson: this creek, with the Harlem river, of which it is a part, forms Manhattan Island, on which the city is built.

Phillipsburg, or *Yonkers*, 17 miles above New York, at the mouth of a small creek called the Saw-Mill Creek, is a thriving village, much resorted to in warm weather. *Fare by steamboat from New York*, 25 cents.

Hustings, three miles n. of Yonkers, is a neat little village containing some fine country-seats.

Dobbs' Ferry, 22 miles n. of the city, was a noted place during the Revolutionary war.

Piermont, on the west bank of the Hudson, is the starting-

point of the New York and Erie Railroad. A pier extends from the shore a mile in length. A steamboat plies daily between this place and New York, and connects with the railroad. Three and a half miles w., lies the village of *Tappan*, celebrated as having been the head-quarters of Washington during the Revolution, and the place where Major Andre was executed, in October, 1780. Here commences the expansion of the river known as Tappan Bay, extending a distance of 10 miles, with an average breadth of two and a half miles.

Four miles n. of *Dobbs' Ferry* is the beautiful residence of Washington Irving. This villa is built on the margin of the river, with a neat lawn and embellished grounds surrounding it. It is built in the old Dutch style, and may be distinctly seen from the steamboat, in going up or down the river.

Tarrytown, 27 miles above New York, is beautifully situated on Tappan Bay. Here Major Andre was stopped, (on his way to the British lines,) returning from his visit to General Arnold.

Nyack, on the w. side of the river, 28 miles above New York, was formerly important for its quarries of red sandstone; but the Quincy and other granites have supplanted it in public favor. A steamboat plies daily between this place and New York.

Sing Sing is on the e. shore of the Hudson, 33 miles above New York. It is situated partly on elevated ground, and commands a fine view of the river and the surrounding country. This place contains the State Prison, occupying 130 acres of ground, which can be distinctly traced from the boat, as it proceeds up or down the river. It is noted for its marble quarries, which are extensively worked by the state convicts, who have erected two large prisons, workshops, &c., from the stone quarried here. The Croton river, after running s. w. for about 40 miles, enters the Hudson two miles above Sing Sing, and during the spring of the year pours a considerable volume of water into that river. Its source is derived from ponds of pure water in a granite region of country. A portion of this river is diverted from its course to supply the citizens of the metropolis with pure water. The rapid freshets of the Croton have brought down such an amount of earth and stones as to form Tellers or Croton Point,

an isthmus that extends about a mile from the eastern shore, separating the Tappan from Haverstraw Bay.

On the opposite side of the river is *Verdritege's Hook*, a bold headland rising majestically from the water; above which the river again expands to the average width of two miles, extending six, and is known as the Haverstraw Bay. On the Verdritege mountain there is a crystal lake, about four miles in circumference, which forms the source of the Hackensack river, and which, although not more than a mile from the Hudson, is elevated 250 feet above it. This is the Rockland Lake, from which New York is supplied with ice of the purest quality. The ice, cut into large square blocks, is slid down to the level of the river, and, when the river breaks up, is transported to the city.

Haverstraw, or *Warren*, is on the w. side of the river, 36 miles from the city, with which there is daily communication by steamboat. *Verplanck's Point*, on the e. side of the river, and *Stony Point* on the opposite side, are memorable from their connection with events of the Revolutionary war.

Caldwell's Landing, on the w. side of the river, 44 miles from New York, is at the base of the *Dunderburg* or *Thunder* mountain. From this elevated position, which is 300 feet above the river, the visiter has a view that extends over Westchester county to Long Island Sound, down the river and bays to the vicinity of the city, and across the river to Peekskill and the mountain summits around West Point. Caldwell is usually a place of landing for the Albany boats on their way up the river. Just before reaching this place, the traveller who has never before ascended the river, is scarcely able to conjecture, as he looks around, and sees all further ingress apparently cut off, which course the boat will pursue,—whether through the deep opening to the right, or the one in front, leading through the mountains. During this brief suspense, and while contemplating the stupendous elevation close at hand, which the steamer almost grazes in its rapid course, the boat is suddenly directed to the left, around the acute angle that opens into the *Horse Race*, a short reach of the river between the mountains on the s., and *St. Anthony's Point* on the n.

Peekskill, on the opposite side of the river, is a village of some

importance. A railroad has been proposed to connect this place with New Haven, Conn.

The Highlands.—These may be considered the most remarkable feature in the Hudson river scenery. They are 16 miles in width, and extend in a n. e. and s. w. direction, about 25 miles. The highest elevation is 1,680 feet. The course of the boat now is through the "Horse Race," a term derived from the rapidity of the current, caused by an abrupt angle in the bed of the river, which is contracted to a narrow space by its passage through the mountain-pass.

Anthony's Nose on the right or east shore, is a mass of rocks rising 1,128 feet above the level of the river, which runs deeply at its base. Two miles above the last-named place, is the *Sugar-Loaf Mountain*, which rears its summit to the height of 860 feet.

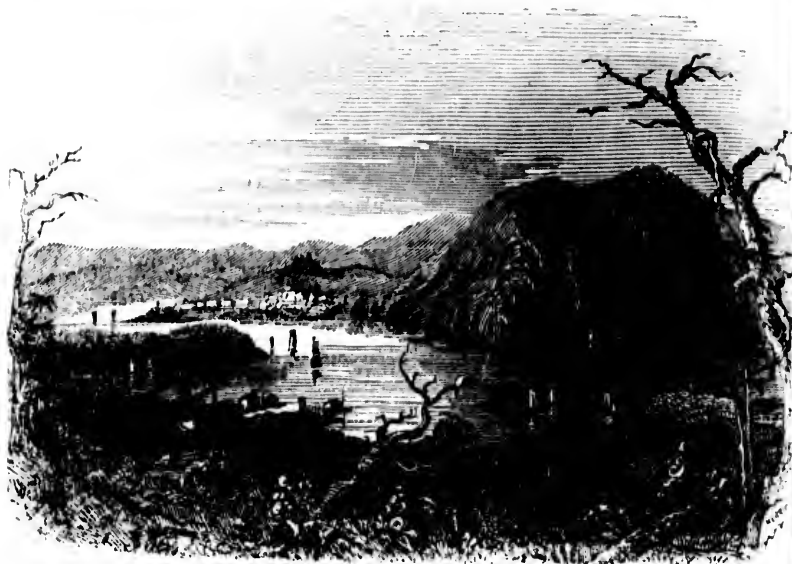
The *Buttermilk Falls*, 49 miles above the city, nearly opposite the Sugar-Loaf Mountain, present a fine appearance, especially when the stream is swollen by heavy rains. They descend for more than 100 feet in two successive cascades, spreading out in sheets of milk-white foam; a fine view of them is obtained from the boat whilst passing.

WEST POINT.—The traveller has now arrived at this romantic and interesting spot, 52 miles above New York, and 93 miles from Albany. It was one of the most important fortresses during the Revolutionary war; and is now the seat of the national Military School, organized in 1802, under the direction of Gen. Williams. The cliff selected for the site of the fortress rests against a lofty ridge broken into small eminences that form a species of amphitheatre, washed below by the river. It rises in terraces, the first of which is very narrow and nearly level with the river; the second is approachable by a steep ascent of 80 or 90 feet, and the third, rising 188 feet above the level of the water, spreads into a plain of more than a mile in circumference, on which the principal works were constructed, the chief of which was *Fort Clinton*. Upon the eminences were several redoubts which commanded Fort Clinton, of which Fort Putnam was the most important. This fort is elevated 598 feet above the river. As the boat proceeds on her course the outworks and buildings attached to the Military School are plainly discernible. During

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the Revolutionary war this post was emphatically the key of the country, as it commanded the river, which admitted vessels of heavy burden as far as Hudson, and prevented the British from holding communication with Canada. For this reason the British commanders were very anxious to obtain it, and its surrender was to have been the first fruit of Arnold's treason; but in this he was disappointed by the arrest of Maj. Andre.—The boat stops at the landing at West Point to discharge and receive passengers, allowing the traveller barely time enough to catch a glimpse of the beauties of this locality. There is a hotel at the brow of the hill which is approached by a good carriage-road from the steamboat landing: the pedestrian may mount by another path, though not without some difficulty. The view from the observatory at the top of the hotel is peculiarly fine in all its parts, but especially on the north,—looking down upon the Hudson and towards Newburg, and the remote chain of the Shawangunk Mountains, seen in the dim distance towards the northwest. The hotel is built of stone, and is surrounded by extensive piazzas for promenade, commanding in front a full view of the plain and buildings, and in the rear a delightful prospect of the river and Highlands. During the months of July and August, the cadets are encamped on the plain, when it is highly interesting to witness the drills and parades of these embryo chieftains. Near the n. e. extremity of the grounds, at the projecting point forming the abrupt bend of the river, is a monument of white marble, consisting of a base and a short column, on the former of which is the simple inscription, "Kosciusko.—Erected by the corps of Cadets, 1828." It cost \$5,000. Another monument on a hillock at the n. w. corner of the plain, is an obelisk, 20 feet high, erected by Major-general Brown to Colonel E. D. Wood, a pupil of the institution, who fell leading a charge at the sortie from Fort. Erie, on the 17th of Sept. 1814. On the river bank at the s. e. extremity of the parade-ground, upon a lower level, is Kosciusko's garden, whither the Polish chieftain was accustomed to retire for study or reflection. Near this garden is a clear boiling spring, enclosed in a marble reservoir, with durable and ornamental steps leading down from the plain above, with an arrangement of benches on a projection of the rock for visitors.

There is shown at West Point part of the very chain used to obstruct the passage of the river by the American troops in the Revolution. During the summer evenings frequent cotillion parties are given, to which visitors are always invited.



As the boat takes a sharp turn around the low, rocky projection of the river, it unfolds to the eye one of the loveliest views in the world:—the lake-like expansion of the river, with the steep front of the lofty mountain that here faces it, called the *Crow's Nest*, rising to the height of 1,428 feet, with a depression on the top for the nest, giving a fancied resemblance to the name it bears.

[The engraving represents a view of the "Crow's Nest," looking down the river, with West Point and Fort Putnam in the distance.] The general view of the mountains, and entire panorama of the lesser hills and rocky eminences or projections, complete the framing of this magnificent picture. A mile above West Point, on the opposite side of the river, is the *West Point Iron Foundry*, the largest establishment of its kind in the country: it is situated on a stream that flows down from the hills in the vicinity, and which affords considerable water-power.

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Cold Spring, a little higher up on the same shore, is handsomely situated in a cove between *Constitution Island* and *Bull Hill*, with a good landing-place, and contains 1,200 inhabitants. *Bull Hill*, 1,586 feet, *Breakneck Hill*, 1,187, and *Beacon Hill*, 1,685 feet high, are situated immediately above *Cold Spring*. *Butter Hill* is the last of the Highland range on the w. shore, and is 1,529 feet high. This forms a more impressive sight to the traveller than the others, from its immense topping masses of craggy rocks and sweep of precipice, especially towards the south. In getting clear of the Highlands we pass *Palopel's Island*, a mass of rock e. of the channel, having the appearance of the top of a sunken mountain.—*Cornucall*, near the northern base of *Butter Hill*, two miles south of *Newburg*, is the commencement of the expansion of the Hudson called *Newburg Bay*, one mile wide and five long.—*New Windsor*, on the w. bank, 59 miles above *New York*, is noted as the birthplace of *De Witt Clinton*.

We now approach *Newburg* on the left, with some 6,000 or 7,000 inhabitants, and which, from its elevated situation on a steep acclivity, is presented full to the view of the passing traveller. It is one of the principal landing-places, and is connected with the opposite side of the river at *Fishkill* (a thriving place of some 1,000 inhabitants) by a ferry. A railroad is being constructed from *Newburg* to *Goshen*, to connect at that point with the *Erie Railroad*.

Low Point, three miles above *Fishkill Landing*, is a small settlement on the river.

New Hamburg, the next place above, (near *Wappinger's Creek*, an important mill-stream,) is another steamboat landing.—*Hampton*, nearly opposite, is connected with *Newburg* by a ferry. A little e. is the village of *Marlboro'*.

Burnegat, two miles above *New Hamburg*, is remarkable for its many lime-kilns.

POUGHKEEPSIE, one of the handsomest places in the state, was founded by the Dutch in 1735. It is 74 miles from the city of *New York*, 71 from *Albany*, 14 from *Newburg*, 18 from *Kingston*, and 42 from *Hudson*. It is a place of considerable trade, being surrounded by one of the richest agricultural districts in the country. Steamboats and sailing vessels are owned here. Pough-

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keepsie contains several well-kept hotels. The Collegiate School is situated on College Hill, about half a mile n. e. of the village. Its location is one of unrivalled beauty, commanding an extensive prospect of the river and surrounding country.—*New Paltz Landing* is on the opposite side of the river, the village lying a short distance back.—*Hyle Park*, 80 miles from New York, and 65 from Albany, is situated on the e. bank of the river. The country-seats here are very beautiful.

Roudout, at the mouth of the Wallkill river, is a place of considerable trade, it being within two miles of Eddyville, the termination of the Delaware and Hudson Canal. Lackawana coal is brought from the mines in Pennsylvania to Roudout, where a number of vessels are employed in conveying it to other parts.—One mile further north is *Kingston Landing*, where stages are always ready to convey passengers to *Kingston*, three miles inland.—On the opposite side of the river is *Rhinbeck Landing*, originally settled by the Dutch, the descendants of whom still retain the habits, language, and frugality of their forefathers.—*Lower Red Hook* is seven miles north; and three miles still further up is *Upper Red Hook Landing*. This place is connected by a steam-ferry with the opposite side of the river, at *Saugerties*, an important manufacturing village, with a never-failing water-power, derived from the southern slope of the lofty Catskill.—*Bristol* is two miles above Saugerties.

The village of *CATSKILL*, 111 miles from New York, and 34 from Albany, is seated on both sides of *Catskill Creek*, near its junction with the Hudson. Coaches, so arranged as to be at the steamboat landing on the arrival and departure of the boats, run regularly to and from the mountain for the conveyance of passengers, and also to enable those who are so inclined to visit the different falls in the vicinity. The time required for ascending to the Mountain House, a distance of 12 miles, is usually four hours, and the price one dollar—half the time being sufficient to return. The journey up the mountain, though a safe one, is rather trying to timid persons; the road for two-thirds of the distance from the landing being very uneven, and the remaining distance a steep ascent in a zigzag direction to the top. The *Catskill Mountain House* is 12 miles from Catskill landing, upon

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the summit of one of the principal mountains, known as "Table Rock," at an elevation of 2,500 feet above the Hudson. This hotel, erected by the citizen of Catskill at a cost of \$22,000, is 140 feet long, and four stories high, with a piazza extending across the front, supported by a colonnade. It is placed at a convenient distance back from the verge of the precipice, in order to allow carriages to drive up in front to set down and receive passengers. A few feet from the building the rock terminates in a fearful precipice, from the brow of which the inexperienced beholder starts back in uncontrollable alarm. "In the rear, peaks upon peaks rise in every direction, and far away in the distance, all covered with luxuriant foliage. No description can do justice to the almost illimitable prospect in front. Standing upon the piazza or the rock, you seem to have left the earth and to be gazing from some ethereal height down upon the world and its concerns. You see nothing above or around you—all is below; even the clouds wheel and roll in fleecy grandeur at your feet. Forests, meadows, harvest-fields, plains, mountains, rivers, lakes, cottages, villages, and cities, are in every direction. A deep repose seems to have settled upon the world. No sound reaches you, except, perhaps, the rattle of the thunder from some distant hill, or the sweet song of the mountain bird upon the tree beneath you."

The *Catskill Falls*, of which the engraving is a representation, are formed by two lakes, one mile in length and 2,000 feet above the Hudson.

The water over the first precipice falls a distance of 175 feet, and within a short distance takes another plunge of about 75 feet, and then follows the dark windings of the ravine to the valley of the Catskill. Following the circuitous path that leads down a distance of 90 feet, and then passing under the



rock behind the waterfall, the visitor will enjoy many fine scenes.* The pure air inhaled at the Mountain House is very invigorating, and its exhilarating qualities have restored to health persons who had in vain tried almost every other means. *Stages leave Catskill daily for Oswego, Ithaca, and other places.*

On passing Catskill the boat shapes its course towards the city of HUDSON, which is 116 miles above New York, and 29 from Albany. The city is built principally on the summit of a hill, 60 feet above the river, commanding a fine prospect. At the landing are several warehouses, which, with steamboats and sailing vessels, are evidence of the capital and enterprise existing here. Population 10,030. Here diverges the Hudson and Berkshire Railroad, connecting with the Housatonic at the Massachusetts state line, and terminating at Bridgeport, on Long Island Sound. Travelers intending to visit the *Shaker Village at New Lebanon*, about 36 miles distant, will land at Hudson, and take the railroad cars to within seven miles of the Springs, which are much resorted to in warm weather. (See routes to Lebanon Springs.) The New York and Albany boats land and receive passengers several times daily. *Four Mile Point*, on which is a lighthouse, is 120 miles above New York. Here is the head of ship navigation on this river.

Coxsackie Landing, on the w. side of the river, has about 1,500 inhabitants; the village is one mile w. of the landing. *Nutter Hook*, directly opposite, is a bustling little place, with some shipping.

* The engraving, it will be observed, exhibits three falls, which is ever the case in the summer months, when the supply of water is small. Occasionally, however, but two are to be seen. This occurs only in the fall or early spring, in which, from excessive rains or from freshets, the volume of the lakes is greatly increased, when the accumulated water-rush with such impetuosity, that instead of plunging at the first fall, as represented in the engraving, they are carried beyond it, to the second—thus making two falls. Visitors seldom see the falls in this state, since, as a matter of course, they seek such haunts in the summer months, when there is a diminished supply of water. At such times the water is preserved with great care, in order to increase the body of the fall on the arrival of strangers; and a small fee is demanded as a compensation for the labor thus expended for their gratification.

Stuyvesant, a little further on, is a flourishing place that sends large quantities of produce to the New York market.

Kinderhook Landing is 127 miles above New York. The village of Kinderhook, situated about five miles e. of the river, is the birthplace of Martin Van Buren, Ex-President of the United States. His present residence is two miles s. of the village.

New Baltimore, 130 miles above New York, is a village of about 500 inhabitants. *Coeymans*, on the w. side of the river, is three miles higher up. *Schodac Landing* is directly opposite. *Castleton* is three miles above the latter place. Here a bar injurious to navigation, is forming in the channel. The *Over-slaugh*, within three miles of the city of Albany, has heretofore formed the principal obstruction to the free navigation of the river. The general government has spent considerable sums of money in deepening the channel; still, the evil has not been entirely overcome, the place filling up again as often as cleaned out.

Greenbush, nearly opposite Albany, is the terminus of the Boston and Albany Railroad, and also of the railroad from Troy. It is connected with Albany by a ferry.

ALBANY.

The capital of the state is situated on the w. bank of Hudson river, 145 miles above the city of New York, 325 by railroad from Buffalo, 200 from Boston, 380 from Washington, and 250 from Montreal, Canada. Population, about 45,000. This city was founded in 1612, by people from Holland, and, next to Jamestown in Virginia, was the earliest European settlement within the thirteen original states. On the capture of New York by the English in 1664, this place received its present name, in honor of James, Duke of York and Albany, afterwards James the Second. The city has a commanding situation, and when viewed from the water appears to great advantage.

The position of Albany, near the head of tide navigation, on the direct line of communication from the e. and the s. with the St. Lawrence river, with Saratoga Springs, and with the lake



View of Albany

country, necessarily makes it a great thoroughfare. The completion of the Erie and Champlain canals gave this city great commercial importance, making it the entrepot for a large proportion of the products of the state destined to the New York markets. To accommodate this trade, a noble basin is constructed, upon the river, in which all the boats of the northern and western canals are received. It consists of part of the river included between the shore and a pier 80 feet wide and 4,300 feet long. The pier is a stupendous work, containing several acres, on which spacious stores have been erected, where immense quantities of lumber and other articles of trade are deposited. It is connected with the city by drawbridges.

Of the public buildings in Albany, the Capitol ranks among the first. Within it are the legislative halls, the rooms of the supreme and chancery courts, the state library, &c. It stands at the head of State-st., 130 feet above the river, and is 115 feet long, 96 broad, and 50 high, of two stories, upon a basement of 10 feet elevation. On the E. side is a portico of the Ionic order, with columns three feet eight inches in diameter and 33 feet

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high. It is built of Nyack freestone, and cost about \$125,000. The legislative halls and court-rooms contain portraits of eminent men. The building is surrounded by a public square enclosed with an iron railing. From the observatory at the top, which is accessible to visitors, a fine view of the surrounding country is obtained.—The *Albany Academy*, a part of which is occupied by the Albany Lyceum, is built of the same stone as the statehouse, and fronts on the square n. of the capitol. It cost \$100,000.—The *City Hall*, fronting the capitol square, at the foot of Washington-st., is constructed of white marble hewn out by the convicts at Sing Sing, and appropriated to the city authorities. Its gilded dome is very conspicuous, especially when viewed from a distance.—The *Exchange*, at the foot of State-st., is a commodious building of granite, constructed a few years since. The *Post-Office* is in this building. It has also an extensive reading-room, supplied with papers and periodicals, both American and foreign; strangers are admitted gratis.—The old statehouse is now converted into a *Museum*, for the reception of the geological cabinet formed under the direction of the state geological surveyors.—The *Albany Female Academy*, a fine building in North Pearl-st. This school enjoys a high reputation.—*Stanwix Hall*, built of Quincy granite, is surmounted by a large dome.—The religious institutions of Albany are numerous. The principal hotels are the *American*, *City*, *Clinton*, *Columbian*, *Congress Hall*, *Delavan House*, (Temperance,) *Eastern R. R. Hotel*, *Franklin House*, *Mansion House*, *Stanwix Hall*, *United States Hotel*, and *Washington Hall*.

ROUTES FROM ALBANY.—During the season of navigation, numerous steamboats ply on the Hudson between Albany and New York, and also the principal places on the river. There are both morning and evening boats. The *winter route* from Albany to New York is over the Albany and West Stockbridge and Housatonic railroads to Bridgeport; thence by steamer to New York.

From Albany to Boston.—Cross the ferry to Greenbush; there take the cars for Boston via Springfield and Worcester. (See route from Boston to Albany.)

From Albany to Buffalo and Niagara Falls, and from Albany to Montreal and Quebec, Saratoga Springs, &c., (see In-

dex.) *Stages* run to all the principal places in the vicinity of Albany.

ROUTES FROM ALBANY AND TROY TO BALLSTON SPA AND SARATOGA SPRINGS, (see Map No. 19.)—These fashionable resorts are easily reached by the cars both from Albany and Troy. From *Albany*, by the *Albany and Schenectady Railroad*, 16 miles; thence by the *Saratoga and Schenectady Railroad* to Ballston Spa, 14 miles; thence to Saratoga Springs, 7 miles: total 37 miles. *Fare* \$1.62. From *Troy*, the traveller has his choice of two routes,—either by way of the *Troy and Schenectady Railroad*, 20 miles, and thence as by the former route: total 41 miles. *Fare* \$1.62;—or, by the *Rensselaer and Saratoga Railroad*, via Mechanicsville, terminating at Ballston Spa, 24 miles, there connecting with the railroad to Saratoga Springs: total 32 miles. *Fare* \$1.50. (See Index for these routes respectively.)

TROY AND GREENBUSH RAILROAD.

(See Map No. 19.)

This road is six miles in length, and was opened for public travel in 1845. The cost of construction up to Jan. 1, 1848, was \$276,276, and the total income during the year was \$63,828. The travel over this road is constantly increasing, and its stock is among the best in the country. It is united at Greenbush with the Western Railroad to Boston, and also with the Housatonic at the state line, terminating on Long Island Sound. At Troy it is connected with the Troy and Schenectady, and the Rensselaer and Saratoga railroads; the former uniting with the chain of railroads to Buffalo, and the latter with routes to Lake Champlain.

This road, and the Schenectady and Troy, and the Rensselaer and Saratoga roads, all pass through the main street of Troy, and take up passengers at the door of each of the principal hotels, the Mansion House, Troy House, &c.

Troy is situated at the head of tidewater on the Hudson, on the E. bank of the river, six miles above Albany. It is a port of entry, and the seat of justice of Rensselaer county. It received

its city charter in 1816. Troy is celebrated for its beauty and healthiness ; most of its streets are wide, laid out at right angles, and planted with trees. Mount Ida, directly in the rear of the s. part of the city, and Mount Olympus in the n., are distinguished eminences, affording fine views of the country. The city is abundantly supplied with water, by subterranean pipes of iron, from a basin in the neighboring town of Lansingburg, 72 feet above the plain of the city. It has numerous hotels, several of which are well kept ; the principal are, the *American Hotel*, *Mansion House*, *Troy House*, *National Temperance House*, *Northern Hotel*, *Washington Hall*, and the *York Hotel*. The cars leave Troy and Greenbush every hour during the day and evening. *Fare* 12½ cents. Steamboats and stages also run between Albany and Troy. *Fare* 12½--by stage 25 cents.

West Troy, a suburb of Troy, on the opposite side of the river, is a rapidly growing place. The inhabitants are employed principally in manufactures. A fine macadamized road leads from West Troy to Albany, a distance of six miles.

At *Gibbonsville* is a *United States Arsenal*, where is kept a large and constant supply of small-arms, and the various munitions of war. This is one of the most important of the national depots, and is worthy the attention of the traveller.

THE RENSSELAER AND SARATOGA RAILROAD.

(See Map No. 19.)

This road extends from Troy to Saratoga Springs, 32 miles. It was opened in 1835, and the cost of construction to Jan. 1, 1848, was \$475,801. It leaves Troy for Mechanicsville and the Springs, from the vicinity of some of the principal hotels, and crosses Hudson river to Green Island by a bridge about 1,600 feet long and 35 wide, resting on piers of solid stone ; and thence taking a direction north to Waterford, five miles, it crosses several branches of the Mohawk on substantial bridges resting on stone abutments.

Waterford, 157 miles from New York, and 12 above Albany, is situated at the junction of the Mohawk and Hudson rivers, on

the Champlain Canal, and on the railroad above described. This is the extreme head of sloop navigation. Waterford is connected with Lansingburg, on the e. side of the river, by a bridge.

Cohoes Falls, on the Mohawk river, about 2½ miles w. of Waterford, near the village of Cohoes, and in view of the Erie Canal, is much resorted to by visitors from all parts. The falls have a perpendicular descent of 75 feet. The banks of the river vary in height from 50 to 150 feet, and present grand and romantic scenery. A short distance below the falls the river is crossed by a bridge about 800 feet in length.

From Waterford, the railroad passes for eight miles along the w. side of the Hudson river to *Mechanicsville*, a small but thriving village: it then crosses the canal, and in about four miles passes *Round Lake*, on its way to Ballston Spa. Here it connects with the routes from Schenectady, and the cars, after a short detention to land and receive passengers, pass on to Saratoga Springs.

THE SARATOGA AND SCHENECTADY RAILROAD.

(See Map No. 19.)

This road, constructed in 1832, at a cost of \$300,000, commences at Schenectady, near the Erie Canal, where it connects with the Mohawk and Hudson Railroad from Albany, the Troy and Schenectady Railroad from Troy, and the railroad to Utica and the West. It crosses the city to the bridge, which it traverses without interruption to the ordinary travel; thence runs across the Mohawk Flats, for about three-fourths of a mile; then takes a northeasterly course, in full view of the river, for about four miles; then a northerly course, along the banks of Ballston Lake, and enters the village of Ballston Spa. Leaving Ballston, it crosses a creek, by a substantial bridge, and is thence continued to Saratoga. The scenery along the whole line is beautiful, and the country remarkably level; the greatest inclination on the line of the road being 16 feet to the mile.

BALLSTON SPA, situated on Kayaderoseros creek, a small stream which flows through the village, 25 miles from Troy, and

32 from Albany. Its mineral waters, which were discovered in 1769, are celebrated for their medicinal qualities, although not so popular as formerly, those of Saratoga being generally preferred. The *Sans Souci Hotel*, a handsome building situated near the centre of the village, is 160 feet long, with wings extending back 153 feet, and is surrounded by beautiful pleasure-grounds. It is a well-kept house, capable of accommodating 150 visitors, and is a place of fashionable resort. *Long Lake*, five miles south of the Springs, affords fine sport for the angler.

SARATOGA SPRINGS, 184 miles N. of New York, 39 from Albany, and 32 from Troy, is the most popular watering-place in the United States, and one of the most celebrated in the world. It is a great resort for people from all parts of the Union, and also from Europe. During the summer months, particularly July and August, the hotels and other places of accommodation are much thronged, the number of visitors being very great, 2,000 having arrived here in a week. The waters are useful in many diseases, and have an almost magical effect upon the system relaxed or exhausted by disease or sedentary habits. After drinking the waters for a short time, which is usually done before breakfast, the appetite improves, and the entire system feels their invigorating effects.

Here are a number of splendid hotels and boarding-houses, some of which are on a scale of great magnificence. The *United States Hotel*, situated in the vicinity of the depot, and within a short distance of the chief mineral springs, is built of brick, is four stories high, with N. and S. wings, and can accommodate between 300 and 400 persons. *Congress Hall*, near the Congress Spring, is a popular establishment. It has a spacious piazza in front, entwined with evergreens, and in the rear a beautiful grove and a garden. *Union Hall*, near Congress Hall, the *American*, and several other houses, furnish excellent accommodations.

Congress Spring, the most celebrated, was discovered in 1792, by a member of Congress named Gillman, issuing from an aperture in the side of the rock that formed the border of a little brook, which rises from the earth 50 rods to the west. For several years it could be collected only in limited quantities, as it came in a small stream from the rock. The supply not being sufficient to satisfy

the wants of visitors, attempts were made to remove the obstructions which prevented a larger supply. In excavating for its source the spring disappeared, and was supposed to be forever lost; but in a short time after gas was observed rising through the water of the brook, near the old fountain, which inspired the hope of again recovering it by turning the stream from its course; and, by digging eight feet through marl and gravel, the fountain was again discovered, over which was placed a tube of plank 10 inches square, rising to the surface, from whence flows an abundant supply of the finest mineral water. In the spring of 1842, this fountain, after being thoroughly cleansed, was renovated by putting down a new tube, extending to the rock from which the water issued, which restored it to its original strength. The following is an analysis of the water of this spring, made by Dr. Chilton, of New York, May 1, 1843. One gallon, of 231 cubic inches, contained chloride of sodium, 363.829 grains; carbonate of soda, 7.200; carbonate of lime, 86.143; carbonate of magnesia, 78.621; carbonate of iron, .841; sulphate of soda, .651; iodide of sodium and bromide of potassium, 5.920; silica, .472; alumina, .321: total, 543.998 grains. Carbonic acid, 284.65; atmospheric air, 5.41: making 290.06 inches of gaseous contents.

Within the last year or two, a new spring of many medicinal virtues was discovered, and has been named the "Empire," in honor of the state. It is nearly half a mile distant from the celebrated "Congress" Spring. The following is the analysis, prepared by Dr. Emons, one of the state geologists. Chloride of sodium, 269.696; bicarbonate of soda, 30.848; bicarbonate of lime, 141.824; bicarbonate of magnesia, 41.984; hydriodate of soda, 12.000.

The other springs are numerous, many of which have the same properties. *Columbian Spring* is a short distance s. w. from the Congress; *Washington*, 50 rods from the Columbian; *Hamilton*, the second discovered, lies directly in the rear of Congress Hall; *Flat Rock Spring* lies 100 rods n. e. from the Hamilton, and *High Rock*, 100 rods further n.

Persons visiting the Springs, either at Saratoga or at Ballston Spa, should have their letters directed either to SARATOGA

SPRINGS OF BALLSTON SPA ; otherwise they may have difficulty in obtaining them.

Saratoga Lake, a beautiful sheet of water, lies six miles s. from Saratoga, and the same distance from Ballston Spa. It is nine miles long and three wide, and is much resorted to by company at the watering-places, for *fishing, fowling, and boating*. The shore of this lake is accessible in a few places only, on account of the marshes which border it. The country around the lake rises gradually into elevated ridges, forming a vast amphitheatre of picturesque landscape embellished by cultivation. On the eastern shore, three miles from the s. end, Snake Hill projects into the basin, and rises 20 feet above its surface.

Long Lake, five miles s. from Ballston Spa, another beautiful sheet of water, situate in the midst of very agreeable scenery, is five miles long by one wide, and teems with fish. The surrounding country abounds in game.

SARATOGA AND WASHINGTON RAILROAD.—(See Map No. 19.)—This road will extend from Saratoga Springs to Whitehall, 42 miles, and will be one of the most important roads in the country, as all the travel between the South and Canada will pass over this route. Surveys were made of this road as early as 1835, and grading was commenced in 1836, but owing to embarrassments of the company, attributable to the deranged state of the monetary affairs of the country, its construction was discontinued. In Feb., 1847, the directors entered into a contract to complete the road, including grading, superstructing a bridge over the Hudson river, a heavy iron rail, and the laying thereof, from Saratoga Springs to Fort Ann, a distance of about 30 miles, by the 1st of July, 1848, for the sum of \$448,000. In July thereafter, the directors made a further contract to complete the road, in like manner, 9 52-100 miles farther, by the 1st day of October next, for the sum of \$176,165 ; and in November thereafter, a further contract was made to complete the road to Whitehall, a distance of about two miles. As the estimates for grading were at different prices by the cubic yard, depending on the nature of the excavation and embankment, the amount thereof cannot be fully determined till the work is done.

The present capital of the company is \$850,000—on \$600,000 of which 75 per cent. has been called in, and nearly all that amount paid. Of the remaining \$250,000, which is new stock authorized by an act of the legislature to be created, the payment of \$100,000 is secured to the company, and 10 per cent. has been paid on about \$60,000—leaving about \$90,000 to be disposed of.

ROUTES FROM SARATOGA TO MONTREAL AND QUEBEC.

—Travellers can proceed by stage from Saratoga Springs to *Glen's Falls*, on the Hudson river, 18 miles; and to *Caldwell*, at the head of Lake George, six miles; there taking the steamboat down the lake to Ticonderoga, 36 miles, where steam passage-boats, on their way from Whitehall, stop to receive passengers for St. John and Montreal.

Or they may proceed from Saratoga to *Sandy Hill*, 18 miles; thence to *Whitehall*, 22 miles; thence by steamboat down Lake Champlain and the Sorel river to *St. Johns*, Canada, 156 miles; thence by the railroad to *La Prairie*, 15 miles; and thence down the St. Lawrence to *Montreal*, a further distance of nine miles. At Montreal, those destined for *Quebec* take the steamer down the St. Lawrence to *William Henry*, 45 miles; *Lake St. Peter*, 53; *Three Rivers*, 90; *St. Anne*, 153; *Cape Rouge*, 176; thence to *Quebec*, 180 miles from Montreal.

The stage route from Albany and Troy, during the winter season, and when the navigation is closed, is to Saratoga by railroad, as before given; thence by stage to *Glen's Falls* and *Caldwell*, 62 miles from Albany; thence to *Warrensburg*, 69; *Schroon Lake*, 96; *Elizabeth*, 127; *Keesville*, 148; *Peru*, 154; *Plattsburg*, 165; *Rouse's Point*, 190; *Napierville*, 207; *St. Philip*, 217; *La Prairie*, 223; thence down the St. Lawrence to *Montreal*, making the entire distance 232 miles, which is usually performed in about 40 hours.

Caldwell lies at the head of Lake George, on its s. w. part, 62 miles n. from Albany, and 24 from Saratoga Springs. This village and the lake are ordinarily taken in the circle of the northern tour, and commonly sought by visitors to the Saratoga Springs. There are few places in the country, where two or

three days, during the oppressive heat of summer, can be spent more agreeably than on the margin of this beautiful lake. The mountains which border it causing the prevailing winds to take the direction of the basin, there is a constant refreshing breeze from the n. or s., which pleasantly tempers the atmosphere. The village of Caldwell is bordered by a range of hills upon the w., the highest of which, Prospect or Rattlesnake Hill, attains an elevation of near 1,500 feet. There is a path of difficult ascent to its summit, yet when this is once attained, the extensive and diversified view it affords fully compensates for the trouble. "Beneath is the village, and its neighboring farms: in the deep valley on the n. the lake stretches away, decked with its hundreds of fairy islets visible for 17 miles; its shores right and left surmounted by craggy ridges, rising gently from the water for a few rods, then by a bolder acclivity to the height of 600, 800, and in some places, 1,200 feet, tufted with dwarf evergreens." The visiter here may derive enjoyment from numerous sources,—sailing on the clear waters of the lake, riding, fishing for salmon trout, perch, and bass, fowling, or in exploring the beauties of this locality, which abounds in the most diversified and picturesque scenery. The *Lake George House*, at Caldwell, a spacious hotel, capable of receiving upwards of 100 persons, affords superior accommodations. A steamboat plies daily down the lake, to meet the boat running on Lake Champlain. Two miles from the hotel is a sheet of water, known since the French war by the name of "Bloody Pond," from the fact that after a battle fought near it, 1,000 French, English, and American dead were thrown into it. A mile distant is to be seen the rock on which Major Williams was slain by the Indians about the same time. At the south end of Lake George are the ruins of forts George and William Henry.

EXCURSION ON LAKE GEORGE.

(See Maps Nos. 9 and 10.)

LAKE GEORGE, or Horicon, a pure mountain lake 230 feet above the level of the Hudson, is 36 miles in length, and varies from three-fourths of a mile to four miles in breadth. In some

parts it has a depth of 400 feet, and its waters are so clear that fish may be seen swimming at a depth of 30 feet below the surface. It is said to contain 365 islands; many of them, however, are very small, mere rocks, with scarce soil sufficient to produce the meanest vegetation. The passage of the lake has much interest from the beauty of its waters, the wild and varied scenery of its shores, and from its deeply interesting historical reminiscences. On leaving Caldwell in the steamboat, we pass a number of islands, *Sea, Diamond, Long, &c.*, when the lake becomes wider, and its course less interrupted. Occasionally the angles of the mountains, which are covered with foliage, protrude far into the lake. After continuing our course for twelve miles, we reach *Twelve-Mile Island*, situated in the middle of the lake, containing 20 acres, and elevated 30 or 40 feet above its surface. A mile farther, on the n. w. side of the lake, is *Tongue Mountain*; and on its w. side is *Northwest Bay*, which extends in a northerly direction six miles. Here the *Narrows* commence, and continue for about seven miles, the lake being only three-fourths of a mile wide, and very deep. *Black Rock, or Mountain*, 18 miles from the head of the lake, and situated on the east side, raises its cloud-capped summit 2,200 feet above its surface, and is on all sides surrounded by rolling hills, and covered with verdure. *Half-Way* island is directly opposite; and a short distance beyond, the traveller will behold the choicest mountain scenery on the lake. Twenty-four miles from the head of the lake is *Sabbath-day Point*, a projection on the w. shore, noted as the place where, on the Sabbath, a sanguinary conflict occurred during the French war, between a party of English and the Indians. The small island called the *Scotch Bonnet*, is three miles beyond, and three miles further on is the village of Hague. Here the lake attains its greatest width, being four miles across. Another stretch of three miles brings us to *Rogers' Slide*, a rock 200 feet high, standing at an angle of 25 degrees with the lake. Here during the French war the intrepid Major Rogers, a partisan officer, made his escape from the Indians, by whom he was pursued. It was winter, and his feet were shod with snow-shoes. When on the verge of this precipice, and nearly in their grasp, he slid down the declivity, and landed safely on the ice, leaving the

Indians standing aghast and shrinking with amazement from the daring feat which they had just witnessed.—*Anthony's Nose*, one of those peculiar prominences, similar in shape to a projecting rock of the same name in the "Highlands" of the Hudson river, is nearly opposite to Rogers' Slide. It rises from 50 to 100 feet above the lake. The shores here are bold, and contracted amid huge masses of rocks. Two miles beyond is *Prisoner's Island*, where, during the French war, those taken captive by the English were confined; and directly w. is *Lord Howe's Point*, where the English army under Lord Howe, consisting of 16,000 men, landed previous to the attack on Ticonderoga. We now approach the termination of our excursion on this beautiful lake, and in a mile reach the steamboat landing near the village of *Ticonderoga*, whence stages run a distance of three miles over a rough and romantic road to *Fort Ticonderoga*, the steamboat landing on Lake Champlain. Here passengers can take the steamboat for places either down or up the lake.

ROUTES FROM ALBANY AND TROY TO MONTREAL AND QUEBEC.—Passengers by the Champlain Canal take the packet boats at Albany, and continue through to Whitehall; or they can go by railroad from Albany and Troy to *Mechanicsville*, where the cars connect with the boats bound to Whitehall. There is also a stage route from Albany, passing through *Troy*, 7 miles; *Lansingburg*, 9; *Schaghticoke*, 16; *Easton*, 26; *Greenwich*, 36; *Argyle*, 46; *Hartford*, 57; *Granville*, 63; and *Whitehall*, 73 miles from Albany. By the canal, after leaving Albany, the route is through *West Troy* to *Cohoes Falls* and *Mechanicsville*, to *Whitehall*.

At Cohoes Falls, the Mohawk presents a sublime scene. Here the Erie and Champlain canals unite, the former having, within a short distance, 17 locks.

Stillwater, on the Champlain Canal, four miles n. of *Mechanicsville*, is one of the oldest places in the state. The town is distinguished as containing the battle-ground of the armies commanded by generals Gates and Burgoyne. It was on Bemus Heights that the latter general was defeated by Gates, in 1777, after a fierce and sanguinary struggle.

Fort Miller and *Fort Edward*, places on the canal, are interesting from their historical reminiscences. The latter is memorable as being the spot where the young and beautiful Miss McCrea met her tragical fate.

Sandy Hill, incorporated in 1810, lies upon a high sandy plain, on the upper bank of the Hudson, opposite *Baker's Falls*, where, in a space of less than half a mile, the water has a fall of 76 feet, affording useful water-power.

Glen's Falls, three miles w. of Sandy Hill, lies partly on the n. and partly on the s. bank of the Hudson. The falls in the river, which have given name to the village, have a descent of 70 feet. The waters flow in one sheet over the brink of a precipice, 900 feet long, and, in floods, rush in one mass down the cataract; but in ordinary seasons they are immediately divided by rocks into three channels, with an angular descent of several hundred feet.

Fort Ann, on the Champlain Canal, is 61 miles above Albany. From this place the canal has a descent of 54 feet to the lake, and 30 only to the Hudson.

Whitehall is 73 miles n. from Albany, 22 from Sandy Hill, 40 from Saratoga Springs, 218 from New York, and 180 s. of Montreal. It derives its importance from its favorable situation for trade—on the canal and Lake Champlain—by which it commands the business of a very extensive country. Its situation is low and unpleasant, the village being built on almost naked rock. The population is about 4,000. This place will be the termination of the Saratoga and Washington Railroad. *Canal packets and stages leave daily for Troy and Albany; and during the summer stages run to Saratoga Springs.*

At Whitehall passengers take the steamboat down the lake and the Sorel river to *St. Johns*, 156 miles; there take the cars to *La Prairie*, 15 miles; thence pass by steamboat down the St. Lawrence to *Montreal*, 9 miles farther; from which place they are taken by steamboat down the St. Lawrence to *Quebec*, 180 miles, making the entire distance from Albany to Quebec 360 miles.

LAKE CHAMPLAIN, (see Map No. 10,) lying between the states of New York and Vermont, is 132 miles long. In its s. part it is

generally narrow. From Whitehall to the s. part of Orwell, Vt., about 20 miles, it has an average breadth of half a mile, though in one place it is contracted to 80, and in another to 40 rods. To the n. of this it gradually expands. The widest part unobstructed by islands is opposite Burlington, Vt., where it is $9\frac{3}{4}$ miles wide, and has a depth varying from 54 to 282 feet. Still farther n. it embodies several large islands, and has a width of about 14 miles. Its outlet is through the Sorel river, which enters the St. Lawrence 45 miles below Montreal. Below St. Johns the navigation is interrupted by the Chambly rapids. The principal islands in the lake are South Hero, 13 by 4 miles, North Hero, 11 by 2 miles, separated by a narrow strait, and Isle Motte, 6 by 2 miles. Several important rivers flow into this lake, both on the Vermont and New York sides. The lake abounds with fish of various kinds. It is generally entirely frozen over in winter, and passed on the ice. The wide part of the lake usually closes about the first of February, and opens about the last of March; those parts that are narrow, remain frozen some time longer. Several fine steamboats ply between Whitehall and St. Johns, stopping at intermediate places. The excellent accommodations of these boats, the picturesque scenery on the shores of the lake, crowned by lofty mountains, and the interesting localities, celebrated in former and the late wars, render this excursion delightful.

Fort Ticonderoga, 24 miles from Whitehall, of which the ruins only are visible, was erected by the French in 1756, and called by them "Carrillon." It was originally a place of much strength; its natural advantages were very great, being surrounded on three sides by water, and having half its fourth covered by a swamp, and the only point by which it could be approached, by a breastwork. It was afterwards, however, easily reduced by an expedient adopted by Gen. Burgoyne,—that of placing a piece of artillery on the pinnacle of *Mount Defiance*, on the s. side of Lake George outlet, and 750 feet above the lake, and entirely commanding the fort, from which shot was thrown into the midst of the enemy's works. Fort Ticonderoga was one of the first strongholds taken from the English in 1775, at the commencement of the Revolutionary war. Col. Ethan Allen, of Vermont, at the head of 83 Green Mountain Boys, surprised the unsus-

pecting garrison, penetrated to the very bedside of the commandant, and waking him, demanded the surrender of the fort. "In whose name, and to whom?" exclaimed the surprised officer.—"In the name of the great Jehovah and the Continental Congress!" thundered the intrepid Allen, and the fort was immediately surrendered.

Mount Independence lies in Vermont, opposite Ticonderoga, about a mile distant. The remains of military works are still visible here.—*Mount Hope*, an elevation about a mile n. from Ticonderoga, was occupied by Gen. Burgoyne, previous to the recapture of Ticonderoga, which took place in 1777, nearly two years after its surrender to the gallant Allen. St. Clair, the American commander, being forced to evacuate, it again fell into the possession of the British, and was held during the war. The picturesque scenery and historical interest of this neighborhood recommend it to the tourist.—*Five-Mile Point*, so called from its distance from Ticonderoga, extends some way out from the E. or Vermont side, in the town of Shoreham; and in nine miles the boat reaches Crown Point, and also the landing at Chimney Point, on the opposite side of the lake, half a mile distant.—*Crown Point*, the name of the ancient fort, is situated on the N. E. extremity of a point of land, formed on one side by a deep bay, and on the other by the body of the lake. The French built a fort here in 1731, but it was afterwards destroyed, and its site is now marked by a heap of ruins which may be seen from the boat when opposite Chimney Point. A new fortress was afterwards constructed here by Lord Amherst, of wood and earth, 16 feet high, 22 feet thick, enclosing an area of 1,500 square yards, surrounded by a deep and broad ditch cut in the solid granite, with immense labor. There were here a double row of strong stone barracks to contain 2,000 troops, with a gate on the N., a drawbridge, and a covered way to the lake. These works, which are said to have cost the British government two millions sterling, are now a heap of ruins. Near Crown Point, on the 13th Oct. 1776, terminated the expedition against Canada, by the destruction of the American fleet under Arnold.

Port Henry is a small village and place of landing, 44 miles from Whitehall.—*Westport*, at the head of Northwest Bay, 11

miles from Port Henry, is a thriving village, surrounded by a well-cultivated country.—*Essex*, a village, and landing-place on the w. side of Lake Champlain, is 68 miles n. from Whitehall. The town contains iron ore of good quality.—*Split Rock* is a post-office in Essex township, near which is the Split Rock, a part of a rocky promontory, projecting into the lake about 150 feet, and elevated 40 feet above the water. The part broken off, containing half an acre, covered with trees, is separated from the main rock about 20 feet; the opposite sides, if brought together, would fit closely, as the prominences of the one correspond with the cavities of the other. Through the intervening space a line has been dropped to the depth of 500 ft., without finding bottom.

BURLINGTON, Vt., is 82 miles n. from Whitehall, and 74 miles s. from St. Johns, Canada. It is built on a bay on the e. side of the lake. The shore in the s. part of the village is low, but towards the n. rising to an elevation of about 300 feet, the town appears to good advantage when approached by the lake. The streets are regularly laid out, intersecting each other at right angles. Near the centre is a public square, on which the Court-House is built, surrounded by fine brick stores, and the principal hotels. The *University of Vermont*, which occupies a fine elevated situation on the e. of the village, was founded in 1791. It has a president and five professors, and a library of about 10,000 vols. This town is of greater commercial importance than any other in the state w. of the Green Mountains, and owns more vessels navigating the lake than any other place on its borders. Its trade will be much increased by the completion of the Vermont Central and the Rutland railroads, whose termini will be here. (See Index for these routes.) Steamboats stop daily at Burlington, on their way from Whitehall to St. Johns, and a steam-ferry connects this place with Port Kent and with Plattsburg, on the w. side of the lake, the former being 10 miles, and the latter 24 miles distant. The travelling from the e. through Burlington to Canada is very great, and will, of course, be much increased by the opening of the above railroads.

Port Kent is finely situated on the w. side of the lake. The broad view here of the water, islands, headlands, and places on the opposite shore, is most beautiful.—*Keeseville*, a few miles to

the w. of Port Kent, is a village of about 2,000 inhabitants, situated on a river which here affords great water-power.—*Birmingham*, at Adgate's Falls, two and a half miles below Keeseville, and three w. of Port Kent, is situated near the mouth of the Au Sable river. Its channel, which here resembles a canal cut in the solid rock, with many falls or locks, retreating as we advance, is an object of much curiosity to visitors; the whole forming scenery of the most picturesque character. The water falls over a precipice 80 feet high into a narrow channel, whose walls of rock rise perpendicularly from 60 to 100 feet, with a breadth of 70 feet. Half a mile below, the falls are contracted to a width of 27 feet. Here the water again falls over a high precipice, and enters a deep ravine of much romantic beauty.

PLATTSBURG, the seat of justice of Clinton county, is situated at the mouth of the Sar-nac river, at the head of Cumberland Bay, 108 miles from Whitehall. It is prettily laid out, and contains the county buildings, a lyceum, several churches, and a population of about 6,500. This place is famous as the scene of the victory of McDonough and Macomb over the British naval and land forces under Commodore Downie and Sir George Provost. Here the American commodore awaited at anchor the arrival of the British fleet, which passed Cumberland Head about 8 in the morning of the 11th Sept. 1814. The first gun from the fleet was the signal for commencing the attack on land. Sir George Provost, with about 14,000 men, furiously assaulted the defences of the town, whilst the battle raged between the fleets, in full view of the armies. Gen. Macomb, with about 3,000 men, mostly undisciplined, foiled the repeated assaults of the enemy; until the capture of the British fleet, after an action of two hours, obliged him to retire, with the loss of 2,500 men and a large portion of his baggage and ammunition. The American force, on the lake, of 86 guns and 820 men, was opposed to one of 95 guns and 1,050 men. The British commodore, a brave and skilful officer, was killed by the concussion of air caused by the passage of a cannon ball.

Rouse's Point, 132 miles n. from Whitehall, and 24 miles s. from St. Johns, is situated on the w. side of the lake, and is the east landing-place before we enter Canada. The stone fort, com-

menced here by the U. States government in 1815, was discovered, after a large amount of money had been expended upon it, to be on British territory, and was in consequence abandoned. After a lapse of 27 years, however, the territory was ceded to the United States by virtue of the treaty concluded at Washington by Lord Ashburton and the Hon. Daniel Webster, in 1842.

We now enter the Canadian waters, and in our passage down the Sorel, (Richelieu or St. Johns river,) which is the outlet of Lake Champlain, we glide past an uninteresting portion of country, the shores on both sides of the stream for some miles being low and damp, and almost even with the water's edge.

Isle aux Noix and *Fort*, 11 miles from Rouse's Point, is the place at which we receive on board a custom-house officer, and passengers' baggage is duly submitted to inspection before being removed on shore at St. Johns, to which we are fast approaching. We must now prepare to resign the steamboat for the railroad cars, which will convey us hence to La Prairie, 15 miles.

St. Johns is situated at the head of steamboat navigation on the Sorel river, and is the eastern terminus of the Champlain and St. Lawrence Railroad, over which we pass in about an hour, the country being generally very level. Usual fare \$1.00.

La Prairie, the termination of the railroad on the St. Lawrence river, is a town of good size, with narrow streets, and containing a nunnery. There is nothing here worthy the attention of a stranger. From this place we proceed down the St. Lawrence, and in 9 miles reach Montreal.

MONTREAL.

This city stands on the s. e. side of the island of the same name in the river St. Lawrence, 180 miles by the course of the river from Quebec, in N. Lat. 45° 30', and in W. Long. 73° 25'. Its population, including the suburbs, is about 60,000. Though Quebec has the advantage in position, it is in other respects surpassed by Montreal. The latter city is less crowded than the former; and even of its older streets, some have a convenient breadth. Unlike Quebec, it is distinguished for its cleanliness.



View of Montreal from the Mountain.

The houses in the suburbs are handsomely built in the modern style, and mostly inhabited by the principal merchants. Including its suburbs, of which it has several, the city stretches along the river for two miles from s. w. to n. e., and, for some distance, extends between one and two miles inland. It was formerly surrounded by a battlemented wall; but this having fallen into decay, it is now entirely open. Paul-st., the chief commercial thoroughfare, extends along the river the whole length of the city. Notre-Dame-st. is the fashionable promenade.

Of the public buildings, the most remarkable is the Roman Catholic *Cathedral*, in Notre-Dame-st., constructed in the Gothic style, with a length of 255½ feet, and a breadth of 134½. It has six towers, of which three belonging to the main front are 220 ft. high. The view from these towers—embracing the city and its suburbs, the river, and the surrounding country—is exceedingly beautiful. The principal window of the Cathedral is 64 feet high and 32 broad. Of the vastness of the interior of this edifice an idea may be formed from the fact that it is capable of accom-

modating from 10,000 to 12,000 persons. This immense assembly may, by numerous outlets, disperse in five or six minutes.—The *Seminary of St. Sulpice*, adjoining the Cathedral, is 132 feet long and 29 deep, and is surrounded by spacious gardens.—The principal edifice of the Church of England is handsomely built in the Grecian style, and surmounted by a beautiful spire. There are also a Scotch kirk, an American Protestant church, and chapels belonging to the Methodists and the Scotch dissenters. The *Hotel-Dieu* is a large conventual structure, for the accommodation of the sick and indigent.—The extensive convent of the *Sœurs Noires* is devoted to the education of young girls.—The *General Hospital* has the reputation of being one of the best regulated institutions of the kind in America.—The other principal buildings are the government-house, bank, barracks, and ordnance-office.

Montreal also possesses a college, erected in 1819, which is attended by several hundred students; an English university, chartered in 1821; and many other institutions for the promotion of learning,—French and English seminaries, a royal grammar-school, with parochial, union, national, Sunday, and other public schools. It has numerous societies for the advancement of religion, science, and industry; several public libraries, an excellent news-room, &c.

The harbor of Montreal, though not large, is secure, and vessels drawing 15 feet may lie close to the shore. The quay here, about a mile in length, is said to rival in beauty and strength of masonry most of the celebrated works of the same kind in England. No feature of Montreal will so charm the visiter as a promenade along the edge of the quay.

From its position at the head of ship navigation on the St. Lawrence, and near the junction of that river with the Ottawa, as well as its situation with respect to the United States, Montreal has trading facilities of a high order. Hence it has become the chief seat of the commerce of Lower Canada. The citizens are enterprising, and great activity prevails among all persons connected with trade. During the summer, a regular steamboat communication is kept up with Quebec; and at this season, come down vast rafts of timber, sweeping by Quebec; while scows,

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batteaux, and Durham boats pour into the lap of Montreal the produce of Upper Canada. Montreal is the centre of the commerce between Canada and the United States, carried on by Lake Champlain and the Hudson; and not only is it the depot of all the adjacent country, but most of the business done in Quebec is carried on by branches from the Montreal houses.

The *hotels* in Montreal are generally very good, and accommodations equal, perhaps, to the best in the United States. The following are some of them: *Donegan's Hotel, Montreal House, Grant's Hotel, Ottawa House, Exchange Hotel, Swords' Hotel, &c. &c.*

From Montreal, the "St. Lawrence and Atlantic Railroad" is constructing to the boundary line of the province, at which place it will meet the "Atlantic and St. Lawrence Railroad" from Portland, thereby opening a communication with the Atlantic. The entire distance is 280 miles, of which 130 are in Canada and 150 in the United States. The cost of construction of the joint line is estimated at £1,750,000, and that of the Canada section at £825,000.

There are also several lines pervading the states of New Hampshire and Vermont, some of which are in a forward state, and approaching completion, that will make Montreal their termini. (For these routes, more particularly, the reader is referred to the Index.) From Montreal, a railroad has been recently completed to La Chine.

An *excursion* through the Island of Montreal is recommended to tourists. From the summit of *Montreal Mountain*, which is two miles back of the city, the view is very extensive. From this elevation is seen the St. Lawrence, in all its grandeur; while the city, and the Island of St. Helens, are immediately beneath the eye. This view is represented in our engraving.

La Chine is nine miles from Montreal, and on the island of the same name. A railroad now connects the two places. The canal was made in order to pass boats round the rapids. *St. Anne* is at the southwest extremity of the island, 20 miles above La Chine. *Varenes*, 15 miles below Montreal, is a handsome village, and is much visited. It can be reached either by steamboat or by stage, over a road on the bank of the river.

The *Caledonia Springs* are situated about 75 miles from Montreal, in the vicinity of Grand river, in the Ottawa district. They are much visited, and form a pleasant excursion during the hot weather.

ROUTE FROM MONTREAL TO QUEBEC.—Numerous large and elegant steamers navigate the St. Lawrence between the above important places. The distance is 180 miles, and the time usually occupied in making the excursion is about 12 hours.

On leaving Montreal for our passage down the St. Lawrence we pass *Longueil*, a village, on the opposite side of the river, which is connected with Montreal by a steam-ferry. Gliding past the lovely *Island of St. Helens*, and its fortifications, we enter the *Rapids of St. Mary*, where the current runs with such velocity, that steamers frequently have much difficulty in passing over on their way up the river. *Point aux Trembles* on our left, and *Boucherville* on our right, are soon passed. The mouth of the *Ottawa* is seen on leaving the island upon which Montreal is built. The attractive village of *Varennes*, with its neat buildings, is seen on our right, when 15 miles on our journey. This place was formerly celebrated on account of the mineral springs in its neighborhood.

William Henry, or *Sorel*, 45 miles, is on the s. side of the St. Lawrence, at the mouth of the Sorel river. It is an old town, built on the site of a fort erected as early as 1665, by one Sorel, an engineer. In the next few miles we pass a number of islands, and find ourselves gradually entering *Lake St. Peter*, 50 miles from Montreal: it is about 25 miles long, with an average breadth of nine miles, and is generally smooth, the water here having little apparent motion.

Three Rivers, called by the French *Trois Rivieres*, is a landing-place on the left bank of the St. Lawrence, about half-way between Montreal and Quebec. The town is regularly built, with generally straight but narrow streets, and the houses seldom over two stories high. In 23 miles farther we reach *St. Anne's*, a place situated on our left, and at the mouth of St. Anne's river.

The *Richelieu Rapids* extend about nine miles. This is considered the most dangerous part of the navigation, although *steamboats* pass it in safety. The channel is here somewhat

contracted from former proportions, and the current rushes through with great impetuosity amongst reefs of rock, some sunken, and others projecting above the water. It is not unfrequently the case that steamboats, at Quebec, destined *up* the river, vary the time of departure, on account of the current prevailing here at ebb-tide, so as to have the flood-tide through the rapids.

Cape Rouge, so termed from its color, is within eight miles of Quebec; and as we approach that city the scene increases in interest. In two miles we reach the mouth of the *Chaudiere* river, on which, a short distance from the St. Lawrence, are to be seen its beautiful falls. It is also a great lumber depot; and here ships take in their cargoes of lumber, bound for English ports.

Sillery Cove. Near this place was fought, in 1759, the final battle between the French and English, which completely annihilated the power of the former in North America. *Wolfe's Cove* is the place where Gen. Wolfe landed, in the night, previous to the battle of the Plains of Abraham.

As we approach the city, the first view is striking in the extreme:—the long line of shipping, extending a distance of two miles or more, with its forest of masts—the powerful batteries, upon which the greatest ingenuity and military skill have been expended, to render them impregnable,—the houses of the city, with their glittering tin roofs reflecting the brightness of the sun, and a variety of minor objects, all combine to render the scene one of pleasing interest.

QUEBEC.

This city occupies the extremity of a ridge terminating in the angle formed by the junction of the rivers St. Lawrence and St. Charles, 340 miles from the mouth of the former, in N. Lat. $46^{\circ} 48' 49''$, and in W. Lon. $71^{\circ} 10' 45''$. Pop. about 40,000. The promontory, here called Cape Diamond, is surmounted by the Citadel, a fortress occupying the most elevated point of the ridge, from which the town extends down to the water's edge. From the difference of elevation, the city is divided into the Upper and the Lower Town; the former including all that is below the ram-

parts or fortified lines--the latter embracing all that is above and within that barrier. The streets of the Old Town are narrow, irregular, and dirty; but those of the Lower Town are generally clean, and tolerably well paved or macadamized.

"On landing at Quebec, the traveller has to wind his way up through steep, narrow, and tortuous streets, with still narrower alleys on his right and left, till he reaches the fortified line or barrier. Here he enters by Prescott Gate, on the right of which, after passing through it, he sees the imposing structure of the New Parliament House, with its lofty cupola and fine front, and on the left a double flight of mean and straggling wooden steps, leading to one of the oldest streets, as an avenue to the Place d'Armes. Going across the last, he passes the English and French Cathedrals, the Government Offices, and Palace of Justice, on the right; and has the site of the old castle of St. Louis, and the platform overlooking the harbor, on his left. Passing by these, and continuing for about half a mile beyond, he reaches the ramparts and gates on the upper side of the city; and going through these, he comes to the open lawn in front of the glacis, beyond which is the suburb of St. Roch, on the level ground along the southern bank of the St. Charles river."

This city, celebrated alike for its formidable defences and the deeply interesting military events of which it has been the theatre, has a commanding position, and, together with its vast and beautiful harbor, presents, from whatever quarter it is approached, a magnificent view. It has been called, from its natural and artificial strength, the Gibraltar of America. The Citadel, a work of stupendous magnitude, frowning in impregnable strength from a height of 350 feet above the river, will first attract the attention of the tourist. This work includes an area of about 40 acres, and is constructed on the most approved principles. The line of fortification has an inner circuit of $2\frac{1}{2}$ miles, and is intersected by five gates. Besides its accommodations for the garrison, it contains depots for stores, an ample parade-ground, &c. Tickets of admission can be obtained at the office of the adjutant-general, in St. Louis, near Ursula-st.

The public buildings of Quebec are substantial rather than elegant. The *Parliament House*, the most perfect of its edifices,

is supposed to stand upon the first spot of ground cleared by Champlain for his fort, on founding the city in 1608.—The Roman Catholic *Cathedral of Notre Dame*, a massive stone structure, with a lofty tower, fronts the e. side of Market Square, in the centre of the town. The Catholics have four other churches.—The Church of England has a cathedral and four chapels. There are two churches belonging to the Scotch dissenters; and the Wesleyan Methodists have two chapels.—The *Hotel Dieu* is both a nunnery and an hospital.—The *Ursuline Nunnery*, for the education of young females, is in the vicinity of the Catholic Cathedral and the Place d'Armes. The body of Montcalm was deposited within the walls of this convent.

The principal establishment for educational purposes, is the French college. There are also a royal grammar-school, a classical academy, and a national school; a Royal Institution for the promotion of learning in the province; a Literary and Historical Society; and a Mechanics' Institute. The Public Library contains upwards of 6,000 volumes of valuable and standard works. There is also a good library attached to the garrison.—The city has three banks, a savings-bank, and numerous benevolent institutions.

Though on the whole good and healthy, the climate here is in extremes. The heat of summer resembles that of Naples, while the cold of winter is not inferior to that of Moscow. Travelling in winter is effected, as in Russia, by means of sledges and carriages.

The majority of the population being of French descent, the French language predominates, and is spoken in some of the best circles with great propriety. Society here has much refinement. Great attention is paid to etiquette. From the seductive example of the mimic court established among them, all classes are much given to show, and living is consequently expensive. The citizens of Quebec are less enterprising than those of Montreal, and there is a greater spirit of improvement in the latter city than in the former. The trade of Quebec, however, is extensive; and vessels from all parts of the world may be seen riding at anchor in its capacious harbor, which has in general a depth of 28 fathoms, the water rising from 16 to 18 feet at neap, and from 25 to 30 at spring tides.

Quebec was taken from the French in 1759. Its capture was the result of the victory gained by the English, on the *Plains of Abraham*. The British, under Gen. Wolfe, having effected a landing near the city, attacked and defeated the French under Montcalm. Wolfe fell in the moment of victory; and Montcalm, who was wounded in the battle, expired soon after. Panic-struck by the death of their commander, the French surrendered the city, before a single battery had been opened against it.

An attack made on this city during the American Revolution, by an army under Montgomery and Arnold, was attended with results widely different from those that crowned the efforts of the British in their contest with the French. The attack was simultaneously made by Montgomery on the southern, and by Arnold on the northern side of the lower town. Both attacks failed, though made with great courage and impetuosity. Gen. Montgomery and nearly all his staff were killed, while Gen. Arnold and most of his men were made prisoners.

There are three great lines of railway proposed, and in course of construction, radiating from Quebec, viz :—

1st. The line extending from Quebec to Toronto, and from that city to Hamilton; there uniting with the Great Western Railway, that will terminate opposite Detroit, Michigan.

2d. A railroad leaving Quebec, in a s. w. direction, to unite with the St. Lawrence and Atlantic Railroad, already in progress, which is to connect Montreal and Portland.

3d. The railway connecting the cities of Halifax and Quebec, and passing through the provinces of Nova Scotia and New Brunswick.

There are other important lines of railway proposed, all of great utility to their respective localities, but their routes are not yet determined on.

There are many places of resort worthy the attention of tourists, in the vicinity of Quebec. The *Falls of Montmorenci* are nine miles distant, and should be visited by all who delight in looking on such wonders. The *Chaudiere Falls* are on the opposite side of the St. Lawrence, 10 miles distant from Quebec. The waters of the Chaudiere river, which is here about 400 feet wide, fall a depth of 125 feet down a wild chasm, which is fear-

fully grand. A visit to the *Saguenay River* is a very pleasant steamboat excursion from Quebec. The banks of this river vary in height from 500 to 1,000 feet, and are very rocky. Its general breadth is from two to three miles, but is contracted at its mouth to rather less than one mile. Its depth is also very great; attempts have been made to fathom it, near its mouth, with a 500 fathom line without reaching bottom. In some places, the stream falls over intervening precipices from 40 to 60 feet in depth.

GRAND ROUTES TO THE WEST FROM ALBANY AND TROY
TO BUFFALO AND NIAGARA FALLS.

The traveller to the West, via Buffalo and intermediate places, has the choice of two routes. The first is by a continuous line of railroads to Buffalo, 325 miles, which has been chartered under different names, and under the control of separate companies, viz: the *Mohawk and Hudson Railroad*, 16 miles in length; the *Utica and Schenectady Railroad*, 77; the *Syracuse and Utica*, 54; the *Auburn and Syracuse*, 26; the *Auburn and Rochester*, 77; the *Tonawanda Railroad*, which extends from Rochester to Attica, 42, and the *Attica and Buffalo Railroad* to Buffalo, 33 miles. The other route is by the Erie Canal, which extends to Buffalo, a distance of 364 miles. The former route is the more expeditious and agreeable, but those travelling at leisure will find the latter a very delightful one; the canal, passing through a highly fertile and interesting part of the state, affording the traveller a succession of varied and beautiful scenery.

The rates and the time between the principal places are as follows:—By railroad from *Albany to Schenectady*, 50 cents—time one hour; from *Schenectady to Utica*, 5½ hours, \$3.00; from *Utica to Syracuse*, 3½ hours, \$2.00; from *Syracuse to Auburn*, 2 hours, \$1.00; from *Auburn to Rochester*, 6 hours, \$3.00; from *Rochester to Buffalo*, 5 hours, \$2.50: *time between Albany and Buffalo*, 23 hours, *Fare* \$12.00. The cars leave Albany and each of the principal places on the route three times daily—morning, afternoon, and evening; except during the winter months, when they leave twice daily. Returning from

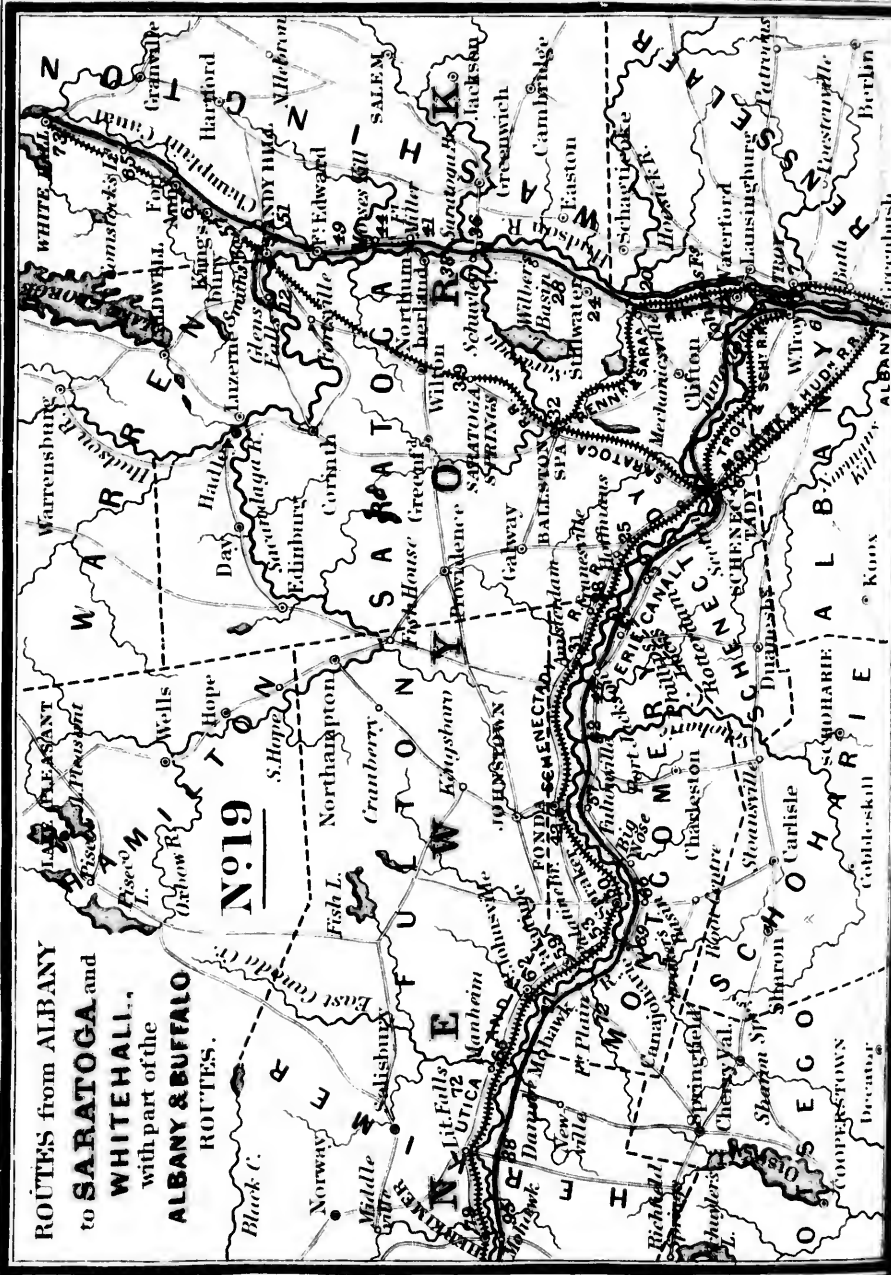
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**ROUTES from ALBANY
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ALBANY & BUFFALO
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Buffalo, the regulation is the same. The depot in Albany is in Maiden Lane, corner of Deane-st.

Persons going by the Erie Canal from Albany or Troy, take the railroad cars to Schenectady; there taking either the *packet boats*, which go through in about *three and a half days*, or the *line boats*, which occupy *seven days*. By the former the charge is \$7.50 with board, and \$5.50 without; and by the latter, one and a half cents per mile with board, and one cent a mile without. From *Schenectady to Utica*, 94 miles, the charge by the packets is \$1.50 with board—\$1.00 without; from *Utica to Syracuse*, 64 miles, the same; from *Syracuse to Rochester*, 98 miles, \$2.50 with board—\$2.00 without; from *Rochester to Buffalo*, 95 miles, \$2.00 with board—\$1.50 without. (For descriptions of Albany and Troy, the reader is referred to pages 163 and 166.)

ALBANY AND SCHENECTADY RAILROAD, (See Map No. 19.)

—This road, formerly the Mohawk and Hudson, extends from the city of Albany to Schenectady, 16 miles, and is 4,837 feet long. It was opened for travel in 1831, and the cost of construction up to Jan. 1, 1848, was \$1,473,253. During the year 229,401 passengers had been conveyed over it. This road forms a connection at Schenectady with the chain of railroads to Buffalo, and also with the routes to Lake Champlain.

Schenectady, one of the oldest places in the state, and the seat of Union College, is 16 miles from Albany, and 18 from Troy. The compact portion of the city is on the s. e. side of the Mohawk river. The prosperity of this place has received a new impulse by the railroads which pass through it from Albany and Troy, to Saratoga Springs and to Buffalo; and also from the establishment of the packet-boat lines on the Erie Canal. This is the point of embarkation for all travellers proceeding westwardly by the canal. Owing to the length and tediousness of the way, by the canal to Albany, the passage-boats leave this city. The cars, on leaving Schenectady, cross the Mohawk river and the Erie Canal by a bridge nearly 1,000 feet long, and an embankment of considerable length; when the roads diverge, that for Utica to the West, the other in a northeast direction to

the Springs. The canal is continued on the south bank of the Mohawk to Rome, where it is joined by the Black River Canal.

UTICA AND SCHENECTADY RAILROAD, (See Maps Nos. 19 and 20.)—This road is properly an extension of the railroads from Albany and Troy, which meet at Schenectady, and one of the important links in the chain of railroads from Albany to Buffalo. It was opened for travel in 1836, is 78 miles long, and cost up to Jan. 1, 1847, \$2,265,114.80. The affairs of this company are in a prosperous condition: it is one of the most productive railroads in the state, and equal perhaps to any in the country. Its dividends have averaged about 10 per cent. per annum, and its stock at the present time ranges from 15 to 20 per cent. above par.

Amsterdam, on the railroad, 17 miles from Schenectady, is a small but thriving village. The Chactawununda creek passes through it, with falls of 125 feet near its mouth, which afford considerable water-power. *Stages* leave this place daily for Fish House village, a very pleasant place on the Sacandaga river. This river is crossed by a wooden bridge 125 feet long, with three arches, and with walks on each side.

Fonda, the county-seat of Montgomery county, contains a fine courthouse, and other county buildings.—*Johnstown*, four miles n., is an old place, having been laid out in 1784; it is situated upon a fine plain, skirted on the n. and w. by the Cayadutta creek, and on the s. by a hill of moderate elevation, and contains the courthouse, prison, and county offices.

Palatine Bridge, on the railroad, 53 miles from Albany, is connected by a bridge with the opp. side of the river.

Canajoharie is situated on the Erie Canal, 69 miles from Albany. Its name is derived from an Indian word, signifying "the pot that washes itself," applied to a whirlpool at the foot of one of the falls of the creek. This village, which was incorporated in 1829, is a place of much trade, and has a population of about 2,000. From this place, and also from Palatine Bridge, stages are in readiness for *Cherry Valley* and *SHARON SPRINGS*, situated about 10 miles in a s. w. and s. direction from Palatine Bridge, the route being over a fine country. The *Springs* are situated near the village, about half a mile n. of the turnpike-road; they

are pure and clear, and notwithstanding they flow for one-fourth of a mile from their source with other water, preserve their distinctive character. The water falls, with sufficient volume to turn a mill, over a ledge of rocks, which has a perpendicular descent of about 65 feet. There are two springs, called the sulphur and magnesia springs, the former being highly impregnated with sulphur, and somewhat resembling the White Sulphur Springs of Virginia. These waters have an exhilarating effect upon the spirits, invigorate the system, purify the complexion, and are efficacious in rheumatic and other diseases.—The *Pavilion House* is large, well-constructed, and admirably arranged to accommodate a great number of visitors. It is erected on an eminence, with large columns in front, and presents a comfortable and inviting appearance. The prospect from the piazza towards the north is unlimited, and few views surpass it in grandeur. The air here is always pure and bracing, and in hot weather delightfully cool and refreshing.

Cooperstown lies at the s. end of *Otsego Lake*, 13 miles s. w. from Cherry Valley, and 26 miles s. w. from the Erie Canal at Canajoharie. From the village there is a fine view of the Otsego Lake, through its whole extent,—a delightful prospect, the lake being nine miles long from n. to s., and from one to three wide. The hills which encompass it have an elevation of from 400 to 500 feet above its surface. The purity of its water, and the rich and varied scenery around, give it the highest claim to the attention of the lovers of natural beauty. It is replenished with several small streams and numerous springs, and affords an abundant supply of salmon-trout, pike, pickerel, and bass,—the last of which have a remarkable delicacy of flavor, and are said to be peculiar to this lake.

Palatine, 59 miles from Albany, on the railroad and Mohawk river, at the mouth of Garoga Creek, is one of the *stopping-places* on this route. *St. Johnsville* is a small settlement three miles distant. *East Canada Creek* joins the Mohawk three miles above: the cars cross it by means of a substantial bridge. It is a very rapid stream, and within the last two miles of its course falls 200 ft. Its descent near the outlet is by six cataracts, which, with the intermediate rapids, occupy three-fourths of a mile.

Little Falls, on the Mohawk river, 72 miles from Albany, is a place of considerable trade, and owing to the facilities afforded by the railroad, canal, and river, is constantly increasing. The population is about 2,700. The village is supplied with water brought from a spring in the granite mountain, the elevation of the spring being 306 feet above the tops of the houses. It is remarkable for the passage of the Mohawk river through the mountain barrier, for its wild and picturesque scenery, and for the difficulties which have been overcome in constructing the Erie Canal through the pass. This defile, which extends for two miles, is a deep cut through the solid rock, and presented obstacles inferior to none, save the deep excavation at Lockport. This place received the name of Little Falls in contradistinction to the Great Falls at Cohoes. The falls extend upon the river about three-fourths of a mile, descending in that distance 42 feet, and consist of two long rapids, separated by a stretch of deep water, each occupying about the fourth of a mile. The upper rapids are the most considerable. Above them, a dam across the stream renders it placid, over which the waters, separated by a small island, form beautiful cascades falling into a deep pool beneath, whence the current rushes, murmuring and foaming, over ridges and masses of rock,—flowing with comparative gentleness beneath the overarching bridge and aqueduct, and thence hurrying, with new impetuosity, over the stony bed below. The Erie Canal descends the pass by five locks, 40 feet in the distance of one mile; and the time occupied in passing it affords travellers in boats ample time to view leisurely the natural scenery and artificial improvements. Here are to be seen vast works of art, as well as of nature, costly viaducts, aqueducts, locks, raceways, waterfalls, mills, machinery, and a noble stream urging its rapid course over its rocky bed in the very midst, and giving life and animation to all around. Here is the beautiful aqueduct that spans the entire volume of the Mohawk, (that is at this place compressed into its narrowest limits,) resting on three arches, two of 50 and one of 70 feet span, and thus forming a navigable feeder for the canal, 170 feet long. If the traveller has time to tarry here, if only to wait for the next train, he will be highly gratified by descending to the stone bridge and viewing the cen-

tral arch, with the basin beneath, and then climbing up to the top of the mountain to catch a view of the Mohawk valley for an extent of 20 or 30 miles.

Herkimer, seven miles w. from Little Falls, is the county town of Herkimer. The village, which is mostly built on two parallel streets, contains the courthouse, jail, and other public buildings, and a population of about 900.

Richfield Springs are situated in Otsego county, on the n. side of Schuyler's Lake, one mile distant; they are reached from the north, east, and west, by railroad or the Erie Canal to *Herkimer*, where post-coaches and other conveyances are in constant readiness to convey visitors to the Springs, 12 miles distant. Their location is in the vicinity of beautiful lakes that afford the finest variety of fish; while their shores and the neighboring hills and woods abound in game. At the lake, in the vicinity of the Springs, pleasure-boats and fishing apparatus are always kept in readiness for visitors. The ride to Otsego Lake, six miles distant, is over a fine road. Six miles farther is *Cooperstown*, the residence of Mr. Cooper, the novelist. *Cherry Valley*, *Springfield*, and other pleasant villages, are within the circuit of a few miles. The accommodations at the Springs for visitors, whether in search of pleasure or health, have recently been greatly improved; and the *hotels*, which are of the first class, furnish every luxury and comfort usually found at those resorts. The following is an analysis of the Sulphur Springs, made by Professor Reed, formerly of the University of Edinburgh, and now consulting chemist in the city of New York: bicarbonate of magnesia, 20 grains; bicarbonate of lime, 10 grains; chloride of sodium and magnesia, 1.5; sulphate of magnesia, 90; hydro. sulph. of magnesia and lime, 2; sulphate of lime, 90; solid matter, 153.5; sulphureted hydrogen gas, 20.8 inches per gallon.

UTICA is situated 93 miles from Albany by railroad, and 232 from Buffalo: by the Erie Canal it is 110 from the former place, and 254 from the latter. The city is beautifully located on the s. side of the Mohawk river, on an inclined plane rising from the river, so as to command, from its elevated parts, many fine views. The streets are generally laid out with regularity, are of good width, and well paved. The buildings, which are of brick,

are mostly of a superior kind. Its population is about 15,000. It contains a courthouse, and other county buildings, banks, numerous churches, and has several charitable and other institutions. The *State Lunatic Asylum*, situated on elevated ground, about a mile west of the centre of the city, has fine buildings, with a large farm attached to it. This institution, which is an honor to the state, was established for persons of unsound mind resident within its limits. Friends of this unfortunate class can always obtain admission for them by applying to the proper authorities.

Utica is a central point for canals, railroads, and turnpikes, which radiate from it in all directions. The railroads, and the Erie Canal, (which is here 70 feet wide and seven feet deep,) pass through it, on the east to Albany, and on the west to Buffalo; and the Chenango Canal, which is here joined with the Erie, extends s. to Binghamton, in Broome county, 96 miles distant. The country around is fertile, populous, and rich, and is the centre of an extensive trade. There are many well-kept hotels situated on Genesee-street, the principal street of the city. *Stages leave Utica for all the chief places within a circuit of many miles; and for Ithaca, 94 miles from Utica, three times a week.*

TRENTON FALLS, situated on West Canada Creek, 15 miles in a N. E. direction from Utica, are yearly growing in interest with tourists. They can be reached by conveyances from Little Falls, Herkimer, and Utica: they are, however, nearer to the latter place, and by leaving early in the morning, the visiter, if he intends devoting but one day to them, will have an opportunity of returning in the evening. These falls, which are six in number, commence a short distance above the High Bridge, on the Black River road, and terminate at Conrad's Mills; embracing a distance of two miles, with an aggregate fall of 312 ft. The appearance of the falls varies greatly with the state of the water. The scene, which at all times possesses great interest, is in seasons of freshet extremely wild and exciting.

There is a well-kept hotel near the falls, where viseters meet with every accommodation; and the fine trout dinners which are usually served up here are in high repute. From this house you



View of Trenton Falls.

descend a pathway leading to a long staircase down the steep bank of the West Canada Creek, which has worn a frightful chasm through a rocky range, in some places 150 ft. deep; thence you proceed up the stream, and follow the winding foot-path to Sherman's Fall, which has a descent of 35 ft., with its greatest fall towards the west, from the foot of which the stream pours along, with less rapidity descending to CONRAD'S FALLS, which have a pitch of about 20 ft. The *High Falls* have a perpendicular pitch of 109 ft., and are divided by rifts in the rock into three different and splendid cascades,—forming, with the chasm, the high banks covered with foliage, and the rocky cliffs, a scene of the wildest grandeur. The *Mill-Dam Fall*, from the regularity and smoothness of the rock, has a uniform pitch of about 16 ft., with a width of 175 ft. The waters of the *Upper Falls*, which have an abrupt descent of about 20 ft., are received into a capacious basin, that passes off through a wild ravine along the rocky bed of the river, for about a mile, towards the *Cascades*, which have a fall of about 18 ft.

A few years ago, two young ladies lost their lives here, in consequence of the unprotected state in which a narrow ledge of rocks was left, at the foot of a high precipice, and on the brink overlooking the rushing waters, from whence they fell into the boiling stream. After this unfortunate circumstance it was made

secure, by guarding it with a chain, supported by iron standards, made fast to the rock.

SYRACUSE AND UTICA RAILROAD.—(See Map No. 20).—This road is properly an extension of the Utica and Schenectady Railroad, and like that road, is one in the chain uniting the Hudson with Lake Erie. It is 54 miles in length, and was opened for travel in 1839, and cost, up to Jan. 1, 1848, \$1,350,000.

Whitesboro', four miles w. of Utica, is a pleasant village, surrounded by rich and cultivated land. Pop. about 2,000.—*Oriskany*, situated on a creek of the same name, near its junction with the Mohawk, is a small but thriving place seven miles from Utica.

Rome, 15 miles, and from Albany by railroad 108, and by the Erie Canal 125 miles, is situated between the Mohawk river and Wood Creek, and is handsomely laid out, having wide streets crossing each other at right angles, and two squares. It contains a courthouse, jail, county-offices, United States arsenal, a number of workshops, and about 2,500 inhabitants. The village, which is a semi-capital of the county, is built on the site of Fort Stanwix, erected in 1758, and rebuilt during the revolutionary war, under the name of Fort Schuyler, on the summit-level between the ocean and Lake Ontario. *Hawley's Basin*, on the canal, four miles distant, is a small but growing place.

Verona Centre, *Oneida Depot*, and *Wampsville*, are small and unimportant places on the route. At the second of these, the passenger cars usually stop a few minutes.

SYRACUSE, 54 miles from Utica, situated on both railroad and canal, is 147 miles from Albany and 178 from Buffalo, by the railroad, and 171 miles from Albany and 193 from Buffalo, by the canal. It was incorporated in 1825, and now contains about 8,000 inhabitants. The village and surrounding country are celebrated for the manufacture of salt, made from brine springs which abound here. These works are an important source of revenue to the state, which receives *six cents* per bushel on all that is manufactured here. Fine salt is made by evaporation by heat, and coarse salt by solar evaporation. The Oswego Canal connects Syracuse and the Erie Canal with Lake Ontario. The

Syracuse House, an excellent hotel near the railroad depot, and the *Empire House*, which has recently been built and elegantly furnished, are the principal hotels. *Omnibuses leave Syracuse for Salina every hour.* The canal-boats stop a quarter of a mile s. of the railroad depot.

At Syracuse, the railroad and canal, which have kept in close proximity with each other from Schenectady, take a separate course, each winding and twisting about until they again meet at Rochester, the railroad crossing the canal at Pittsford; whence they again diverge, the Erie Canal taking a westerly direction to Lockport, and thence a southerly one to Buffalo. The railroad takes a course s. w. to Batavia; thence southerly to Attica; thence almost due west to Buffalo. Those journeying west, can select either of the above routes, or the canal route from Syracuse to Oswego, 38 miles,—the usual time being seven hours, and the fare \$1.50,—and there take the steamboat to the mouth of the Genesee river. (See the following route.) Travellers can also go from Oswego to Niagara Falls. *Fare, including meals, \$4.00 to \$5.00.* (For continuation of the western route see page 200.)

OSWEGO AND SYRACUSE RAILROAD.—The opening of this road will complete the chain of communication which is to connect Lake Ontario by railroad and steamboat with the Atlantic cities. It extends from Oswego on the lake to Syracuse, there uniting with the Erie Canal, and the chain of railroads from Boston to Buffalo. Its entire length is 35 miles: its highest grade does not exceed $19\frac{1}{2}$ feet, and that only for a short distance, and most of the grades are under 14 feet. It is in a great degree free from curves, and those which exist are of a radius varying from 400 to 11,000 feet. The entire cost is estimated at \$437,500, or \$12,500 per mile; it is to be constructed in the best possible manner, and of heavy rail, and will be opened for travel in the summer of 1848.

Oswego, a port of entry, and semi-capital of Oswego county, N. Y., lies on both sides of the Oswego river, at its confluence with Lake Ontario. Its location affords great facilities for commerce and manufactures, (the great water-power of the river being applied to the latter purpose,) commanding, as it does, the

markets of the lakes and the St. Lawrence river; also the interior of the state, and the city of N. York by the railroad and canal from Oswego to Syracuse, and here with the Erie Canal and the railroads diverging from thence both on the e. and on the w. The harbor, if we except that of Sackett's Harbor, is the best port on Lake Ontario; it is formed by a pier or mole filled with stone, 1,219 feet long on the w. side, and 250 feet on the e. side, with an entrance between them sufficient for the egress and ingress of vessels. The depth of water within the pier is from 10 to 20 feet. The entire cost of this work was \$93,000. The population of Oswego, according to a census just completed, (1848,) is 9,539; East Oswego having 4,341, and West Oswego 5,198. In 1840 the entire population was 4,500, and in 1845 it was 6,818. Steamboats, during the period of navigation, run to the principal places on Lake Ontario; also to Rochester and Lewiston.

AUBURN AND SYRACUSE RAILROAD, western route continued from page 199.—(See Map No. 21.)—This short road runs from Syracuse to Auburn, 26 miles, and is the fourth separate line on the route from Albany to Buffalo. It was opened for travel in 1839, and cost up to Jan. 1, 1848, \$820,000.

Skaneateles, five miles s. of the Auburn and Syracuse Railroad, with which it is connected by a branch railroad, is delightfully situated at the foot of Skaneateles Lake. The site of the village is one of surpassing beauty, commanding a view of the lake for seven or eight miles, and of the country rising gently from the shore into hills 100 feet high, the sides of which are highly cultivated, and surrounded by fine farms and country residences. The lake is 16 miles long, and from half a mile to one and a half wide, and abounds with trout, salmon-trout, and other fish. Its water is deep and remarkably pure, its bottom gravelly, and its shores bold and picturesque, rising, towards the head of the lake, abruptly several hundred feet.

Auburn, one of the most beautiful and thriving villages in the state, is situated on the Outlet, two and a half miles from Owaseo Lake. This lake, which is 12 miles long and about one wide, contains an abundance of excellent fish, and is a great resort for

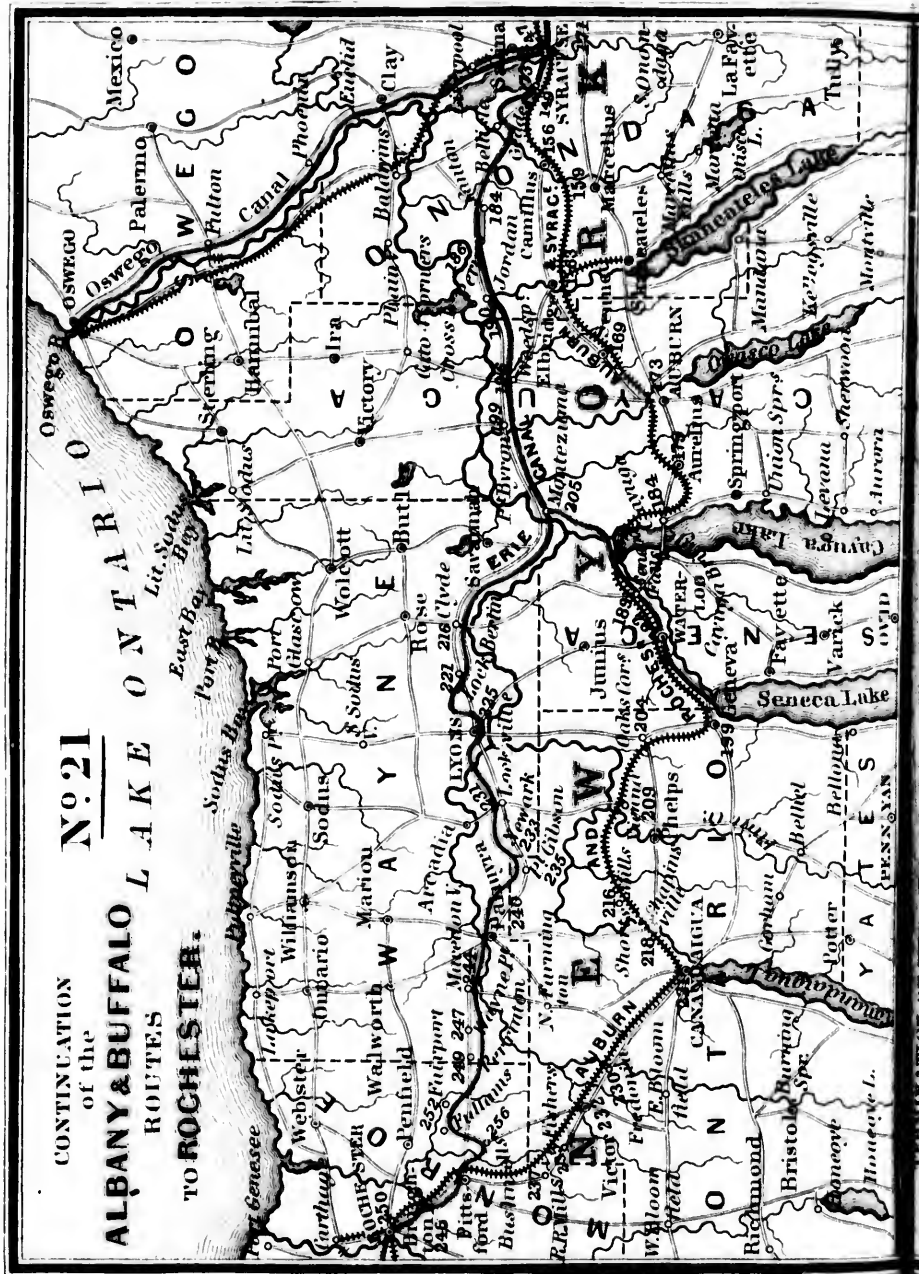
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CONTINUATION
of the
ALBANY & BUFFALO L A K E O N T A R I O
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CONTINUATION OF THE
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anglers. The shores of the lake are surrounded by rugged and picturesque scenery. Auburn is 173 miles w. from Albany, and 152 e. from Buffalo, and contains about 6,000 inhabitants. The streets are wide, well paved, and there are handsome ranges of stone and brick stores, and, in the retired parts, some tasteful dwellings and ornamented grounds. The *Auburn State Prison*, located on the n. side of the Owasco Outlet, is a splendid edifice of its kind, erected at a cost of more than half a million of dollars. The enclosure forms a square, 500 feet on a side, surrounded by a stone wall 2,000 feet long, and from 16 to 40 feet high. The Owasco Outlet runs along the outside of the s. wall, and moves a water-wheel attached to a shaft, which extends through the wall, and sets in motion the machinery w^hin the prison. The building forms three sides of a square, the front of which is 276 feet long, and the wings 242 feet long and 45 wide. The main building faces to the e. The n. wing is divided into solitary cells and a hospital, and the s. wing into cells. Between the wings is an area of grass and gravelled walks; to the w. of this is the interior yard, surrounded with workshops built against the outer wall. In the front part of the main building is the residence of the keeper, and offices for the clerk and agent. The walls that form the enclosure are 35 feet high, 4 thick, and 2,000 in extent, or 500 feet on each front. The prisoners labor together in silence when at work, and when not employed are confined in solitary cells. Visitors can obtain admission within the walls by paying a small fee.

AUBURN AND ROCHESTER RAILROAD, (See Map No. 21.)

—This road forms the fifth link in the Great Western line of railroads from Albany to Buffalo. It joins with the Auburn and Syracuse Railroad, and extends from Auburn to Rochester, a distance of 77 miles. It was opened for travel in 1840, and cost, up to Jan. 1, 1848, \$2,087,797.

Cayuga village lies on the n. e. side of Cayuga Lake, and contains about 350 inhabitants. The celebrated "Cayuga Bridge," a mile and eight rods in length, here crosses the lake, and gives the traveller an extensive and beautiful view of this sheet of water, and its highly cultivated shores, as far as the eye can reach.

The railroad bridge, a mile and a half long, is carried over its n end. *Cayuga Lake* is a beautiful expanse of very transparent water, 40 miles long, and from one to four broad. Its outlet is about 25 miles s. of Lake Ontario. It is surrounded by well-cultivated farms and thriving villages, and abounds with salmon-trout, pickerel, perch, white-fish, pike, &c. Owing to its depth, which is said in some places to exceed 500 feet, it is rarely closed by ice, even in the most rigorous winters. Steamboats ply between Cayuga Bridge and *Ithaca* in its s. part, a distance of 40 miles, stopping at intermediate places. These boats run in connection with the cars on the Auburn and Rochester, and the Ithaca and Owego railroads, and also with the various stage routes in this vicinity. The boats leave Ithaca at an early hour in the morning daily for Cayuga Bridge, arriving in time for the trains going either east or west. (For Ithaca, see page 151.)

Seneca Falls village, situated on both sides of the outlet of Seneca Lake, is 16 miles w. from Auburn. The water-power afforded by the outlet is very great, the descent in 12 miles being about 80 feet. The Cayuga and Seneca Canal, which unites with the Erie Canal at Montezuma, passes through the village.

Waterloo lies on the outlet of Seneca Lake, along which runs the Seneca Canal, and the Auburn and Rochester Railroad, which passes through the village. It contains grist and saw mills, tanneries, and other evidences of industry, and is a busy place, with a population of about 2,500.

Geneva, situated at the n. w. corner of Seneca Lake, which is here about two miles wide, is 52 miles w. from Syracuse, 51 s. e. from Rochester, 199 from Albany, and 126 from Buffalo. It is built upon the side and summit of an eminence rising up from the lake, the plane of which, elevated more than 100 feet above the lake, affords a fine view of this beautiful expanse of water, the high and sloping shore beyond it, and the valley of its outlet. Upon the w. it is bounded by low hills, rising by terraces, highly cultivated, and adorned with handsome dwellings. The principal street of the village runs near to, and parallel with the lake shore, and the mansions on the eastern side have hanging gardens reaching to the water's edge. The business part of the village, which is compactly built, extends to the plain that lies at the foot of the

lake, and contains many fine stores, &c. The accommodations at the several hotels are very good, and the charges moderate. Conveyance can readily be obtained to any part of the village or vicinity. *Steamboats* ply regularly on the lake, connecting with *stage routes* to Elmira and Corning, and at the latter place with the railroad to Blossburg, in the n. part of Pennsylvania.

Seneca Lake, one of the most beautiful, and the largest of the lakes of Western New York, is 40 miles long, and varies in width from two to four miles. From its great depth, which, 12 miles from its outlet, is 560 feet, it is never entirely frozen over. It is elevated 431 feet above tidewater. Its outlet, which is at the northeastern angle, affords great water-power at Waterloo and Seneca Falls. The outlet of Crooked Lake enters Seneca Lake 12 miles s. of Geneva, having a descent of 265 feet. A canal extends from its north end to the Erie Canal, and another connects it with Crooked Lake.

Canandaigua, on the Auburn and Rochester Railroad, 221 miles from Albany, 104 from Buffalo, 74 from Syracuse, and 29 from Rochester, is finely situated on a plain at the n. end of Canandaigua Lake. The ground descends gently towards the lake, presenting a fine view of it from the village. The town is beautifully built, lying chiefly in two parallel streets, running n. and s., and crossed at right angles by a number of others. At the centre is a fine public square, on which stands the courthouse and other public buildings. No town in the state excels this in picturesque beauty, or is a more desirable place of residence, it being surrounded by a rich agricultural country, producing every luxury and comfort.—*Canandaigua Lake*, a beautiful sheet of water, 14 miles long, and from a mile to a mile and a half wide, presents on its shores much delightful scenery. Its waters, which are elevated 670 feet above the ocean, are very deep, beautifully clear, and contain a variety of excellent fish. The *Burning Spring* is situated in a ravine, on the w. side of Bristol, eight miles s. e. from Canandaigua. The gas rises, through fissures of slate-rock, from the margin and bed of a brook: where it passes through the water it is in bubbles, and flashes only when a flame is applied; but where it flows directly from the rock, it burns with a steady and beautiful flame. In winter it forms openings in the

snow, and being set on fire, presents the novel spectacle of a flame rising out of the snow. In very cold weather, tubes of ice are formed around these currents of gas, to the height of two or three feet, the gas issuing from their tops. When burning in a still evening, these natural gas-lights present a beautiful appearance.

ROCHESTER lies on both sides of the Genesee river, seven miles s. of Lake Ontario; by railroad w. from Albany 250 miles—by the Erie Canal, 269; and e. from Buffalo, by the former route 75 miles—by the latter, 95. The population, in 1820, was 1,502; in 1830, 9,269; in 1840, 20,191. It was founded in 1812, by Nathaniel Rochester, and others, all of whom were from Maryland; and was incorporated as a village in 1817—as a city in 1834. It is handsomely laid out, with considerable, though not entire, regularity. The e. and w. parts of the city are connected by three bridges, and the river is also crossed in the middle of the city by the splendid aqueduct of the Erie Canal, which rests on 11 arches, is 804 feet long, and cost \$80,000. The streets are spacious, with a width varying from 60 to 80 feet, well paved in the centre, with convenient sidewalks; and there are also several public squares which are enclosed. Buffalo-st., which is broad and straight, runs through the centre of the city, crossing the river on a bridge: on the east side it is called Main-st. The city is handsomely built, chiefly with brick, and a large number of the stores and dwellings are elegant; many of the houses have fine gardens, ornamented with fruit-trees and shrubbery. Some of the churches and public buildings are handsome structures.

Rochester owes its rapid growth and present greatness to the vast water-power created by the falls in Genesee river, which amount to 268 feet within the bounds of the city, in which are three successive perpendicular falls of 96, 20, and 105 feet, besides rapids. On these rapids and falls are many large flouring-mills, not surpassed by any others in the world, and numerous other hydraulic works. These mills are capable of manufacturing 5,000 barrels of flour daily.

As a seat of commerce, the city is most admirably situated. It is the port of entry of the Genesee collection district, and by Lake Ontario may participate in all the trade of the St. Law-

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rence basin. Vessels come up the Genesee river from the lake to Carthage, $2\frac{1}{2}$ miles n. of the centre of the city, where steamboats arrive and depart daily, and to which there is a railroad from the city. The river is navigable for boats to the head of the rapids, a distance of 53 miles, and steamboats of light burden may ply between the city and the village of Avon, 20 miles s. The Erie Canal passes centrally through the city, giving it access on the east to Albany, and thence by the Hudson river to New York; and on the west to Buffalo, and thence to the upper lakes and the great West. The Genesee Valley Canal is to connect it with Olean on the Alleghany river, and thence with Pittsburg. The chain of railroads from Boston to Buffalo passes through it, giving it a ready access to both sections of the country, and intermediate places. It has several well-kept and elegantly furnished hotels, where the traveller will find every accommodation. The principal ones are the *Eagle*, *American*, *New Mansion House*, *Congress Hall*, *Clinton*, *Rochester*, &c., &c.

The GENESSEE FALLS are seen to the best advantage from the e. side of the stream. The railroad cars pass about 100 rods s. of the most southerly fall on Genesee River, so that passengers in crossing lose the view. These falls have *three* perpendicular pitches, and *two* rapids; the *first* great cataract is 80 rods below the aqueduct, the stream plunging perpendicularly 96 feet. The ledge here recedes up the river from the centre to the sides, breaking the water into three distinct sheets, unsurpassed in beauty by any waterfall in the state, although those of Niagara and Cohoes have more sublimity. From *Table Rock*, in the centre of these falls, Sam Patch made his last and fatal leap. The river below the first cataract is broad and deep, with occasional rapids to the *second* fall, where it again descends perpendicularly 20 feet. Thence the river pursues its course, which is noisy and rapid, to the *third* and last fall, over which it pours its flood down a perpendicular descent of 105 feet. Below this fall are numerous rapids which continue to Carthage, the end of navigation on the Genesee river from Lake Ontario. The entire descent from Rochester to Carthage is stated at 268 feet.

Mount Hope, a rural cemetery amidst wild and picturesque

scenery, is situated two miles s. of the railroad depot, and a quarter of a mile e. of the river and the Genesee Valley Canal. It is said to surpass in beauty either Greenwood at Brooklyn, or Mt. Auburn near Boston. Omnibuses leave Rochester for Mt. Hope many times daily. *Fare* 12½ cents.

The *Avon Springs*, which are yearly increasing in public favor, are situated in the valley of the Genesee, 19 miles from Rochester, and 25 from Canandaigua. The village, which is on the right bank of the river, is elevated 100 feet above it, and is delightfully situated on a terrace, commanding an extensive view of the neighboring country. The waters of these springs have obtained celebrity, from their efficacy in curing various disorders; this, added to the rural attractions of the spot, induces thousands to visit them. The *hotels* are the *Comstock House*, which has recently been enlarged, and finished with drawing and sleeping rooms in the most elegant modern style; the *Avon Hotel*, an excellent house, also greatly improved; the *American, Knickerbocker Hall*, and the *Pavilion*, which afford fine accommodations. A *stage* leaves Rochester, during the season, every morning, and *packet-boats* on the Genesee Valley Canal land passengers within two miles, from which point *carriages* are in readiness to convey them to the Springs.

From Rochester there are three modes of conveyance to Buffalo and Niagara Falls. The route by railroad to Buffalo, 74 miles, is the most expeditious; the canal route, 95 miles, is, however, the cheapest. Steamboats, during the season of navigation, run daily from *Carthage*, which is connected with Rochester by railroad, to *Lewiston*, on the Niagara river; and thence the passengers are conveyed by railroad to Niagara Falls and Buffalo. The whole distance from Rochester to Niagara Falls, by the railroad, about to be built, is 81 miles, 26 of which (from Lockport to the Falls) are already in operation. When this road is finished, it will complete a chain of railroad from Boston to a point in Canada opposite Detroit, Mich.; and when the roads from New York to Albany are finished, it will make a line from the metropolis to the same point, *via* Niagara Falls, and through Upper Canada.

Lockport, on the Erie Canal, 31 miles n. e. from Buffalo,

contains the deep excavation for the canal, cut through the mountain ridge for the distance of three miles, at an average depth of 20 feet, in limestone rock. It descends in a natural ravine from the higher to the lower plain, by five double locks of 12 feet lift each; so that whilst one boat ascends, another may descend the steep. These locks, which are of superior workmanship, with stone steps in the centre and at either side, are guarded with iron railings for the convenience of passengers. The canal being supplied by Tonawanta creek from the inexhaustible reservoir, Lake Erie, distant 30 miles, affords an abundant supply of water for hydraulic purposes, whence the village chiefly derives its prosperity. From the foot of the steps the canal continues upon one level of 66 miles, ending two miles e. of Rochester.

TONAWANDA RAILROAD, (see Map No. 22.)—This road extends from Rochester to Attica, and is a continuation, from the former place, of the roads from Albany to Buffalo and Niagara Falls. It is 43 miles in length, and the cost of construction up to Jan. 1, 1848, was \$753,555.

This road passes through the villages of *Chili*, 9 miles; *Churchville*, 13; *Bergen*, 17; *Byron*, 25; *Batavia*, 32; *Alexander*, 40, and to *Attica*, 43 miles.

ATTICA AND BUFFALO RAILROAD, (see Map No. 22.)—This road extends from Attica to Buffalo, 32 miles, and completes the great chain in the line of railroads extending from Boston to the waters of Lake Erie, and by the Hudson river to the city of New York. It was opened for travel in 1842, and cost in its construction, up to Jan. 1, 1848, \$412,188.

The principal places on this route are *Darien*, 6 miles from Attica; *Alden*, 11 miles; *Lancaster*, 21 miles; *Checktawaga*, 26 miles. We now arrive at **BUFFALO**.

BUFFALO.—This city, a port of entry, and the capital of Erie county, is situated on the outlet of Lake Erie, at the head of Niagara river, and at the mouth of Buffalo creek, which forms its harbor. It is from Albany, by railroad, 325 miles,—by the Erie Canal 364 miles; 470 from New York; 22 s. s. e. from Niagara Falls; 75 from Rochester, by railroad; 31 from Lock-

port; 103 N. N. E. from Cleveland, Ohio; 290 E. by N. from Detroit; and 597 from Chicago, Illinois.

Buffalo was originally laid out in 1801, but grew slowly until 1812, in which year it became a military post. In Dec. 1813, every building in it, save two, was burnt by a party of British and Indians. It soon, however, rose from its ashes, and in four years afterwards contained upwards of 100 buildings, some of them large and elegant. Pop. in 1825, only 2,412; in 1835, 15,661; in 1845, 29,773; and in January, 1848, it contained 40,000. At the close of the war of 1812, the United States paid the inhabitants of Buffalo a compensation of \$80,000 for the losses they had sustained by the conflagration of 1813.

Buffalo owes the commencement of her prosperity to the completion of the Erie Canal, which was opened in 1825. It was incorporated as a city in April, 1832, is divided into five wards, and governed by a mayor and common council, annually elected. It is laid out partly on a bluff or terrace, rising 50 feet above the lake, and partly on the low ground or marsh towards the lake and creek. The marsh having been drained, is now become the business part of the city. The ground on which the city is built rises gradually from the creek, which runs through its s. part, and at the distance of two miles it becomes an extended plain, elevated 50 feet above Lake Erie, whence there is a delightful view of the lake, the Niagara river, the Erie Canal, and the Canada shore. The city is regularly laid out, with broad and straight streets that intersect usually at right angles. Main-st., more than two miles long and 120 feet broad, is occupied on either side with one, lofty stores, dwellings, and hotels, which present an imposing appearance. The three public squares, Niagara, Franklin, and Washington, which are planted with trees, add much to the beauty and health of the city. Buffalo has a courthouse, jail, county-clerk's office, two markets, in the upper story of one of which are the common-council chamber and city offices, about twenty churches, several banking-houses, a theatre, and many spacious and elegant hotels.

A pier, of wood and stone, extends 1,500 feet on the s. side of the mouth of the creek, forming a breakwater, for the protection of vessels from the violent gales occasionally experienced here.

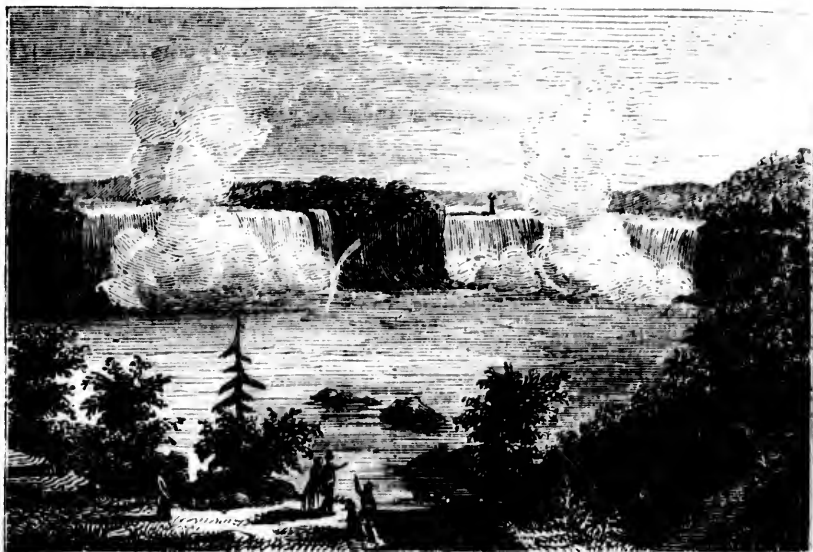
The lighthouse, 46 feet high and 20 in diameter, placed at the head of the pier, is a substantial and beautiful structure, built of dressed yellowish limestone.

Buffalo has already become a great commercial mart, from the trading facilities afforded by the canal and railroad, in connection with the lake navigation, which has an extent of some thousands of miles. It has communication on the e. by canal with Albany, and thence by a chain of railroads, 525 miles long, with Boston. It is also connected by railroad with Niagara Falls and Lewiston, on the north.

The principal hotels in Buffalo are the *American, Mansion House, Western, United States, Commercial, Exchange,* and *Huff's*. There are also other excellent houses, where the wants of travellers are well attended to. (For routes from Buffalo to Detroit, Chicago, &c., see Index.)

BUFFALO AND NIAGARA FALLS RAILROAD.—This road extends from Buffalo to Niagara Falls, 22 miles; it was opened for travel in 1836, and the cost of construction to Jan. 1, 1848, was \$204,902. The total number of passengers carried over the road during the year was 66,506.

ROUTES FROM BUFFALO TO NIAGARA FALLS.—(See Map No. 22.)—Visitors can reach Niagara Falls from Buffalo, either by the *Buffalo and Niagara Falls Railroad*, or by *steamboat* to Chippewa, on the Canada side, or to Schlosser, on the American side. These Falls are also reached from *Rochester* by the *Erie Canal* to *Lockport*, and thence by *railroad* to the Falls; thereby dispensing with the route through Buffalo,—a saving of both time and expense. By the *Buffalo and Niagara Falls Railroad*, passengers are conveyed direct to the Falls, on the American side, 22 miles distant; and from the steamboat-landing at *Schlosser*, either by the *cars* or *stage*, running direct to the Falls. From the landing at *Chippewa*, the *railroad* connecting Queenston with that place takes you to Niagara Falls, a short distance s. of Chippewa, stopping opposite the Pavilion Hotel, and about half a mile from the Clifton House. *The fare on each of the routes from Buffalo is 75 cents; going and returning by the same conveyance, \$1.25.*



View of Niagara Falls

FALLS OF NIAGARA.

(See Map No. 29.)

These Falls are believed to be the most sublime object of the kind in the world. Language is incapable of conveying to the mind an adequate description of their beauties. Their immensity raises emotions of terror, wonder, and delight, in all who look upon them. There are other falls which have a greater perpendicular descent, but none in the known world where such a mass of water is precipitated from so great a height. It has been computed that the quantity of water discharged over the Falls is 670,000 tons per minute. On viewing this magnificent work of nature, the words of the Psalmist are forcibly brought to mind: "I will remember the works of the Lord. Thou art the God that doest wonders. The waters saw thee, O God; the depths also were troubled; the earth trembled and shook. Thy way is in the sea, and thy path in the great waters, and thy footsteps are not known."

The Falls are situated on the Niagara river, 14 miles above Lake Ontario, and 23 below Lake Erie, on the New York side.

The river forms the outlet of the waters of the great upper lakes, which, together with Erie and Ontario, drain, according to Professor Drake of Kentucky, an area of country equal to 40,000 square miles, and the extent of their surface is estimated at 93,000 square miles. These lakes contain nearly one-half of the fresh water on the surface of the globe. At the distance of about three-fourths of a mile above the Falls, the river begins a rapid descent, making within that distance a succession of slopes, equal to 52 feet on the American side, and 57 on the opposite one; and forming a powerful current at the Falls, it turns at a right angle to the S. E., and is then suddenly contracted in width from three miles to three-fourths of a mile. Below the cataract the river is only half a mile wide, but its depth exceeds 300 feet. The cataract is divided into two parts by Goat or Iris Island, containing about 75 acres; but the principal channel is on the western or Canadian side, and forms the Great Horse-Shoe Fall, over which about seven-eighths of the whole is thrown. The eastern channel between Goat Island and the State of New York is again divided by a small island, named Prospect, forming a beautiful cascade. The descent on the American side, as ascertained by measurement, is 164 feet, and on the Canadian side 158 feet.

The chief features of this sublime scene are—the Great Horse-Shoe Fall, Goat Island, Table Rock, and the American Fall. The best single view of the cataract is that from Table Rock, on the Canadian side; the best view of the rapids is from Goat Island; and of the American Fall, from the ferry, a short distance below the Falls, on the American side: but the most sublime and overpowering view is that of the Great Horse-Shoe Fall, on the Canada side.

A bridge connects Bath and Goat islands with the main land, the erection of which was a work of noble daring, for it is here that the waters rush with tremendous velocity towards the fearful abyss. On Bath Island is a toll-house, where visitors are required to inscribe their names, and at the same time pay a fee of *twenty-five cents*, which entitles them to visit all the islands with their appendages, as often as may be wished, during the visit or season, without any additional charge. On Goat Island the visitor will find guide-boards, directing to all the most inter-

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esting places and objects around the island. There is also a bridge, called the Terrapin Bridge, about 300 feet in length, jutting out from the w. part of Goat Island, which projects 10 feet over the Horse-Shoe Fall. On the rocks, at the verge of the precipice, is a stone tower, erected in 1833, which is 45 ft. high, with winding stairs on the inside, and an open gallery on the top, surrounded by an iron balustrade, from which, or from the end of the bridge, the effect of the Falls upon the beholder is awfully sublime.

The descent to the bottom of the Falls, on Goat Island, is accomplished by covered winding stairs, erected in the year 1829, by the late Nicholas Biddle, Esq., of Philadelphia: it gives visitors an opportunity of descending below the bank, and of passing a considerable distance behind the two main sheets of water. The descent from the island to the margin of the river is 185 ft. A common flight of steps leads down 40 feet to the perpendicular spiral steps, 90 in number, which are enclosed in a building in the shape of a hexagon, resting on a firm foundation at the bottom. From the foot of the building there are three paths leading to the most important points of observation, one of which leads to the river below, a distance of 80 feet, *where visitors will find one of the finest fishing places in this part of the world.* Here was Sam Patch's jumping-place. The path at the left of the staircase leads to the great Crescent, or Horse-Shoe Fall, where, when the wind blows up the river, a safe and delightful passage is opened behind the sheet of water. The path to the right leads to a magnificent cave, appropriately named, on its discovery, Æolus' Cave, or Cave of the Winds; it is about 120 feet across, 50 wide, and 100 high, and is situated directly behind the Centre Fall, or Cascade, which at the bottom is more than 100 ft. wide.

About 100 feet below the Falls, on the American side, is another staircase leading to the ferry, which connects with the Canadian shore. From the ferry a very near view of the highest Fall, and a most charming prospect of the entire Fall, are obtained. There is not the least danger in crossing the river, competent persons having charge of the boats; and, for a short one, the excursion is delightful, eight minutes being the usual time in crossing. Persons occasionally swim across without difficulty

The visiter on being landed will proceed up the bank by a carriage road, at the head of which stands the Clifton House; here he may obtain refreshments, and afterwards proceed towards Table Rock, where will be found a spiral staircase, from the foot of which he can pass 153 feet behind the sheet of water. A gentleman has the charge of this staircase, and furnishes dresses and a guide for visitors who wish to go behind the sheet. There is here a reading-room, and a place of refreshment, with albums, an examination of which will, no doubt, prove interesting. A short distance from Table Rock stands Mr. Barnett's very interesting Museum, a visit to which should not be omitted. The Camera Obscura, a short walk from the Museum, is also worthy the attention of visitors.

From Table Rock, a view of which is presented in the engraving, there is one broad and imposing view of the entire Falls, and much of the scenery of the rapids and islands. It is generally conceded that this view, and that from the Terrapin Bridge and Tower, are the best, and combine more of the beautiful and sublime than can be obtained from any other point on either side of the river. In ascending the bank from Table Rock to the hotels, you have a fine and extensive view of the surrounding country.



One of the grand new features at Niagara is the running of a powerful steamer to the very edge of the cataract, thereby giving visitors an opportunity of enjoying a near and entirely new view of the falls; and the grand scenery of the "Gulf," Goat Island, Table Rock, and other places of interest in the vicinity. The steamer "Maid of the Mist" runs *four* times daily, leaving her wharf at the lower landing, and touching at the landing on the Canada side, and thence passing along in front of the Amer-

ican and the Great Horse-Shoe Falls,—so close that the spray dashes over the boat. The view thus afforded is sublime. The steamer is of 100 tons burden, and fitted with every precaution against accidents, and so carefully guarded as to inspire full confidence. It has *two engines*, so that if one fails, the other may be put in gearing, which can be done in a *minute and a half*. She is found with two anchors and chain cables; and is also provided with a small boat, by which a strong line can be run ashore the moment a necessity for doing so exists. Visitors are taken from the village in carriages, about a mile and a half, to the steamer. The road down the bank starts from the point on the American side which has been fixed upon as the terminus of the Suspension Bridge. A band of music accompanies the boat.

The *Niagara Suspension Bridge* will span the narrow gorge of the Niagara river, between the cataract and the whirlpool, in view of both, by an arch 800 feet long, 40 wide, and 230 above the water. It will be supported by 16 wire cables, 1,100 ft. long, and upwards of 12 inches in circumference. Its strength is to be equal to 6,500 tons tension strain; and it is to be subjected to the most severe and conclusive tests, so as to render it safe beyond any possible contingency. A railroad track will extend through its centre, uniting the roads terminating at the falls; there will also be carriage-ways and a footpath. It is to be completed by the 1st of May, 1849, at a cost of \$190,000. The engineer is Charles Ellet, Jr., Esq., of Philadelphia.

Three miles below the Falls is the Whirlpool, resembling in its appearance the celebrated Maelstrom on the coast of Norway. It is occasioned by the river making nearly a right angle, while it is here narrower than at any other place, not being more than 30 rods wide, and the current running with such velocity as to rise up in the middle 10 feet above the sides. This has been ascertained by measurement. There is a path leading down the bank to the Whirlpool on both sides, and, though somewhat difficult to descend and ascend, it is accomplished almost every day on the American side.

A mile below the Whirlpool is a place on the American side called the "Devil's Hole," embracing about two acres, cut ou

laterally and perpendicularly in the rock by the side of the river, and 150 ft. deep. An angle of this hole or gulf comes within a few feet of the stage-road, affording travellers an opportunity, without alighting, of looking into the yawning abyss. But they should alight and pass to the further side of the flat projecting rock, where they will feel themselves richly repaid for their trouble.

The *Burning Spring*, on the Canada side, is half a mile above the Falls, and within a short distance of the rapids in the Niagara river. (By referring to Map 29 its location will be seen.) The water, which is warm, is surcharged with sulphureted hydrogen gas, which, on introducing a light, immediately takes fire and burns with a clear and steady flame.

On the same side of the Falls with the above are the village of *Chippewa*, and *Lundy's Lane*, noted as battle-grounds of the English and Americans in the war of 1812.

DISTANCES.

	<i>Miles.</i>
From Steamboat Landing across to Chippewa.....	2½
From Fort Schlosser to Chippewa.....	1½
From the Falls to Chippewa.....	2
Across the River at the Falls.	¾
From the Eagle and Cataract Hotels to Table Rock.....	1½
From the Falls to the Mineral Springs.....	2
“ to the Whirlpool.....	3
“ to the Devil's Hole.....	4
“ to Erie Canal at Tonawanda.....	11
“ to Buffalo.....	22
“ to Lockport.....	18
“ to Lewiston.....	7
“ to Goat Island by the bridge.....	<i>58</i>
Across the Falls on the American side.....	56
Across the foot of Goat Island.....	80
Length of Goat Island.....	160
Across the Horse-Shoe Fall.....	114
From the steps of the Eagle and Cataract Hotels to top of the bank.....	100
From top of the bank down the staircase to the River....	28
Width of River at the Ferry.....	76
Distance up the Canada bank.....	76
	<i>Fect.</i>
Depth of water at the Horse-Shoe.....	20
Depth of water at the Ferry.....	250

Queenston is seven miles below the Falls, on the Niagara river, directly opposite Lewiston, with which it is connected by a ferry. This place was also the theatre of a battle during the war of 1812, and it contains the *monument* erected to the memory of General Brock, a British officer, who received a mortal wound when about to lead on his men to the conflict. It is now, however, in a shattered condition, having been, a few years since, blown up by gunpowder, by some unknown individual.

At the close of the last war with Great Britain, three large British ships stationed on Lake Erie, were declared unfit for service, and condemned. Permission was obtained to send them over the Falls. The first, torn to shivers by the rapids, went over in fragments; the second filled with water before she reached the Falls; but the third, in better condition, took the leap gallantly, and retained her form till hidden in the mist below. A reward of ten dollars was offered for the largest fragment of wood which should be found from either wreck, five for the second, and so on. One piece only was seen, and that, about a foot long, was mashed as by a vice, and its edges notched like the teeth of a saw.

In the year 1827 a few individuals purchased a large schooner of 140 tons burden. This vessel was towed down the river to within half a mile of the "rapids," when it was cut adrift and left to its fate. The rapids are caused by numerous ledges of rocks from two to four feet high, extending wholly across the river, over which the water successively pitches for about a mile immediately above the main cataract. The vessel got safely over the first ledge, but upon pitching over the second, her masts went by the board. Springing a-leak, she filled with water, and her position changed to stern foremost, in which manner she took her last plunge over the main fall, her bowsprit being the last part that was visible of her. She of course never rose more, but numerous fragments of her timbers were picked up some miles below in very small pieces, bruised, torn, and shivered. There were two bears and some other animals on board of her, but the bears seem to have had some misgivings of the safety of the voyage, and therefore when she sprang a-leak and floated stern-most they stepped overboard, and with much difficulty suc-

ceeded in swimming ashore, after having been carried halfway down towards the main cataract by the rapidity of the current. It is the opinion of those who have been long resident near the cataract, that not even the fish that happen to be forced down the Falls ever escape with life; and in corroboration of this, numerous dead fish are daily seen below the gulf: wild fowl too, unmindful of their danger, or floated down while they are asleep, meet destruction if once driven within the verge of the main cataract.

ROUTES FROM NIAGARA FALLS TO HAMILTON, DETROIT, &c.—

By the railroad to Queenston is seven miles; from this place to Hamilton, at the head of Lake Ontario, is 50 miles, which may be reached either by stage, or by crossing the river to Lewiston, and taking the steamer from Ogdensburg, which stops there to land and receive passengers, and thence proceeds to Hamilton. From the latter place, at present, the conveyance is by stage, over an excellent macadamized road to Windsor, opposite Detroit, 201 miles, passing through Woodstock, London, Chatham, and other places. Total distance, 258 miles; time $2\frac{1}{2}$ days. Usual fare \$12.

At Windsor the river is crossed to Detroit, from which place travellers may proceed to Chicago, St. Louis, and down the Mississippi to New Orleans, and other places in the West and South-west.

HAMILTON, Canada, is situated on Burlington Bay, at the head of Lake Ontario. Its harbor is one of the best on the lake, and its advantages for trade are very great. A regular steamboat communication will be opened the present season between this place and Ogdensburg. The importance of Hamilton will be greatly increased by its becoming the terminus of the Great Western Railway.

ROUTES FROM NIAGARA FALLS TO MONTREAL AND QUEBEC, (see Map No. 28.)—Tourists and others, at this fashionable resort, wishing to proceed to the above places in Canada, will have a choice of several routes, as follows:—

1st. From Niagara to *Lewiston*, 7 miles, at which place we take the steamboat, and cross the lake to *Toronto*, 50 miles;

thence to *Kingston*, 175 miles, and to *Montreal*, 215 miles : total distance 440 miles : usual time 48 hours. *Fare* about \$10. There is also a *stage-route* from *Toronto* to *Kingston* ; and also one from *Toronto* to *Queenston* via *Hamilton*, 95 miles.

Toronto, 175 miles w. from *Kingston*, and 45 miles s. e. from *Hamilton*, has a fine situation at the head of a bay which sets up from *Lake Ontario*. It is handsomely built, with wide streets intersecting each other at right angles. Its growth has been very rapid, and it now (1848) contains 21,025 inhabitants. Twenty years ago it did not contain 2,000 inhabitants.

Kingston, on *Lake Ontario*, 175 miles from *Toronto* and 215 s. w. from *Montreal*, is also very advantageously situated for trade. It is a military post of great strength. The *Navy Yard* and fortifications here are worthy the attention of strangers and visitors ; an order, however, is necessary, which may be procured from the chief officer in command. The *Rideau Canal*, commences at *Kingston*, and extends to the *Ottawa river*, 100 miles. This, with the *Welland Canal*, completes the navigation from the ocean to the great lakes. During the season of navigation steamboats ply between *Kingston* and the principal places on *Lake Ontario* ; and boats of an inferior class pass through the *Rideau Canal* and the *St. Lawrence* to *Montreal*.

2d. From *Niagara Falls*, by railroad, to *Lockport* ; and thence by the *Erie Canal* to *Rochester* ;—or from the *Falls* to *Buffalo*, and thence to *Rochester* by railroad, and on the *Genesee river* take the steamboat, and thence down *Lake Ontario*, &c., to *Montreal*.

3d. From *Niagara Falls* proceed to *Lewiston* ; there take the steamer down the lake to *Ogdensburg* ; thence across the river to *Prescott* on the *Canada* side ; thence by stage and steamboat to *La Chine* ; thence by railroad to *Montreal* ; and from that city to *Quebec* by steamboat. The distance to *Montreal* by this route is about 420 miles. At *Ogdensburg*, travellers may take the stage to *Montreal* via *Covington*, 130 miles.

4th. Or travellers may proceed from *Niagara Falls* to *Canada*, by the chain of railroads, or the *Erie Canal*, from *Buffalo* to *Albany* or *Troy* ; thence by the routes to *Whitehall*, and down *Lake Champlain* and the *Sorel river*, to *St. Johns*, *Canada* ;

thence by railroad, 15 miles, to the St. Lawrence, and down that stream to Montreal. At the latter place take the steamboat down the river to Quebec. The distance by this route from Niagara Falls to Montreal is 599 miles, and to Quebec 180 miles farther. (These routes are described at length under their respective heads.)

Port Genesee, 74 miles from Lewiston, is situated at the mouth of the Genesee river. It is a port of entry and delivery, and contains a Custom-House. *Great Solus Bay* is 35 miles farther: *Oswego*, 30 miles beyond, is described at page 199.

Sackett's Harbor, 40 miles still lower down the lake, is a flourishing village on the s. w. side of Black river. Its harbor is one of the best upon Lake Ontario. A bill passed the legislature in April, 1848, for the construction of a railroad under the name of the "Saratoga and Sackett's Harbor Railroad," which is to connect this village, at the nearest and best point, with the railroads at Saratoga. The length will be about 135 miles.

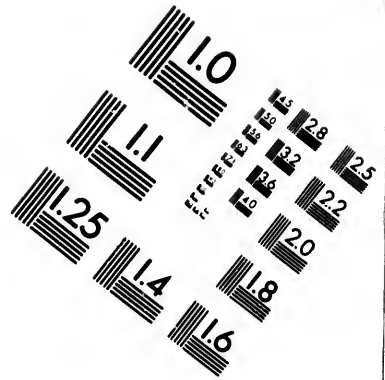
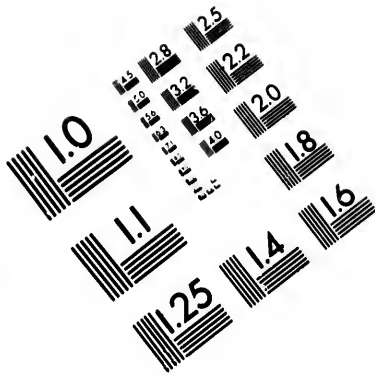
Cape Vincent, 20 miles from Sackett's Harbor, a growing and prosperous village, is situated on Lake Ontario, opposite to Kingston, and near the commencement of the "Thousand Isles." Arrangements are making to connect Cape Vincent by railroad with Rome, on the Erie Canal, and the Syracuse and Utica Railroad.

The *Thousand Isles* is a name given to a number of islands in the St. Lawrence, extending down from the foot of Lake Ontario 30 miles. They are of every size and form, though never attaining to any great elevation. The scenery here is most beautiful.

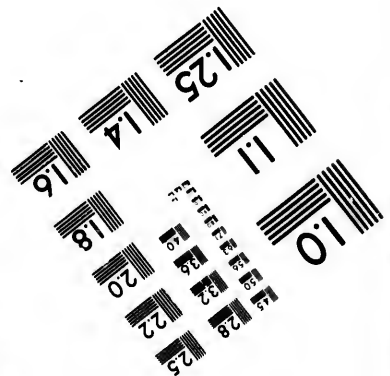
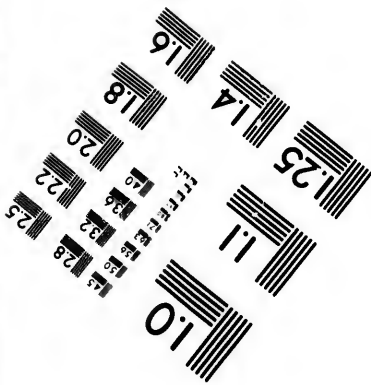
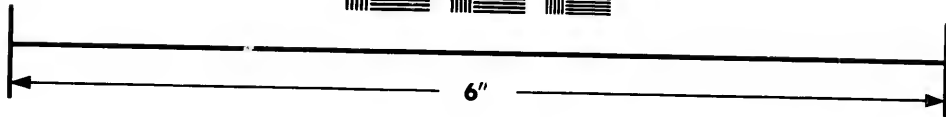
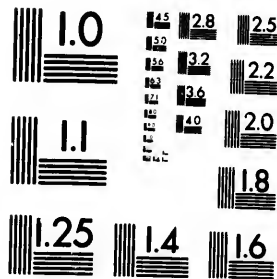
Ogdensburg, a port of entry upon the St. Lawrence river, at the confluence of the Oswegatchie river with that stream, is 204 miles s. from Albany. It lies on a beautiful plain, and is regularly laid out and well built. It is a place of much trade, and its harbor, an excellent one, is considered as at the foot of Lake Ontario, because the river at this point has little descent, although it is in reality 60 miles below the outlet.

A new steamer will run the present summer between Ogdensburg and Hamilton. By this arrangement a direct communication will be established between the port at the head of Lake Ontario and the St. Lawrence, as far as vessels can go without





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encountering rapids. From Hamilton to Detroit is 201 miles, most of the way over a fine plank or macadamized road. Hitherto it has been usual for travellers, particularly from the s. side of the St. Lawrence, to land at Lewiston, then cross the Niagara river to Queenston, and travel by land to Hamilton, about 50 miles, the very point at which they will be landed by the steamer between Ogdensburg and Hamilton. (For Montreal and Quebec, see pages 181, 186.)

THE OGDENSBURG RAILROAD will extend from Ogdensburg on the St. Lawrence, to Rouse's Point, on Lake Champlain. It is designed to connect the waters of Lake Champlain with those of the river St. Lawrence and the great lakes. This work is in a good state of forwardness, and the directors believe that it will be open for freight and travel by the middle of Aug. 1849. This road will connect at Lake Champlain with the railroads from Boston which intersect the states of New Hampshire and Vermont, forming a continuous line from Boston harbor to the St. Lawrence river.

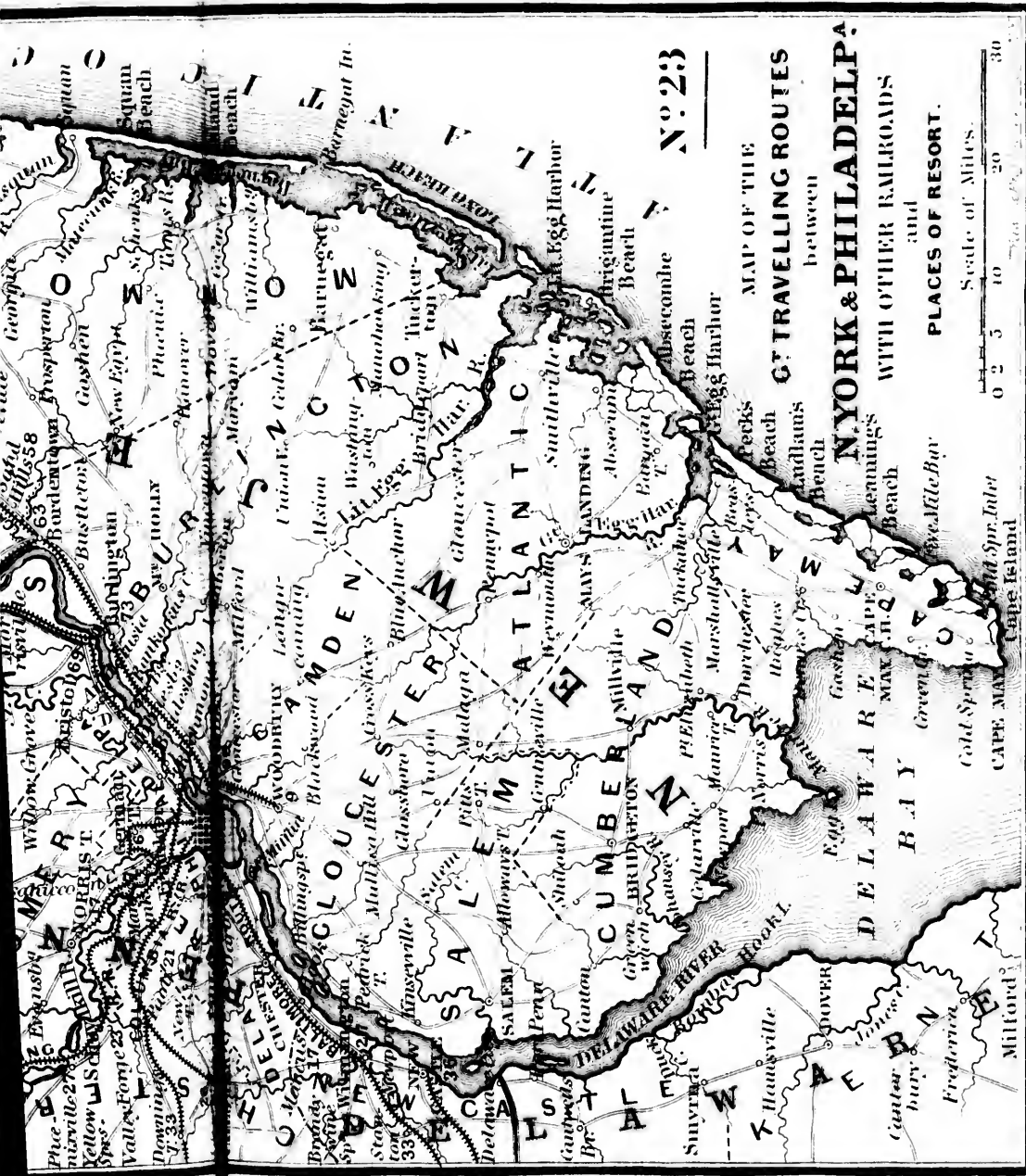
The engineer of the Ogdensburg Railroad states that the length of line is $117\frac{1}{2}$ miles; the distance from Ogdensburg to the summit being 82 miles, and thence to Lake Champlain $35\frac{1}{2}$. The elevation of the summit is 1,009 feet above Lake Champlain, and 859 feet above the place of departure, on the St. Lawrence, at Ogdensburg. From Ogdensburg to the summit the maximum grade is 26.4 feet per mile, or one foot in 200, there being in this distance 1,195 feet of ascending and 285 feet of descending grade. The distance of the railroad from the Canada line, near the summit, does not exceed $2\frac{1}{2}$ miles. In the distance from the summit to Lake Champlain there is no ascending grade, and the maximum of descending grade is 39.6 feet per mile. Such grades are favorable for the transport of heavy trains from west to east, and they are not too great for the rapid transport of passenger trains in other directions. The whole line is remarkable for its directness, there being no curvature of any importance of a less radius than 5,000 feet. The estimated cost of the whole line is \$2,229,270, or \$19,000 a mile, \$9,000 a mile being allowed for the superstructure

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No. 23

MAP OF THE
DEL. TRAVELLING ROUTES
 between
NEW YORK & PHILADELPHIA
 and
PLACES OF RESORT.

Entered according to Act of Congress in the year 1876, by William H. Miller, in the Clerk's Office of the District Court of the Southern District of New York.



RAILROAD ROUTES IN NEW JERSEY.

(See Map No. 23.)

ROUTE FROM NEW YORK TO PATERSON, N. J.—Passengers for Paterson take the ferry-boat at the foot of Courtland-st., New York, for Jersey City; at which place they take the cars of the *Paterson and Hudson Railroad* for Paterson, 17 miles distant. *Fare* 50 cents.

The *city of Paterson*, an important manufacturing town, is situated in New Jersey, on the Passaic river, near the great falls. By a dam in the river, four and a half feet high, and a canal around the falls, a vast water-power is created, sufficient for the supply of numerous manufactories. The Morris Canal passes a little to the s. of the city. The *Passaic Falls* are celebrated for their picturesque beauty. The amount of water, however, taken from the river for manufacturing purposes, has greatly diminished their fine effect. The Paterson and Ramapo Railroad will connect the city of Paterson with the Erie Railroad at Ramapo, and thereby open a new thoroughfare for travellers over the Erie Railroad to New York. (See Map No. 18.)

ROUTE FROM NEW YORK TO MORRISTOWN, ALSO TO SCHOOLEY'S MOUNTAIN, (See Map No. 23.)—Passengers leaving New York for places on this route, and also for the Springs, take the ferry-boat at the foot of Courtland-st. to Jersey City; thence by railroad to Morristown, 32 miles, stopping at intermediate places. *Fare* \$1.00.

Passengers by the morning line to Morristown will arrive there at 11½ o'clock, where stages will be in readiness to convey them to Schooley's Mountain, Washington, Belvidere, and Easton, daily; to Owego, Milford, Newton, Stanhope, and Suckasunny, on Mondays, Wednesdays, and Fridays; and to Rockaway, Dover, Sparta, and Newton, on Tuesdays, Thursdays, and Saturdays; each line returning on the following days to meet the afternoon train for New York. A stage will also leave for Basking Ridge every evening on the arrival of the cars at Morristown.

By a line recently established, a stage leaves Morristown for the Delaware Water Gap and Stroudsburg, via Stanhope, John-

souburg, Columbia, and Blairstown, every Tuesday, Thursday and Saturday, on the arrival of the morning train from New York. Returning on the alternate days, the stage leaves Stroudsburg at 4 A. M. to meet the afternoon cars from Morristown.

Passengers go through to and from Jersey City without changing cars. On leaving the city, passengers deposite their baggage in the car at the foot of Courtland-st., where an agent is in attendance to receive it.

Morristown, the seat of justice of Morris county, is one of the most populous and thriving towns in New Jersey. The houses are generally well built, and surrounded by cultivated gardens, imparting to it an air of rural beauty. The town is supplied with water from a copious spring two miles distant.

Schooley's Mountain, 18 miles from Morristown, is a celebrated summer resort, owing to its elevated situation, its pure and bracing atmosphere, and its mineral springs, the waters of which are used with great advantage for chronic diseases and general debility. They contain muriate of soda, of magnesia, and of lime, carbonate of magnesia, sulphate of lime, silix, and carbonated oxide of iron. Visitors to this healthful region will find the accommodations equal to those at similar places elsewhere. *Belmont Hall*, and *Marsh's Health-House*, are fine and extensive establishments. Usual stage fare from Morristown, \$1.50.

Philadelphia passengers leave the cars at New Brunswick, and there take the stage, via Somerville, for the Mountain.

The *Morris and Essex Railroad* is being continued from Morristown through Dover and Stanhope, to the Delaware Water Gap, at which place it will unite with the Susquehanna and Delaware Railroad, which is intended to start from the coal-beds of the Lackawana, some 20 miles above Wilkesbarre, by which means New York will obtain her supply of fuel direct from the mines of Pennsylvania.

ROUTE FROM NEW YORK TO SOMERVILLE, (see Map No. 23.)—Passengers take the steamboat from Pier No. 1 North River, Battery Place, and are thence conveyed to Elizabethport, 15 miles; from which place they proceed in the cars to Somerville, stopping at the following places on the route, viz: *Elizabeth-*

town, 16 miles; *Westfield*, 24 miles; *Scotch Plains*, 27 miles; *Plainfield*, 29 miles; *New Market*, 31 miles; *Bound Brook*, 35 miles, and arrive at *Somerville*, 40 miles from New York. Fare \$1.00.

The *Somerville and Easton Railroad* is being continued westward from *Somerville* 36½ miles to the Delaware river at *Phillipsburg*, opposite *Easton*, Pa., with a branch to *Belvidere*, 12 miles long.

Easton, Pa., the seat of justice of Northampton county, is situated at the confluence of the Delaware and Lehigh rivers. It is 65 miles from New York by land, and by the Morris Canal 112 miles; from Philadelphia by land, 56 miles; to Bristol by canal, 60 miles; and thence to Philadelphia 20 miles more. In the advantages of its position, and the beauty of its surrounding scenery, it can vie with any inland town in the state. Lafayette College occupies a commanding site on a high hill n. of the town, from which a superb view is enjoyed of the fine scenery of this vicinity. A splendid bridge crosses the Delaware river, which cost \$65,000.

Belvidere, the shire town of Warren county, situated on the Delaware river, 12 miles above *Easton*, is a beautiful town, possessing an immense water-power, which seems destined ere long to make it the Lowell of New Jersey.

The *Delaware Water Gap* is about eight miles n. from *Belvidere*. The scenery here is of the most magnificent description. The Delaware river appears at a short distance as it arrested in its course by the mountains on either side, between which it flows in a contracted channel, presenting a smooth and lake-like appearance.

The *Lehigh Water Gap* is 25 miles w. from *Easton*, Pa., and six s. e. from *Mauch Chunk*. Here also the scenery is of the highest order. Both this and the preceding are natural curiosities worthy the attention of the tourist.

No. 23.)—
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GREAT SOUTHERN ROUTES FROM NEW YORK TO PHILADELPHIA, BALTIMORE, AND WASHINGTON.

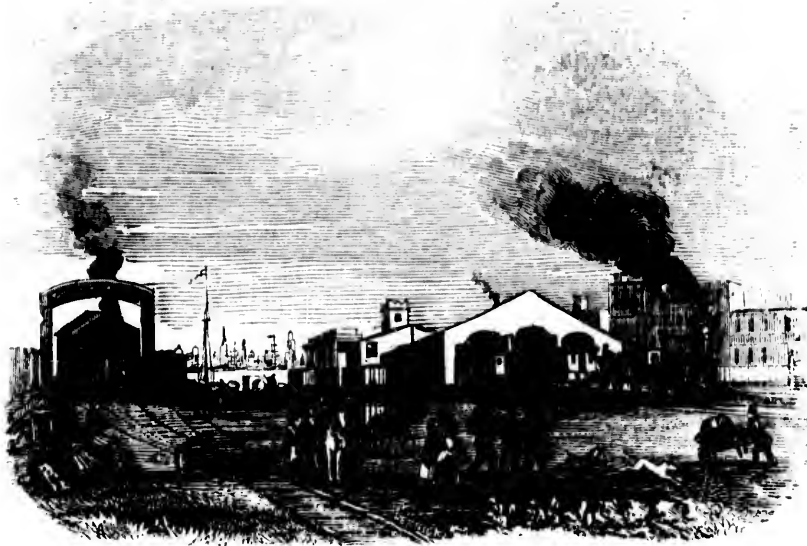
See Map No. 23.)

RAILROAD ROUTE FROM NEW YORK TO PHILADELPHIA.—There are two great routes of travel between these important and populous cities, making *four* lines daily each way. The first of which is the *railroad line*; the other is by *steamboat* and *railroad* united, described hereafter; the former is the most expeditious, and the latter (in pleasant weather) the most varied and interesting.

The *railroad line* leaves New York from the foot of Liberty-st. daily, at 9 o'clock A. M., and 4½ o'clock P. M., where tickets for the route are procured; thence passengers are conveyed across the ferry to Jersey City, where is the depot and starting-place. *Time between the two cities, usually five hours; distance 87 miles. Fare in the first class cars, \$4.00; second class, \$3.00.*

The route from Jersey City passes through Newark, Elizabethtown, New Brunswick, Princeton, Trenton, and crosses the Delaware by a substantial bridge into Pennsylvania, and it is thence continued to Bristol and along the west bank of the Delaware River to "Tacony," 6 miles above Philadelphia, at which place passengers take the splendid steamer John Stevens, and are conveyed thence to that city, landing at the foot of Walnut-st.

JERSEY CITY is situated on the west bank of Hudson River, opposite to New York, and is connected with that city by a steam-ferry, over a mile in length, the boats on which are constantly plying. According to the census of 1843, its population was 3,750, being an increase of 700 since 1840. At the present time (1848) it is much greater. It has become an important place, as a diverging point for the great routes connecting the North with the South. It is also the starting-place of the Paterson Railroad, which has its depot here. The Morris Canal, uniting the Delaware and Hudson rivers, and which is 101 miles long, terminates at this place.



Paterson Depot

Philadelphia Depot

Jersey City is now the station for the new line of British steamships sailing between New York and Liverpool. The Cunard dock, built at the foot of Grand-st., cost upwards of \$80,000.

Newark, 9 miles from Jersey City, 51 from Trenton, and 78 from Philadelphia, is situated on the Passaic river, and is the most populous and flourishing place in the state of New Jersey. At the present time (1848) it contains 30,000 people. The city, which is elevated some 40 feet above the river, is regularly laid out with broad and straight streets, many of which are bordered by lofty and elegant shade-trees, and contains two large and handsome public squares. It is well built, and presents a very fine appearance, many of the dwellings being large, and finished in a superior style. The courthouse, in the north part of the city, is built of brown freestone, in the Egyptian style of architecture. The city is well supplied with pure water, brought from a copious spring more than a mile distant.

Newark contains numerous churches, some of which have great architectural beauty, three banks, an apprentices' library, a

circulating library, with literary and scientific institutions, &c. It is very extensively engaged in manufactures, a great part of which is sent to distant markets. In 1840, the capital invested in this species of industry, amounted to upwards of \$1,500,000. In two articles alone, that of carriages and leather, there was \$500,000 invested, employing many hundreds of workmen. The commerce of Newark is also considerable, there being owned here upwards of 70 vessels, of 100 tons each. The *Morris Canal* runs through the city. The cars of the New Jersey Railroad, on the route between New York and Philadelphia, pass through it twice daily, in each direction, and those also from Jersey City arrive and depart several times daily. *Fare* 25 cents. A steamboat also plies between Newark and New York.

Elizabethtown, on the New Jersey Railroad, 5 miles from Newark, 14 from New York, and 46 from Trenton, is situated on a creek, $2\frac{1}{2}$ miles from its entrance into Staten Island Sound. It is a beautiful town, regularly laid out with broad streets, and contains a courthouse, and other public buildings, with saw-mills, oil-cloth factories, tanneries, &c. Population about 3,000. The railroad from Elizabethport to Somerville passes through this place. It extends 26 miles to *Somerville*, which is 40 miles from New York.

Rahway, situated on both sides of Rahway river, contains about 2,500 inhabitants, and several manufacturing establishments, which are in daily operation. The manufactures consist of silk printing, carriages and carriage furniture, hats, shoes, clocks, earthenware, and cotton goods.

New Brunswick, 31 miles from New York, 29 from Trenton, and 56 from Philadelphia, is situated at the head of steamboat navigation on the Raritan river, and 15 miles from its entrance into Raritan Bay at Amboy, by the course of the river. This is the seat of *Rutgers College* and school, founded in 1770. The streets on the river are narrow and crooked, and the ground low; but those on the upper bank are wide, and many of the dwellings are very neat and elegant, surrounded by fine gardens. From the site of Rutgers College on the hill, there is a wide prospect, terminated by mountains on the north, and by Raritan Bay on the east. The *Delaware and Raritan Canal* extends from New

Brunswick to Bordentown on Delaware river. It is 75 feet wide and seven deep, admitting the passage of sloops of 75 or 100 tons burden; is 42 miles long, and has 14 locks, and 117 feet of lockage, the locks being 110 feet long and 24 wide. The entire cost was about \$2,500,000. A railroad is about to be built from the New Jersey road at New Brunswick to unite with the proposed Trenton and Easton railroad, *via* Flemington.

Princeton, 11 miles from Trenton, is the seat of the *New Jersey College*, long celebrated as one of the oldest and most respectable colleges in the country. It was originally founded at Elizabethtown in 1746, removed to Newark in 1748, and in 1756 was permanently located here. It has a library of 12,000 volumes. The commencement is on the last Wednesday in September. The *Theological Seminary* of the Presbyterian church, founded in 1812, is also located here. Both institutions are in a flourishing condition. Princeton is a neat and pleasant village, built mostly on one street, and contains about 1,500 inhabitants. In this vicinity was fought the memorable battle of Jan. 3d, 1777, between the American forces under General Washington, and those of the British under Lt. Col. Mawhood, in which the former were victorious.

TRENTON, the capital of the state of New Jersey, is situated on the east side of Delaware river, at the head of steamboat and sloop navigation. It is 27 miles from Philadelphia, and 60 from New York. The population in 1810 was 3,003; in 1820, 3,942; in 1830, 3,925; in 1840, 6,500, and in Jan., 1848, estimated at 10,000. The city is regularly laid out, and has many fine stores and handsome dwellings. The *State House*, which is 100 feet long and 60 wide, is built of stone, and stuccoed, so as to resemble granite. Its situation, on the Delaware, is very beautiful, commanding a fine view of the river and vicinity. The Delaware is here crossed by a handsome covered bridge 1,100 feet long, resting on five arches, supported on stone piers, and which is considered a fine specimen of its kind. It has two carriage-ways, one of which is used by the railroad. The Delaware and Raritan Canal, forming an inland navigation from New Brunswick, passes through Trenton to the Delaware at Bordentown. It is supplied by a navigable feeder, taken from the Delaware 23

miles n. of Trenton. It was completed in 1834, at a cost of \$2,500,000. The New York and Philadelphia trains pass Trenton twice daily in each direction. A train also leaves the Kensington depot, Philadelphia, for Trenton every morning, (Sundays excepted,) returning in the afternoon. *Fare from Philadelphia*, 50 cents. A railroad is proposed from Trenton to Easton.

On Christmas night, in 1776, and during the most gloomy period of the revolutionary war, Gen. Washington crossed the Delaware with 2,500 men, and early on the morning of the 26th commenced an attack upon Trenton, then in possession of the British. So sudden and unexpected was the assault, that of the 1,500 German troops encamped there, 906 were made prisoners. This successful enterprise revived the spirit of the nation, as it was the first victory gained over the German mercenaries. Gen. Mercer, a brave American officer, was mortally wounded in the attack.

Morrisville, a thriving village on the Delaware, directly opposite Trenton, has considerable water-power, which is derived from the river. The population is about 500.

Bristol is a beautiful village on the w. bank of the Delaware, nearly opposite to Burlington, 18 miles n. e. from Philadelphia. It is regularly laid out and neatly built, and contains about 2,000 inhabitants. The Delaware division of the Pennsylvania Canal, which communicates with the Lehigh Canal at Easton, terminates here, in a spacious basin on the Delaware. This canal, in connection with the Lehigh Canal, forms an uninterrupted water communication with the anthracite coal region of Northampton county, in Pennsylvania. *Fare to Bristol by railroad from Philadelphia*, 25 cents; *by steamboat*, which runs twice daily in each direction during the summer season, 12½ cents.

Andalusia and *Holmesburg*, pleasant places a few miles n. e. from Philadelphia, are much resorted to by the citizens during the summer months.

Bridesburg, a beautiful village situated on the Delaware five miles from the city, and elevated about 25 feet above the river, is a neat and attractive place. It is the residence of many wealthy and retired citizens of Philadelphia.

Port Richmond, a town of recent date, on the bank of the Delaware, and at the eastern termination of the Reading Railroad, is three miles distant from Philadelphia. It has become an important place, owing to its favorable situation for trade. Coal brought over the Reading Railroad, from the productive anthracite coal region in Pennsylvania, is shipped here for other places.

Tacony, the terminus of the railroad, is six miles from Philadelphia: from this place we proceed in the steamer to that city, for a description of which we refer the reader to page 230.

STEAMBOAT AND RAILROAD ROUTE BETWEEN NEW YORK AND PHILADELPHIA.—(See Map No. 23.)—This route between the two cities is performed both by steamboat and railroad united; the former, leaving from the pier at the foot of Battery Place, conveys us to South Amboy, 28 miles, the terminus of the Camden and Amboy Railroad; at which place we take the cars for Camden, 62 miles distant, and from thence by ferry across the river to Philadelphia. It was formerly usual, at Bordentown, 35 miles from South Amboy, during the season of navigation, to resign the cars for the steamboat, and thence pass down the beautiful Delaware to Philadelphia. We understand that during the present season this route will be again resorted to. The fare is \$3.00 each way. The boat leaves New York usually at 5 A. M. in summer, and at 7 o'clock in the fall and winter season. By a recent determination of the company, a new line will go into operation the present season (1848) between New York and Philadelphia, starting from each point at 12 o'clock, noon, proceeding by the way of the Camden and Amboy Railroad.

On leaving the wharf, the traveller is conveyed across the bay and harbor of New York. The beauty of the scene which will here arrest his attention is proverbial. As the boat proceeds towards Staten Island, and shapes its way through the narrow straits between the island and the New Jersey shore, called the "Kills," many beautiful places will be presented to his view; among others, *New Brighton*, a village of country-seats, erected by opulent citizens from the metropolis, arrayed in all its attractions of fine architecture and eligible position, and commanding views of the city, islands, harbor, and adjacent shores.

The *Sailors' Snug Harbor*, a short distance beyond, an asylum for superannuated seamen, is the most imposing edifice on this shore.

Staten Island, which we keep on our *left* as we proceed towards Amboy, abounds with beauties, and is no doubt destined to be, ere long, a favorite place of residence of the wealthy and retiring citizens of the metropolis.

We now approach *South Amboy*, the landing-place, and also the terminus of the *Camden and Amboy Railroad*. Upon our arrival there we are transported, in a short space of time, from the steamboat to the railroad cars; and after a slight detention, we proceed on our journey up the steep ascent from the river, and soon enter a line of deep cutting through the sandhills. The road is then continued through a barren and uninteresting region of country, towards the Delaware at Bordentown, 35 miles from Amboy. Here are the extensive grounds and mansion formerly occupied by the late Joseph Bonaparte, ex-king of Spain, which are among the most conspicuous objects of the place.

Bordentown is situated on a steep sandbank, on the *e.* side of the Delaware. Although in a commanding situation, its view is greatly obstructed from the river. This is a favorite resort of the Philadelphians during the summer season. The Delaware and Raritan Canal here connects with Delaware river. A branch road running along the canal and river, connects this town with Trenton.

The further continuation of the route to Philadelphia from Bordentown will be either by the railroad running along the *e.* bank of the Delaware to Camden, or by steamboat down the river to Philadelphia, landing at the foot of Walnut-street.

PHILADELPHIA.

PHILADELPHIA, the metropolis of Pennsylvania, and, after New York, the largest city in the United States, is situated in Lat. $39^{\circ} 57' 9''$ N., Long. $75^{\circ} 10' 37''$ W. from Greenwich, and $1^{\circ} 50' 47''$ W. Long. from Washington. It is 87 miles s. w. from New York, 322 s. w. from Boston, 97 s. e. from Baltimore, 106

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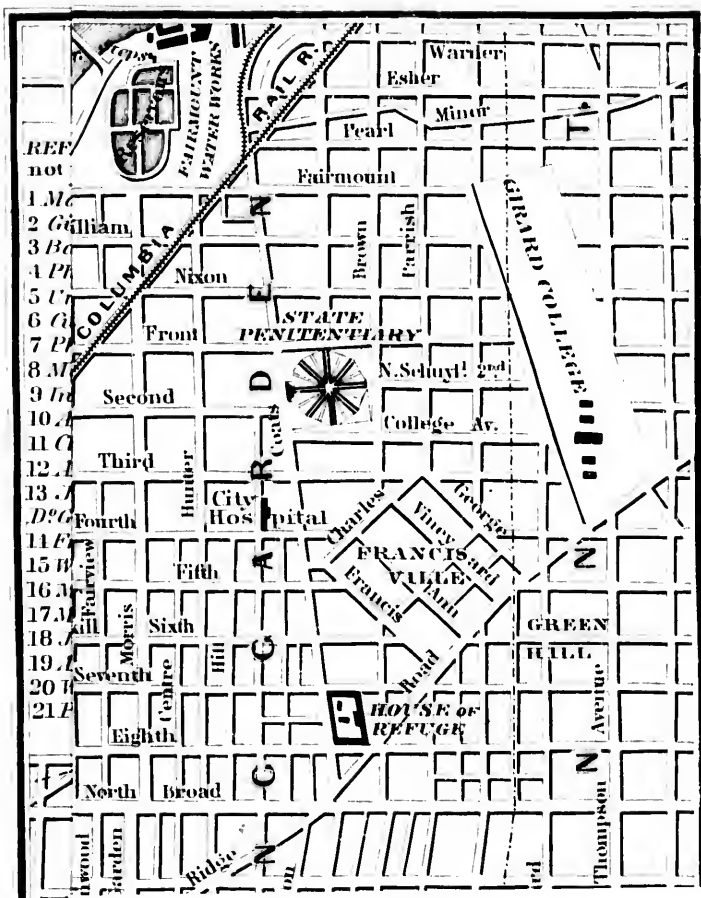
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REFERENCE to places not named on the Map.

- 1 Market House
- 2 Girard Bank
- 3 Bank of N. America
- 4 Philadelphia Bank
- 5 United States Hotel
- 6 Custom House
- 7 Phil. Library
- 8 Mercantile Library
- 9 Indep. Hall & State H.
- 10 Athenaeum
- 11 Chestnut St. Theatre
- 12 Arcade
- 13 James Hotel
- 14 Geo. S. Appleton's Bk Store
- 15 Franklin Institute
- 16 Washington House
- 17 Masonic Hall
- 18 Museum Building
- 19 Jefferson Med. Col.
- 20 Walnut St. Thea.
- 21 Penns. Col.







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View of Fairmount Water-works, Philadelphia.

from Harrisburg, and 135 from Washington. The population in 1800 was 70,287 ; in 1810, 96,287 ; in 1820, 119,325 ; in 1830, 167,325 ; in 1840, including the county, 258,691 ; and in 1848 not less than 330,000.

The city is situated between the Delaware and Schuylkill rivers, five miles above their junction, and is about 100 miles from the ocean by the course of the former river. The city proper is that portion which is bounded by the Delaware on the e., the Schuylkill on the w., Vine-st. on the n., and South-st. or Cedar-st. on the s. The *districts* are the Northern Liberties, Kensington, and Spring Garden on the n. ; and Southwark, Moyamensing, and Passyunk on the s. These districts, which properly belong to Philadelphia, have municipal authorities of their own, entirely distinct from that of the city, and from each other. The densely built parts of the city and districts have an outline of about $8\frac{1}{2}$ miles : the length of the city on the Delaware is $4\frac{1}{2}$ miles. It is built on a plain, slightly ascending from each river, the highest point of which is elevated 64 feet above high-water mark. It is laid out with much regularity ; the streets, which are broad and straight, with a few exceptions crossing each other

at right angles, and varying in width from 50 to 120 feet. The dwellings, which are neat and clean-looking in their appearance, are built chiefly of brick, the style of architecture being plain rather than showy and ornamental. White marble is generally used for the door-steps, window-sills, the basement story, and not unfrequently for the entire front. A stranger on visiting this city would judge it to be one of the cleanest in the world, (which it certainly is,) from the great use made of the waters of the Schuylkill, which are visible in washing and scrubbing continually. It is drained by common sewers, which are arched culverts of brick-work, constructed under most of the main streets.

This city is celebrated for its fine markets, which are well supplied not only from its own state, but from the states adjacent, and particularly New Jersey. The "Neck," which is formed by the Delaware and Schuylkill rivers, and which lies south of the city, is divided off into farms and gardens, on which large quantities of vegetables and fruit are raised for the Philadelphia markets.

Philadelphia has the advantage of a double port, connected with very remote sections: that on the Schuylkill is accessible to vessels of 300 tons, and is the great depot for the coal of the interior;—the other, on the Delaware, admits the largest merchant vessels to the doors of the warehouses, and is spacious and secure. As might be expected, it has a large foreign and domestic trade; the latter, however, predominates. The registered tonnage entered from foreign ports in 1847, was 148,071. The value of imports amounted to \$12,145,937, and that of the exports to \$8,579,265. The commerce of Philadelphia will be greatly increased by the recent establishment of a line of steamships from that port to Charleston, S. C. A line is also contemplated between Philadelphia and Liverpool. This city is also distinguished for its manufactures, which are various and extensive. At the present time (1848) the amount of capital invested in this branch of industry exceeds \$15,000,000. The manufacture of *morocco leather* (for which it is celebrated) is carried on more extensively here than, perhaps, in any other part of the country.

PUBLIC SQUARES.—In the city are many public squares, ornamented with fine shade and flowering trees. The principal one

is *Washington Square*, a little s. w. of the State-House: it is finely ornamented with trees and gravelled walks, is surrounded by a handsome iron railing, with four principal entrances, and is kept in excellent order. *Independence Square*, in the rear of the State-House, is surrounded by a solid brick wall rising three or four feet above the adjacent streets, surmounted by an iron railing. The entire area is laid off in walks and grassplots, shaded with majestic trees. It was within this enclosure that the Declaration of Independence was first promulgated, and at the present day it is frequently used as a place of meeting for political and other purposes. *Franklin Square*, between Race and Vine, and Sixth and Franklin sts., is an attractive promenade, with a splendid fountain in its centre, surrounded by a marble basin; it is embellished with a great variety of trees, grassplots, &c. The other squares are—*Penn Square*, at the intersection of Broad and Market sts., now divided into four parts by cutting Market and Broad sts. through it; *Logan Square*, between Race and Vine sts.; and *Rittenhouse Square*, between Walnut and Locust sts.

FAIRMOUNT WATER-works.—The inhabitants of Philadelphia are liberally supplied with water from the Fairmount Water-works, constructed at an expense of about \$450,000: upwards of 100 miles of iron pipe convey it to all parts of the city and districts. These water-works are situated on the e. bank of the Schuylkill, about two miles in a n. w. direction from the city, occupying an area of 30 acres, a large part of which consists of the "mount," an eminence 100 feet above tidewater in the river below, and about 60 feet above the most elevated ground in the city. The top is divided into four reservoirs, capable of containing 22,000,000 gallons, one of which is divided into three sections for the purpose of filtration. The whole is surrounded by a beautiful gravel-walk, from which may be had a fine view of the city. The reservoirs contain an area of over six acres; they are 12 feet deep, lined with stone and paved with brick, laid in a bed of clay, in strong lime cement, and made watertight. The power necessary for forcing the water into the reservoirs is obtained by throwing a dam across the Schuylkill; and by means of wheels moved by the water, which work forcing-pumps, the

water of the river is raised to the reservoirs on the top of the "mount." The dam is 1,600 feet long, and the race upwards of 400 feet long and 90 wide, cut in solid rock. The mill-house is of stone, 238 feet long, and 56 wide, and capable of containing eight wheels, and each pump will raise about 1,250,000 gallons in 24 hours.—The Spring Garden Water-works are situated on the Schuylkill, a short distance above Fairmount.

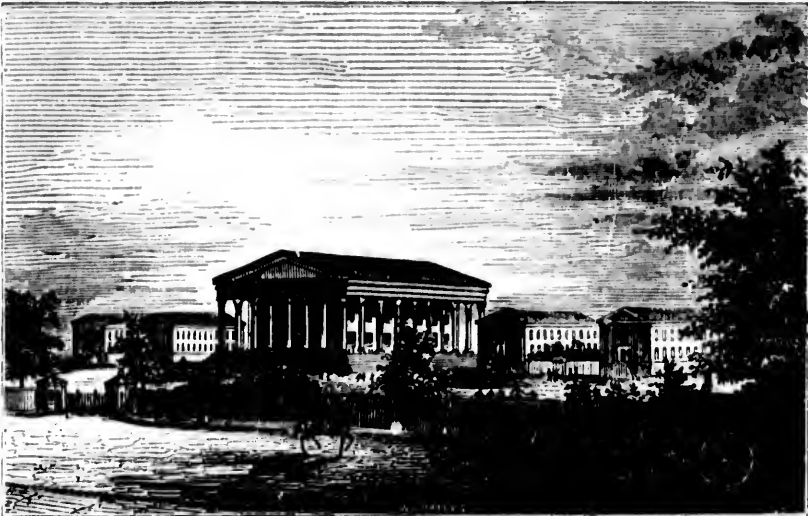
The Schuylkill Excursions.—Two enterprising citizens of Philadelphia have placed a line of steamboats on the Schuylkill, plying between Fairmount and Manyunk. The distance is seven miles, and the excursion a delightful one. These boats are constructed in a peculiar manner, the wheel being in the rear,—a novelty that creates considerable interest with those who have only seen the ordinary steamers. For the accommodation of strangers who may wish to take this jaunt, we give the places on the river at which they may land, with fares. A boat leaves from above the "Dam" every hour for *Sweetbrier Farm*, 2 miles, 6 cents; *Laurel-Hill Cemetery*, 4 miles, 10 cents; *Falls of Schuylkill*, 4 miles, 10 cents; *Wissahiccon Creek*, 6 miles, and *Manyunk*, 7 miles, 12½ cents each.

The *United States Navy Yard* is located in Front-st., below Prince, and contains within its limits about 12 acres. It is enclosed on three sides by a high and substantial brick wall; the east side fronts on and is open to the Delaware river. Its entrance is in Front-st. The Yard contains every preparation necessary for building vessels of war, and has marine barracks, with quarters for the officers.

PUBLIC BUILDINGS.—The State-House fronts on Chestnut-st., and including the wings, which are of modern construction, occupies the entire block, extending from Fifth to Sixth st. In a room in this building, on the 4th of July, 1776, the Declaration of Independence was adopted by Congress, and publicly proclaimed from the steps on the same day. The room presents now the same appearance it did on that eventful day, in furniture and interior decorations. This chamber is situated on the first floor, at the eastern end of the original building, and can be seen by visitors on application to the person in charge of the State-House. In the Hall of Independence is a statue of Wash-



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View of Girard College.

ington, carved in wood, and also several fine paintings. The mayor's court, and the district and circuit courts of the United States, are held in this building. Visitors have free access to the cupola, from which there is an extensive view of the city and vicinity.

The *Girard College* is situated on the Ridge Road, in a s. w. direction from the city proper, about $2\frac{1}{2}$ miles from the Exchange. It was founded by the late Stephen Girard, a native of France, who died in 1831, and bequeathed \$2,000,000 for the purpose of erecting suitable buildings for the education of *orphans*. More than one-half of this sum has already been expended upon the buildings, and a large amount will still be required for their completion. It occupies a commanding position. The site on which it stands contains about 45 acres of ground, bequeathed for the purpose by the founder of the institution. The college, or centre building, which is devoted to the purposes of education, is one of the most superb buildings in the country; it is 218 feet long from s to n, 160 from e. to w., and 97 in height. This building, with its beautiful columns and gorgeous capitals, at once attracts the attention of the beholder. It is surrounded by 34 columns of the Corinthian order, with beautiful capitals, support-

ing an entablature; each column, including capital and base, is 55 feet high and 6 in diameter, having a base 3 feet high and 9 in diameter,—leaving a space of 15 feet between the columns and the body of the building. At each end is a doorway or entrance, 32 feet high and 16 wide, decorated with massive architraves, surmounted by a sculptured cornice. Each of these doors opens into a vestibule, 26 feet wide and 48 long, the ceiling of which is supported by eight marble columns. Immediately above these vestibules, in the second story, are an equal number of lobbies, the ceilings of which are supported by Corinthian columns. In each corner of the building are marble stairways, which are lighted from above. On each floor are four rooms, 50 feet square, and the third is lighted by a skylight, which does not rise above the roof. No wood is used in the construction of the building, except for the doors, so that it is fireproof. The remaining four buildings, situated two on either side of the main building, are each 52 feet by 120, and two stories high, with commodious basements. The most eastern of these is so divided as to constitute four distinct houses for the professors. The other three are designed for the residence of the pupils.

The *Merchants' Exchange*, situated between Dock, Walnut, and Third sts., is of white marble. It is a beautiful structure, and of its kind, one of the finest in the country.

The *United States Mint* is in Chesnut-st. below Broad-st., and fronts on the former street 122 feet. It is built of white marble in the style of a Grecian Ionic temple, and comprises several distinct apartments. Coining is among the most interesting and attractive of processes, to those who have never witnessed such operations. Visitors are admitted during the morning of each day, until one o'clock, on application to the proper officers.

The *Arcade* is in Chesnut, between Sixth and Seventh sts., and extends through to Carpenter-st. 150 feet, fronting 100 feet on Chesnut-st. On the ground-floor are two avenues, extending the entire depth of the building, with rows of stores fronting on each. The second floor, which is reached by flights of marble steps at each end, is divided into stores similar to those on the ground-floor. The third story was originally prepared for Peale's Museum, now kept in the Masonic Hall, in Chesnut-st

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The *Custom-House*, formerly the United States Bank, is located in Chesnut-st., between Fourth and Fifth sts. It is a chaste specimen of the Doric order of architecture, after the Parthenon at Athens, with the omission of the colonnades at the sides. It was commenced in 1819, and completed in about five years, at a cost of \$500,000.

BANKS, &c.—There are about 15 banks, 7 savings institutions and loan companies, and numerous insurance companies, in Philadelphia. Some of the banks occupy splendid and costly buildings. The *Pennsylvania Bank* is of white marble, and has an enclosure ornamented with plants and shrubbery, and surrounded by an iron railing. The *Girard Bank*—formerly the old United States Bank, purchased by the late Stephen Girard, and used by him for a banking-house—has a marble front, and is enriched by a portico of six Corinthian columns. The *Philadelphia Bank* is a beautiful structure. The *Bank of North America*, originally chartered by Congress in 1781, was the first institution of its kind organized in the United States. Its banking-house (a new building) is one of the most chaste and elegant in design in the United States. Many of the other banking-houses are handsome buildings, but generally of a plain style of architecture. The banks in the city and county of Philadelphia, with their locations, are as follows: *Bank of Commerce*, s. e. corner of Second and Chesnut sts.; *Bank of North America*, Chesnut-st., above Third; *Bank of Pennsylvania*, Second-st., above Walnut; *Girard Bank*, South Third-st., below Chesnut; *Commercial Bank of Pennsylvania*, Market-st., above Second; *Bank of Northern Liberties*, Vine-st., below Third; *Farmers' and Mechanics' Bank*, Chesnut-st., above Fourth; *Bank of Germantown*, at Germantown; *Bank of Penn Township*, s. w. corner of Vine and Sixth sts.; *Kensington Bank*, Beach-st., below Maiden; *Manufacturers' and Mechanics' Bank*, n. w. corner of Third and Vine sts.; *Mechanics' Bank*, South Third-st., below Market; *Philadelphia Bank*, Chesnut-st., above Fourth; *Southwark Bank*, Second-st., below South; *Western Bank*, n. w. corner of Market and Sixth sts.

CHURCHES.—In Jan., 1848, there were in Philadelphia 159 churches of different denominations, as follows: *Episcopal*, 27;

Methodist, (Episcopal,) 22; *Methodist*, (Protestant,) 6; *Baptist*, 16; *Presbyterian*, New School, 13—Old School, 12; *Reformed Presbyterian*, 4—*Associate*, 4—*Associate Reformed* 2; *Roman Catholic*, 12; *Friends*, 7; *German Reformed*, 3; *Independent*, 2; *Lutheran*, German, 3—English, 2; *Universalist*, 2; *Dutch Reformed*, 2; *Mariners'*, 2; *Unitarian*, 1; *New Jerusalem*, 1; *Moravian*, 1; *Disciples of Christ*, 1; *Jewish Synagogues*, 3; churches of different denominations for colored people, 12.

The style of construction of the churches is various. Only a few have pretensions to great architectural beauty. *St. Stephen's Church*, (Episcopal,) in Tenth-st., between Market and Chesnut, is a fine specimen of Gothic architecture; it is 102 feet long and 50 wide, and on its front corners has two octagonal towers 86 feet high. The upper parts of the windows are embellished with chernim, in white glass on a blue ground, and the sashes are filled with diamond-shaped glass of various colors, ornamented in the same manner. *Christ Church*, in Second-st., was built in 1691, and enlarged in 1810. It is the oldest church in the city; its spire, 196 feet high, was commenced in 1753, and completed the following year, by means of a *lottery*, a mode of raising money not uncommon in those days. This church has a chime of bells. *St. John's Church*, (Catholic,) situated in Thirteenth-st., between Chesnut and Market sts., is an elegant Gothic structure, with square towers on each of its front corners. The windows are of stained glass, and the interior is decorated with several handsome paintings. The *First Presbyterian Church*, fronting on Washington Square, is one of the most elegant churches of this denomination in the city. There are others very chaste and elegant in their design, but the limits of this work will not permit of a detailed description.

BENEVOLENT INSTITUTIONS.—The county *Alms-house*, situated on the w. side of the Schuylkill, opposite South-st., is a place for the reception of the poor of the city and county of Philadelphia. It is an immense structure, consisting of four main buildings, covering and enclosing about ten acres of ground, and fronting on the Schuylkill river. The site is much elevated above the bank of the river, and commands a fine view of the city and surround-

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ing country. Visitors are admitted to this excellent institution, which on inspection cannot fail to excite much satisfaction.—*Pennsylvania Hos^ltal*, in Pine-st., between Eighth and Ninth sts., is an admirable institution. It contains an anatomical museum, and a library of more than 8,000 volumes. In the rear of the lot fronting on Spruce-st. is a small building which contains West's celebrated picture of Christ Healing the Sick, presented to this institution by its author.—The *United States Marine Hospital or Naval Asylum* has a handsome situation on the east bank of the Schuylkill below South-st. It is for the use of invalid seamen, and officers disabled in the service.—The *Pennsylvania Institution for the Deaf and Dumb* is situated on the corner of Broad and Pine sts., having extensive buildings adapted to the purposes of the establishment.—The *Pennsylvania Institution for the Instruction of the Blind* is situated in Race-st. near Schuylkill Third-st. The pupils of this institution are instructed in reading, writing, arithmetic, geography, and music; and are also taught to manufacture a great variety of useful and ornamental articles.

There are in Philadelphia many other societies for the relief of the distressed.

LITERARY AND SCIENTIFIC INSTITUTIONS.—The *American Philosophical Society* was founded in 1743, principally through the exertions of Dr. Franklin; its hall is situated in South Fifth-st., below Chesnut, and in the rear of the State-House. In addition to its library of 15,000 volumes of valuable works, the society has a fine collection of minerals and fossils, ancient relics, and other interesting objects. Strangers are admitted to the hall on application to the librarian.—The *Philadelphia Library* is situated in Fifth-st., below Chesnut, on the north corner of Library-st. This library, which was founded in 1731, by the influence of Dr. Franklin, contains upward of 30,000 volumes, embracing works on almost every branch of general knowledge. Citizens and strangers have free access to the library, and for their accommodation tables and seats are provided. To this has been added the Loganian library, (which formerly belonged to the late Dr. Logan.) containing 11,000 volumes of rare and valuable books, mostly classical.—The *Atheneum*, in Sixth below Walnut-st.,

contains the periodical journals of the day, and a library consisting of several thousand volumes. The rooms are open every day and evening (Sundays excepted) throughout the year. Strangers are admitted gratuitously for one month, on introduction by a member.—The *Franklin Institute* was incorporated in 1824; it is situated in Seventh-st., below Market. Its members, about 3,000 in number, consist of manufacturers, artists, and mechanics, and persons friendly to the mechanic arts. The annual exhibitions of this institute never fail to attract a large number of visitors. It has a library of about 3,000 volumes, and an extensive reading-room, where most of the periodicals of the day may be found. Strangers are admitted to the rooms on application to the actuary.—The *Academy of Natural Sciences*, incorporated in 1817, has a well-selected library of about 9,000 volumes, besides an extensive collection of objects in natural history. Its splendid hall is in Broad-st., between Chesnut and Walnut. It is open to visitors every Saturday afternoon.—The *Mercantile Library*, situated on the corner of Fifth and Library sts., was founded in 1822, for the purpose of diffusing mercantile knowledge. It contained in Jan., 1848, 11,425 volumes, chiefly on commercial subjects, and pursuits connected with commerce.—The *Apprentices' Library*, cor. Fifth and Arch, consists of about 14,000 volumes, and is open to the youth of both sexes.—The *Historical Society of Pennsylvania*, in Fifth-st., below Chesnut, was founded for the purpose of diffusing a knowledge of local history, especially in relation to the state of Pennsylvania. It has caused to be published a large amount of information on subjects connected with the early history of the state, and is now actively engaged in similar pursuits.—The *Friends' Library*, on the corner of Fourth and Arch sts., has about 3,000 volumes, the books of which are loaned free of charge to persons who come suitably recommended.—There are several excellent libraries in the Districts of Philadelphia, which are conducted on the most liberal principles.

MEDICAL INSTITUTIONS.—The *University of Pennsylvania*, which is an admirable institution, is situated on the west side of Ninth-st., between Market and Chesnut. It was founded in 1791, by the Union of the old University and College of Phila-

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delphia. The buildings consist of two handsome structures, 85 feet front by 112 deep, surrounded by open grounds, tastefully laid out in gravel-walks, &c., which are separated from the street by an iron railing. The average number of students who attend annually the medical lectures in this institution, is about 400.—*Jefferson Medical College* is situated in Tenth-st. below Chesnut; it was originally connected with the college at Canonsburg, but is now an independent institution. The number of pupils averages about 300 annually. The anatomical museum of this institution is open to visitors.—*Pennsylvania Medical College*, in Filbert-st. above Eleventh, is a flourishing institution of recent origin; the first lectures having been delivered in the winter of 1839-40.—The *College of Physicians* is an old institution, having existed before the Revolution. It is one of the principal sources from which proceeds the Pharmacopœia of the United States.—The *Medical Institute*, in Locust-st. above Eleventh, is where the elementary branches of medical science in all their relations are taught.—The *Philadelphia College of Pharmacy*, in Zane-st., above Seventh, was the first regularly organized institution of its kind in the country. Its objects are to impart appropriate instruction, to examine drugs, and to cultivate a taste for the sciences.

PRISONS.—The *Eastern Penitentiary*, in the n. w. part of the city, is situated on Coates-st., w. of Broad-st., and s. of Girard College. It covers about ten acres of ground, is surrounded by a wall thirty feet high, and in architecture resembles a baronial castle of the middle ages. It is constructed on the principle of strictly solitary confinement in separate cells, and is admirably calculated for the security, the health, and, so far as consistent with its objects, the comfort of its occupants.—The *County Prison*, situated on Passyunk road, below Federal-st., is a spacious Gothic building, presenting an imposing appearance. It is appropriated to the confinement of persons awaiting trial, or those who are sentenced for short periods. The *Debtor's Prison*, adjoining the above on the north, is constructed of red sandstone, in a style of massive Egyptian architecture.—The *House of Refuge*, at the corner of Coates-st. and Ridge Road, near the Penitentiary, was founded by the benevolence of citizens of Phila-

delphia, and is devoted to the confinement of vicious and abandoned juvenile offenders of both sexes.—The *House of Correction*, at Bush Hill, is used for the confinement of disorderly persons, and such as are charged with minor offences.

CEMETERIES.—The beautiful cemetery of *Laurel Hill* is situated on the Ridge Road, $3\frac{1}{2}$ miles n. w. of the city, and on the e. bank of the Schuylkill, which is elevated about 90 feet above the river. It contains about 20 acres, the surface of which is undulating, prettily diversified by hill and dale, and adorned with a number of beautiful trees. The irregularity of the ground, together with the foliage, shrubs, and fragrant flowers, which here abound—the finely-sculptured and appropriate monuments—with an extensive and diversified view—make the whole scene grand and impressive in a high degree. On entering the gate, the first object that presents itself to the gaze of the visiter, is a splendid piece of statuary, representing Sir Walter Scott conversing with Old Mortality, executed in sandstone by the celebrated Thom. The chapel, which is situated on high ground to the right of the entrance, is a beautiful Gothic building, illuminated by an immense window of stained glass. Visitors are admitted within the cemetery by making application at the entrance; those with carriages, wishing to enter the enclosure, must show a ticket from one of the managers. The cars of the Norristown Railroad will convey visitors to the cemetery and back, twice daily, from their depot at the corner of Ninth and Green sts. *Fare*, $12\frac{1}{2}$ cents.—*Monument Cemetery*, another beautiful enclosure, is situated on Broad-st., in the vicinity of Turner's Lane, in the north part of Philadelphia, and about three miles from the State-House. It was opened in 1838, and now contains many handsome tombs.—*Ronaldson's Cemetery*, in Shippen-st., between Ninth and Tenth, occupying an entire square, and surrounded by an iron railing, is very beautiful. It formerly belonged to Mr. James Ronaldson, from whom it takes its name, who divided it into lots, and disposed of it for its present purposes. It contains a large number of splendid tombs, and is adorned with a great variety of flowers and foliage, whose fragrance and beauty make this an attractive, although a mournful spot.

PLACES OF AMUSEMENT.—*Walnut-street Theatre*, on the cor-

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ner of Walnut and Ninth sts. *Arch-street Theatre*, in Arch-st. above Sixth. *Peale's Museum*, and Gallery of Fine Arts, at the Masonic Hall, in Chesnut-st. above Seventh. Admission 25 cents. *Academy of Fine Arts*, north side of Chesnut, between Tenth and Eleventh sts. Open daily, admission 25 cents. *West's Picture of Christ Healing the Sick*, in Spruce-st., between Eighth and Ninth sts. Admission 25 cents. *Musical Fund Hall*, in Locust-st. between Eighth and Ninth sts., for concerts. *Diorama*, in Sansom-st. above Eighth. Admission 25 cents.

PRINCIPAL HOTELS.—*Washington House*, in Chesnut-st. between Seventh and Eighth sts. *Jones's Hotel*, Chesnut-st. between Sixth and Seventh sts. *Columbia House*, Chesnut-st. below Seventh. *United States Hotel*, Chesnut-st. between Fourth and Fifth. *Merchants' Hotel*, North Fourth-st. near Arch-st. *Congress Hall*, 85 Chesnut, and 37 South Third-st. *Madison House*, 39 North Second-st. above Market-st. *Franklin House*, Chesnut-st. above Second-st. *Morris House*, Temperance Hotel, 188 Chesnut-st. *Mansion House*, Third-st. near Spruce. *Red Lion Hotel*, 200 Market-st. *White Swan Hotel*, 106 Race-st. above Third. *Indian Queen*, in Fourth above Chesnut-st. There are, also, many other excellent houses here where the traveller will find every comfort and convenience, with moderate charges. Private boarding-houses, and refectories, likewise abound.

RATES OF FARE, AS FIXED BY CITY ORDINANCE.—*Hackney Coaches*.—For conveying one passenger from any place east of Broad-st., to any other place east of Broad-st., within the city limits, 25 cents. For conveying one passenger from any place west of Broad-st., to any other place west of Broad-st., within the city limits, 25 cents. Each additional passenger, 25 cents. Not more than *four passengers* to be charged for any one carriage. For conveying one passenger from any place east of Broad-st. to any place west of Broad-st., or from any place west of said street to any place east of the same, within the city limits, 50 cents. If more than one passenger, then for each passenger 25 cents. For conveying one or more passengers in any other direction, within the limits of the pavement, for each passenger, per mile, 25 cents. For conveying one or more passengers, when a carriage is employed by the hour, \$1 per hour.

Baggage.—For each trunk or other baggage placed inside, at the owner's request, and which would exclude a passenger, for each passenger that might be excluded thereby, 25 cents. For each trunk, &c., placed outside, 12½ cents. Baggage placed outside not to pay more, in the

whole, than 25 cents. The penalty for exceeding the above charges is a fine of \$5.

Cabs.—For conveying one passenger from any place east of the centre of Broad-st., to any other place east of the centre of Broad-st.; or from any place west of the centre of Broad-st., to any other place west of the centre of Broad-st., within the city limits, 25 cents. Each additional passenger 12½ cents. For conveying one passenger from any place east of the centre of Broad-st.; to any other place west of the centre of Broad-st.; or from any place west of the centre of Broad-st., to any other place east of the centre of Broad-st., within the city limits, 37½ cents. Each additional passenger 12½ cents. For the use of a cab by the hour, within the city limits, with one or more passengers, with the privilege of going from place to place, and stopping as often as may be required, for each and every hour 50 cents. Whenever a cab shall be detained, except as in the foregoing section, the owner or driver shall be allowed per hour 50 cents. And so, in proportion, for any part of an hour exceeding 15 minutes. For conveying one or two persons, with reasonable baggage, to or from any of the steamboats or railroads, (except the Trenton and New York railroads,) 50 cents: more than two persons, each 25 cents. For exceeding the above charges, or for refusing or neglecting, when unemployed, to convey any persons or their baggage to any place within the limits prescribed by the ordinance, upon being applied to for that purpose, the penalty is a fine of \$5.

Omnibuses leave the Exchange every few minutes for the various parts of the city, Fairmount, Girard College, &c. *Fare* 6¼ cents.

PLACES WORTH VISITING.—*Fairmount, Laurel Hill Cemetery, Girard College, Navy Yard*; the *Mint*, and *State House*, both of which are in Chesnut-st.; *State Penitentiary, Almshouse*, on the west bank of the Schuylkill; and the various *Market Houses*, all of which are described under their respective heads.

PLACES IN THE VICINITY OF PHILADELPHIA, &c.—*Camden*, a city and port of entry of Gloucester county, N. J., is situated on the east bank of the Delaware river, opposite Philadelphia. It was incorporated as a city in 1831. Much of the soil in the vicinity is employed in raising fruits and vegetables, which always find a ready market in the neighboring city opposite. The population is about 4,000. Numerous steam ferry-boats keep up a constant communication between Philadelphia and Camden.

A railroad extends from this place to *Woodbury*, the county town of Gloucester, nine miles. It contains a population of about 1,200, a courthouse, jail, churches, schools, libraries, and many

other institutions for the promotion of knowledge, and the moral improvement of the people.

Kaighn's Point, a short distance below Camden, *Greenwich Point*, three miles below the city, and *Gloucester Point*, directly opposite, are favorite places of resort during the summer season. Steamboats run many times daily from Philadelphia. *Fare to the former place 5 cents—to the latter, 6½ cents.*

Germantown, six miles N. of Philadelphia, consists of one street only, compactly built, and extending for about four miles, in a direction from S. E. to N. W. A railroad and numerous stages afford a constant communication between this place and the city, of which it is a suburb. Cars leave the depot in Philadelphia, corner of Ninth and Green sts., four times daily. *Fare 15 cents.*

Manayunk, eight miles from the city, has become a large manufacturing place. It is indebted for its existence to the water created by the improvement of the Schuylkill, which serves the double purpose of rendering the stream navigable, and of supplying hydraulic power to the numerous factories of the village.

Norristown, 17 miles from Philadelphia, is the county seat of Montgomery. It occupies an elevated site on the left bank of the Schuylkill, and is a flourishing manufacturing place. A dam built across the river gives it an immense water-power. The town is well built, and many of the houses are plastered, presenting from the opposite side of the river a bright and lively appearance. From the hills in the vicinity there is an extensive view of the fine scenery of the Schuylkill. The cars of the Philadelphia and Norristown Railroad leave Ninth-st., corner of Green. *Fare 40 cents. Stages* leave here for Doylestown, New Hope, and other places.

Wissahickon Creek, a stream remarkable for its romantic and beautiful scenery, falls into the Schuylkill about six miles above the city. It has a regular succession of cascades, which in the aggregate amount to about 700 feet. Its banks, for the most part, are elevated and precipitous, covered with a dense forest, and diversified by moss-covered rocks of every variety. The banks of the beautiful Wissahickon afford one of the most delightful rides in the vicinity of Philadelphia, and are a great resort for the citizens, picnic parties, and Sunday schools.

The *Falls of the Schuylkill* are about four miles above the city, on the river of that name. Since the erection of the dam at Fairmount, the falls have almost disappeared. From the city to the falls, however, is a very pleasant drive; and they might be reached in a return visit to the Wissahickon.

The *Schuylkill Viaduct*, three miles n. w. from the city, is 980 feet in length, and crossed by the Columbia Railroad. It leads to the foot of an inclined plane, 2,800 feet long, with an ascent of 187 feet. The plane is ascended by means of a stationary engine at the top, which conveys the cars from one end of the plane to the other. It is a pleasant and cheap excursion.

Cape May, an attractive watering-place, and now much frequented by the citizens of Philadelphia, and by others, is situated at the mouth of Delaware Bay, the extreme southern portion of New Jersey. The accommodations here are of the first order, and the beach is unsurpassed as a bathing-place. During the summer season steamboats leave Philadelphia for Cape May daily. *Fare* \$3.00—distance 102 miles.

Brandywine Springs.—Visitors to this celebrated watering-place take the cars in Philadelphia, which leave the depot, corner of Eleventh and Market sts., twice daily, for Wilmington, where carriages are in waiting to convey them to the Springs. *Fare through* \$1.00.

ROUTES FROM PHILADELPHIA.—(For the routes from Philadelphia to Baltimore and Washington, see page 262.)

ROUTE FROM PHILADELPHIA TO NEW YORK, (see Map No. 23, and also the description of routes from New York to Philadelphia.)—During the present season there will be *four* daily lines in operation between Philadelphia and New York, leaving at 7 and 9½ a. m., at 12 m., and at 4½ p. m. By the *first* and *third* lines passengers are taken over the Camden and Amboy Railroad to Amboy, and are thence conveyed by steamer to New York. Time 5 hours. *Fare* \$3.00. By the *second* and *fourth* lines, passengers leave from the foot of Walnut-st. in the splendid steamboat John Stevens, for *Tacony*; thence by railroad, via *Cornwells, Bristol, Morrisville, Trenton, Princeton, New Brunswick, Elizabethtown, Newark, Jersey City*; and arrive

at *New York* (by the line leaving at 9) at 1 o'clock, in 9 for the North and East River boats. *Fare* on this route \$4.00.

FROM PHILADELPHIA TO HARRISBURG AND PITTSBURG, and intermediate places, (see page 255.)

FROM PHILADELPHIA TO POTTSVILLE, &c., (see page 248.)

FROM PHILADELPHIA TO BETHLEHEM, MAUCH CHUNK, &c. &c. —Stage lines leave Philadelphia from the office, 106 Race-st., daily, for Allentown and Bethlehem, 52 miles, *Fare* \$2.50; for Easton, 56 miles, \$2.50; for Mauch Chunk, 77 miles, \$4.00. (For the location of the above places, situated n. and n. w. from Philadelphia, see Map No. 23.)

Allentown, Pa., the county-seat of Lehigh, is situated a short distance w. from the Lehigh river, at the junction of the Jordan and Little Lehigh creeks. It is built upon high ground, and commands a fine view of the neighboring country. Pop. about 3,300. It contains a handsome courthouse, several churches of different denominations, academies, and libraries. It has also handsome water-works, about half a mile distant, by which means spring-water is raised to the height of 160 feet, and thence distributed amongst the inhabitants. The mineral springs here are highly prized by those who have tried the efficacy of their waters. A visit to "Big Rock," 1,000 feet in elevation, a short distance from the village, will amply repay the tourist, by the extent and richness of the scene there spread out before him in every direction.

Bethlehem, Pa., occupies an elevated site upon the left bank of the Lehigh, at the mouth of Monokiey creek. It is the principal seat of the United Brethren, or Moravians, in the United States, and was originally settled under Count Zinzendorf, in 1741. The village contains a large stone church of Gothic architecture, 142 feet long and 68 wide, and capable of seating 2,000 persons. From the centre rises a tower, surmounted by an elegant dome. The society is distinguished by great simplicity of manners, and their love of music, which is used not only in their religious services, but in the burial of their dead. Bethlehem is also distinguished for an excellent boarding-school for young ladies, founded in 1788, which has on an average 70 pupils.

Nazareth, another pretty Moravian village, is situated ten miles n. from Bethlehem, and seven miles n. w. from Easton, on

the turnpike road to Wilkesbarre. It contains a large and flourishing school for boys.—(For Easton, and Delaware and Lehigh Water Gaps, see page 223.)

Mauch Chunk, seat of justice of Carbon county, is situated on the right bank of the Lehigh, at the confluence of that stream with Mauch Chunk creek. It occupies a space in a narrow and romantic glen at the mouth of the creek, and is surrounded by mountains, some of which are 1,000 feet in elevation. "The face of these mountains, although covered with fragments of rocks, and displaying in many places huge beetling precipices, is clothed in summer with verdant trees and shrubs, obscuring the rough surface of the mountain, and forming a pleasing contrast with the white buildings clustered beneath its shade."

THE PHILADELPHIA, READING, AND POTTSVILLE RAILROAD.

(See Maps Nos. 23 and 25.)

This important road extends from Philadelphia to the coal mines at Pottsville, 94 miles. It was opened early in 1842, and cost, including locomotives, cars, depots, &c., about \$45,000 per mile. It is one of the best and most substantially constructed roads in the country. The great expense incurred in its construction was owing, in a measure, to the "tunnels" upon the route, of which there are *three*. The most important is that of the "Black Rock Tunnel," near Phœnixville, cut through the solid rock, 1,932 feet long, 19 wide, and 17 high. The "Flat Rock Tunnel," in the vicinity of Manyunk, is 962 feet long, 21 wide, and 25 deep. The "Pulpit Rock Tunnel," 1,600 feet long, is near Port Clinton.

FROM PHILADELPHIA TO READING AND POTTSVILLE.—The depot is in Broad, corner of Vine-st. The following are the stopping-places, with distances and fares: From Philadelphia to *Manyunk*, 7 miles, 25 cents; to *Norristown*, 17, 40 cents; to *Valley Forge*, 23, 80 cents; to *Phœnixville*, 27, \$1.00; to *Pottstown*, 40, \$1.60; to *Douglassville*, 44, \$1.75; to *Reading*, 58, \$2.25; to *Mohrsville*, 67, \$2.60; to *Hamburg*, 75, \$2.90; to *Port*

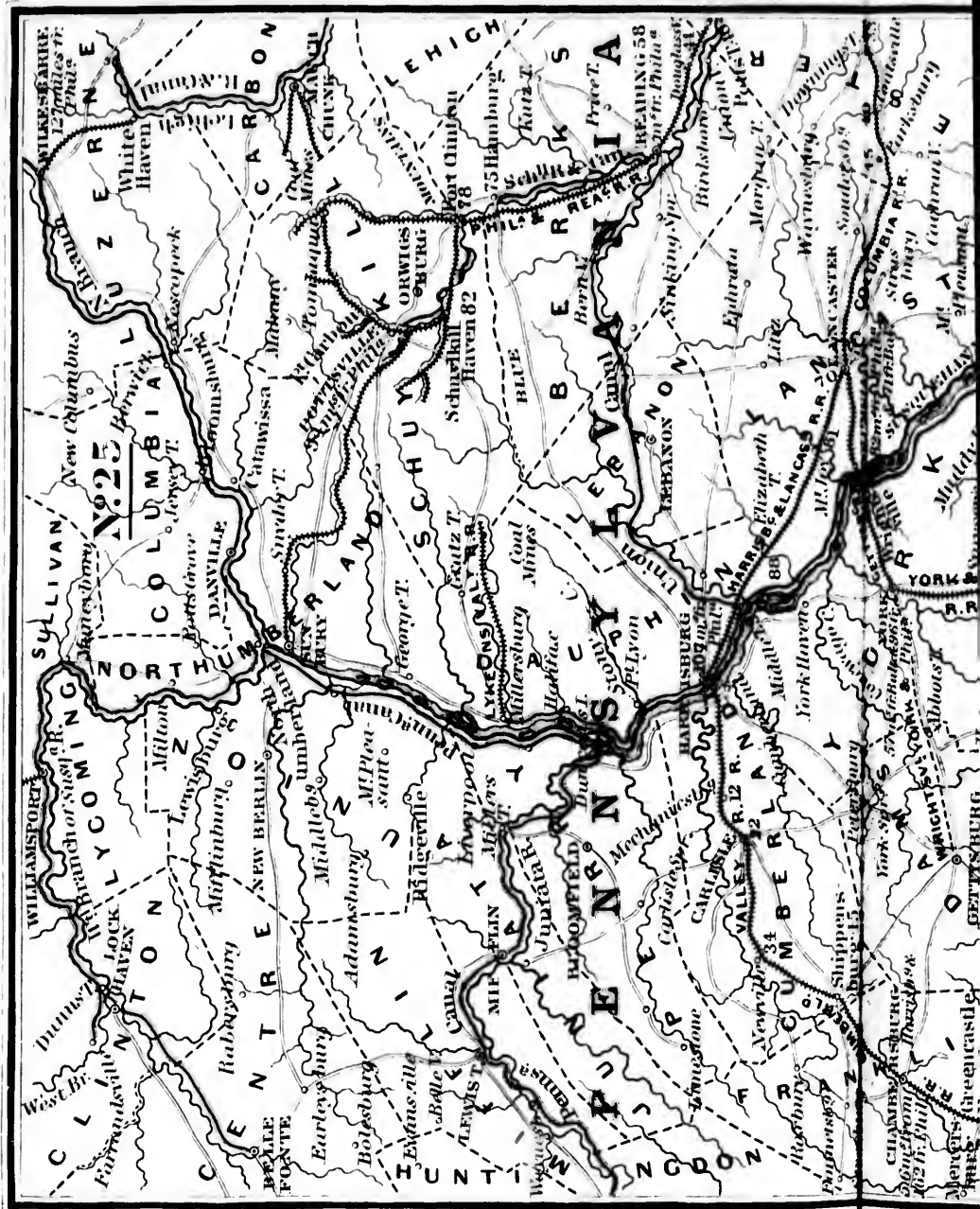
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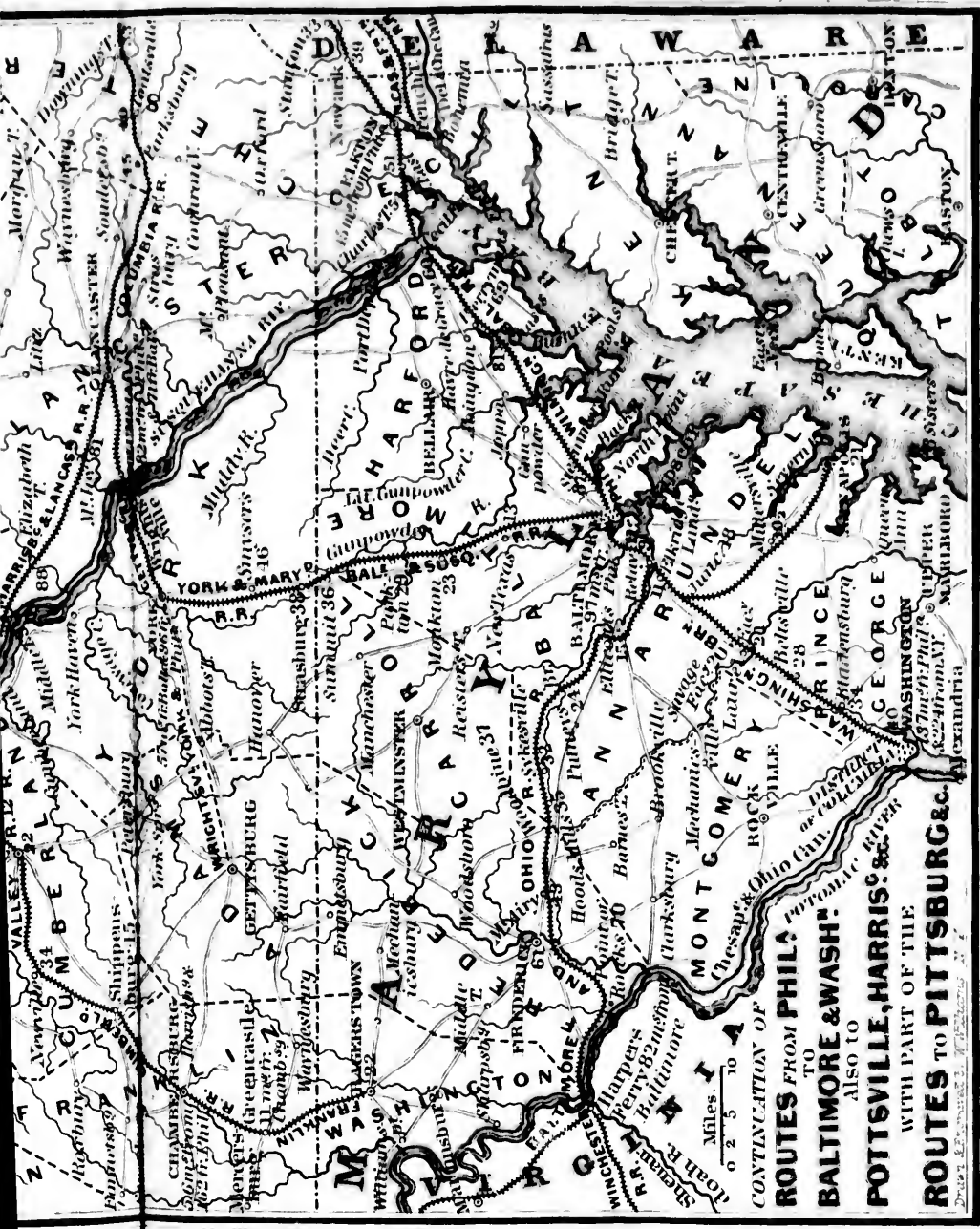
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CONTINUATION OF
ROUTES FROM PHILA
TO
BALTIMORE & WASH
 Also to
POTTSVILLE, HARRIS & C.
WITH PART OF THE
ROUTES TO PITTSBURG & C.

Drawn by E. P. ...
 Intended according to Act of Congress in the year 1848 by W. Williams with the charts annexed to the District chart of the Southern District of New York.

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Clinton, 78, \$3.00 ; to *Orwigsburg*, 86, *Schuylkill Haven*, 89, \$3.40 ; to *Pottsville*, 94, \$3.50.

Valley Forge, a place of much interest in American history, is where Gen. Washington established his head-quarters during the winter of 1777. The house, which is still standing, is near the railroad, from which it can be seen.

Pottstown is prettily situated on the left bank of the Schuylkill. The houses, which are built principally upon one broad street, are surrounded by fine gardens and elegant shade-trees. The scenery of the surrounding hills is very fine, especially in the fall of the year, when the foliage is tinged with a variety of rich autumnal tints. The Reading Railroad passes through one of its streets, and crosses the Manatawny on a lattice bridge, 1,071 feet in length.

READING, the capital of Berks county, is on the left bank of the Schuylkill, and is built on gently rising ground, with the river on one side, and a ridge of hills on the other. It contains a new and handsome courthouse, a jail, 15 churches, upwards of 30 hotels and taverns, several manufactories of iron, brass foundries, locomotive engine shops, &c. &c. Population about 12,000.

Port Clinton, a small but thriving village, is situated in Schuylkill county, at the mouth of the Little Schuylkill river. It is indebted for its growth to the shipment of coal over the railroad from the mines in the vicinity of Tamaqua, 12 miles distant.

Schuylkill Haven is situated on the left bank of the Schuylkill, amidst picturesque and romantic scenery. The West Branch Railroad, running from the coal mines, unites here with the Schuylkill navigation. The transshipment of coal is the business from which the town chiefly derives support.

POTTSVILLE is situated on the edges of the coal basin, in the gap by which the Schuylkill breaks through Sharp's mountain. It is noted for its rapid growth, being a great mart for the coal trade ; it contains a splendid Catholic cathedral, and an elegant Episcopal church, both built in the Gothic style. It has other churches of different denominations, a spacious town-hall, several excellent hotels, a furnace for making iron, forge and rolling mills, a foundry, a steam-engine factory, &c.

A visit to the coal region of Pennsylvania forms a very agreeable summer excursion; whilst the fine and varied scenery, and the pure mountain air, cannot be otherwise than pleasing and healthful. The accommodations for travellers at Pottsville and other places here, are ample. An excursion to the colliery of Messrs. Potts and Bannon will be found very interesting. It is the deepest in this region, and is known as Guinea Hill, or Black Mine.

"The depth of the slope is 400 feet, which, at an inclination of 40 degrees, would give a perpendicular depth of 252 feet into the very bowels of the earth. The colliery is worked with two steam-engines—one of 50 horse power, and the other of 20; the former is used in pumping the water which accumulates in the mines, and the latter in hoisting the coal in cars to the mouth of the slope. The pump used in the colliery is of cast-iron, 12 inches in diameter, and extends the entire depth of the slope—400 feet. The column of water brought up by the engine, at each lift of the pump, is equal in weight to about 8½ tons. At the depth of 200 feet of this slope, a tunnel has been driven 270 feet s. to the Tunnel vein, and 210 n. to the Lawton vein—both through solid rock. As the visiter leaves the slope, and finds himself, lantern in hand, groping his way through the gangway into the heart of the mine, he is bewildered and startled, as the almost indistinct masses of coal, slate, dirt, &c., fashion themselves into something bordering upon a dark, dusky, and even forbidding outline. It seems as if you had fallen upon a subterranean city, buried by some great convulsion of nature; and the illusion is still further heightened by observing workmen busily engaged, apparently in excavating the ruins."

From Pottsville travellers can proceed by stage to Northumberland, Danville, Catawissa, Mauch Chunk, Wilkesbarre, &c. Passengers leaving Philadelphia for either of these places, or others in this vicinity, should apply for seats, or information, at 106 Race-st., or at the depot, corner of Broad and Vine sts.

Wilkesbarre is situated in the beautiful valley of Wyoming, on a plain elevated about 20 feet above the Susquehanna. It is a well-built rural village, with a population of about 3,000. This valley, famous in story and song, is rich in soil and the best agricultural productions, and in fertility and beauty is unrivalled. Its historical associations are replete with thrilling interest. A railroad, 20 miles long, unites Wilkesbarre with the Lehigh river and canal at White Haven. (For the country north of Wilkesbarre, see Map No. 17.)

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Sunbury, (see Map No. 25,) the county seat of Northampton, is situated on a broad plain on the left bank of the Susquehanna, just above the mouth of Shamokin creek. Its site is one of great beauty, and from the high hills in its immediate vicinity, there is a magnificent prospect of the lovely valley of the Susquehanna. The *Sunbury, Danville, and Pottsville Railroad* was commenced about the year 1833: a few miles of the eastern end were opened for use in 1834; but on account of the connection not being completed, and the inconvenient inclined planes at that end of the road, its use was abandoned, and it was allowed to fall into decay. The western division has been completed for 19 miles, from Sunbury to the Shamokin mines, and is now in successful use for the transportation of coal. The length of the road from Sunbury to Pottsville is 44½ miles; and including the branch to Danville, the entire length is 51½ miles. The late Stephen Girard was one of the projectors of this road. From this place the *Sunbury and Erie Railroad* will extend to Erie, on the lake of the same name. Surveys of this road were made in the years 1838 and 1839, under the direction of Edward Miller, Esq.

Williamsport, the seat of justice of Lycoming county, is pleasantly situated on an elevated plain on the left bank of the West Branch of the Susquehanna. It is well built, and many of the buildings, both public and private, have some pretensions to architectural beauty. The public square, on which stands the courthouse, is shaded with trees, and enclosed with an iron railing. Several of the churches are surmounted with graceful spires and cupolas, which form conspicuous objects amid the rich surrounding scenery. The hotels are spacious, and abound in every comfort, and the charges are reasonable. The United States Court for the Western District of Pennsylvania is held alternately here and at Pittsburg. The West Branch Canal passes through the town. The *Williamsport and Elmira Railroad* has been finished as far as Ralston, 26 miles from this place, (see Map No. 17.) The whole length of the road is 74 miles, and when completed it will open an important route for travel, and the transportation of coal, iron, and agricultural products

THE COLUMBIA RAILROAD.—This road extends from Philadelphia to the Susquehanna river at Columbia, 82 miles. In April, 1834, a single track was completed throughout, and in Oct. 1834, both tracks were opened for public use. Cost of construction, \$4,204,960. Formerly, at Columbia, there was an inclined plane 1,800 feet in length, and 90 in height; but this was dispensed with in 1839, by completing a circuitous route of six miles, with a grade of 30 feet to the mile. There is an inclined plane on this road after crossing the Schuylkill from Philadelphia, the removal of which is contemplated by the company. The *West Chester Branch road* extends from the Columbia, at Paoli, to West Chester, seven miles.

FROM PHILADELPHIA TO COLUMBIA, (see Maps Nos. 23 and 25.)—Cars leave the depot, 274 Market-st., for *Paoli*, 21 miles, fare 75 cents; *Downingstown*, 33, \$1.00; *Coatsville*, 40, \$1.12; *Parksburg*, 45, \$1.25; *Lancaster*, 70, \$2.50; *Columbia*, 82, \$2.87½.

Columbia, Pa., is situated on the left bank of the Susquehanna, 28 miles below Harrisburg, and 12 west of Lancaster. A part of the town occupies the slope of a hill which rises gently from the river, and the business part of the town lies along the level bank of the river. The scenery from the hills in the vicinity is highly pleasing. The broad river studded with numerous islands and rocks, crossed by a long and splendid bridge, and bounded on every side by lofty hills, presents one of the finest landscapes in Pennsylvania. The junction here of the state railroad from Philadelphia with the main line of the canal, the railroad to York, and the Tide-water Canal to Maryland, renders Columbia a busy place. The main current of travel which formerly passed through here, has been diverted by the construction of the Harrisburg and Lancaster Railroad; but the emigrant travel still goes by way of Columbia. A fine bridge crosses the Susquehanna, more than a mile in length. The cost of its construction was \$231,771. It was erected by a company in 1814, the state having an interest in it to the amount of \$90,000.

THE YORK AND WRIGHTSVILLE RAILROAD, (see Map No. 25.)—This short branch of 12 miles unites the Columbia with the railroad from York to Baltimore. Cost of construction, \$350,000.

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York, Pa., the capital of York county, is situated on the banks of Codorus creek, 11 miles from the Susquehanna. It is a thriving place surrounded by a well-cultivated country, and contains some handsome public buildings, the principal of which is the courthouse, built of granite, and resembling a Grecian temple, erected in 1842, at a cost of \$150,000. Besides this, and the other public edifices usual in a county town, it has 10 churches, some of which are adorned with tall spires, noted for their architectural elegance. The chief trade of York and the surrounding country is transacted with Baltimore. From York passengers can proceed by the railroad to Baltimore, 57 miles. *Fare* \$1.50.

THE HARRISBURG AND LANCASTER RAILROAD, (see Map No. 25.)—This road, which forms a connection with the Columbia Railroad at Lancaster, is 36 miles long. It was opened in 1837, and cost \$850,000.

FROM PHILADELPHIA TO LANCASTER AND HARRISBURG.—Cars leave the depot, 274 Market-st., and thence proceed over the Columbia Railroad to Lancaster, (see page 252;) from thence to Harrisburg. *Fare* to Lancaster, \$2.50, and through to Harrisburg, \$4.00.

Lancaster, Pa., the county-seat of Lancaster, occupies an elevated site near the right bank of Conestoga creek, 70 miles w. from Philadelphia, 37 s. e. from Harrisburg, and 12 e. from the Susquehanna at Columbia. The streets, laid off at right angles, are paved and lighted; and the houses, generally of brick, are well built. The city is supplied with water by an artificial basin and "water-works." Stores, taverns, and shops, abound in every quarter; railroad-cars, stages, canal-boats, and wagons, are constantly arriving and departing; and the bustle and confusion at times are very great. The Conestoga Navigation is a series of 9 locks and slackwater pools, 18 miles in length, from Lancaster to Safe Harbor, on the Susquehanna, at the mouth of the Conestoga. By means of the Tide-water Canal to Port Deposit, a navigable communication is opened to Baltimore.

HARRISBURG, the capital of the state of Pennsylvania, and the chief town of Dauphin county, occupies a commanding site on the left bank of the Susquehanna, a short distance above the mouth

of Paxton creek. "Situated in the midst of the fertile Kittatinny valley, and looking out upon some of the most magnificent scenery in the world,—with splendid bridges spanning the broad river, and shaded walks along its banks,—with canals, railroads, and turnpikes, radiating from it in all directions,—with a highly intelligent resident population, and the annual presence of a transient population comprising the highest talent in the state.—Harrisburg has great and varied attractions to tempt the resident, the politician, the trader, and the stranger who comes only to observe and admire."

THE CUMBERLAND VALLEY RAILROAD, (see Map No. 25.)—This road extends from Harrisburg to Chambersburg, 56 miles; it was completed in 1838, at a cost of \$650,000. The railroad bridge over the Susquehanna river at Harrisburg, over which the Cumberland Valley Railroad is carried, is an immense structure, 3,992 feet in length. It has 23 spans averaging 173 feet, and two arched viaducts, one 53 and the other 84 feet long. There are two carriage-ways, above which, immediately under the roof, is the railway track. Its entire cost exceeded \$95,000. From Harrisburg to *Mechanicsburg*, 12 miles, 50 cents; to *Carlisle*, 22, 87½ cents; to *Newville*, 34, \$1.25; to *Shippensburg*, 45, \$1.50; and to *Chambersburg*, 56, \$2.00.

Carlisle, Pa., is situated in the Cumberland Valley, 128 miles w. from Philadelphia. It is an ancient and flourishing town, with wide streets, and a spacious public square in the centre. The Cumberland Valley Railroad passes through its principal street. About 4 miles n. are the *Carlisle Springs*, situated in a healthy and retired spot, surrounded with the fine scenery of the Blue Mountain. The accommodations for visitors are very good.

Shippensburg, a brisk little place, through which passes the Cumberland Valley Railroad and a turnpike, is situated at the extreme w. end of Cumberland county. It contains about 1,000 inhabitants.

Chambersburg, Pa., is one of the most flourishing towns in the state, and pleasantly situated at the confluence of the Falling Spring and Conococheague creeks, 162 miles from Philadelphia. The courthouse is a handsome brick building, erected in 1842,

with an Ionic colonnade, and surmounted by a cupola. It contains also a jail, several churches, an academy, a banking-house, and a masonic hall; the two latter are structures of a superior order. The surrounding country, which is very healthy, is also of great fertility, and in a high state of improvement. The constant arrival of passengers by the railroad from the e., going w. to Pittsburg by stage, or passing through on their way down from that place, imparts to Chambersburg a scene of great activity. Population 3,000.

THE FRANKLIN RAILROAD joins here with the Cumberland Valley Railroad, and extends from thence through Greencastle to Hagerstown, Maryland, 22 miles. It was opened in 1839, and cost \$225,000. The travel over it is of very little account.

GRAND ROUTES FROM PHILADELPHIA TO PITTSBURG AND THE WEST.

At Philadelphia the traveller will take the cars of the Columbia Railroad, at 274 Market-st., and thence proceed to Harrisburg, the capital of the state. Having arrived there, two routes will be at his disposal. The *first* and most eligible is by railroad to Chambersburg, *via* Carlisle. (See these routes at pages 252, 254.) At Chambersburg, good lines of stages leave twice daily for Pittsburg, (see Maps Nos. 25 and 27,) *via* McConnelstown, 20 miles; Bedford, 50; Shellsburg, 60; Stoystown, 80; Laughlintown, 93; Greensburg, 117; and arrive at Pittsburg, 150 miles from Chambersburg, and, by this route, from Philadelphia 312 miles. Total time between the two cities about three days. Fare usually \$11,00.

The *second* route from Harrisburg to Pittsburg, is by the Pennsylvania Canal and the Portago Railroad, (see Maps Nos. 25 and 27.) At Harrisburg we take the canal-boat, and proceed along the e. bank of the Susquehanna river to *Port Dauphin*, or *Lyon*, 7½ miles, and in 16 miles reach *Duncan's Island*, at the mouth of the Juniata river; thence, proceeding to *Newport*, 26 miles; to *Millerstown*, 34; *Mexico*, 46; *Mifflintown*, 50; *Lewis-town*, 64; *Waynesburg*, 78; *Huntingdon*, 107; *Petersburg*,

114; *Alexandria*, 121; *Williamsburg*, 134; *Frankstown*, 144; *Hollidaysburg*, 147. We have now arrived at the termination of the canal route on the e. side of the Alleghanics, and find ourselves at an elevation of 913 feet above tidewater in the Delaware at Philadelphia; having, in our course over the canal, passed through 112 locks, and over 33 aqueducts. This is also the eastern terminus of the *Alleghany Portage Railroad*, at which place our conveyance over the mountains is performed by railroad, (a description of which we append to this article.) The traveller, especially if it should be his *first* journey over this route, will be pleased to observe the novel sight of transporting the boats over the Alleghanics, from the canal on one side to the canal on the other side. These boats are now constructed so as to be separable into three or four parts on reaching the railroad; whence they are taken up, with freight and all on board, and wending their way over the mountains, resume at Johnstown their more congenial element, where their parts are again united, and they thence glide onward over the waters to the west.

THE ALLEGHANY PORTAGE RAILROAD.—(See Map No. 27.)

—This short road is $39\frac{69}{100}$ miles in length; it commences at Hollidaysburg, and crosses the mountain at Blair's Gap Summit, and descends the valley of the Conemaugh to Johnstown, overcoming in ascent and descent an aggregate of 2,570 feet, 1,398 of which are on the eastern, and 1,172 on the western side of the mountain. Two thousand seven hundred feet of the ascent and descent have been overcome by ten inclined planes, lifting from 130 to 307 feet, and varying in inclination between $4\frac{1}{2}$ and $5\frac{1}{2}$ degrees. On this line there is a tunnel 870 feet long and 20 feet high, cut through the Staple Bend Mountain of the Conemaugh. There are also four extensive viaducts, the principal of which is that over the Horse-Shoe Bend: it is a semicircular arch of 80 feet span, erected at a cost of \$55,000. The cars are elevated by stationary steam-engines at the head of each plane; and on the intervening places locomotives and horses are used. The total cost of the road, with every appurtenance included, was \$1,850,000. It was opened in 1834, and its greatest elevation above tidewater at Philadelphia is 2,700 feet.

Having arrived at *Johnstown*, and being still at a great elevation above tidewater, we again resume our route by the descent over the western division of the Pennsylvania Canal, (see Map No. 27,) and in seven miles reach *Laurel Hill Gap*; *Lockport*, 18; *Blairsville*, 29; *Livermore*, 40; *Salzburg*, 48; *Port Johnson*, 50; *Warrentown*, 60; *Leechburg*, 70; *Aqueduct*, 73; *Freeport*, 75; and in 32 miles farther we reach *Pittsburg*, 107 miles from Johnstown. Here crossing the Alleghany river over a splendid aqueduct, and by a tunnel made through the hill back of the town, the road reaches the Monongahela, and connects with the navigation on the western waters.—Recapitulation of the route: First, by railroad to Harrisburg, 106 miles; thence by the eastern division of the Pennsylvania Canal, 147; from Hollidaysburg to Johnstown by railroad, 39 miles; thence by the western division of the Pennsylvania Canal to Pittsburg, 107 miles. Total, 399 miles. Usual time, if by *packet* boat on the canal, 4½ days; and if by line boat, about a week. *Fare*, usually \$13; by the line boats \$2.75 less.

 PITTSBURG.

This city, the seat of justice of Alleghany county, is situated in N. Lat. 40° 26' 25", and in W. Long. 79° 59'; 348 miles from Philadelphia; 107 w. n. w. Harrisburg; and 292 n. w. Baltimore. Its population in 1810 was 4,768; in 1820, 7,250; in 1830, including Alleghany and the suburbs, 21,912; in 1840, 38,931; and in 1848, including the environs within a circuit of five miles, it is stated to amount to 100,000.

Pittsburg is situated in a district rich in mineral resources. Nature has bestowed its richest gifts upon this region; and the enterprise of the people has been directed to the development of its resources, with an energy and success seldom paralleled. The city of Pittsburg enjoys, from its situation, admirable commercial facilities, and has become the centre of an extensive commerce with the western states; while its vicinity to inexhaustible iron and coal mines, has raised it to great distinction as a manufacturing place.



View of Pittsburgh.

The city was laid out in 1765, on the site of Fort Du Quesne, subsequently changed to Fort Pitt. It is situated on a triangular point, at the confluence of the Allegheny and Monongahela rivers, which here form the Ohio. Pittsburg is connected with the left bank of the Monongahela by a bridge 1,500 feet long, which was erected at a cost of \$102,000. Four bridges cross the Allegheny river, connecting Pittsburg with Allegheny city.

The most prominent of the public buildings is the *Courthouse*, on Grant's Hill, an eminence about a mile back of the city. It is a splendid edifice, and commands, from the elevation of its site, an extensive view of the three rivers, and of the towns and villages for miles around. It is 165 feet long by 100 broad, and surmounted by a dome 37 feet in diameter at the base. There is also a splendid Roman Catholic Church on Grant's Hill. The *Western University of Pennsylvania*, which commenced operations as a college in 1822, is located near Grant's Hill. The Third Presbyterian Church is an attractive edifice. Some of the hotels here, as also the banks, are splendid buildings: in particular, the *Exchange Hotel* and the *Monongahela House*, are large and imposing structures. There is here a museum, which, besides other attractions, contains many aboriginal curiosities. There are in Pittsburg about 40 churches, several banks and insurance companies, and a bank for savings.

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The city is supplied with water of a fine quality derived from the Alleghany. The water is raised by steam 116 feet to a reservoir 11 feet deep, on Grant's Hill, which contains about 1,000,000 gallons, and is thence distributed over the city in iron pipes. Gas is used for lighting the city: for this purpose the bituminous coal, which abounds in the vicinity, affords great facilities, and at comparatively trifling cost.

There are several places in the vicinity of Pittsburg, which, as they may be considered parts of one great manufacturing and commercial city, are entitled to a notice here. *Alleghany City*, opposite to Pittsburg, on the other side of the Alleghany river, is the most important of them. The elegant residences of many persons doing business in Pittsburg, may be seen here, occupying commanding situations. Here is located the *Western Theological Seminary of the Presbyterian Church*, an institution founded by the General Assembly in 1825, and established in this town in 1827. Situated on a lofty, insulated ridge 100 feet above the Alleghany, it affords a magnificent prospect. There are 6,000 vols. in its library. The *Theological Seminary of the Associate Reformed Church*, established in 1826, and the *Alleghany Theological Institute*, organized in 1840 by the Synod of the Reformed Presbyterian Church, are also located here. The *Western Penitentiary* is an immense building in the ancient Norman style, situated on a plain on the western border of Alleghany City. It was completed in 1827, at a cost of \$183,000. The *United States Arsenal* is located at Lawrenceville, a small but pretty village two and a half miles above Pittsburg, on the left bank of the Alleghany river.

Birmingham is another considerable suburb of Pittsburg, lying about a mile from the centre of the city, on the s. side of the Monongahela, and connected with Pittsburg by a bridge 1,500 feet long, and by a ferry. It has important manufactories of glass and iron.

It is usual to speak of extensive manufactories as being in Pittsburg, though they are not within the limits of the city proper, but are distributed over a circle of five miles radius from the courthouse on Grant's Hill. This space includes the cities of Pittsburg and Alleghany, the boroughs of Birmingham and Lawrence-

ville, and a number of towns and villages, the manufacturing establishments in which have their warehouses in Pittsburg, and may consequently be deemed, from the close connection of their general interests and business operations, a part of the city. There are within the above compass about 80 places of religious worship, and a population of not less than 100,000.

The stranger in Pittsburg will derive both pleasure and instruction by a visit to some of its great manufacturing establishments, particularly those of glass and iron. During the summer season Pittsburg is an immense thoroughfare, large numbers of travellers and emigrants passing through it on their way westward. The importance of this city will be greatly increased by its more intimate connection with its sister city, on the completion of the great *Pennsylvania Central Railroad*, now in course of rapid construction; and also by the opening of the railroad to Cleveland, on Lake Erie. (For routes from Pittsburg, see page 295.)

THE PENNSYLVANIA CENTRAL RAILROAD.

The construction of this road will prove of incalculable benefit to Philadelphia, and the state generally. Its completion will add greatly to the prosperity of that city. Extending from Harrisburg, (being a continuation of the railroad already in use from Philadelphia to that city,) it will pass through the centre of the state to Pittsburg, there uniting with the navigable waters of the great rivers of the West. The building of this road has already commenced, and is to be prosecuted as fast as circumstances and the nature of the country will permit. We believe it is expected the route will be opened through to Pittsburg some time during the year 1850. (By referring to Map No. 28 its route will be seen.)

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**CONTINUATION OF THE GREAT SOUTHERN ROUTES
FROM PHILADELPHIA TO BALTIMORE AND WASH-
INGTON.**

(See Maps Nos. 23 and 25.)

There are two principal routes of travel between Philadelphia and Baltimore, viz: the *Railroad Line*, and the *Steamboat and Railroad* alternately. The distance by the former route is 97 miles. *Fare* \$3.00: time *six* hours. By the latter route the distance is 117 miles. *Fare* \$3.00: time *seven* hours. There is another railroad route between the two cities, but is never passed over by travellers wishing to go direct between Philadelphia, Baltimore, and the South. Tourists, whose time is not limited, and who are desirous of varying the route of travel, will find that over the Columbia Railroad to the Susquehanna river, thence to York, and from thence to Baltimore, a very pleasant excursion. Distance 153 miles. *Fare* \$5.00. Another route open to *tourists*, is from Philadelphia by steamboat down the Delaware river to Delaware City, 44 miles; thence through the Chesapeake and Delaware Canal, 16 miles; and thence down Elk river and Chesapeake Bay and up the Patapsco river to Baltimore, 56 miles: total, 116 miles. The great feature of interest here, and perhaps the only inducement to deviate from the regularly travelled routes, would be the pleasure of seeing the formidable excavation on the Chesapeake and Delaware Canal, termed the "Deep Cut," which extends for *six* miles, and is 70 ft. deep in the deepest part. A bridge of 235 feet span extends over this fearful chasm, at an elevation of 90 feet above the canal, under which steamboats, schooners, and other small vessels can pass. This canal is 66 feet wide at the surface, and 10 feet deep, with two lift and two tide locks, 100 feet long by 22 wide. It was completed in 1829, at a cost of \$2,750,000.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—This road extends from Philadelphia to Baltimore, 97 miles. It is the great thoroughfare between the two cities, and during the winter months, the only travelled route. It was opened for travel in 1837, and cost in its construction to Jan. 1, 1848, \$4,725,500.

FROM PHILADELPHIA TO BALTIMORE.—The cars leave from the depot in Market-st., and pass through the suburbs, soon reaching the Schuylkill river at "Gray's Ferry," which is crossed by a substantial bridge. Here the cars are attached to the locomotive, and we pass onwards to *Chester*, 14 miles, *Fare* 25 cents; *Wilmington*, 27, 50 cents; *Newport*, 30, 75 cents; *Stanton* 33, *Newark* 39, \$1.00; *Elkton*, 45, \$1.50; *North East*, 51, \$1.75; *Charlestown* 54, *Cecil Ferry* 59, \$2.00. We here cross the Susquehanna river to *Havre-de-Grace* 60, *Perrymans* 69, \$2.25; *Chuses*, 81, \$2.50; *Stemmer's Run*, 87, \$2.75. We now reach Baltimore, 97 miles distant: *Fare* \$3.00.

Wilmington, the most important town on this route, is situated between the Brandywine river and Christiana creek, one mile above their junction, and in the midst of one of the finest agricultural districts in the Middle States. It is built on ground gradually rising to the height of 112 feet above tidewater, and is regularly laid out, with broad streets crossing each other at right angles. Since 1840 both its business and population have much increased: at that time it contained about 8,000 inhabitants, and in the latter part of 1847 it had about 14,000. On the Brandywine river are some of the finest flouring-mills in the United States, to which vessels can come drawing eight feet of water. It contains also ship and steamboat yards, a foundry for the manufacture of patent car-wheels, which are used all over the country, and a number of large manufacturing establishments of various kinds. It has several churches of different denominations, a town hall, a new college, many handsome buildings, and several excellent schools. A railroad is about to be constructed from Wilmington to Downingtown in Chester county, there uniting with the Columbia Railroad. The hotels here are generally of a superior kind. (For description of Baltimore, see page 263.)

STEAMBOAT AND RAILROAD ROUTE FROM PHILADELPHIA TO BALTIMORE.—A steamboat leaves from the foot of Dock-st. every afternoon, and proceeds down the Delaware to *New Castle*, 36 miles; thence by the cars over the New Castle and Frenchtown Railroad to *Frenchtown*, 17 miles. At the latter place, again take the steamboat, and pass down Elk river and Chesapeake Bay, and up the Patapsco river to Baltimore, 60 miles.

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ancient parts of the city. The houses of Baltimore are mostly constructed of red brick, with marble and granite base-

REFERENCE.

- 1 Washington Monument
- 2 Battle Monument
- 3 Exchange
- 4 1st Place
- 5 Custom House
- 6 1st Stores
- 7 Post Office
- 8 Prison
- 9 Maryland Penitentiary
- 10 Susquehanna R.R. Dep.
- 11 Gas Works
- 12 Front St Theater
- 13 Holiday St Theat.
- 14 Bal. Lib. & Assembly
- 15 Phoebe's Shot Tower
- 16 Merchants Shot Tower
- 17 Catholic Cathedral
- 18 Baltimore Col.
- 19 St. Mary's College
- 20 Bulw. House
- 21 B. & O. Pal. Wash. and Fred. & Timber R.R. Dep.
- 22 City Hotel
- 23 Balt. Mus. & Gal. Fire Ar.
- 24 Odd Fellow's Hall
- 25 Masonic Hall



N^o 26
BALTIMORE

Scale of Feet.
500 1000 2000 3000

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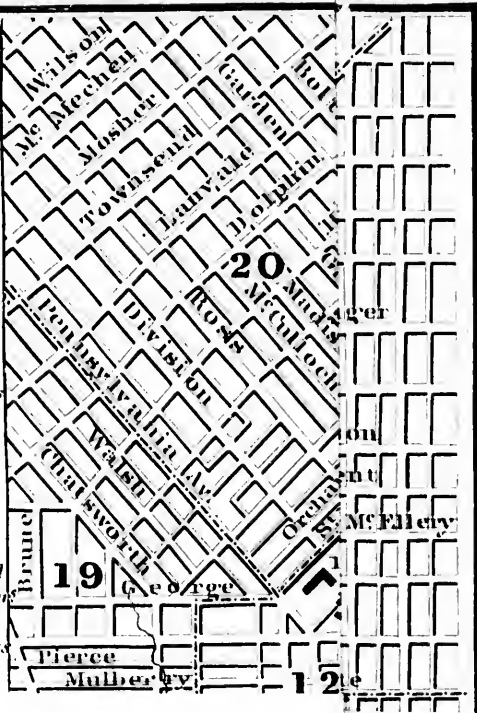


N^o 26
BALTIMORE.

Scale of Feet.
 500 1000 2000 3000

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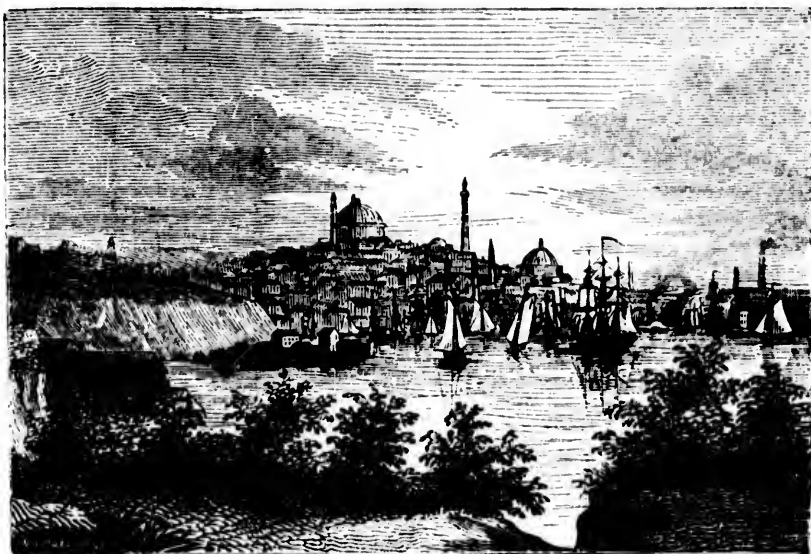
- 1 Washington Monument
- 2 Battle Monument
- 3 Exchange
- 4 D^o Place
- 5 Custom House
- 6 D^o Stores
- 7 Post Office
- 8 Prison
- 9 Maryland Penitentiary
- 10 Susquehanna R.R. Dep.
- 11 Gas Works
- 12 Front St. Theater
- 13 Holiday St. Thea.
- 14 Bal. Lib. & Assemb. R.
- 15 Phoenix Shot Tower
- 16 Merchants Shot Tow.
- 17 Catholic Cathedral
- 18 Baltimore Col.
- 19 St. Mary's College
- 20 Entaw House
- 21 B. & O. Phil. & Wash. and Fred. & Chamber. R.R. Dep.
- 22 City Hotel
- 23 Balt. Mus. & Gal. Fine Arts
- 24 Odd Fellows Hall



Bay, and up the Patapsco river to Baltimore, 60 miles.



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View of Baltimore.

BALTIMORE.

This city, the metropolis of Maryland, is pleasantly situated on the n. side of Patapsco river, in N. Lat. $39^{\circ} 17' 23''$, and in W. Long. $76^{\circ} 37' 30''$. It is 40 miles n. e. from Washington, 97 s. w. Philadelphia, 184 s. w. New York, and 419 s. w. Boston. Population about 125,000. Its situation, on gently uneven ground, gives it a fine drainage, and affords many handsome sites for dwellings. As laid out, it has an area of four miles square; but the section which is compactly built extends about two miles from e. to w., and a mile and a half from n. to s. The streets, which are regularly laid out, and from 50 to 100 feet wide, generally cross each other at right angles. The n. end of the town is the fashionable quarter; and the principal promenade is Baltimore-st., which runs from e. to w. through the centre of the city. Jones's Fall, a small stream, one of the confluent of the Patapsco, divides the city into two parts, passing through it from n. to s., a little e. of the centre. Three superb stone bridges, and four wooden ones, have been thrown over this stream, connecting the different parts of the city. The houses of Baltimore are mostly constructed of red brick, with marble and granite base-

ments. The stores and dwellings which line its broad, regular, and straight streets, rival in taste the best in the country, and evince substantial wealth and general prosperity.

From the number of its monuments, Baltimore has been denominated the Monumental City. These structures, rising high in the air from open squares, have an imposing effect. The *Washington Monument*, at the intersection of Charles and Monument sts., is a noble specimen of architecture, both in design and execution. Built on an eminence 100 feet above tidewater, it rises majestically above the city, at once forming its noble embellishment, and a conspicuous landmark to travellers and voyagers. The monument consists of a Doric column rising from a base 50 feet square and 20 high. Its height is 180 feet, including the statue of Washington at the top, 16 feet high. The base is ascended by a flight of 28 steps; and thence the ascent to the top is by a winding staircase, or flight of 200 steps. The cost of the monument, including the statue at the top, was



Battle Monument.

\$200,000.—*Battle Monument*, erected to the memory of those who fell defending the city in Sept. 1814, is at the corner of Calvert and Fayette sts. The square sub-base on which the pedestal or column rests, rises 20 feet from the ground, with an Egyptian door on each front, on which are appropriate inscriptions and representations, in basso relievo, of some of the incidents of the battle. The column rises 18 feet above the base. This, which is of marble, in the form of a Roman fasces, is encircled by bands, on which are inscribed, in letters of gold, the names of those whose memory and patriotic

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valor the monument is designed to commemorate. The column is surmounted by a female figure, in marble, emblematic of the city of Baltimore. The whole height of the monument is 52 ft.—*Armistead Monument*, near the City Fountain, was erected to the memory of Col. George Armistead, the commander at Fort Henry, in 1814, through whose intrepidity a British fleet of 16 sail was repulsed, after having bombarded the fort for 24 hours. It consists of a base and pedestal, with tablets flanked by inverted cannon, upon which repose chain-shot and shells. It is exceedingly unique in design and presents an admirable specimen of sculpture.—Baltimore has other monuments, but they are of less pretensions than those above described.

PUBLIC BUILDINGS.—The *City Hall*, on Holliday-st., is a plain substantial edifice, three stories high, with a portico and entablature supported by four massive columns. It is occupied by the city council and other municipal officers.—The *Courthouse*, a large and imposing edifice, corner of Washington and Monument sts., is appropriated to the city and county courts, and the officers connected with them. It is ornamented with white marble pilasters, of the modern Ionic order, and surmounted with a large cupola. Its interior arrangements render it one of the finest courthouses in the United States.—The *Almshouse*, about two and a half miles from the centre of the city, in a n. w. direction, is a noble building.—The *State Prison*, on the corner of Madison and Forrest sts., consists of three distinct buildings. The keeper's family, officers, and guards occupy the centre building; the w. wing is appropriated to the female convicts; and the e. wing is reserved for the males, who are confined here at night in solitary cells. There are also ranges of workshops, in which the various trades are carried on by the convicts, such as weaving cotton and woollen cloths, shoemaking, hatting, comb-making, &c.—The *Jail*, on the e. side of Jones's Falls, near the Penitentiary, is a spacious structure, with an octagonal tower at each end, and surmounted by a cupola.

CHURCHES.—Two of these are distinguished for architectural elegance. The most imposing structure of this class is the *Catholic Cathedral*, corner of Cathedral and Mulberry sts. It is built of granite, in the form of a cross, and is 190 feet long, 177 broad at

the arms of the cross, and 127 high from the floor to the top of the cross that surmounts the dome. The building is well lighted by windows in the dome, which are concealed from the view of persons below. At the w. end rise two tall towers, crowned with Saracenic cupolas, resembling the minarets of a Mohammedan mosque. This church has the largest organ in the United States, having 6,000 pipes and 36 stops. It is ornamented with two splendid paintings:—one, "The descent from the Cross," was presented by Louis XVI.—the other, "St. Louis burying his officers and soldiers slain before Tunis," was presented by Charles X. of France.—The *Unitarian Church*, at the intersection of North Charles and Franklin sts., ranks next to the above in architectural beauty. This edifice is 108 ft. long and 78 wide. In front is a colonnade, consisting of four Tuscan columns and two pilasters, which form the arcades. Above, extending around the pediment, is a cornice decorated with emblematic figures and inscriptions. From the portico, the entrance is by bronze doors, in imitation of the Vatican at Rome—three conducting to the body of the building, and two to the galleries. The interior of the building is a square, and harmonizes in beauty with its exterior. The dome, 55 feet in diameter, is supported by four equal arches of 33 feet span.—The Catholics have five churches besides the Cathedral. Of these the principal are, *St. Mary's Chapel*, on Pennsylvania avenue, near Grant-st., an elegant Gothic edifice, 86 feet long by 50 wide; and *St. Peter's*, the oldest Catholic church in the city, having been built by the French residents in 1771, in Saratoga near Charles-st.—*St. Paul's Church*, (Episcopal,) on the corner of Saratoga and Charles sts., is a beautiful edifice, with a handsome portico supported by four fluted marble columns. Its lofty spire is a composition of the different orders of architecture. There are four other Episcopal churches: *Christ Church*, corner of Market and Front sts., *Trinity*, in Trinity-st., between High and Exeter sts., *Grace*, in William, between Warren and Montgomery sts., on Federal Hill, and *St. Peter's*, corner of Sharp and Little German sts.—The *First Presbyterian Church*, corner of North and Fayette sts., is an oblong structure, with a large portico and entablature in front, supported by four Ionic columns. The *Second Presbyterian Church*, in Market-

st., near Jones's Falls, one of the most spacious churches in the city, is justly praised for its neat and appropriate interior arrangements. There is also the *Third Presbyterian Church*, in Eutaw-st., between Saratoga and Mulberry sts.—The *Associate Reformed*, and *The Reformed Presbyterians*, have each a church, —the former between Charles and Liberty sts.—the latter, corner of Pitts and Aisqueth sts., Old Town.—The Baptists have four churches. The *First Baptist Church*, corner of Lombard and Sharp sts., is one of the most attractive edifices in the city. This building, which is circular, has an immense dome, and an Ionic portico. The other churches of this denomination are—the *Second Baptist Church*, in Fleet-st., between Market-st. and Argyle alley, Fell's Point; *Third Baptist Church*, corner of Baltimore and Exeter sts.; and the *Ebenezer Baptist Church*, in Calvert-st., between Saratoga and Lexington sts.—There is a *German Lutheran Church* in Gay-st., between Saratoga-st. and Orange alley.—The *German Reformed* have a very pretty church, with a lofty and beautiful spire, in Second, between Gay and Belvidere sts.—The *Methodists* have churches in Harford avenue; in Exeter, near Gay st.; at the corner of Eutaw and Mulberry sts., and in Wilkes, near Market st., Fell's Point, besides several others.—The *Seamen's Bethel*, a handsome edifice for the use of seamen, is in Black-st., Fell's Point.—The *Friends* have four meeting-houses.—The *Swedenborgians* have a chapel on the corner of Market and Exeter sts.—*Independent Chapel* is occupied by a congregation of *Universalists*.

LITERARY AND SCIENTIFIC INSTITUTIONS.—The *Maryland Institute* has for its object the promotion of the mechanic arts, and the diffusion, by means of lectures and otherwise, of scientific knowledge. It possesses a fine chemical laboratory and a very complete philosophical apparatus. The society has apartments in Atheneum Buildings, corner of Lexington and St. Paul sts. In the same building is the American Academy of Science and Literature, which has rare and valuable collections in the several departments of natural history, casts in plaster, &c. The *Maryland University*, one of the most important institutions of the kind in the country, is in Lombard-st., between Green and Paca sts. Connected with the University is the *Baltimore Eye In-*

firmary, where the students have an opportunity of attending lectures, and witnessing its operations. *St. Mary's College*, a prosperous institution under the direction of the Catholics, is on the corner of Franklin and Green sts. It has 12,000 volumes in its libraries. The commencement is on the third Tuesday in July.—*Asbury College* is on the corner of Fayette and South streets.—*McKimm's Free School* is an imposing and beautiful structure, built after the model of an Athenian temple.—The *Oliver Hibernian Free School* was originally for the education of Irish children, but it is now free for the use of all who choose to participate in its benefits.—The *City Library* is designed for the use of the stockholders, who, however, are privileged to grant the use of its books to others.—The *Exchange Reading Rooms*, in the Exchange building, are supported by subscription; but strangers and masters of vessels enjoy free access to the newspapers and periodicals with which the rooms are liberally supplied.—The public schools of Baltimore, some of which are furnished with buildings of a superior order, are justly praised for their excellent organization.

BENEVOLENT INSTITUTIONS.—Among the many institutions in Baltimore devoted to the gratuitous alleviation of human suffering, the *Hospital*, in its northwestern suburbs, holds a prominent place. Being elevated greatly above the basin, the buildings command a fine view of the city and surrounding country. The centre building is flanked with wings, connecting with two other buildings which form the ends of the vast pile. The buildings are three stories high, with the exception of the centre one, which is four. In its interior arrangements, and in order and cleanliness, it is not excelled by similar institutions elsewhere.—The *Almshouse*, on the Franklin Road, about 2½ miles, in a n. w. direction from the centre of the city, is an immense structure, consisting of a centre building and two wings, the whole having a front of 375 feet.—The *City Dispensary*, corner of Orange alley and Holliday-st., and the *Eastern Dispensary*, corner Market-st. and Harford Run Avenue, give medical advice, and furnish medicines, free of charge to the indigent.—The *Indigent Sick Society* is an excellent institution, composed of and managed by ladies, who visit and minister to the comfort of the sick. Besides

the above, there are two Orphan Asylums, and numerous other institutions for the alleviation of human suffering.

PLACES OF AMUSEMENT.—The *Holliday Street Theatre*, in Holliday-st., between Fayette-st. and Orange alley, is four stories high, and is well adapted to theatrical purposes.—The *Theatre and Circus*, in Old Town, corner of Low and Front sts., is a very large structure, designed alike for dramatic and equestrian performances.—The *Adelphi Theatre*, corner of Belvidere and Saratoga sts., is a diminutive building compared with the preceding.—The *Museum*, corner of Baltimore and Calvert sts., enjoys a high reputation. The visitor will derive much gratification from an inspection of its curiosities.—There are *Assembly Rooms* on the corner of Holliday and Fayette sts., and in Commerce-st., which are furnished with much taste; the design of these, with *Concert Hall*, in South Charles-st., is sufficiently indicated by their names.

MISCELLANEOUS OBJECTS OF INTEREST.—The city has an abundant supply of pure and wholesome water, furnished by its Waterworks, or derived from numerous springs. These springs or fountains are enclosed by circular railings, and covered with neat open temples, consisting of columns supporting a dome. Some of them are ornamented with pretty architectural devices, which give them a prominent place among the embellishments of the city. From an elevated part of Jones's Falls, the water is brought in an aqueduct half a mile long, and being conducted into a reservoir in Calvert-st., is thence distributed over the city in subterraneous pipes. There is another reservoir on Charles-st., n. of the Monument, which is replenished by means of forcing pumps, and is sufficiently elevated to supply the upper part of the city.—The *Exchange*, in Gay, between Water and Second sts., is a splendid building, the property of a joint-stock company. It has a front of 255 feet, is 140 feet in depth, and three stories high, exclusive of the basement. The principal room, in the centre of the building, is 53 feet square. The merchants assemble in this apartment. The building has colonnades of six Ionic columns on its e. and w. sides, the shafts of which are single blocks of fine Italian marble, of admirable workmanship. The whole is surmounted by an immense dome, the apex of which is 115 feet

above the street.—The *Custom-house* occupies the first story of the south wing of the Exchange, fronting on Lombard-st. The entrance is from Water-st. It consists of a spacious saloon, divided into three parts by means of two colonnades. The officers' desks are ranged between the columns, and the collector's room is at the upper end of the hall. The centre is used by persons doing business here.—The *Observatory*, on Federal Hill, serves, in connection with a similar establishment at Bodkin Point, on Chesapeake Bay, to announce the approach of vessels. By these telegraphs information is conveyed, in a few minutes, from the mouth of the Patapsco to an observatory in the Exchange.—The *Merchants' Shot Tower*, 250 feet high, has a greater elevation than any other similar structure in the world; though Uro's Dictionary erroneously gives the distinction to that at Villach, in Carinthia, which is 249 feet high.—Among other institutions and structures that deserve the attention of visitors, are the *Masonic Hall*, corner of St. Paul-st. and Courthouse lane—a fine building, 100 feet long and 42 wide, and three stories high; and *Odd Fellows' Hall*, situated on North Gay-st., a splendid building in the Gothic style, the windows of which are of stained glass.—The *Post-office*, on Calvert-st., n. of Market, occupies some of the lower rooms in the City Hotel.

The harbor is capacious and convenient, admitting vessels of 600 tons to Fell's Point, while those of 200 tons ascend to the city. It is defended at its entrance by Fort M'Henry. Baltimore, from its great facilities for trade, enjoys an extensive commerce. It is in this particular excelled by few cities in the Union; possessing, as it does, besides its foreign commerce, most of the trade of Maryland, a moiety of that of Pennsylvania, and a portion of that of the western states. It is the greatest flour market in the world; while its trade in tobacco is second to that of no other city. Its manufactures have kept pace with its commerce. For these it has superior advantages. A considerable water-power is afforded by Jones's Falls. The Patapsco has a fall of 800 feet in 30 miles, giving many valuable mill-sites. There are within 20 miles of the city about 60 flouring-mills, besides numerous cotton and other manufactories. Of the general prosperity and growth of this important city, an idea may be formed

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From the fact that 1,959 houses were erected during the year 1847, the assessed value of which is more than \$2,600,000.

Few towns have risen more rapidly than Baltimore,—an evidence of its superior natural advantages. It was first laid out as a town in 1729, and in 1765 it contained only 50 houses. In 1796 it was incorporated as a city.—In 1814 a British force of 12,000, under Lord Ross, supported by 40 or 50 vessels, made an attack on Baltimore, which was met by its citizens with a steadiness that would have done honor to the discipline and firmness of experienced troops. On the 13th Sept., 1814, Fort M'Henry was attacked, and sustained, for 24 hours, a bombardment by 16 ships, aided by a land force of 1,200. The assailants were repulsed, and drew off, leaving the fortress in triumphant possession of its intrepid defenders. Fort M'Henry was on this occasion commanded by Major Armistead, whose gallantry has been commemorated by the erection of a monument to his memory. The troops, to the number of 9,000, landed at North Point on the 12th, and advanced to within six miles of the city, where they were met and opposed by the Baltimore brigade, under General Stryker, consisting of 3,200 men. After a severe battle, in which the British commander, Gen. Ross, was killed, the American army retreated towards the city. They were slowly followed by the British on the 13th. But the enemy, fearful lest their retreat should be intercepted, precipitately retired on board their fleet, and left the Chesapeake.

HOTELS.—The hotels in Baltimore are among the best conducted in the country; the following are some of the principal ones: *City Hotel*, Calvert, corner of Fayette-st. and Monument square; *Eutaw House*, Baltimore, corner of Eutaw-st.; *Exchange Hotel*, Water-st.; *Fountain Hotel*, Light-st.; *Globe Hotel*, Baltimore-st.; *Merchants' Hotel*, Charles-st.; *National Hotel*, *United States Hotel*, and the *Washington House*, are in Pratt-st. Excellent private boarding-houses and refectories also abound in Baltimore.

RATES OF FARE FOR THE USE OF HACKNEY-COACHES IN THE CITY OF BALTIMORE.—1. *Steamboats and Railroad Depots*—From any steamboat landing or railroad depot, to any hotel or private residence within the limits of the city, for a single passenger, 50 cents. If two or more,

each, 37½ cents. And for each trunk, box, or bag, of sufficient size to be strapped on, 12½ cents. No charge for small parcels put in the carriage.

2. *To any Steamboat or Railroad Depot.*—The same fare and charge for baggage, with an addition of 50 cents for the carriage when only sent for from the stable.

3. *City.* Within the following limits, assuming Calvert-street as the centre of the city, and extending east to Canal-st., west to Green-st., south to Great Montgomery-st., and north to Biddle-st., for a single passenger 37½ cents. If two or more, each, 25 cents. If beyond these limits, and anywhere within the city boundary, 12½ cents additional for each passenger.

4. *Time.*—For the use of a hackney-coach by the hour, \$1 00, and at the same rate for all fractions of an hour, but no charge for any time less than a quarter of an hour.

5. *Evening and Night.*—For hacks taken from the stand to any part of the city, as follows: from 1st May to 30th September inclusive, after 8 o'clock, p. m., 75 cents for a single passenger; if more than one, 50 cents each: a like sum for returning. From 1st October to 30th April, inclusive, after 7 o'clock, p. m., the same. *No charge for baggage.*

6. *Exchange and Fell's Point.*—From South Gay-st. to any part of Fell's Point, not farther east than Washington-st., 25 cents, and 25 cents back for each passenger.

General Rules.—1. An additional allowance of 25 cents for the carriage only, when sent for from the stand. 2. Children over ten years, half-price; no charge under that age. 3. Stopping 15 minutes or leaving the carriage, to make a new charge. 4. All cases not provided for in these rules, left to agreement of the parties.

ROUTES FROM BALTIMORE.

FROM BALTIMORE TO PHILADELPHIA, (see Maps Nos. 23 and 25, and also description of routes from Philadelphia to Baltimore, at pages 261, 262.)—On leaving Baltimore the cars start from the depot in Pratt-st., and pass on to *Havre de Grace*, 37 miles; here we cross the Susquehanna, and proceed to *Elkton*, 52; *Newark, Del.*, 58; *Wilmington*, 70; and arrive at *Gray's Ferry*, 3 miles from Philadelphia, from which place the cars are drawn to the depot in the city by horse-power. *Fare \$3.00.*

The STEAMBOAT ROUTE leaves Baltimore from Spear's Wharf every afternoon. *Fare \$2 00.*

ROUTE FROM BALTIMORE TO COLUMBIA, Pa., (see Map No. 25.)—From Baltimore to *New Texas*, 13 miles, *Fare 35 cents*; *Monk-*

ton, 23, 60 cents; *Summit*, 36, \$1.00; *Strasburg*, 38, \$1.05; *Smyser's*, 41, \$1.10; *York*, 57, \$1.50; *Wrightsville*, 70, \$2.00; and *Columbia*, 71, \$2.12. From the latter place we can proceed over the Columbia Railroad, *via* Lancaster, to Philadelphia.

FROM BALTIMORE TO CUMBERLAND, &c., (see page 282;) and to PITTSBURG and WHEELING, (see page 284.)

FROM BALTIMORE TO THE VIRGINIA SPRINGS, &c.—(see p. 286.)

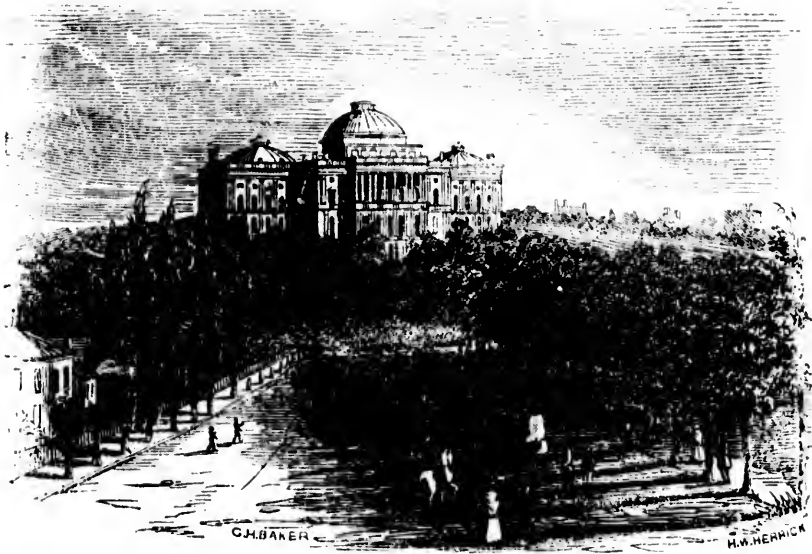
FROM BALTIMORE TO ANNAPOLIS.—Over the Washington Branch to *Annapolis Junction*, 18 miles; thence, by the Annapolis and Elk Ridge Railroad, to *Annapolis*, 21. Total, 39 miles. *Fare*, \$1.60.

WASHINGTON BRANCH RAILROAD.—This road extends from the Baltimore and Ohio Railroad, at the *Relay House*, 9 miles distant, to the city of Washington, 31 miles. It was opened for travel in 1835, and cost \$1,650,000.

FROM BALTIMORE TO WASHINGTON, (see Map No. 25.)—The cars leave from the general depot in Baltimore, and pass on to the *Relay House*, 9 miles; (passengers over the Baltimore and Ohio Railroad from the west for Washington, will take the cars here:) *Annapolis Junction*, 18 miles; *Beltsville*, 28 miles; *Bladensburg*, and arrive in *Washington*, 40 miles. The usual fare was \$1.60, but it has recently been raised to \$2.00.

WASHINGTON.

Washington, the capital of the United States, is situated on the left or e. side of the Potomac, in the District of Columbia, in N. Lat. 38° 52' 45", and W. Long. 76° 55' 30" from Greenwich, or 79° 20' from Paris. It is 40 miles s. w. Baltimore, 137 s. s. w. Philadelphia, 224 s. w. New York, 459 s. w. Boston, 856 e. by s. St. Louis, and 1,203 n. e. New Orleans, and is distant from the Atlantic, *via* the river and Chesapeake Bay, about 290 miles. The Potomac and Anacosta, or Eastern Branch, at the junction of which rivers it stands, enhance the natural beauty of its location, and give it fine commercial facilities. The forest-clad hills by which it is encompassed, diversify the prospect, and render the surrounding scenery in a high degree picturesque and pleas-



View of the Capitol

ing. These elevations, commanding a view of the city and surrounding country, and of the meanderings of the Potomac, afford admirable sites for villas and private residences.

It was at the suggestion of Gen. Washington that this spot was fixed on as the site for the future capital of the Union. The ground on which the city stands, was ceded to the United States by the state of Maryland, on the 23d Dec., 1788. The city is laid out on a plan of great magnitude; and will, if the design of its founders be carried out, and their anticipations realized, be at once a magnificent memorial of the great man from whom it is named, and a city, the gigantic proportions of which shall harmonize with the power and extent of the mighty republic of which it will be the capital. The ground on which the city is built, has an elevation, for the most part, of about 40 feet above the level of the river. The streets cross each other at right angles, those running n. and s. being intersected by others running e. and w. The different parts of the city are connected by broad avenues. Where the intersection of these avenues with each other and with the streets would form many acute angles, rectangular or circular spaces are left. The avenues and prin-

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principal streets radiate from important public points, and are from 130 to 160 feet wide. The former are named after the states of the Union; the latter, beginning at the Capitol, are ranged in the order of the letters of the alphabet—as, A North and A South, B North and B South, &c.; and east and west, they are designated by numbers—as, 1st East, 1st West, &c. Pennsylvania Avenue, from the Capitol to the President's house, is the most compactly built and much the handsomest thoroughfare in the city. Of the avenues, five radiate from the Capitol, and five others from the mansion of the President,—thus affording these prominent places the readiest communication with all parts of the city.

Of the public buildings of Washington, the Capitol, situated near the centre of the city plot, on "Capitol Hill," is the most splendid. This edifice, in its ample proportions, in the style and execution of its architecture, and in its embellishments, both exterior and interior, is believed not to be inferior to any other senate-house in the world. Elevated 72 feet above tidewater, it affords a commanding view of the different parts of the city, and of the surrounding country. From its immense size, and its elevated position, it is the first object that fixes our attention on approaching the city. The building, which is of freestone, occupies an area of more than an acre and a half. Including the wings, the front is 352 feet in length; and the depth of the wings is 121 feet. The projection on the east or main front, including the steps, is 65 feet wide; and that on the west, with the steps, is 83 feet. The projection on the east front is ornamented with a splendid portico of 22 lofty Corinthian columns; and a portico of 10 columns in the same style, adorns the west projection. In grandeur of design and beauty of execution, the portico on the eastern front has no superior. To the top of the dome, the height of the building is 120 feet. The Rotunda, in the middle of the building, under the dome, is 95 feet in diameter, and the same in height. From the cupola which crowns this apartment, there is a fine view of the city and the surrounding country. The walls of the Rotunda are adorned with magnificent paintings by Trumbull, the figures in which are as large as life. These fine national pictures represent interesting incidents in American history—the

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H. W. HERRICK

Presentation to Congress of the Declaration of Independence ; the Surrender of Burgoyne ; Surrender of Cornwallis ; and Washington Resigning his Commission. Congress has recently further enriched the Rotunda by the addition of two fine paintings—the Baptism of Pocahontas, by Chapman, and the Embarkation of the Pilgrims, by Weir. This room is also adorned with sculptures in *alto relievos*, representing the rescue of Smith by the interposition of Pocahontas ; the Landing of the Pilgrims ; Daniel Boone's conflict with Indians ; and Penn treating with the Indians at Coaquenac. To the other attractions of the Rotunda, has lately been added Greenough's splendid statue of Washington, a colossal figure, in a sitting posture, twice as large as life. The library room, on the west of the Rotunda, is 92 by 34 feet, and 36 feet high, and contains upwards of 28,000 vols. There is here also a valuable collection of historical medals, designed by Denon, the Egyptian traveller ; and paintings, statuary, medallions, &c., are distributed about the room. The Senate-Chamber, in the northern wing, is 78 feet long, and 45 high, and of a semicircular form. The vice-president's chair has a canopy of rich crimson drapery, held by the talons of an eagle. In front of the vice-president's chair is a light bronze gallery, chiefly appropriated to ladies. Above and behind the chair is a gallery, supported by fine Ionic columns of variegated marble from the Potomac. The walls richly ornamented with stucco, the magnificent chandelier, the gorgeous lamps and furniture, &c., give the room an imposing appearance. Adjoining the Senate-Chamber is the office of the secretary of the senate. Under this room is the apartment in which the Supreme Court holds its sessions. It is nearly as large as the Senate-Chamber, but is much less elegant. The Hall of the House of Representatives, in the south wing, is semicircular, like the Senate-Chamber, but larger, being 96 feet long and 60 feet high. The dome of the Hall is supported by 24 beautiful columns of the Potomac marble, with capitals of Italian marble, of the Corinthian order. The seats are so arranged that the members face the speaker, whose chair is considerably elevated above the floor, and are approached by avenues that radiate from his chair as a centre. A gallery for men surrounds the circular wall opposite the speaker ;

and that appropriated to ladies is in the chord of the arc back of the speaker's chair. The room is ornamented, like the Senate-Chamber, with fine statuary and paintings, and its whole appearance is imposing and elegant.—The *President's House*, at the intersection of Pennsylvania, New York, Connecticut, and Vermont avenues, is a superb edifice, built of freestone. The building, which has a length of 170 feet, and a depth of 86 feet, is ornamented on its north front, facing La Fayette Square, with a portico of four Ionic columns, projecting with three others. The garden front, or that on the south, is embellished by a circular colonnade of six Ionic columns. The north entrance opens into a large hall, whence a columnar passage leads into a richly furnished apartment of an oval form. On either side of this is a room appropriated to the reception of official and ceremonial visits. Hence these are designated "reception rooms." The "East Room," or banqueting-room, is a spacious and splendid apartment at the east end of the building.—On each side of the President's house are two large buildings. That on the n. w. is occupied by the war department; that on the s. w. by the navy department; that on the n. e. is devoted to the state department; and that on the s. w. to the treasury department. The new treasury building is 300 feet long, with a wing in the rear 100 feet long, and has a splendid colonnade in front 457 feet long, comprising 32 massive columns.—The *General Post-Office*, corner of North and Seventh sts., is an extensive and beautiful marble structure, with two wings. In front, and at the ends, it is adorned with fluted marble columns.—The *Patent Office*, built of freestone and marble, is a beautiful specimen of architectural taste and skill. In the upper story of this building is a room 275 feet long and 65 wide, designed as a depository of patents, but which for the present is appropriated to the grand collections of the National Institution. Immediately below this, there is a room 125 feet long, superbly arched, and decorated with fine columns, and which is filled with models and specimens of articles patented.—The *Navy Yard*, on the Eastern Branch, about three-fourths of a mile s. e. of the Capitol, has an area of 27 acres, enclosed by a substantial brick wall. Within this enclosure, besides houses for the officers, are shops and warehouses, two large ship-houses, and an armory,

which, like the rest of the establishment, is kept in the finest order.—The *Navy Magazine* is a large brick structure, situated in the s. e. section of a plot of 70 acres, the property of the United States, on the Eastern Branch.

Washington contains, within its limits, 25 churches, some of which, from the taste and skill displayed in their construction, will attract the attention of the visitor. The Episcopalians have three churches: *St. John's*, cor. of N. Eighth and W. Sixteenth sts.; *Trinity*, opposite the City Hall, in W. Fifth-st.; *Christ Church*, in South G, between E. Sixth and Seventh sts.—There are three Roman Catholic: *St. Patrick's*, cor. of North F and W. Tenth sts.; *St. Mary's*, between Capitol and W. First sts.; *St. Peter's*, cor. of E. Second and North D sts.—The *First Presbyterian* Church is in Four-and-a-half-st.; *Second Presbyterian*, in First-st.; the *Third*, in W. Fifteenth-st.—Of the four Baptist churches, one is on the corner of Pennsylvania avenue and E. Fifth-st.; one in South D, near W. Fourth-st.; and a third at the corner of W. Nineteenth and North I sts.—The *Methodists* have chapels cor. South Capitol and South B sts.; in E. Fourth-st. near S. Carolina avenue; cor. W. Fifth and North F sts.; cor. North G and W. Fourth sts.; besides three or four others.—The *Friends* have a place of meeting in North I-st., between W. Eighteenth and Nineteenth sts.—There are also a *German* church, on the corner of North G and W. Twenty-first sts., and a *Unitarian* church, cor. of North D and W. Sixth sts.

Washington has a number of benevolent institutions, religious and philanthropic. The *Almshouse*, an extensive brick building, has a workhouse connected with it, in which those are confined, and made to labor, who have violated the municipal laws.—There are two orphan asylums, the *Washington* and the *St. Vincent's*,—the former under the direction of some ladies of the city, and the latter under the care of the Sisters of Charity. Both of them are institutions of great usefulness.—The *Howard Society* is designed to benefit industrious females, who are paid a fair equivalent for their work.—Besides the above, there are a *Colonization Society*, a *Clerks' Provident Society*, for the relief of the widows and orphans of deceased members, a *Bible Society*, *Missionary* and *Tract Societies*, a *Dorcas Society*, &c. &c.

Of the places of amusement, the principal are—*Washington Theatre*, on Louisiana avenue, between West Fourth and Sixth sts. ; *National Theatre*, in North E, between W. Thirteenth and Fourteenth sts. ; the *Assembly Rooms*, corner of North C and W. Tenth sts. ; and *King's Picture Gallery*, in North E, between W. Tenth and Eleventh sts. The latter is an exhibition with which visitors generally will be pleased, while the amateur will find, not only in the pictures themselves, but also in their happy arrangement, much that will afford him gratification.

Washington has several excellent literary and scientific institutions. *Columbia College* is beautifully situated on elevated ground commanding a broad view of the surrounding country, including Mount Vernon, 15 miles distant. The college edifice, including the basement and attic, is five stories high, 117 ft. long, and 47 wide. There are also two buildings for the professors, and a philosophical hall. A medical department attached to the college has a building on the corner of Tenth and E streets. The college has a library of about 5,000 volumes. The commencement is on the first Wednesday of October.—The *Theological Seminary*, (Catholic,) is a flourishing institution, attached to which is a school for the education of youth generally.—The *Columbian Institute*, for the promotion of scientific knowledge, and the encouragement of the arts, was established in 1816.—The *American Historical Society*, a recent institution, had for its object the illustration of the early history of the country. By its means, many rare and valuable documents have been rescued from oblivion, which throw much light on the discovery and primitive history of our continent. It had already issued several volumes of its transactions, when, with the Columbian Institute, it united with the National Institution.—The *Columbian Horticultural Society* has annually an interesting exhibition.—The *City Library*, on the corner of North C and W. Eleventh sts., has a collection of about 7,000 volumes.—At the *Athenæum*, a public reading-room, on Pennsylvania avenue, corner of W. Sixth-st., is to be found most of the current literature of the day.—The *National Institution for the Promotion of Science*, is a society yet in its infancy. Few institutions have, in their outset, been

better circumstanced for laying broad foundations for future usefulness, and for proposing to themselves the accomplishment of comprehensive aims and objects. This the National Institution has done; and if its design is carried out in the spirit which prompted it, the institution will become, not only an honor to the country, but also a blessing to the world. It has been organized under the auspices of the general government, the president being made patron; while the heads of the several departments are constituted six directors on the part of the government. Six distinguished literary and scientific gentlemen are directors on the part of the institution. It holds stated monthly meetings in the building of the Patent Office, in the grand hall of which edifices its collections are deposited.

The Congressional Cemetery, a celebrated burial-place, comprises 10 acres, near the Anacostia or Eastern Branch, about a mile and a half from the Capitol. Being considerably elevated above the river, it commands, on all sides, an extensive prospect of beautiful scenery. The grounds, which are surrounded by a high brick wall, are tastefully ornamented with trees and shrubbery. Several of the tombs are remarkable for the beauty of their architecture.

The *City Hall*, in North D st., between Fourth and Fifth, is in an unfinished condition.—The *Penitentiary*, a large structure, of freestone, is at the southern termination of Delaware avenue.—The *County Jail* is a large new building, three stories high, situated north of the City Hall.

Though it does not advance with the rapid strides that characterize the progress of many of the cities of the Union, the national metropolis has, however, had a steady and healthy growth; and recent statistics show that its condition for the last six or eight years has been more prosperous than at any former period. From 1840 to 1846, it had an accession of 2,044 buildings, a large portion of which are commodious, substantial, and elegant brick edifices. Allowing an average of six inhabitants to each house, there was an addition, during the above period, of 12,264 to its population. The population of the city at the present time is about 35,000.

Washington, in the month of August, 1814, was the object of

a ferocious attack by a British force under Gen. Ross. Throwing aside the sword, this leader of the forces of one of the most civilized nations of the earth, called to his aid the firebrand. The capitol, the president's house, and the public offices were laid in ashes. The library of Congress was burned. The patent-office, which had been destined to the same fate, was spared at the earnest solicitation of its superintendent. Retribution speedily followed the perpetration of this outrage. Gen. Ross was killed in the attack on Baltimore, on the 12th Sept. (For continuation of routes to Charleston, New Orleans, &c., see page 290-292.)

HOTELS.—These places of public accommodation in Washington, as also private boarding-houses, &c., are numerous and well kept. During the session of Congress, and at some other times, they are crowded to overflowing; and at such times the price of board is, as a matter of course, higher than on ordinary occasions. The following are among the principal hotels: *American House*, Pennsylvania avenue, near Fifteenth-st.; *Gadsby's Hotel*, Pennsylvania avenue, corner of Third-st.; *Indian Queen*, Pennsylvania avenue, near Sixth-st.; *Mansion House*, corner of Pennsylvania avenue and Fourteenth-st.; *National Hotel*, Pennsylvania avenue, corner of Sixth-st.; *United States Hotel*, Pennsylvania avenue, near Third-st., &c. &c.

Hackney-Coaches, &c.—Vehicles of this description, in Washington, for the convenience and accommodation of strangers and others, are numerous, and may readily be obtained at almost any moment. They are all numbered, so that in case of imposition, neglect, &c., the person or persons aggrieved have only to make known their grievances before the proper authorities, and redress is at hand. For conveying each and every passenger any distance not exceeding $1\frac{1}{2}$ miles, 25 cents; for any distance over $1\frac{1}{2}$ miles, and not exceeding 3 miles, 50 cents.

BALTIMORE AND OHIO RAILROAD.

This important road extends from Baltimore to Cumberland, a distance of 178 miles. It was intended, originally, to carry it through the s. w. corner of Pennsylvania, and a portion of Vir-

ginia, to the Ohio river at Wheeling; and for this purpose the company was incorporated in 1827, by the legislatures of Maryland, Pennsylvania, and Virginia, and the building of the road commenced July 4th, 1828. In 1829 it was opened to the Relay House, nine miles; afterwards to Harper's Ferry; and finally, to its present terminus. From Cumberland, the original route is to be changed. By a late report we find the company has resolved to go to Wheeling, via Fish creek, that city having consented to the establishment of a depot on the Ohio river at the mouth of said creek, 28 miles below. When the Baltimore and Ohio Railroad is completed to the Ohio river, it will form the nearest route from the waters of the Atlantic to the great West. During the year 1847 there had been transported over it 288,674 passengers, and 263,334 tons of freight. The cost of this road, including the branch to Frederick, three miles, was \$7,743,500.

ROUTE FROM BALTIMORE TO FREDERICK, HARPER'S FERRY, WINCHESTER, AND CUMBERLAND.—(See Maps Nos. 25 and 27).—Cars leave Baltimore from the depot in Pratt-st, and proceed to the *Relay House*, nine miles; *Ellicott's Mills*, 15; *Monococy Viaduct*, 58; here a branch runs to *Frederick*, distant from Baltimore 61 miles. Usual fare \$2.50. From *Monococy* to *Point of Rocks* is 12 miles, and to Harper's Ferry is 12 miles farther, or 82 miles from Baltimore. Fare \$3.25. The *Winchester Railroad* leaves the Baltimore and Ohio Railroad at Harper's Ferry, over which passengers are conveyed to Winchester, Va., 32 miles. Fare from Baltimore \$5.25. Distance 114 miles.

From Harper's Ferry we proceed to *Martinsburg*, 100 miles from Baltimore; to *Hancock*, 124; and arrive at *Cumberland*, 178 miles, in about nine hours. Usual fare \$6.50.

On leaving Baltimore, the Baltimore and Ohio Railroad is carried over a splendid bridge, called the "Carrollton Viaduct," built over Gwynn's Falls, a branch of the Patapsco river. This bridge is 360 feet in length, and elevated 65 feet above the water, which is spanned by a principal arch of 80 feet. It is built of granite, in the most durable manner, and cost about \$60,000.

Ellicott's Mills is situated in the midst of a hilly and rocky country, on the Patapsco river. The surrounding scenery is in a high degree wild and romantic. This place presents a business-

like appearance, containing, as it does, several large manufactories, and extensive flouring-mills.

Frederick, the capital of a county of the same name, is situated on Carrol creek, three miles from its entrance into Monococy creek. It is regularly laid out, with broad streets crossing each other at right angles, and contains several handsome public and private buildings, and about a dozen churches of different denominations. The country around is fertile, and made productive by cultivation. The trade of Frederick is quite extensive. It is the second place in importance in the state, being inferior only to Baltimore. Pop. about 7,000.

HARPER'S FERRY is situated in Jefferson county, Va., at the confluence of the Shenandoah and Potomac rivers, at the passage of these streams through the Blue Ridge, here upwards of 1,200 feet in height. At this point the two streams, in search of an outlet to the sea, and each, as it were, conscious of the inefficiency of its separate exertions to overcome the barrier that opposed its progress, united their waters, and, rushing in one impetuous current against the mountain, rent it asunder. Such, it is thought, was the origin of a scene which Mr. Jefferson has characterized as "one of the most stupendous in nature."

The scenery here is all of the wildest and most majestic description. "Jefferson's Rock," named after Mr. Jefferson, and the spot where he wrote a description of this place, in his "Notes on Virginia," is a pile of huge detached rocks, leaning over the steep cliffs of the Shenandoah, and looking into the mountain gorge of the Potomac. Its top, almost level, is 12 feet square; whilst its base does not exceed *five* feet in width, and rests upon the top of a larger mass of rock jutting out from the hill. It is a wild "eagle's nest," which, as Jefferson truly declares, it is worth a trip across the ocean to behold. It is not, however, equal to the enchanting scene presented to the view from the opposite mountain, about a mile and a half up, on the Maryland side. From this height the beholder surveys with admiration a large extent of country, fields, woodlands, and plantations; while the beautiful Shenandoah, as it breaks upon this magic picture, appears like a series of beautiful lakes.

The *United States Armory*, and the *National Arsenal*, at this

place, deserve the attention of visitors. In the latter place from 80 to 90,000 stand of arms are usually kept. Nearly 9,000 small-arms are annually manufactured here, employing about 240 hands. A bridge 750 feet long here crosses the Potomac river, connecting this place with the Maryland side. The hotels at Harper's Ferry afford excellent accommodations for visitors.

Cumberland, beautifully situated on the n. bank of the Potomac, at the mouth of Wills creek, is a large and well-built town, the seat of justice of Alleghany county, containing in 1847 a population of 7,000.

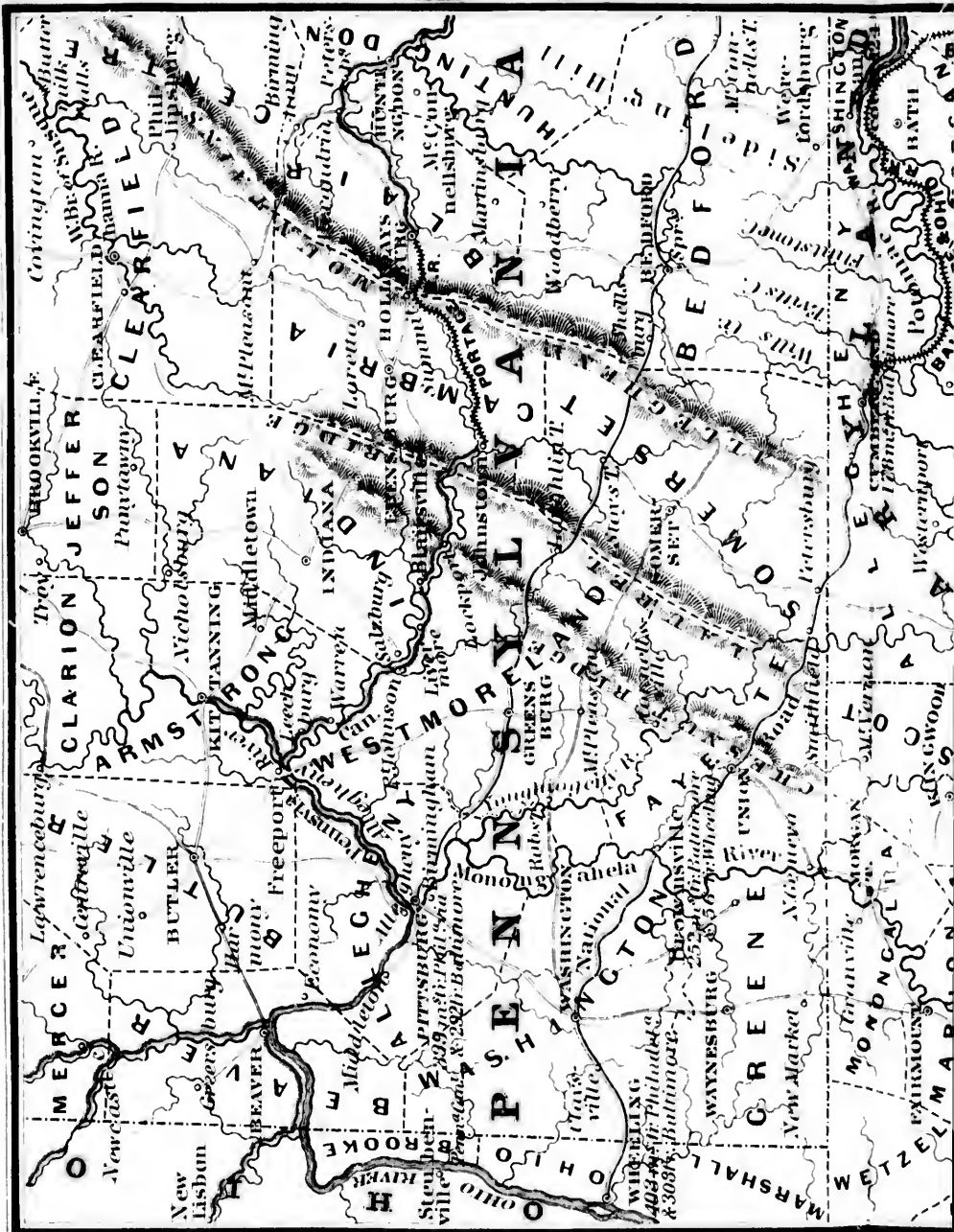
ROUTE FROM BALTIMORE TO PITTSBURG AND WHEELING, (see Maps Nos. 25 and 27.)—Trains leave Baltimore by the *Baltimore and Ohio Railroad*, from the depot in Pratt-st., daily, at 7½ o'clock, A. M. and 4 P. M., for *Cumberland* on the Potomac river, 178 miles. (See page 282.) From *Cumberland*, stages leave at 6 P. M. and 6 A. M. by 20 daily lines of the National Road and Good Intent Stage companies, and arrive in *Pittsburg* or *Wheeling* next evening and the morning following. Passengers for *Pittsburg* take the steamboat at *Brownsville*, a brisk little place, with a population of about 2,000, situated at the head of steamboat navigation on the Monongahela river, 60 miles s. from *Pittsburg*; and passengers for *Wheeling*, leaving *Cumberland* at the same time, pass over the National Road by stages direct to that place, 130 miles. Through-tickets can be purchased in Baltimore. *Fare* to *Pittsburg* \$10, and to *Wheeling* \$11.

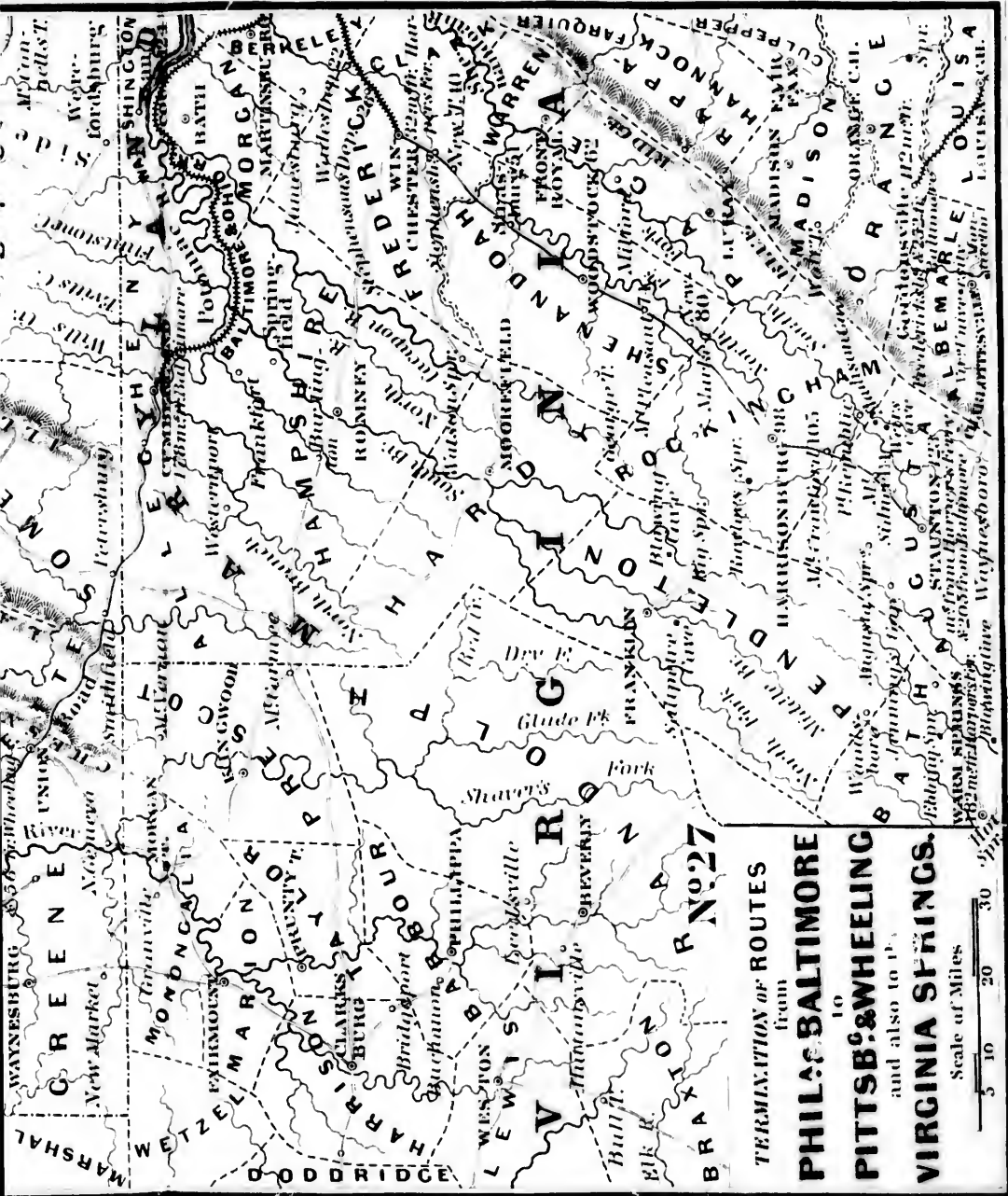
In passing along the National Road, near the foot of Laurel Hill, and about 10 miles e. from Union, the traveller will observe a sign (a plain shingle) placed on a tree, upon which is painted "Braddock's Grave," with an index pointing to a clump of trees about 200 yards from the road. This is the only monument that indicates the resting-place of the proud and brave, but unfortunate hero of the old French War. Upon the summit of Laurel Hill, a little farther on, is another inscription—"Dulany's Cave and Washington's Spring." This cave is situated about two miles south of the pike. The entrance to it, on the top of the mountain, is quite small at the mouth; but once entered, it is found to

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contain many large and magnificent apartments. This cave, which has been explored two miles, sinks to the depth of 1,200 feet. The *Washington Spring* is in the vicinity of the road. Its water, which is of the best quality, is made to issue from a large artificial orifice in a rock. Immediately below the spring is a bath-house, to which the water is conducted in pipes. There is a beautiful garden, with summer-houses, near the spring. For invalids and others seeking retirement during the hot summer months, this will be found a very pleasant resort.

Union (usually called *Uniontown*) is a large and flourishing place, containing about 3,500 inhabitants. It is situated on the National Road, six miles west from the Washington Spring, and about 60 miles from Cumberland. Many of the buildings, which are of brick, and very compact, are large and commodious. The new Courthouse is a handsome structure. There are several excellent hotels here, some of which are spacious and costly. The travel over the National Road imparts great life and bustle to Uniontown. Scarcely an hour in the day passes when a stage-coach may not be seen wending its way through the town. The property invested in these lines for the accommodation of the travelling public is immense (For description of Pittsburg, see page 257.)

Washington, Pa., capital of Washington county, is a large, finely situated, and prosperous town, with a population of about 3,000. It is surrounded by a fertile country, and is noted for its salubrity. Besides a new and handsome Courthouse, and other public buildings, it has several churches of various denominations, and is also the seat of Washington College, an institution founded in 1806, which has about 3,500 vols. in its libraries, and possesses a choice mineralogical cabinet. It holds its commencement on the last Wednesday in September.

WHEELING is situated on the E. bank of the Ohio, surrounded by bold and precipitous hills, and extends along on the high bank of the river for about a mile and a half. It is the most important place, in regard to commerce, manufactures, and population, in Western Virginia. The National Road passes through it, making it a great thoroughfare for persons travelling to the West. It contains several handsome public and private buildings, numer-

ous churches, steam-engine factories, glass-houses, and other manufactories. A large number of steamboats are owned here, which are continually passing up and down the Ohio river. A magnificent wire suspension bridge is being constructed over the Ohio at Wheeling, (by the same skilful engineer who has charge of the Niagara suspension bridge.) It will be the largest structure of its kind in the world, having a span of upwards of 1,000 feet,—the one at Freiburg, the longest in Europe, being but 905 feet in length. Pop. about 10,000. (For routes from Pittsburg and Wheeling, see page 295.)

ROUTES TO THE VIRGINIA SPRINGS.

There are now numerous routes and modes of conveyance to these celebrated Springs, all of which have been, within a few years, greatly improved.

From Baltimore they may be reached by a variety of routes. One of the most pleasant and expeditious is over the Baltimore and Ohio Railroad to *Harper's Ferry*; thence by a similar conveyance to *Winchester*; and thence by *stage*, over an excellent road, to *Staunton*. From the latter place we may proceed directly across the North and Warm Spring mountains to the *Warm* and *Hot Springs*;—or may proceed to the *Natural Bridge*, via Lexington, and thence to the *White Sulphur*, via Dibrell's Springs. This route will afford the visiter an opportunity of viewing the splendid scenery of Harper's Ferry, and also the celebrated Natural Bridge. He will likewise pass within seven miles of the noted caves, "Weir's" and "Madison's," which, by a short detention on his journey, can be readily visited. (See Map No. 27.)

Another route from Baltimore is by way of the railroad to *Washington City*; thence by the Potomac steamer (passing in view of Mount Vernon) to *Acquia Creek*; and afterwards by the *Richmond* and *Fredericksburg and Louisa* railroads to *Gordonsville*; whence we are conveyed by four-horse post-coaches to *Charlottesville*, *Staunton*, the *Warm Springs*, *White Sulphur Springs*, &c., passing in sight of Monticello and the cele-

brated University of Virginia, and avoiding night travelling. By this route the Warm Springs are reached in time for breakfast, the second day after leaving Washington, and the White Sulphur on the afternoon of the same day. The latter springs are 305 miles from Baltimore.

Or, from Fredericksburg, (instead of going via Gordonsville,) we may proceed to Richmond, Va.;—or, starting from Baltimore, may reach the latter place, by steamboat, down the Chesapeake Bay, by the way of Norfolk, and thence up James river to Richmond, where we take the canal to Lynchburg, 150 miles; and thence proceed by stage either by the road leading past the Natural Bridge, or by the way of Liberty, Fincastle, and the Sweet Springs—arriving at the White Sulphur.

The usual mode of reaching the Virginia Springs from the West and Southwest, is to disembark from the steamboat at *Guyandotte*, on the Ohio river, and thence proceed by stage to the springs, the White Sulphur being about 160 miles distant.

Travellers from the states south of the Virginia Springs, take the railroad at Wilmington, N. C., for Richmond; at which place they will take conveyance, as before described. Or they may proceed farther on to the junction of the Louisa Railroad; thence to Gordonsville; and thence by stage to the springs.

VIRGINIA SPRINGS.

Of these, the most celebrated and most generally visited are the *White Sulphur Springs*, situated on a branch of the Greenbrier river, in the county of Greenbrier, and in the valley of Howard's creek. They are to the South what the Saratoga Springs are to the North. Thousands annually resort to them, either in search of recreation and amusement, or to enjoy the benefit of their waters, which have been found to be very efficacious in the cure of dyspepsia, jaundice, rheumatism, liver complaint, gout, diseases of the skin, and many other complaints. The waters contain sulphate of lime, sulphate of soda, carbonate of magnesia, chloride of calcium, sulpho-hydrate of sodium, carbonate of lime, chloride of sodium, per-oxide of iron, organic matter, iodine,

sulphate of magnesia, phosphate of lime, and precipitated sulphur. The gaseous contents are, carbonic acid, sulphureted hydrogen, oxygen, and nitrogen.

These springs are situated in an elevated and beautifully picturesque valley, hemmed in by mountains on every side. They are in the midst of the celebrated spring region, having the *Hot* and *Warm Springs* on the n., the former 35 and the latter 40 miles distant; the *Sweet*, 17 miles to the e.; the *Salt* and *Red* on the s. w., the former 24, the latter 41 miles distant; and the *Blue Sulphur*, 22 miles to the west.

The **WARM SPRINGS**, in the county of Bath, are among the oldest of the watering-places. The water, which has a temperature of 98° Fahrenheit, is very transparent. The accommodations for bathing are excellent.

The **HOT SPRINGS** are situated in a valley, deeply embosomed among mountain peaks, in the county of Bath, five miles s. from the Warm Springs. Bathing-houses have been erected, and every accommodation provided, for both male and female patients. The baths are six in number, each being supplied with water from a separate spring. They range in temperature from 98° to 106°.

The **SWEET SPRINGS** are situated in a wide and beautiful valley in the eastern extremity of Monroe county, and are justly celebrated for the tonic power of their waters, used either internally or externally. Their temperature is 73° Fahrenheit.

The **SALT SULPHUR SPRINGS**, situated in the county of Monroe, are encircled by mountains on every side. These springs enjoy a high reputation, not only for the virtues of their waters, but also for the excellent accommodations with which they are furnished. They are in consequence much visited by invalids. Their temperature varies from 49° to 56°.

The **RED SULPHUR SPRINGS** are in the southern part of Monroe county, 17 miles from the Salt, and 32 from the Sweet Springs. The water is clear and cool, its temperature being 54° Fahrenheit.

The **BLUE SULPHUR SPRING** is situated in a narrow, but beautifully picturesque valley, on Muddy creek, a small tributary of Greenbrier river. It has comfortable accommodations for about

300 persons. The medical virtues of its waters draw thither, during the season, a large number of visitors.

The *Natural Bridge* of Virginia is one of the greatest natural curiosities in the country, if not in the world. It consists of a stupendous arch of limestone rock, over an unimportant and small stream, called Cedar creek. The *tourist*, who, while in this vicinity, could pass this natural wonder unheeded, would be as great a curiosity as the Bridge itself. The view from the top is awfully grand; yet one should go to the brow of the precipice that descends to the level of the creek, where the view, equally sublime, will be found far more interesting, being divested, in a great measure, of the awe which is sensibly felt on looking from the bridge down into the dreadful gulf. The height from the stream to the top of the bridge is 215 feet, its average width is 80 feet, and its extreme length, at the top, is 95 feet. The chasm over which it passes is 50 feet wide at bottom, and 90 feet at top. It is covered with earth to the depth of about five feet, which is made firm by trees and shrubbery; whilst its sides are protected by rocks, forming a natural wall. It is 156 miles w. from Richmond, two miles n. of James river, 41 from Lynchburg, and 63 miles s. e. from the White Sulphur Springs.

Weir's Cave, 17 miles n. e. from Staunton, is deemed one of the most beautiful caverns in the world. It extends about 2,500 feet in length, although its exploration in a direct line does not exceed 1,800 feet, and is divided into several apartments of various sizes. The walls are formed of the most beautiful crystallized carbonate of lime, or calcareous spar. The crystals, which vary in form, are of all sizes and colors, and reflect with much brilliancy the torch-lights with which each visiter is provided. Thin sheets of similar incrustations are seen in some parts, resembling the appearance of rich and graceful drapery; and from the lofty roof of one of the halls is a sheet that appears as if floating in the air. It has received the appellation of *Elijah's Mantle*. Some of the most extensive apartments have received the names of "Washington Hall," "Congress Hall," "Organ Room," "Solomon's Temple," "Deacon's Room," &c. This cavern is under the charge of a person whose business it is to render every care and attention to visitors.

Madison's Cave is a short distance from the preceding, and somewhat resembles that curiosity, although much less extensive, its length not exceeding 300 feet.—The *Blowing* and *Saltpetre Caves* are situated about 40 miles to the n. w. of the two preceding ones.

FROM BALTIMORE TO CHARLESTON, AND INTERMEDIATE PLACES.

From Baltimore to Charleston the traveller will have a choice of *two* routes, as follows:—

1st. From Baltimore to *Washington City*, by railroad, 40 miles; thence by steamer down the Potomac to *Acquia Creek*, 55 miles; here we again take the cars, and proceed to *Fredericksburg*, Va., 15 miles; to *Richmond*, the capital of the state of Virginia, 60 miles; to *Petersburg*, 22 miles; to *Weldon*, N. C., 62 miles; to *Wilmington*, N. C., 160 miles. Total, 414 miles. From *Wilmington* to *Charleston*, S. C., 180 miles, is performed by steamboat—making the entire distance from Baltimore 594 miles, which is performed in about 48 hours. *Fare* from Baltimore to *Petersburg*, \$7.50; to *Weldon*, \$10.00; and to *Charleston*, \$20.00.

Passengers arriving in Baltimore by the morning line from Philadelphia, had better remain in that city until 6½ o'clock the next morning; or they can go on to Washington at 5 p. m., and remain there until 9 a. m. the next day.

Passengers going to Washington by the train of 5 p. m., are taken, if they desire it, by the Company's omnibus, at once, *without charge*, from the Washington depot to the Potomac steamboat, where they lodge free of charge, and lay over (if they desire to do so) with their through-tickets, for a few days, at the following places, viz: Washington, Richmond, Petersburg, and Weldon. For further information and "through-tickets" apply at the Southern ticket-office, adjoining the Washington Railroad ticket-office, Pratt-st., Baltimore.

2d. From Baltimore, steamboats on this route leave *Spear's* wharf daily, running down Chesapeake Bay to *Norfolk*, Va., 188

miles, and from thence up James river to *City Point*, 95 miles, thence by railroad to *Petersburg*, Va., 12 miles; there connecting with the railroad to *Wilmington*, N. C., and by steamboat to *Charleston*, as before. Total distance from Baltimore by this route, 697 miles. Time 55 hours. Fare about \$16.

CHARLESTON, S. C., is the largest, most populous, and wealthy city on the Atlantic sea-coast, s. of Baltimore. It is in N. Lat. $32^{\circ} 46' 33''$, and in W. Long. from Greenwich $79^{\circ} 57' 27''$. In 1840 its population was 41,137; at the present time (1848) it is not less than 55,000. This city is well situated for trade and commerce, on a peninsula, seven miles from the ocean, which is formed by the confluence of Ashley and Cooper rivers, which here enter the harbor, and is two miles across. Opposite the city, Ashley river is 6,300 feet wide, and Cooper river 4,200 feet: both here have a depth of from 30 to 40 feet.

Charleston is built on slightly elevated ground, being but nine feet above high-water mark; it is about two miles long, something over a mile broad, and is regularly laid out, although not uniformly so. Its streets, which extend from river to river, run from e. to w., and generally parallel to each other, and are crossed by others, nearly at right angles: they vary in width from 30 to 70 feet. Many of the buildings in the city are constructed of brick, which is now the only material permitted by law to be used within its limits. Those of wood are neatly painted, and frequently have piazzas extending to the roof, beautifully ornamented with vines. In the outskirts of the city the houses have fine gardens attached, planted with orange, fruit, and ornamental and other trees, with vines and shrubbery in profusion.

The public buildings are a City Hall, an Exchange, Court-house, Custom-house, Jail, a State Citadel, two arsenals, a college, a medical college, asylums, libraries, a theatre, several banks, and about 30 churches of various denominations, with numerous hotels, some of which are costly and magnificent structures, where the stranger will meet with every attention and comfort.

Charleston possesses great facilities for trade with the interior country, by means of the railroad extending through South Caro-

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lina and Georgia, and terminating on the Tennessee river. This will in time be extended to the s. bank of the Ohio river, opposite Cincinnati, there uniting the navigable waters of that stream with Charleston harbor. A branch road also extends from the South Carolina Railroad at Branchville to Columbia, the capital of the state, 130 miles distant. Numerous steamboats also ply between Charleston and Savannah, Wilmington, St. Augustine, and other places. Lines of steamships ply regularly between Charleston, New York, and Philadelphia. Lines of packet ships run to New York; and other vessels sail for most of the large cities on the coast, and for Europe.

FROM CHARLESTON TO NEW ORLEANS.

From Charleston passengers proceed by railroad to *Augusta*, Ga., or rather to *Hamburg*, 136 miles, which is separated from Augusta by the Savannah river, which is also the dividing line between the states of South Carolina and Georgia. From Augusta, a great western chain of railroad, making trips by night only, conveys you to *Atlanta*, 171 miles; from whence *Griffin*, 43 miles, is reached by a partially returning trip on the Savannah and Macon route, forming an acute angle with the Augusta and Atlanta line. From Griffin to *Auburn* is 100 miles, which is performed by daily lines of *stages*, passing through *Greenville*, *Lagrange*, and *Westpoint*.

The distance from Auburn to *Montgomery*, 60 miles, is performed by railroad. Total distance from Charleston to Montgomery 510 miles. *Fare* \$26.50. Time through, 53 hours, including stoppages.

From Montgomery to *Mobile* by the Regular Line of light-draft steamers. Time, from 48 to 50 hours: *fare* \$10. Or from Montgomery to Mobile, 200 miles, by the daily mail-coach, with extras for 20 passengers. Time 40 hours: *fare* \$8.

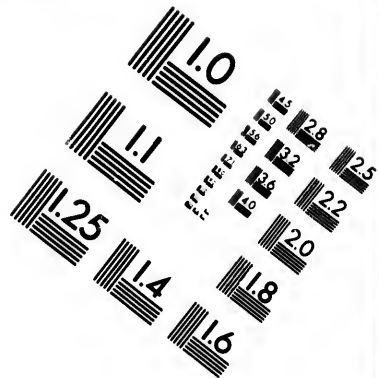
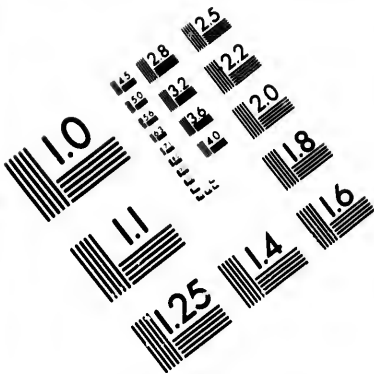
From Mobile to *New Orleans*, 178 miles, by the daily line of mail steamers. Time 20 hours: *fare* \$5. The total distance from Baltimore to New Orleans by the above described routes is 1,585 miles. Time through, six days 22 hours: *fare* \$55.50.

FROM CHARLESTON, VIA SAVANNAH, MACON, AND COLUMBUS.—
 By steinboat from Charleston to *Savannah*, Ga., 140 miles. Time 11 hours. From Savannah to *Macon*, by railroad, 190 miles. Time 12 hours. From *Macon* to *Barnesville*, by railroad, 40 miles. Time three hours. From *Barnesville* to *Auburn*, by stage, 105 miles. Time 10 hours. From *Auburn* to *Montgomery*, by railroad, 60 miles. Time four hours. From *Montgomery* to *Mobile*, and also from *Mobile* to *New Orleans*, as before described.

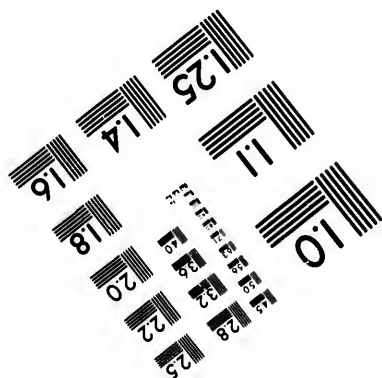
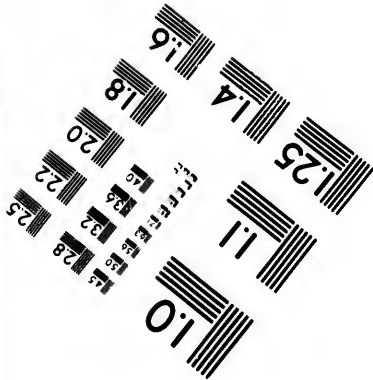
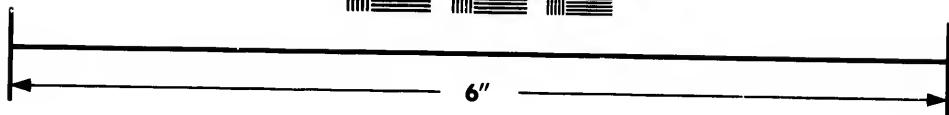
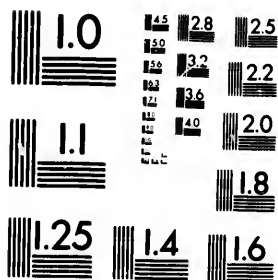
SAVANNAH, the largest and most important city in the state of Georgia, lies in N. Lat. $32^{\circ} 4' 56''$, and in W. Long. $81^{\circ} 8' 18''$ from Greenwich. Its population is about 25,000. The city is built on a sandy plain, elevated 40 feet above the water, on the s. side of Savannah river, 18 miles from the Atlantic. The harbor is one of the finest on the southern coast, being, at its entrance over the bar, a mile wide, and having a depth of water, at low tide, of from 18 to 21 feet. Vessels drawing but 13 feet of water can come close up to the wharves of the city; whilst those requiring a greater depth find a good anchorage a few miles below. The plain on which the city stands extends a mile along the river e. and w., and continues for several miles s., increasing in width back from the river. The streets of the city are regularly and beautifully laid out; between every other one is a handsome public square, surrounded and interspersed with trees of various kinds, forming miniature parks covered with grass, which give the city, during the spring and summer months, a cool, airy, and rural appearance. Many of the streets are lined on either side with trees; some have single, and others double rows, running through their centres, the latter forming perfect arcades, and serving at all times for delightful and shady walks. The city contains a number of handsome public and private buildings, numerous churches, benevolent societies, &c. The warehouses are numerous, generally lining the wharves, and built of brick or stone, mostly three or four stories high.

Savannah is the centre of a large inland trade, and which, from her fortunate position upon one of the best harbors on this part of the Atlantic coast, must continue greatly to increase. Already a stretch of railroad exists between her and the interior





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country, terminating on the banks of the Tennessee, nearly 500 miles distant ; thereby opening to her enterprise the trade of the great West. Other roads will eventually be made, connecting her commerce and interests with those of her sister states lying immediately west. A regular steamboat communication is also kept up between Savannah and Charleston, and St. Augustine, Flo., and other places on the coast ; and a line of sailing vessels runs regularly to New York.

MOBILE is situated on the w. side of the river of the same name, at its entrance into Mobile Bay, and about 30 miles from the Gulf of Mexico. It is in N. Lat. $30^{\circ} 40'$, and in W. Long. $88^{\circ} 21'$ from Greenwich. Its population in 1840 was 12,672 ; it is now, in 1848, about 20,000. The city is pleasantly situated on an extended plain, elevated 15 feet above the highest tides, and has a beautiful prospect of the bay, from which it receives refreshing breezes. As a cotton mart and place of export, Mobile ranks next to New Orleans and Charleston. The city is supplied with excellent water, brought a distance of two miles. The entrance to the bay is defended by Fort Morgan, (or *Bowyer*.) built on a low sandy point opposite Dauphin Island, 30 miles from the city. Steamboats arrive from, and depart daily for New Orleans, and for Montgomery. A line of sailing vessels runs regularly to New York. (For description of New Orleans, see page 303.)

The journey from NEW YORK TO NEW ORLEANS may be divided as follows :—1st. From New York to *Baltimore* : time 12 hours. 2d. From Baltimore to *Charleston* : time 53 hours. 3d. From Charleston to *Montgomery* : time 53 hours. 4th. From Montgomery to *Mobile* : time 40 hours. 5th. From Mobile to *New Orleans* : time 20 hours. Total $7\frac{1}{2}$ days. The delays of from *two to five* hours between each division, make up a total of *eight days* and some *two or three hours*.

ROUTE FROM NEW YORK TO MEMPHIS, TENN.—From New York to *Washington*, by railroad, 224 miles. From Washington to *Acquia Creek*, by steamboat, 55 miles. From Acquia Creek to *Wilmington*, by railroad, 319 miles. From Wilmington to *Charleston*, by steamboat, 180 miles. From Charleston to *Augusta*, by railroad, 136 miles. From Augusta to *Atlanta*, by railroad, 171 miles. From Atlanta, to *Kingston*, by railroad,

60 miles. From Kingston to *Gunter's Landing*, by post-coaches, 90 miles. From *Gunter's Landing* to *Decatur*, by steamboat, 60 miles. From *Decatur* to *Tuscumbia*, by railroad, 43 miles; and from *Tuscumbia* to *Memphis*, by post-coaches, 170 miles. Total distance 1,507 miles: through in about *eight* days. *Fare* is as follows:—from New York to Philadelphia, \$3.00. From Philadelphia to Baltimore, \$3.00. From Baltimore to Charleston, \$16.00. From Charleston to Memphis, \$28.00. Total fare, \$48.00.

Memphis, which is situated on the E. bank of the Mississippi river, can be reached also by taking the cars from Baltimore to Cumberland, and stage to Wheeling; thence by steamboat down the Ohio and Mississippi rivers to Memphis.

ROUTES FROM PITTSBURG, (continued from page 260.)—From Pittsburg, and also from Wheeling, first-class steamboats run regularly, and convey passengers with as little delay as possible, to *Cincinnati*, *St. Louis*, *New Orleans*, and other places in the South and West.

Principal Places and Distances on the Ohio and Mississippi rivers, from Pittsburg to Cincinnati, St. Louis, and New Orleans.

	From place to Miles.	From place. Pittsburg. Miles.
<i>From Pittsburg to—</i>		
Steubenville, O.....		82
WHEELING, Va.	23....	105
Marietta, O.....	94....	199
Parkersburg, Va.....	12....	211
Gallipolis, O.....	86....	297
Guyandotte, Va.....	36....	333
Portsmouth, O.....	55....	388
CINCINNATI, O.....	105....	493
Louisville, Ky.....	138....	631
Cairo, mouth of the Ohio River.....	370....	1,001
New Madrid, Mo.....	75....	1,076
Memphis, Tenn.....	160....	1,236
Vicksburg, Miss.....	385....	1,621
Natchez, Miss.....	110....	1,731
NEW ORLEANS, La.....	300 ...	2,031
<i>From Cairo to—</i>		
ST. LOUIS.....	174....	1,175

From St. Louis to the Falls of St. Anthony.

<i>From St. Louis to—</i>	From place to place. Miles.	From St. Louis. Miles.
Mouth of Missouri River.....	18	
Alton, Ill.....	4.....	22
Quincy, Ill.....	120.....	142
Nauvoo, Ill.....	48.....	190
Burlington, Iowa.....	52.....	242
Rock River, Ill.....	62.....	324
Du Buque, Iowa.....	110.....	434
Praire du Chien.....	55.....	489
FALLS OF ST. ANTHONY.....	255.....	744

**FROM NEW YORK AND BOSTON TO CINCINNATI, VIA
LAKE ERIE, THE MAD RIVER RAILROAD, &c.**

From New York to *Albany*, by steamboat, 145 miles: usual time, 8 hours. From Boston to *Albany*, by railroad, 200 miles: time 10 hours. The above routes meet at Albany; from that place, therefore, the route to Cincinnati will be the same to the traveller both from New York and Boston. From Albany to *Buffalo*, by railroad, 325 miles: time 22 hours. From Buffalo to *Sandusky City*, 250 miles, by steamboat, over Lake Erie: time 20 hours. From Sandusky City to *Cincinnati*, by the cars of the *Mad River and Lake Erie railroad*, and *Little Miami railroad*, a distance of 218 miles: time 15 hours. Total distance from New York, 938 miles: time 65 hours. From Boston, 993 miles: time 67 hours.

CINCINNATI, the most populous city of the western states, is situated on the N. bank of the Ohio river, opposite to the mouth of Licking creek. It is in N. Lat. 39° 06' 30", and W. Long. 7° 24' 25". The population in 1800 was 750; in 1810, 2,540; in 1820, 9,602; in 1830, 24,830; in 1840, 46,383; and is in 1848 not less than 80,000. The city is near the eastern extremity of a valley about 12 miles in circumference, surrounded by beautiful hills, which rise to the height of 300 feet by gentle and varying slopes, and which are mostly covered with native forest-trees. It is built on two table-lands, the one elevated from 40 to 60 feet

above the other. The city is laid out with great regularity, the streets, some of which are 60 feet in width, intersecting each other at right angles. Many of them are well paved, and extensively shaded with trees, while the houses are ornamented with shrubbery.

The shore of the river Ohio at the principal landing-place is substantially paved to low-water mark, and is supplied by floating wharves, adapted to the great rise and fall of the river, which renders the landing and shipping of goods at all times convenient.

The city is well supplied by water raised from the Ohio by a steam-engine, and forced into two reservoirs on a hill 700 feet distant.

The trade of Cincinnati is very great ; its commanding position on the Ohio yearly brings to it a large accession of business. During the year ending Sept. 1847, its imports amounted to the sum of \$49,991,833.97, and its exports to \$55,735,252.27, making a total of \$105,727,086.24. In the year 1843, \$14,500,000 were employed in manufactures, and articles produced to the amount of \$17,500,000.

This "Queen City of the West" enjoys great facilities for trade and commerce ; by the Ohio, and other rivers connecting with it, she has a water communication of some thousands of miles. In 1840, 88 steamboats belonged here, 33 of which were built during that year. It is also the greatest pork market in the world ; more than 250,000 hogs were slaughtered here in 1844, which, when prepared for exportation, were estimated to be worth upwards of \$3,000,000.

By means of her canals and railroads, and fine macadamized roads, she has an immediate intercourse with a large extent of country, and also with Lake Erie.

Steamboats leave Cincinnati daily for St. Louis, New Orleans, and Pittsburg, and intermediate places. Cars also leave for Sandusky City ; and by steamboat from thence to Buffalo, from which place travellers can proceed to Niagara Falls, Montreal, Quebec, and other places in Canada ; or can go from Buffalo to New York, Boston, Saratoga Springs, &c. Stages leave Cincinnati for St. Louis, and other places ; at Xenia they connect

with the railroad, carrying passengers from thence to Cleveland, &c.

ROUTE FROM BUFFALO TO DETROIT AND CHICAGO.

(Continued from page 209.)

Steamboats leave Buffalo for Detroit and the great upper lakes daily. On our course from Buffalo to Detroit we make several landings, as follows :—

Erie, Pa., 90 miles, is situated on a bluff, affording a fine prospect of Presque Isle Bay, the peninsula which forms it, and the lake beyond. Its harbor, which is four and a half miles long by half a mile wide, is one of the best on Lake Erie, and is generally free from ice a month earlier than that of Buffalo. The building and equipment of Perry's victorious fleet in the war of 1812 took place here. In 70 days from the time when the timber, of which it was constructed, was standing in the forest, it was ready for action.

Our second landing on the lake is at *Ashtabula*, Ohio, 135 miles; and from thence we proceed to CLEVELAND, in the same state, 194 miles, and one of its most important places. It has a fine situation for commerce, the lakes giving it a ready access to a wide extent of country. Its harbor, which is formed by the mouth of the Cuyahoga river, is equal to the best on Lake Erie. A portion of the city lies on the river, where the land is but little elevated above the level of the lake; but it rises by a steep ascent to a flat, gravelly plain, 80 feet above the lake, on which the city is mostly built. This elevation is continued to the shore of the lake, from which there is a water prospect of boundless extent. In 1847, the population was 12,769, having increased 6,698 since 1840. The usual fare from Buffalo is \$2.00: time about 16 hours. The following are among the best of the hotels in Cleveland :—the *New England House*, one of the most extensive and splendid in the country, the *Franklin House*, *Mansion House*, *American House*, *Merchants' Hotel*, &c.

Huron is 240 miles, and SANDUSKY CITY 250 miles: the latter is situated on the s. side of Sandusky Bay, fronting the opening into Lake Erie, three miles distant, of which it has a delightful

view. Excepting during the winter months, its wharves are thronged with steamboats and other lake vessels, arriving and departing continually. Time from Buffalo about 20 hours. *Toledo*, Ohio, 305 miles; *Monroe*, Mich., 326 miles. We now arrive at *Detroit*, Mich., 372 miles from Buffalo, in about 30 hours. *Fare* about \$5.00.

DETROIT has a fine situation for trade, being located on the w. side of Detroit river, on elevated ground, 30 feet above its surface—7 miles below the outlet of Lake St. Clair, and 18 miles above the w. extremity of Lake Erie. It has already become a great commercial depot, the navigation of the lake and river being open for two-thirds of the year. Pop. about 20,000. There are here several excellent hotels:—the *National*, *Mansion House*, *Michigan Exchange*, *Commercial*, *Railroad*, *Steamboat Temperance*, &c. The price of board varies from 75 cents to \$1.25 per day.

ROUTES FROM DETROIT TO CHICAGO.—Two routes now present themselves: either by the way of lakes Huron and Michigan; or by the Central Railroad, and stage, across the state of Michigan, to the lake of that name. The latter is the most expeditious, although both are very pleasant and agreeable routes. By the railroad line the traveller will arrive in Chicago 48 hours in advance of the lake route.

THE RAILROAD ROUTE.—The cars on the *Michigan Central Railroad* leave Detroit daily, at 8 o'clock, A. M., and arrive at *Kalamazoo*, 146 miles, at 6 P. M. *Stages* leave Kalamazoo (after the arrival of the cars) at 7 o'clock, P. M., and arrive at *St. Joseph's*, on Lake Michigan, 55 miles, at 7 o'clock, A. M., next day. The steamboat leaves the latter place daily, after the arrival of the stages, for Chicago, 69 miles, and arrives at 2 o'clock P. M. Passengers by this route can be furnished with *Extras* at Kalamazoo, which, leaving at 7 A. M., arrive at St. Joseph's at 7 o'clock P. M., thus avoiding night travel. *Fare* to Chicago \$6.50, if paid at Detroit.

There is also a *daily line of stages* leaving Kalamazoo for the South, via Niles to Northern Indiana.

ROUTE BY THE LAKES.—During the summer season travellers

have an opportunity of going from Buffalo and Detroit to Chicago, by the way of the great upper lakes, Huron and Michigan, stopping at all the principal places. The distance from Detroit is 680 miles, and from Buffalo 1,052 miles.

The following, which is a summary of a trip taken during the summer of 1847, from New York to Chicago, via Albany, Buffalo, and Detroit, is by a correspondent of one of our daily papers, and will convey more information, for those about taking this excursion, than any description we could give.

Leaving New York by the 7 o'clock boat, on Monday evening, for Albany, you breakfast at that place next morning, and at 7½ o'clock proceed to the Railroad Office, and get a through-ticket for Buffalo, for which you pay \$12. After an hour's ride you reach Schenectady, and proceed thence on the way to Utica, where you stop for dinner; and then with the same rapidity fly away to Syracuse, where you can stop till morning, if too much fatigued to ride all night;—if, however, you are in a hurry, you can keep your seat in the cars, and at sunrise the next morning will find yourself in Buffalo: but if you prefer travelling by daylight, you can spend the night in Syracuse or Auburn, and the next day you have an opportunity to see the beautiful villages of Geneva, Canandaigua, Batavia, and the city of Rochester, and arrive in Buffalo in the evening of the second day—Wednesday.

You now take passage on one of the large and elegant Upper Lake boats. Here you generally find companies of ladies and gentlemen, bound on a voyage of pleasure, with guns, fishing-tackle, harps, flutes, violins, and other music. The next morning, which is Thursday, you land at Cleveland; and here, while the boat is taking in wood, &c., you have an hour or two to ride around the town. You leave Cleveland at 11 or 12 o'clock, and the next morning, Friday, at daylight, you are in Detroit. Another hour or two is spent about the city, and you are off for Mackinaw. Saturday morning finds you moored amidst bark canoes and Indian tents, close under a high rocky fort, bristling with a hundred cannon. After getting a breakfast of Mackinaw trout, trying your luck at fishing in water so clear that you can see a trout twenty feet from the surface, buying a few trinkets from the young squaws, visiting the forts and barracks, you sail

for Chicago, where you arrive on Sunday at sunrise, making the whole trip of 1,500 miles in five days, at an expense of \$21.00, all told. The fare on the lakes is \$8.00, or about \$2.00 a day—the same as at an hotel. This includes passage and board.

CHICAGO is situated at the s. end of Lake Michigan, on both sides of Chicago river. The n. and s. branches of the river unite three-fourths of a mile from the lake, in the upper part of the city, forming a harbor from 50 to 75 yards wide, and from 15 to 25 feet deep. The city is built on level ground, sufficiently elevated to be secure from the highest floods. The surrounding country is fertile and pleasant. The Illinois and Michigan Canal, which was commenced in 1836, was completed in the spring of 1848. It unites Lake Michigan, at Chicago, with the head of navigation on the Illinois river at Peru, thus forming a connection between the Mississippi river and the lakes. This union will add greatly to the importance of Chicago as a commercial depot. In 1847 the population amounted to 16,000. The *Hotels* are the *Sherman House*, where a splendid table is set; *Lake House*, with accommodations equal to any of the Eastern hotels, \$1.25 per day; the *Tremont House*, *Mansion House*, *Western Hotel*, *American Temperance House*, and many other excellent houses, with board for \$1.00 per day.

Milwaukie, in Wisconsin, is situated on both sides of Milwaukie river, near its entrance into Lake Michigan, 87 miles n. from Chicago. Its growth is most remarkable. According to the census taken in Dec. 1847, the population was 14,071, having increased since June, 1846, a space of 18 months, 4,563. In the same period of time the *county* of Milwaukie had gained 6,822,—increasing from 75,925 in June, 1846, to 82,747 in Dec. 1847. This place is the natural outlet of one of the finest regions for cereal grains in the United States. During the past season two large flouring mills have been erected in Milwaukie, one propelled by steam, and one by water-power; and it is expected that two more will go into operation during the year 1848. Among the hotels in Milwaukie may be mentioned, the *United States*, *Milwaukie House*, and *City Hotel*. Board about \$1.25 per day. During the season of navigation steamboats run between Milwaukie and Chicago.

Racine, in Dec. 1847, contained 3,000 inhabitants—an increase of 288 within six months; and *Southport* contained at the same time 2,780. Both these places are situated in Wisconsin, on the w. bank of Lake Michigan, s. from Milwaukee.

FROM CHICAGO TO GALENA, ILLINOIS.—Stage lines run daily to Galena, a distance of 167 miles. *Fare* about \$8.00: time about two days. A railroad is projected between these places.

FROM CHICAGO TO ST. LOUIS.—By *stage*, or by the *Illinois and Michigan Canal* to *Peru*, on the Illinois river, 100 miles; and thence by *steamboat* down the river to *St. Louis*.

ST. LOUIS is one of the most important, wealthy, and populous places in the western country. It is situated on the w. bank of the Mississippi river, 18 miles below the mouth of the Missouri, —174 miles above the mouth of the Ohio river,—1,194 above New Orleans, and about 744 below the Falls of St. Anthony. Its population is not less than 60,000, and is rapidly increasing. The situation of the city for commerce is not surpassed by that of any other place in the west or southwest, excepting New Orleans,—having the Mississippi and Illinois rivers on the n., the Missouri on the w., and the Ohio and its tributaries on the s. e.; whilst the “Father of Waters” furnishes an outlet to the Gulf of Mexico and the Atlantic ocean for its valuable productions. A vast amount of furs is annually collected here. In the year 1847 it owned 23,800 tons of steamboat tonnage, worth \$1,547,000. During 1846, there arrived at that port, exclusive of 801 flat-boats, steamboats with a tonnage of 467,824 tons. The total annual commerce of St. Louis, imports and exports included, although yet in its infancy, is estimated at over \$75,000,000,—equalling nearly one-third of the whole foreign commerce of the United States.

Numerous steamboats ply regularly between St. Louis and all the principal places on the Mississippi, Ohio, Missouri, and Illinois rivers, &c.; and stages depart at stated intervals for places in the adjoining states, and for Louisville, Cincinnati, &c.

FROM ST. LOUIS TO NEW ORLEANS.—Take the steamboat at St. Louis, passing down the Mississippi river to the *mouth of the Ohio*, 174 miles; to *New Madrid*, Mo., 239; to *Memphis*, Tenn., 399; to *Vicksburg*, Miss., 784; to *Natchez*, Miss., 894; to

Baton Rouge, La., 1,074; and to *New Orleans*, 1,194 miles. Usual time about *four* days. The distance from New Orleans to the Gulf of Mexico is 104 miles.

NEW ORLEANS, the capital of Louisiana, and after New York, the greatest commercial depot in the American Union, is situated on the left bank of the Mississippi river, 104 miles from the Gulf of Mexico, in N. Lat. $29^{\circ} 57' 30''$, and in W. Long. $90^{\circ} 8'$ from Greenwich. It is distant from New York, by the shortest route, 1,644 miles. The city is built on land gently descending from the river towards the low marshy ground in its rear. The *Levee* is an embankment of earth, raised to prevent an overflow of the waters of the river; it extends from Fort Plaquemine, 43 miles below the city, to 120 miles above it, is 15 feet wide and four feet high, and forms a very pleasant promenade. The position of this city as a vast commercial depot is unrivalled. The Mississippi, with its numerous tributaries, brings to its market the products of 20,000 miles of navigation. The resources of this great valley are only partially developed. The total estimated value of produce received from the interior from the 1st Sept., 1846, to 31st Aug., 1847, was \$90,033,256; whilst in 1844 it was only \$60,094,716. The total receipts of cotton, from 1st Sept., 1846, to 31st Aug., 1847, were 740,669 bales. The exports were—to Great Britain, 385,368 bales; to France, 95,719; other foreign ports, 83,920: total, 565,007. The year previous 835,775 bales were exported to foreign parts.

The city proper is in the form of a parallelogram, extending along the river 1,320 yards; yet its whole extent, including the fauxbourgs, is not less than five miles in a line parallel with the river; and extending perpendicularly to it, from a quarter to three quarters of a mile; and to the Bayou St. John, two miles. The view of the city from the river, in ascending or descending, is beautiful. During the busy season the *Levee* is crowded with vessels from all parts of the world; with hundreds of steamboats, and numerous flat-boats and other craft. Indeed, nothing can present a more busy, bustling scene, than exists here at this time; the loading and unloading of vessels and steamers, with hundreds of drays transporting tobacco, cotton, sugar, and the various and

immense products of the far West, make a vivid impression upon the mind of the stranger. In 1840 the population of the city was 102,193 ; according to the census taken *seven* years afterwards, it had decreased 9,570, being at that time only 92,623 ; and all this in the face of an enlarged trade. During the three years previous to 1847 there had been an increase of \$30,000,000 in the receipts of produce alone, from the interior country. From these facts it has been justly concluded, that an error must have occurred in the taking of the census.

MEXICAN GULF RAILWAY.—Depot in New Orleans, corner of Elysian Fields and Good Children-st., Third Municipality.

To *Proctorville*, Lake Borgne, distance 27 miles. *Fare* 75 cents. Children and slaves 35 cents each.

The British steamers arrive at Ship Island, from Southampton and Havre, about the 2d of every month, on their way to Vera Cruz ; and return from thence to Ship Island, for Havana and England, on the 21st and 22d of each month

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APPENDIX.

SAILING OF STEAMSHIPS.

THE British and North American Royal Mail Steamships sailing between Boston and Liverpool, and between New York and Liverpool, calling at Halifax to land and receive mails and passengers, are the *America*, *Europa*, *Niagara*, *Canada*, *Hibernia*, *Britannia*, *Caledonia*, *Cambria*, and *Acadia*.

These vessels sail regularly every week (Wednesday) from America to Liverpool, until November; and from Liverpool to America every Saturday. From New York and Boston they leave on alternate Wednesdays.

The above steamships carry a clear *white* light at the mast-head—*green* on starboard-bow—*red* on port-bow.

Passage money from New York or Boston to Halifax, \$20; from either of the two former to Liverpool, \$120.

Passengers will be charged *freight* on personal luggage when it exceeds half a ton measurement, and on specie, (except for personal expenses.)

All *letters* and *newspapers* must pass through the Post-office

OCEAN STEAM NAVIGATION COMPANY.

The vessels belonging to this line are the *Washington*, *Hermann*, and *Franklin*; the latter of which is now being prepared to take her place in the line. These steamships sail from New York on the 20th of each month, (except when that day falls on Sunday, in which case the day of sailing is Monday,) touching at Cowes and Southampton to land passengers and deliver the mails for England, France, and Belgium, and thence proceeding to Bre-

merhaven, a place situated at the mouth of the Weser, and about 40 miles distant from Bremen.

Passage money from New York to Europe, \$120; and from Europe to New York, \$150.

For freight or passage apply at the office of the Ocean Steam Navigation Company, No. 60 Broadway.

STEAMSHIPS FOR CHARLESTON, S. C.

The steamships *Southerner* and *Northerner* sail alternately between New York and Charleston every Saturday afternoon; leaving the former place from Pier No. 4 North or Hudson River; and the latter place from Adger's Wharf. Usual time about 60 hours: passage money \$25 and found. Agents, in New York, Spoilford, Tileston & Co.

Goods consigned to the care of the agent of the South Carolina Railroad Company, intended for the interior of South Carolina, Georgia, Alabama, and Tennessee, will be forwarded with dispatch, free of commission.

PHILADELPHIA AND CHARLESTON STEAMSHIPS.

A line of steamships is building, to sail between Philadelphia and Charleston, S. C. The first is now ready, and makes regular trips between the two cities. The others will be placed upon the line at as early a day as practicable.

SAILING PACKETS.

NEW YORK AND LIVERPOOL PACKETS.—These vessels leave each port on the 1st, 6th, 11th, 16th, 21st, and 26th of each month. *Price of passage* to Liverpool, \$100; from Liverpool to New York, £25.

NEW YORK AND LONDON PACKETS.—These sail from each port on the 1st, 8th, 16th, and 24th of every month. *Price of passage* from New York to London, \$100; from London to New York, £25.

HAVRE PACKETS.—These leave each port on the 1st, 8th, 16th, and 24th of each month. *Price of passage* from New York to Havre, \$100.

Packet Lines also sail between New York and New Orleans, Charleston, Mobile, and other southern ports.

PHILADELPHIA AND LIVERPOOL LINE OF PACKETS.

The old line of packets sail from Philadelphia the 25th of every month, and from Liverpool the 12th of each month. Passage from Philadelphia to Liverpool, first cabin, \$80; forward cabin, \$35; steerage, \$15. Apply in Philadelphia, to H. & A. Cope & Co.

The new line of packets sail from Philadelphia on the 12th, and from Liverpool on the 26th of each month. Apply in Philadelphia, to Richardson, Watson & Co.

BOSTON AND LIVERPOOL LINE OF PACKETS.

To sail from Boston on the 5th, and from Liverpool on the 20th of each month. Apply in Boston, to Enoch Train & Co., Lewis Wharf.

ELECTRO-MAGNETIC TELEGRAPH LINES in operation and progress in the United States up to April, 1848 :—

	Miles.
From BOSTON TO PORTLAND, via Boston and Maine Railroad	109
From BOSTON TO PORTLAND, via Eastern Railroad	105
From BOSTON TO LOWELL*	26
From NEW YORK TO BOSTON, via Bridgeport, New Haven, Hartford, Springfield, and Worcester	237
From NORWICH TO WORCESTER.....	86
From NEW BEDFORD TO WORCESTER, via Fall River, Taunton, and Providence: at Worcester it will connect with the New York and Boston line	97
From NEW YORK TO ALBANY AND TROY, via Poughkeepsie and Hudson.....	160
From ALBANY TO BUFFALO, via Utica, Syracuse, Geneva, Rochester, &c.	325
From BUFFALO TO MONTREAL, via Lockport, Lewiston, Queenston, Can., Hamilton, Toronto, Coburg, Prescott, &c.	860
From MONTREAL TO QUEBEC.....	180
From ALBANY AND TROY TO MONTREAL, via Bennington, Rutland, Whitehall, Vergennes, Burlington, Phillipsburg, St. Johns, &c. . .	260

* This line will, no doubt, be continued to Montreal, Canada, via Concord and Burlington.

From TROY TO SARATOGA	36
From SYRACUSE TO OSWEGO	35
From AUBURN TO ELMIRA, via Springfield and Ithaca	84
From ITHACA TO BINGHAMTON, via Owego	46
From ROCHESTER TO MEDINA, via Brockport and Albion.....	46
From ROCHESTER TO DANSVILLE, via Scottsville, Geneseo, Avon, and Mount Morris.....	52
From HAMILTON, Can., to LONDON, via Dundas and Woodstock...	75
From BUFFALO TO DETROIT, via Erie, Cleveland, Sandusky, and Toledo.....	350
From DETROIT TO MILWAUKIE, via Kalamazoo, Michigan City, Chicago, and Racine, &c.....	350
From NEW YORK AND OFFING, over Long Island to Fire Island... 88	
From NEW YORK TO PHILADELPHIA, via New Brunswick, Trenton, &c.	87
From BALTIMORE TO WASHINGTON.....	40
From WASHINGTON TO RICHMOND, Va.	128
From RICHMOND, Va., to NEW ORLEANS, via Raleigh, N. C., Co- lumbia, S. C., CHARLESTON, S. C., Augusta, Ga., Savannah, Ga., Macon, Ga., Montgomery, Ala., and MOBILE.....	1474
From PHILADELPHIA TO PITTSBURG, via Lancaster, Harrisburg, Carlisle, Chambersburg, &c.	312
From PITTSBURG TO CLEVELAND	138
From CINCINNATI TO ST. LOUIS, via Louisville, Vincennes, &c.....	—
From PHILADELPHIA TO ST. LOUIS is about.....	1600
From PHILADELPHIA TO POTTSVILLE	94

The following lines are in a state of progression, and the whole will, no doubt, be completed at an early day:—

The *Lake Erie Telegraph*, from Buffalo to Detroit, via Fredonia, Westfield, Erie, Ashtabula, Cleveland, Sandusky City, Lower Sandusky, Perryburg, Toledo, and Monroe.

The **SOUTHWESTERN LINE**, extending from New Orleans to Baltimore, a distance of about 1,250 miles.

From New Orleans to Frankfort and Lexington, Ky., with branches to Louisville, Cincinnati, &c.; at the latter place connecting with the line from Philadelphia and Pittsburg, and at Louisville with the line to St. Louis.

Nashville, Tenn., to Baltimore; from Baltimore to York and Harrisburg, Pa.; and also from York to Columbia and Lancaster, Pa.

There are several *detached lines* in progress, most of which, however, are short, and of a local character.

The foregoing account will be found as accurate as it is possible to make it, especially when it is taken into consideration, that every day creates a change in the aspect of the telegraph: we can therefore do no more than approach its correct statistics.

The total number of miles of telegraphic extension throughout the country on the 1st of April, 1848, open and in daily use, was about 3,500 miles; about an equal number of miles were in progress, and advancing rapidly towards completion. Some of the lines already built not being sufficient for public use, many of the companies are extending a second line between the principal cities, thereby affording the public greater facilities for this mode of communication. These, when completed, will make the aggregate number of telegraphic conductors equal to about 11,000 miles.

TELEGRAPH PRICES.

All communications are strictly confidential.

Prices of the New York and Boston Telegraph.

From Boston, or from New York, to Worcester, Springfield, Hartford, or New Haven, or from either station intermediate of Boston and New York, to any other station of the line, 25 cents for the first *Ten Words or Numbers*, exclusive of address and signature; and *Two Cents* for every additional word or number. From Boston to New York, or New York to Boston, FIFTY CENTS for the first *Ten Words, or Numbers*, and THREE CENTS for every additional word or number.

Prices of the Philadelphia and Pittsburg Telegraph Line.

From Philadelphia to	NUMBER OF WORDS.									
	10	20	30	40	50	60	70	80	90	100
Lancaster.....	\$.20	40	60	80	1 00	1 20	1 40	1 60	1 80	2 00
Harrisburg.....	25	50	75	1 00	1 25	1 50	1 75	2 00	2 25	2 50
Chambersburg.	30	60	90	1 20	1 50	1 80	2 10	2 40	2 70	3 00

From Philadelphia to Pittsburg 50 cents for the *first Fifteen Words or less*, and the same for every additional Fifteen Words.

PRICES OF THE NEW YORK AND BUFFALO TELEGRAPH LINE.

From NEW YORK TO	For first 15	Each added 5	From BUFFALO TO	For each 10 Words.	Each added Word.	
Carmel	27 cts.	10	St. Catharines	40	3	
Poughkeepsie			Hamilton	50		
Hudson			Toronto	65½		
Troy	37	15	Woodstock	75	3	
Albany			Oshawa			
Schenectady			Port Hope			
Little Falls			Coburg			
Utica			Belleville			
Rome	Kingston	87½				
Syracuse	Brockville					
Auburn	52	20	Prescott	100	3	
Geneva			Cornwall			
Canandaigua			Montreal			
Rochester			Berthier			
Buffalo			Three Rivers			
Ithaca	77	30	Quebec	125	3	
Oswego			From BUFFALO TO			
Lockport			Erie			25
Springport			Ashtabula			35
Elmira			Cleveland			40
Binghamton			Elyria			
Owego			Sandusky			
Chippewa						
Niagara						
Queenston						
			From BUFFALO TO			
			Bennington			
			Manchester			
			Rutland			
			Castleton			
			Whitehall			
			Orwell			
			Middlebury			
			Vergennes			
			Burlington			
			St. Albans			
			St. Johns			
			Montreal			

The address and signature not counted. No figures allowed but day of month and year. All communications treated as strictly confidential.

Prices of Canada Junction Line, and Toronto Line, Canada.

From Buffalo to Lockport or Queenston, 35 cents for the first Fifteen Words. From Buffalo to St. Catharine, Canada, 35 cts. do. From Buffalo to Hamilton or Toronto, 50 cts. do.

For each additional *Five Words*, or under, to either of the above stations, **TEN CENTS**.

Prices of the New York and Washington Telegraph Line.

For every *Ten Words*, not exceeding *One Hundred*, exclusive of the address and directions,

From New York to	{	PHILADELPHIA, 25 cents.
		WILMINGTON, 35 "
		BALTIMORE, 50 "
		WASHINGTON, 50 "
From Philadelphia to	{	WILMINGTON, 10 "
		BALTIMORE, 25 "
		WASHINGTON, 25 "
From Wilmington to	{	BALTIMORE, 20 "
		WASHINGTON, 25 "
From Baltimore to	{	WASHINGTON, 10 "

When a communication exceeds that number, the price on all words exceeding ONE HUNDRED, will be reduced *One Third*.

Communications destined for any place beyond the termination of the TELEGRAPH, will be faithfully written out at the last station and put into the Mail.

All communications must be pre-paid at the Stations from which they are transmitted respectively.

MONEY.

Value of the Coins of the different Nations.

UNITED STATES.

Gold.

Eagles, (since 1833,).....	\$10.00
Half Eagles, "	5.00
Qr. Eagles, "	2.50
Eagles, old, (before 1834,).....	10.10
Half Eagles, old, "	5.25
Qr. Eagles, " "	2.62

Silver.

A Dollar,.....	10 dimes, or 100 cents.
A Half,.....	5 " 50 "
A Quarter,.....	2½ " 25 "
A Dime,.....	10 cents.
Half Dime,.....	5 "

In New England, the dollar is divided into six shillings, thus; 6½ cents is called *fourpence*; 8 cents, *sixpence*; 12½ cents, *ninepence*; 16½ cents, *a shilling*; 18½ cents, *three fourpences*; 50 cents, *three shillings*; 62½ cents, *three and ninepence*; 75 cents, *four and sixpence*; 87½ cents, *five and threepence*. In New York the 12½ and 6½ cent pieces are called *shillings* and *sixpences*; in Philadelphia frequently, *levies* and *fips*; in the Southern states, a *bit* and *picayune*, and are taken for the same as ten cent and five cent pieces.

ENGLISH.

Sovereigns,* of all dates.....	5 dwt.	3 grs.	\$4.83
Half Sovereigns, "	2 " "	13 " "	2.41
Guineas, "	5 " "	7 " "	5.00

English Gold, per act of Congress of March 3, 1843, is a legal tender at 92 cents 6 mills per dwt.

* The dragon sovereigns, so called, are worth only \$4.80.

FRENCH.

Napoleons (20 franc) of all dates.....	4 dwt.	3 grs.	\$3.82
2 Napoleons, (40 franc) "	8 " "	6 " "	7.66
Louis d'Or, "	4 " "	20 " "	4.50

French Gold, per act of Congress of March 3, 1843, is a legal tender at 92 cents 9 mills per dwt.

SPANISH.

Doublons,† of all dates.....	17 dwt.	3 grs.	\$15.75
Half, "	8 " "	16 " "	7.75
Quarter, "	4 " "	8 " "	3.90
Eighth, "	2 " "	4 " "	1.87

Spanish Gold, per act of Congress of March 3, 1843, is a legal tender at 89 cents 9 mills per dwt.

MEXICAN AND SOUTH AMERICAN.

Doublons,† of all dates.....	17 dwt.	8 grs.	\$15.60
Half, "	8 " "	16 " "	7.70
Quarter, "	4 " "	8 " "	3.87
Eighth, "	2 " "	4 " "	1.87

Mexican and South American Gold, per act of Congress of March 3, 1843, is a legal tender at 89 cents 9 mills per dwt.

† Many doublons and parts of doublons are light, and consequently not saleable. A doublon should weigh the same as a good dollar, or two half dollars.

SILVER COIN.

Spanish pillar dollars, unblemished.....	2 per cent premium.
Spanish halves, quarters, &c.....	par, to $\frac{1}{2}$ discount.
Mexican dollars.....	$\frac{1}{4}$ to $\frac{1}{2}$ premium.
Five franc pieces.....	93c.
Two francs 35c., and one franc.....	17c.
English crown, \$1.15, half-crown.....	57c.
English shillings, (sixpences in proportion)	23c.
Thalers.....	66c.
Pistareens, (head).....	18c.
Pistareens, (cross).....	16c.

PROMISCUOUS COINS.

Ten Thalers, all dates.....	8 dwt. 10 grs.	\$7.80
Frederick d'Or, Denmark or Prussia.....	4 " 5 "	3.90
Double " ".....	8 " 10 "	7.80
10 Guilder, (shillings in proportion).....	4 " 7 "	4.00
*Johannes, J. V. ".....	18 " 7 "	17.00
Moidore, Brazilian.....	5 " 4 "	4.87
Ducat, Netherlands, Denmark, Prussia, &c.	2 " 5 "	2.20
Crown, Portugal, Maria II.....	6 " 4 "	5.80
Zervonitz, Russia.....	2 " 2 "	2.00
Xeriff, Turkey.....	2 " 7 "	2.30
Pistole, Italy.....	3 " 11 "	3.25

* Most of the Johannes and Half-Joes now in circulation are light. They should be taken at the rate of 80 cents for weight of a 5 cent piece.

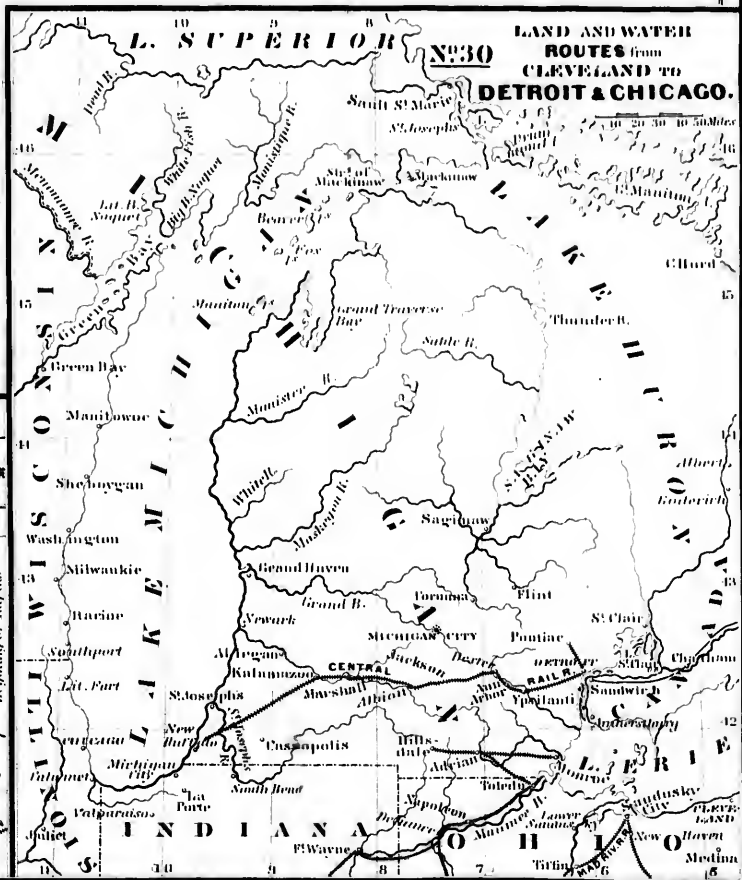
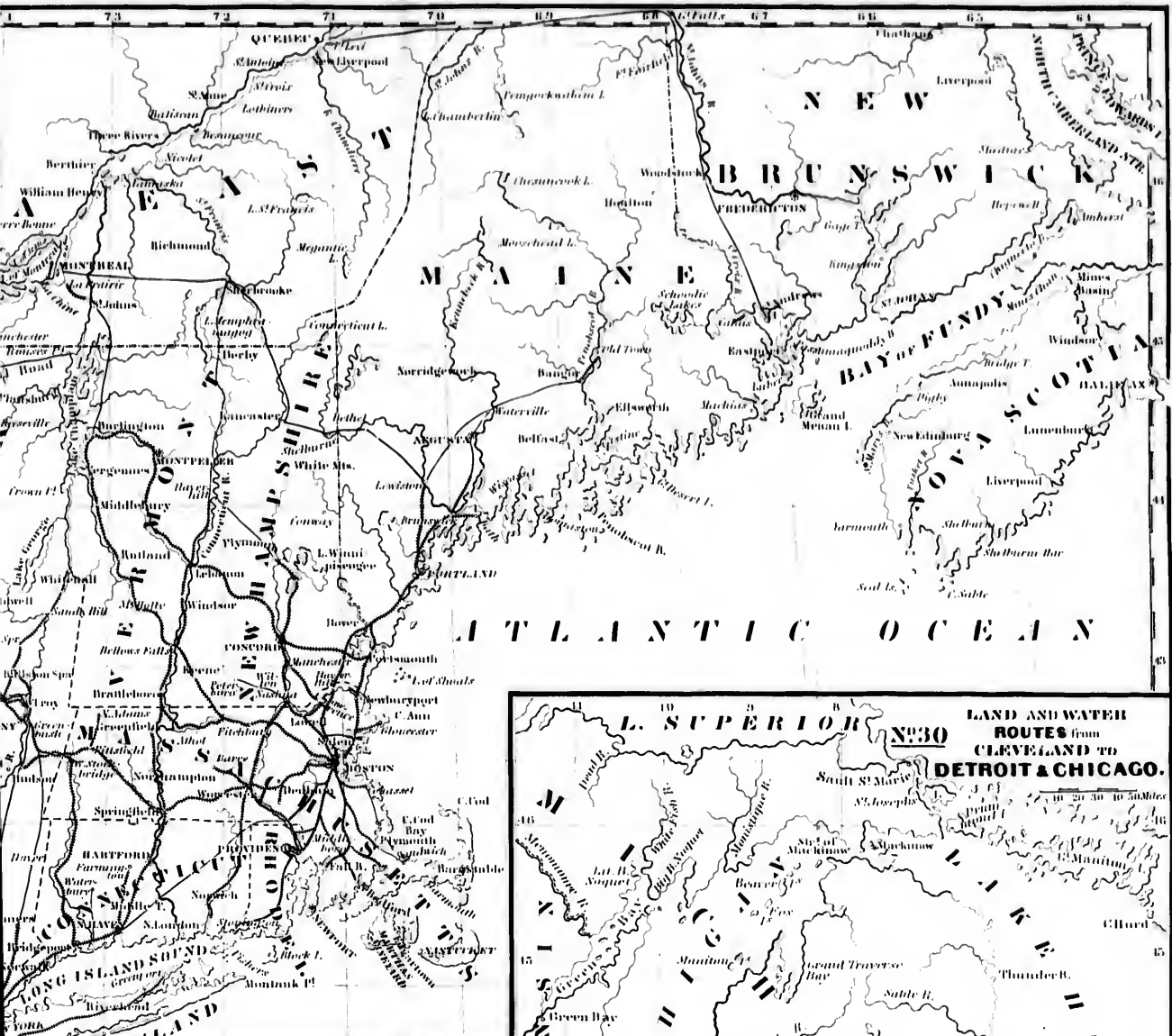
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There are perpendicular banks along the shore varying from 150 to 250 feet in height.

FALLS OF NIAGARA.

Note. The Suspension Bridge is 1 1/2 miles below the Falls, in sight of it and the Whirlpool.

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MISCELLANEOUS.

APPLETON'S Library Manual, a valuable book of reference for the book-buyer and seller. 500 pages, 8vo, paper cover. \$1 00; half roan 1 25

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