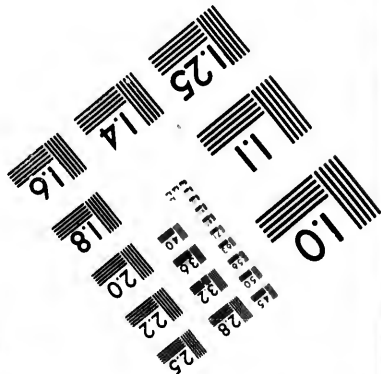
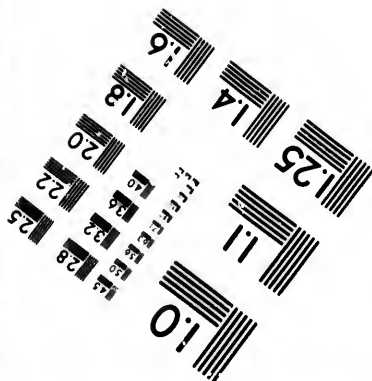
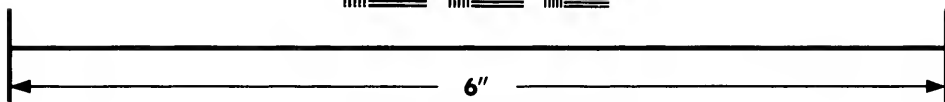
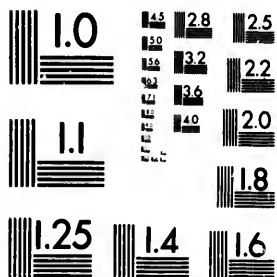


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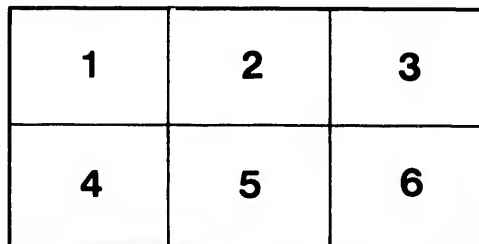
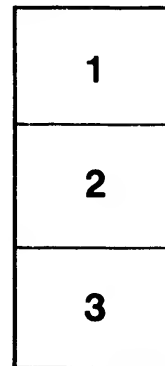
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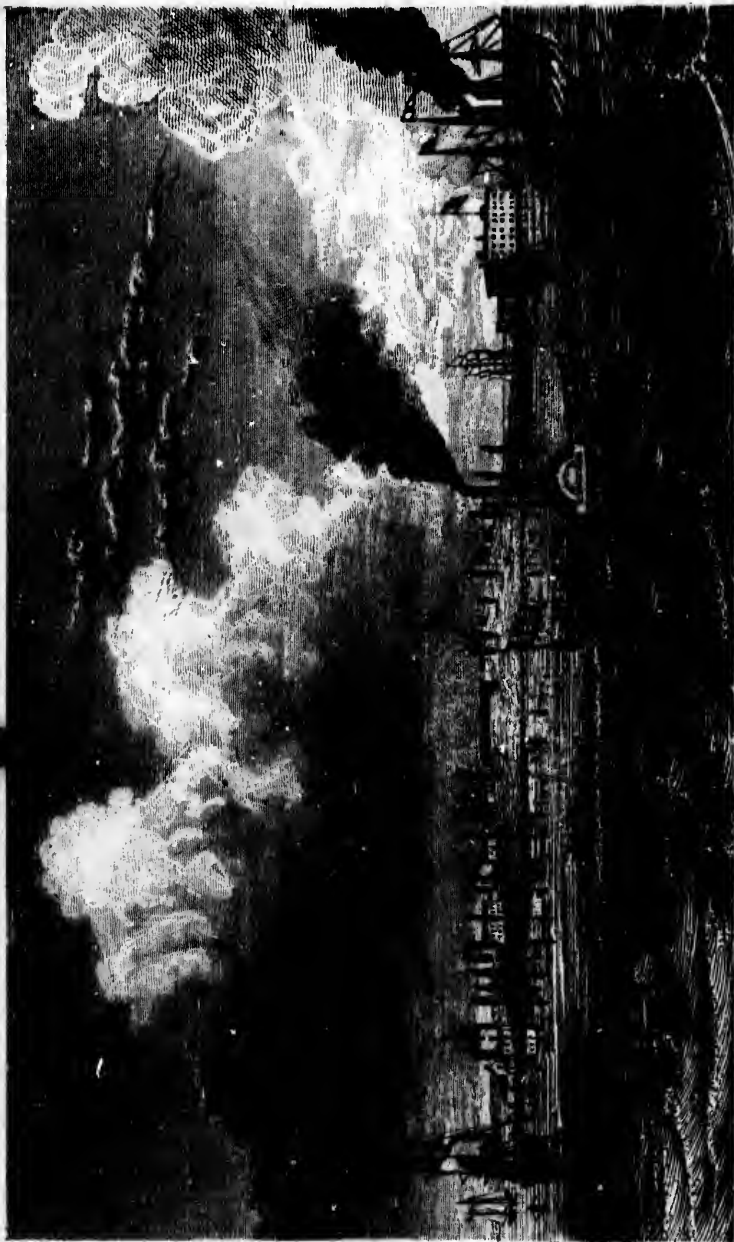
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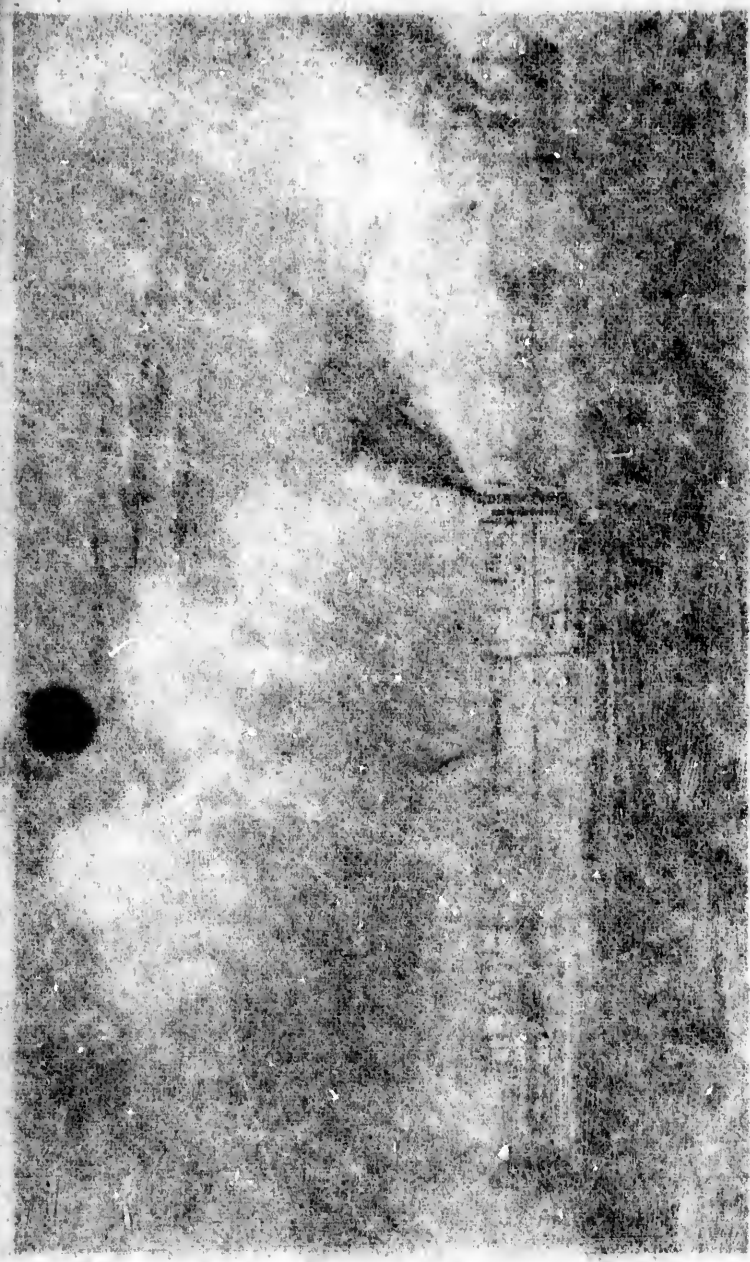
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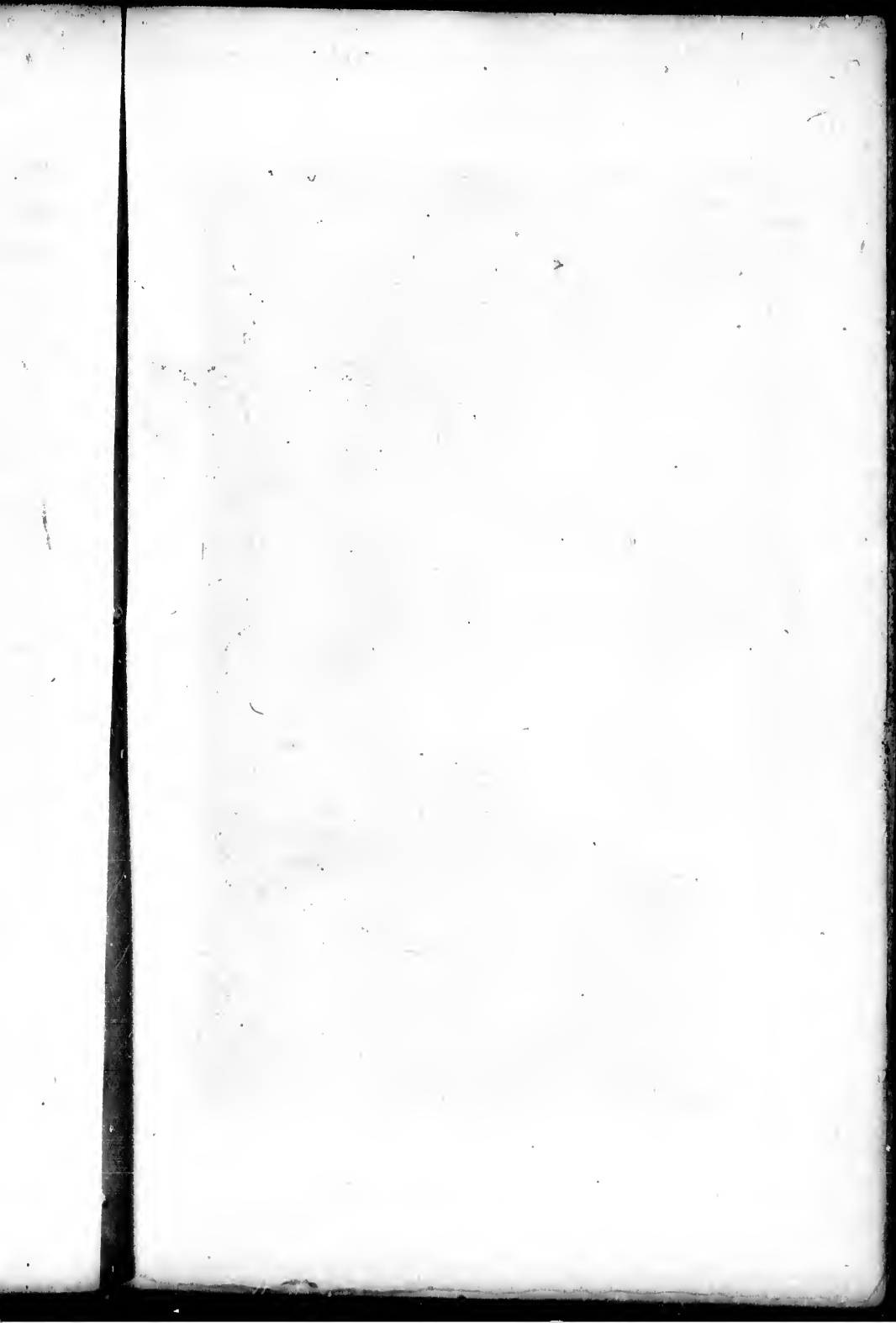
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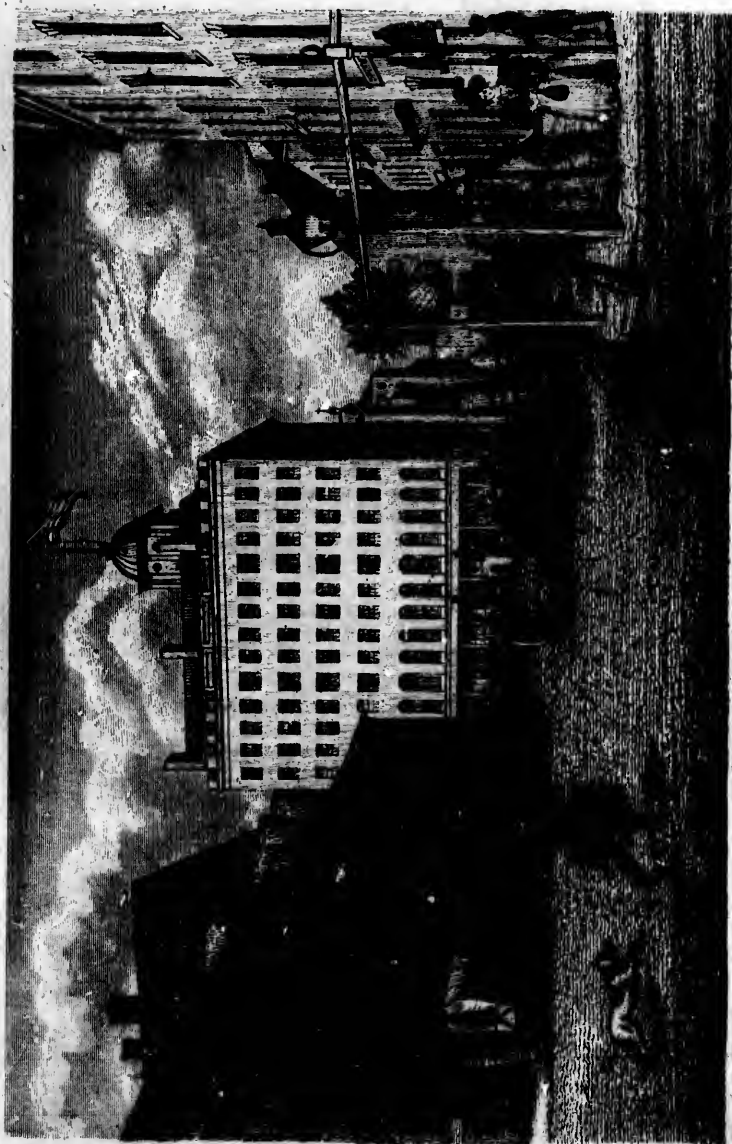
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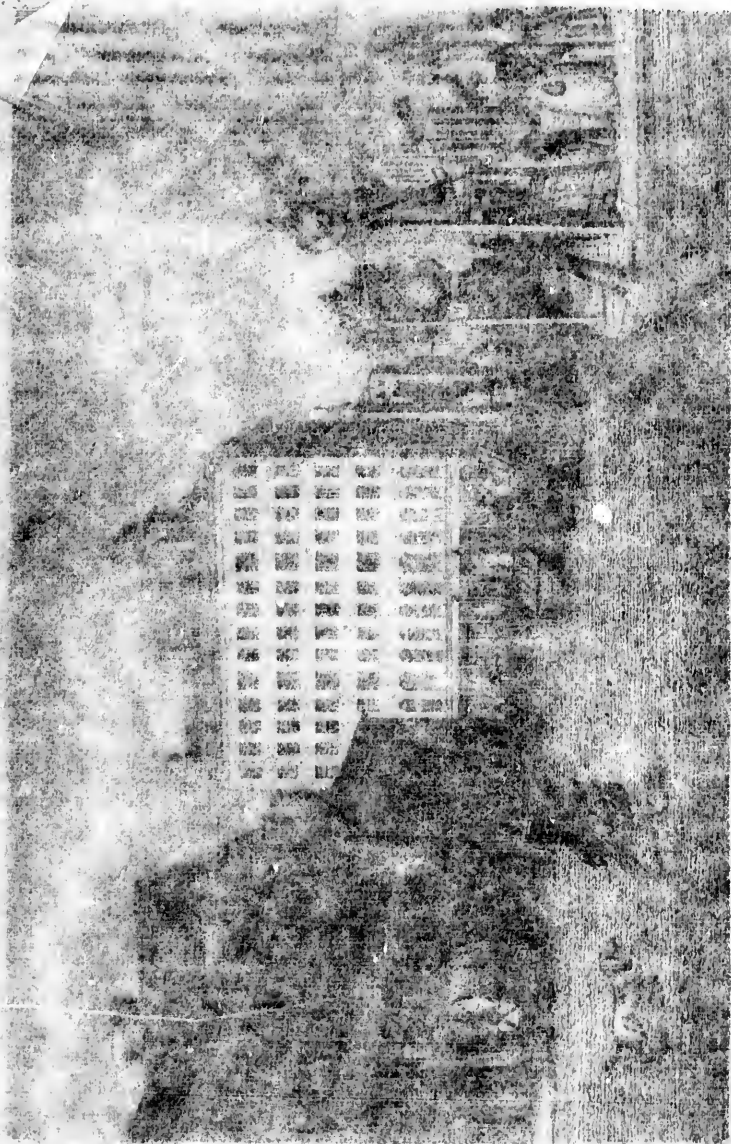
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## NORTH AMERICAN TOURIST.

### The Hudson River.

The sources of this river are in 44° N. latitude in a series of lakes in Essex and Hamilton counties, and in a mountainous and unpopulated region between Lake Champlain, the Mohawk River, St. Lawrence River, and the Ontario. The main, or north branch, rises 30 miles W. from Crown Point; the Sacondaga, or west branch, 20 to 40 miles W. of Lake George, and both branches flow to the eastern side of Saratoga county, in the town of Andover, near the celebrated falls of that name. From Andover, the course is southerly for a few miles, and then to Glenn's Falls, beyond which it turns south, and its course varying but little from N. to S. nearly all the way to the ocean, from which circumstance it derives its usual, but incorrect appellation of the North

From these points of view, it may be considered one of the most important streams in the world for its extent, and only inferior to them in usefulness to the Ohio and Mississippi rivers. It is also the only one of the great rivers of America proper to them for steam-boat navigation, viz. from Albany to New York, and exclusively one



THE  
NORTH AMERICAN TOURIST.

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**The Hudson River.**

The sources of this river are in 44° N. latitude, in a series of lakes in Essex and Hamilton counties, that lie in the mountainous and unfrequented region between Lake Champlain, the Mohawk River, St. Lawrence River, and Lake Ontario. The main, or north branch, rises 30 miles N. W. from Crown Point; the Sacondaga, or west branch, rises 30 to 40 miles W. of Lake George, and both branches unite on the eastern side of Saratoga county, in the town of Hadley, near the celebrated falls of that name. From thence, the course is southerly for a few miles, and then east, to Glenn's Falls, beyond which it turns south, and pursues a course varying but little from N. to S. nearly all the distance to the ocean, from which circumstance it derives its usual, but incorrect appellation of the North River.

In many points of view, it may be considered one of the most important streams in the world for its extent, and only, if at all, inferior in usefulness to the Ohio and Mississippi Rivers, but superior to them for steam-boat navigation, viz in the most remarkable circumstance, and exclusively cha

racteristic of the Hudson River from every other stream in this country—its penetrating through the chain of highlands, and being affected by the tides as far as Troy, 160 miles north, thus carrying the oceanic influence far into the interior, and yielding the greatest facilities to commerce.

The depth of water is sufficient for ship navigation as far as Hudson; and beyond that, for sloops and steam-boats to Albany and Troy. It is closed by ice from the 10th or 20th of December to about the 10th of March, with occasional exceptions; but the harbor and bay of New-York are always open, so that vessels can enter and depart at any period of the winter, while the harbors of Boston, Philadelphia, and Baltimore, are entirely closed for weeks. This is one of the principal causes of the preference given to New-York, as a sea-port, beyond any other on this coast, except Newport. Ships, with a fair wind and tide, can get to sea in one hour and thirty minutes after leaving the wharf; the distance from the city by ship channel to Sandy Hook light-house being only 18 miles.

The width of the river for 25 miles N. from New-York, is about one mile, bounded on the west by precipices of trap or green stone, from 200, and rising gradually to 500 feet in height. Beyond these, there is an expansion of the river to the width of 4 miles, called Tappan and Haverstraw bays, with the mountains on the western shore rising boldly to 700 feet in height.

The traveler then enters into the romantic region of the highlands, where the river is contracted into narrower limits, but is of greater depth, and the mountains rise on both sides with abruptness from nine to sixteen hundred feet in height. At West Point, the river turns suddenly, at right angles, to its previous course, and soon displays an opening between the mountains on the north, beyond which the country subsides into a fertile, but hilly region, which continues for a hundred miles, with a noble view of the Catskill, or spur of the Allegany Mountains, at the distance of 8 or 10 miles.

Such are the attractions possessed by this noble river, that it annually allures thousands of strangers; and this, in connection with the canal navigation, the summer visitors to the Springs, the Lakes, and to the Falls of Niagara, causes the sum of one or more millions of dollars to be expended

in this state every year, and forms a very considerable item in the prosperity and resources of the city and country.

The Hudson River, in connection with Lake Champlain, has always been the great highway to Canada, and the path or channel of military enterprise.

There are 15 to 20 steam-boats, of various sizes, plying from New-York to Albany, and other places on the river; their passage to Albany is now effected in 10 to 12 hours!

There are several falls on the river, viz.—Baker's Falls, Glenn's Falls, Hadley Falls, and others of less note. The sources of the river have never been fully surveyed; but the granitic region thereabouts undoubtedly contains many fine landscapes and scenes that will soon be better known. Its entire length may be estimated at 300 miles. Its only tributary stream of any magnitude is the Mohawk River, that falls in from the west, at Waterford, which rises 120 miles distant, in the county of Oneida. On this are the Cohoes Falls, and the Little Falls; and on West Canada Creek, emptying into the Mohawk, are the celebrated Trenton Falls, that deservedly rank high in public estimation.

As a navigable arm of the sea, and the chief cause of the prosperity of this great metropolis, the Hudson River cannot be too highly estimated; and when viewed as the connecting means of our great system of inland navigation, and with the Lakes, from Buffalo to Detroit, Michilimackinac, Green Bay, Chicago, and we soon may be enabled to say, through the Illinois River to St. Louis and New-Orleans; and also by a canal round the Sault St. Mary with the distant shores of Lake Superior, we can hardly appreciate the extent of inland trade that may, at no distant day, visit this commercial metropolis of the United States.

### **Henry Hudson.**

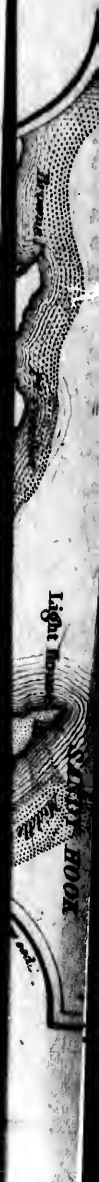
Little is known of the eventful life of the celebrated navigator Henry Hudson, except that he was an Englishman, born in 1569, of good education, and an experienced and bold seaman. He early entered into a maritime life, and soon attained a distinguished rank in his profession. He resided in London, and had a family; and his only son, a



youth of great promise, shared with him in all his perils. His first voyage of discovery was in 1607, when he sailed from Gravesend to the coast of Greenland, and made important discoveries, and returned in safety. The next year he made a voyage to the northern regions. Both of the foregoing voyages were made by him in the employment of a company of merchants at London; but they not wishing his services any longer, Hudson went to Holland, and entered into the service of the Dutch East India Company, who provided him with a small ship called the *Half Moon*, and a crew of 20 men. He left Amsterdam on the 4th of April, 1609, and after sailing along the coast of America, and touching in different places, he entered the bay inside of Sandy Hook, on the 3d of September, and devoted one month to the exploring of the coast in the vicinity, and in ascending the river that bears his name. His narrative is full of interest, and his voyage and adventures up the river, and his intercourse with the natives, are told in a faithful and descriptive manner, but our limits will not admit of any minute details. The reader that is desirous of farther information on this subject, is referred to the eloquent description in Moulton's History of this State, which does full justice to it.

The island of Manhattan, at that period, presented a wild and rough aspect; a thick forest covered those parts of it where vegetation could find support; its beach was broken and rocky, and had several inlets; the interior was hilly, with occasional rocks, swamps, and ponds. All traces of this roughness have long since disappeared from the southern part of the island, where the city is now built, and great inroads have been made on all sides into the waters of the harbor; but to the curious, a lively idea may still be given of what was formerly the appearance on the city's site, by examining the interior of the island, 5 or 6 miles north, on the middle road, or the 3d and 8th avenues, especially the latter, and also on the banks of the Hudson and East Rivers, by which may be discovered the immense labor and expense that have been bestowed by preceding generations, in altering the natural appearance of this island.

Hudson, on his return, was forced to put into England by his crew, of whom a part were natives of that country; and he subsequently perished on a voyage to the great bay that bears his name, by the mutiny of some of his sailors.





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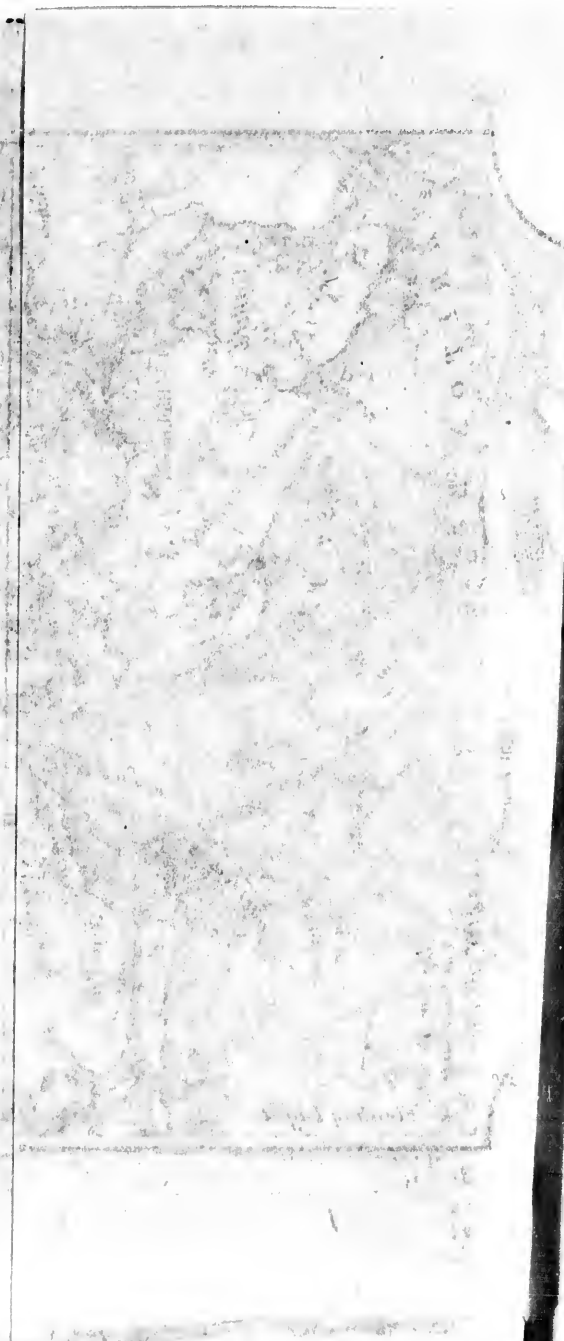


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## Excursion up the Hudson River.

On leaving the city in any of the steam-boats for the north, the traveler for pleasure should, if on his *first trip*, by all means prefer the *morning* boats, at 7 A. M.; for the sake of enjoying the splendid scenery in perfection, and select on the upper deck a suitable position near the after part of the boat, and facing to the north, so as to glance readily at objects that may attract his attention on either shore.

For twenty-five miles after leaving New-York the river is very near one mile in width, and then for the next twenty expands to three or four times that width before entering the portals of the Highlands.

In passing by fifteen streets from Courtlandt-street, or twelve from Barclay-street, we are opposite the extensive steam-engine shops of Kemble and Gouverneur, and the lofty spire seen a short distance in the rear is that of St. John's Church, that faces on Hudson-square, one of the few that ornament the city.

The sixth street beyond, as we proceed, is Canal-street, leading into the heart of the metropolis; and opposite we see, on the west side of the Hudson river, a mile above Jersey city or Powles Hook, (where the rail-road begins leading to Newark and intermediate cities to Philadelphia,) the village of Hoboken, with its green lawns, shady recesses, and embowered walks leading along the shore to and beyond the seat of the Stevens family, of celebrated memory in the history of American steam-boats. The family mansion is seen on the summit of the rocky knoll; and the surrounding and embellished grounds have a bold front of a mile on the river, carefully protected by stone embankment; the artificial and shaded winding walks are gratuitously thrown open to the public by the liberal and enlightened proprietor, in their whole extent of unrivalled beauty. Mr. S. is also the one on whom the mantle of Fulton may be said to have fallen, and his countrymen have already witnessed and enjoyed the fruits of his inventive genius.

In the rear of the low grounds that environ Mr. Stevens' property on the west, is the village of *West Hoboken*, that,

from its elevated and prominent situation on the brow of the Bergen ridge, commands a fine view of the city, harbor, and surrounding country. The *Beacon Race-Course* is on the hill to the south of the adjoining wood. The ridge rises rapidly as it extends to the north, and sweeps forward in a bold and graceful curve towards the Hudson at Weehawken, where commences the remarkable ridge of trap-rock, the Palisades.

Ten streets or blocks north of Canal-street, we pass a massive-looking building with a dome or observatory, and a semi-circular colonnade to the south entrance, being a moiety of the old State Prison, now altered and improved, and used for public or benevolent purposes, the property of a wealthy citizen, Mr. L.—.

If far enough out towards the middle of the stream, we can discern, in passing along the front of the city, the towering and castellated summits of the New-York University, that is situated several blocks towards the interior of the city facing on Washington-square; and also the domes of the two reservoirs of water in 13th-street, near Union-square.

After passing fourteen more streets or blocks, we notice the tall chimney of the Manhattan Gas Works, ninety feet high, and on the third and fourth blocks beyond, the handsome gothic spire and Episcopal church of St. Peters, and the Episcopal Theological Seminary, and the insulated mansion of Clement Moore, Esq. together with many other comfortable residences of wealthy citizens on the northern confines of the city; and in twelve more blocks we pass the New-York Chemical Works, and the Asylum for the Blind on the 8th and 9th Avenues, on an elevation back from the river. The Timber Basin for enclosing floating logs and rafts projects out awkwardly between 36th and 45th streets, and we are now fairly beyond the outskirts of the great metropolis, and must again glance our eye to the western shore.

The spacious stone mansion that surmounts the brow of the beginning of the Palisades, is the country residence of James G. King, Esq. the Wall-street banker, and occupies one of the most commanding sites in the vicinity of New-York, looking forth on the river below, the city and harbor, and through the Narrows to the Atlantic Ocean. There are several neat villas of less pretension exhibited

along the summit ridge as we continue on, and others at the foot, or on the slope, or curiously nestled in ravines in close proximity to masses of rock that impend over or surround them. Just before arriving at Bull's Ferry we see on the summit the mansion of William Cooper, Esq. an eminent naturalist, and one of the founders of the Lyceum of Natural History of New-York. On the opposite shore, observe the new building, the Orphan Asylum, removed to this beautiful site from its former location in Greenwich.

Many strikingly beautiful country seats of wealthy and comfortable citizens present themselves in agreeable succession for ten miles on the eastern or New-York side of the river. The narrowest pass on the Hudson below the Highlands is the rocky and acute projection beneath Fort Washington, and nearly opposite to Fort Lee. A large body of American troops in 1777 were embodied near the city of New-York, when it was captured by the British army after the battle on Long-Island, when our army was withdrawn, and a force of two or three thousand of American militia, was left to defend the weak and straggling lines that had been erected on and around the brow of the hill of Mount Washington, but they were incapable of a prolonged defence; the Hessians advanced from the east or Harlæm side in overpowering numbers, and carried the works at the point of the bayonet; the retreat of the Americans being cut off in every direction, they were slaughtered in cold blood by the foreign mercenaries, or held in captivity during the war on board the noted prison-ship in the Wallaboght, where hundreds fell victims to suffering and disease. There are very slight remains to be seen of these revolutionary field-works. The writer has often trod upon the hallowed spot before the erection of the present showy, and gay, and jaunty-looking mansions that are now seen there, one of them on the side-slope, being an hotel. The view from the crown of the hill extends for twenty miles up, and the same down the river; and eastward to Long-Island Sound and the Hempstead hills, the elevation is 238 feet; the height of the opposite cliffs at *Fort Lee landing* is 311 feet. The latter is an admired place of resort, and is fast gaining upon the knowledge and good will of the worthy citizens that venture thus far in the steam-boat, and ascend to the summit of the noble bluff, and look around



and beneath them. Perchance they stray a few miles, or lounge along near the brow of this lovely terrace, that as yet remains in all its pristine wildness and beauty. Long may it thus continue. A path leads along the summit of this noble terrace, on a smooth green sward, winding among evergreens and oaks mile after mile, now approaching to the edge of the precipice, and from salient angles exhibiting a series of bird's eye, profile, and plunging views, down and along this immense and irregular wall of trap-rock; after recoiling from the startling and sudden view of the abyss, we are led onward, by a succession of these wonderfully fine views that enchain the admiration of the artist and the lover of the grand works of nature, and can follow this path near the very brink for fifteen or twenty miles, and find the scene perpetually changing and presenting some new and striking feature of sublimity. Occasionally some rapid brawling stream or slight gurgling brook will dash along the path, and leap over the steep descent, but no serious impediment is thus presented to the active pedestrian in this prolonged ramble, but rather an additional excitement and pleasure.

The face of the summit is sufficiently clothed with a variety of forest trees, shrubbery, and flowers, to delight and amuse the botanist; the rocks here and there protrude through the surface of the soil, where the water courses and exposure to the rough and beating storms from the north-east have worn down to the hard and solid rock; yet good farms and rich gardens are found spread over its surface, on various slopes, away from the edge of the eastern face, and threading our way over the hill now ascending or descending, we find in a mile or two to the west, clearings admitting an extensive view over the distant borders of the Hackensack, and an admirable aerial perspective through the blue vapor to the chain of hills in the interior of New Jersey.

The Asylum for Lunatics at Manhattanville occupies a commanding position a few rods from the east bank of the river, and has seventy acres of ground annexed, with ample range for the inmates about the lawns, gardens, and pleasure-grounds. The leading principle of the system of management being of the most improved and humane description, and thus far with the happiest effect. The State of New-York has made liberal donations to this institu-

tion. For a full description of this and other public buildings in the metropolis, see the *Picture of New-York and Stranger's Guide*, by Goodrich.

Beyond the ruins of Fort Washington the heights of Harlem are seen to skirt upon the river, and to trend away to the south-east along the southern side of the *Spuyten Duyvel*, or the inlet from Hurlgate to the Hudson, that insulates the island of Manhattan from the main, and that is crossed, at or near its eastern extremity, by a wooden bridge, at the termination of the Third Avenue and the viaduct leading from the Harlem railroad to Albany, and also by the aqueduct from the Croton River, from whence the water is led down near the river road, along the height of land, for forty miles, and comes out opposite Harlem heights, at 114 feet above tide water. This costly work is destined to last for ages, and to be of immense importance to the health and welfare of the city, and the total expense ten millions of dollars. The various excavations, tunnels, arches, embankments, superstructures, &c. are highly worthy of the minute examination of every stranger and curious visiter, and for full particulars reference may be had to the *Picture of New-York* as before mentioned.

### Phillipsburgh, or Yonkers.

Seventeen miles from New-York, at the mouth of a small stream called the Sawmill River, next occurs on the east shore, and as it is deeply nestled in the vale, the stranger will be apt to overlook it, unless the boat should hug the shore on that side. The spire of the village church, peering up from amid the trees, and ruling over the quietness and seclusion of the old Dutch settlement, with its waterfall, mills, and comfortable abodes, neat lawns and gardens, is quite a picture; but if the boat keep too far out in the stream, as usual, much of this effect and feeling is lost; but if the traveler will, at this spot, direct his attention to the line of the Palisades on the opposite or west shore, he will behold the highest part of the range 517 to 550 feet high; the summit even and regular as the cornice of a house, the entire facade like the ruins of an ancient feudal castle, or-

namented with the moss and hue of antiquity. The next hundred years will present, on the crowning ridge of the majestic Palisades, one of the most imposing assemblages of elegant and substantial mansions that the world can display, and will be a suitable finish to such a commanding elevation. Our prophecy is already begun to be fulfilled in part, twenty miles below, at Bergen, Hoboken, and Weehawken.

Taking a retrospective profile view of the west shore when approaching the termination where the precipice subsides opposite Dobb's Ferry landing, or Hastings or Greenbush, the singular effect will be noticed that is produced by the gradual diminution of the height from north to south, adding to and distorting the regular perspective effect agreeable to the laws of vision—but the vista, nevertheless, is grand and unrivalled; and when viewed in various aspects, in the bright morning sun, or the coming shadows of evening, or tipt or shrouded with mist, or in the mild effulgence of the full orb'd moon, new sources of beauty are noticed and elicited, equally gratifying and surprising to the observer of the picturesque in nature.

This rugged-looking mass of rock, that seems to defy the thought of scaling its frowning and severe walls, may be ascended in a few places; and at Closter landing, opposite Phillipsburgh, a country road exists and extends up by several zig-zag and sharp turns, and ascends to the summit level and leads to the secluded valley on the western slope of the English (Dutch) Neighborhood along the Hackensack River.

The boundary line of New-York and New Jersey strikes off to the N. W. from about the highest place of the palisade range; and from the first dock north, a path branches to the left, or south, by which the pedestrian may, by following for a mile or two, reach the summit of the hill, panting with his exertion, and be fully rewarded by the panoramic scene before him.

At about 22 miles from New-York we enter upon the first change in the usual width of the Hudson River; the shores recede on each side, and leave an expansion three miles broad, known by the high sounding name of the *Tappan Sea*, and especially commended to the notice of the traveler from historical and literary associations. The fields on each border of the river, especially on the east, in

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*Escade of the Palisades.*

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This colossal and long mass of rock, that seems to defy the thought of ascent by frowning and severe walls, may be ascended in some places; and at Closter landing, opposite Hightstown, a country road exists and extends up by several angles and sharp turns, and ascends to the summit of the rock, in the deepest valley on the western slope of the Hudson. In the neighborhood along the Hackensack River.

The boundary line of New York and New Jersey strikes out to the west from about the highest place of the palisade range, and from that point north, a path branches to the east or west by which the pedestrian may, by following fair a course, reach the summit of the hill, panting with his exertions, but be fully rewarded by the panoramic scene before him.

At about 20 miles from New York we enter upon the first change in the scenery of the Hudson River; the shores recede on each side, and have an expansion three miles broad, known by the striking sounding name of the *Thousand Sea*, and especially recommended to the notice of the traveler from his own and his country's associations. The fields on each border of the river are fertile in the east, in

Drawn by G. A. S.

PALISADE ROCKS, HUDSON RIVER

Eng. by T. C. Smith, Esq.

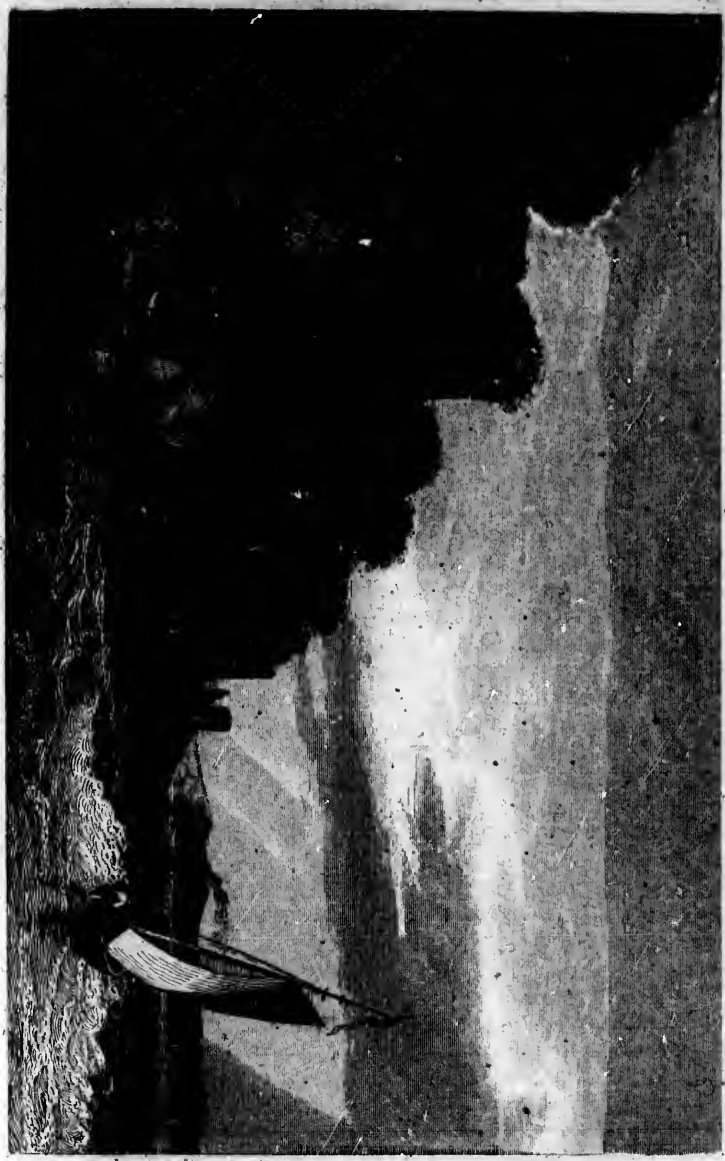
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*Drawn by Galt*

PLATTSBURGH ROOKERS, HUDSON RIVER

*Printed by Galt*

*By Leonard & Emery*





the county of West Chester, were the neutral ground, or scene of border operations during the American war, when the enemy held possession of New-York and sent out their foraging and marauding parties; and the tale of many a border story and feat of arms is associated with the hills and valleys around the range of our view, this being a hazardous region for both parties, and more particularly for whig and tory, militia and cow-boys. Spies were employed on both sides, and when caught, as Major Andre had the ill luck to be, near the village here in plain sight on the east, called Tarrytown, and carried over the river to Tappan, about three miles up the hill west of the landing, and hung; it was no more than the fortune of war, and to be expected by all that ventured on such a graceless employment.

The literary reminiscences alluded to are of more recent origin, and of a much more agreeable character, being the emanations of the popular American author, Washington Irving. His country seat is appropriately and judiciously placed near the margin of the Hudson, and amid the very scenes immortalized in portions of his most facetious Knickerbocker and his inimitable Sketch Book. His villa is on the eastside of the river, about 25 miles from New-York, and may be pointed out to the eager eyes of the inquisitive traveler as of moderate dimensions, and with queer gables in the Dutch style, with a neat lawn and grounds environing it, and is within a short distance of Tarrytown, and of the Dutch Church, bridge, and pond in the valley of Sleepy-hollow, of Ichabod Crane memory.

The great rail-road projected from the Hudson River to Lake Erie, will commence at the landing at the west side the Slote, a mile above the Palisades, and follow the ravine up to the west and north-west, near the border line of New Jersey.

### **Nyack,**

twenty-five miles from New-York, the next village north of Tappan, has a landing, and a road that leads over the mountain to the interior of Rockland county. The red sandstone was formerly quarried in abundance in this vicinity



for the city market, until the eastern granite and the marble of West Chester county supplanted it in the favor of the public. The large *State Prison* at *Sing-Sing*, on the immediate bank of the river on the east shore, is an extensive construction of the marble above alluded to and reared by the convicts, and is capable of *celling* or caging one thousand, side by side and tier on tier, like a hive of bees. The system of discipline here pursued is rigid, and exacting strict silence, severe labor, and solitary confinement at night.

### **Croton River**

comes in about 2 miles above Sing Sing, and supplies at times a considerable volume of water to the Hudson in the spring season. It rises in Putnam county, in the Highlands east of the Hudson, near the Connecticut line, in Patterson, Kent, and South East; and has its sources in pure ponds in a granite region; and after running in a south-western direction for about forty miles through North Salem, Somers, Bedford, Yorktown, and Cortlandt, what then remains of the water after a portion of it being diverted and taken off to supply the large reservoirs and thirsty population, and to cleanse the dusty streets of the great metropolis, forty miles below, falls into the noble Hudson at *Teller's Point*, and has there formed a mass of earth and stones, that the rapid freshets of the Croton have accumulated into a respectable isthmus or prolongation of land that intrudes out a mile from the east towards the western shore, and thus distinctly separates the Tappan from the Haverstraw bay.

### **Vredidicker Hook,**

a bold headland that rises majestically from the water on the west shore between the villages of Nyack and Haverstraw, is 668 feet in height, and stretches gracefully out to meet the low land from the eastern shore, and forms a distinct point of demarcation between the upper and lower bays; and the tourist will observe that each successive and

prominent mass of rock on the western shore from the southern point of Bergen in New Jersey, where it dips beneath the waves of the Kills, as we proceed up the Hudson, attains gradually a greater elevation, as will be seen as we proceed in our course through the Highlands and to the Catskills, where "Alps on Alps arise," and thus prepares the astonished and delighted traveler, by mild and successive gradations of increasing height, grandeur, and sublimity, for the more imposing and delightful scenes that will now soon be disclosed.

On the Vredidiker mountain is a *clear crystal lake* of three or four miles in circumference, that forms the source of the Hackensack River, and although not more than a short mile from the Hudson, is elevated above it about two hundred and fifty feet; and if the traveler notices a depression of the ridge above at the first landing, after passing close beneath the Vredidiker mountain, with a steep road ascending the hill, he will have the locality in view, as the lake is there in that direction; and the pure clear Rockland ice that is supplied to the citizens of New-York, is produced at this spot, by the unmitigated and prolonged severity of the Siberian climate of this exposure; and the delicious ice-creams and the wicked bowls of punch that are consumed in New-York owe their charms in a large degree to the reservoir of ice that is here cut out in huge blocks, and slid down to the level of the river below, and when the river breaks up, vast stores of this commodity are transported to the city.

We now glide rapidly past the Vredidicker, into a second expansion of the Hudson, the *Haverstraw Bay*, of about the same size as the previous one that we have left behind us, and our course, that, soon after leaving the city, had for twenty miles been nearly due north until we past the Palisades and the Sea of Tappan, now assumes, for the ensuing ten miles, a north-west direction, and gives us leisure to cast a retrospective glance towards the smooth bay we have just left behind us, and the fast receding outlines of the distant Palisades, fading into the dim blue haze of the horizon, with its beautiful aerial tints; our attention will now be directed to the extensive panorama that surrounds us, to the singular crest and form of the mountain-top on the west shore, known as the *High Torn*, about eight hundred feet in height, (and a remarkable and distinct landmark even from as low down as Newark bay, and the hills of

Staten Island and New Jersey,) with the village of Haverstraw or Warren at the base, and the fine curved line of the shores and slopes of the hills on each side as we approach the landings of *Grassy Point* on the west, and *Verplanck's* on the east, and the light-house on *Stony Point* opposite. This eminence is memorable for the bloody assault made upon it during the revolutionary war by Gen. Wayne and his brave American troops, that were detached for that purpose by Gen. Washington, from the forces at West Point, and after making a detour among the hills for twenty miles, approached this post (then held by the enemy, and strongly fortified and manned) and stealthily and in the profound silence and darkness of midnight, with fixed bayonets and unflinching guns, surprised the unwary sentinels and distant out-posts, advanced suddenly to the attack, cut down the pickets, entered and carried the works by a coup de main, without firing a gun, and made prisoners of the garrison, sparing all that threw down their arms. The enemy also at the same time held possession of the fort across the river at Verplanck's Point, and the next day a warm exchange of cannon balls took place, that resulted in the evacuation of Stony Point by the American troops that had so gallantly captured it; as a much superior force of the enemy was advancing upon them, and it was useless to resist the combined attack that was preparing by the British force by land and water. The fort was demolished, and the military stores taken away:—thus it had alternately been taken originally from Wayne by the British, then recaptured by him, and again retaken by the enemy, and held during the war.

Having entered the portals, and here rapidly drawing near the most interesting scenery of the Highlands, we recommend the traveler at this time, when about forty miles from New-York, for the sake of having an unobstructed view, to assume a position on the upper deck on the forward part, and to make a diligent use of his eyes in viewing the objects and leading features that pass in such rapid review.

The *Dunderberg*, or Dunderbarrack, or *Thunder* mountain on the west, is nine hundred feet high, and ranges for several miles from south-west to north-east, and from its rounded and commanding summit, is a very extensive view over the county of Westchester to Long Island Sound, and

down the river and bays that we have passed, to the vicinity of New-York, and across the east side of the Hudson to Peekskill, and the mountains in Putnam county, and the summits around West Point. The village of *Caldwell*, or Gibraltar, as sometimes called, is at the base of the mountain, and is usually the first landing-place for the large Albany boats after leaving the city of New-York, and where the Peekskill passengers disembark.

One that has never before ascended the Hudson River, would here be at a loss to conjecture from this position, as he looks around and is apparently embayed, in what direction to look for extrication from this *cul de sac*; whether through the deep opening to the right, or the one in front leading through the vista in the mountains;—after being kept in agreeable suspense for a few minutes while near the Caldwell landing, and gazing up at the stupendous elevation close at hand, that the steamer almost brushes or grazes in its panting and rapid course, the boat suddenly is directed to the left or west, round the acute point or angle that opens into the *race*, a short reach of the river between the *Dunderberg* on the south, and St. Anthony's, the next point on the north.

After advancing for a few minutes to the west, when near the Salisbury island, do not omit to observe the grandeur produced by the amphitheatrical slope and termination of the *Dunderberg* mountain on the left, with its hardy covering of evergreen trees, the pines or cedars, that here fill up an angle of several degrees above the horizon as we pass within shadow of the reflection in the deep water at its base; or the towering front of the Bare Mountain, that here presents its majestic elevation on the west, of one thousand three hundred and fifty feet. Plover's creek, a small mill-stream, that has its origin a few miles in the interior of Rockland county, finds its way through the dark ravine down to the base of the mountain, and forms a secluded basin or harbor for the small river sloops that frequent the mills and landing to load with flour and wood.

Each side of the creek on the crest of the hill, are the remains of two field-works, forts Clinton and Montgomery, erected during the war of the revolution, as a part of the system planned for the defence of the Highlands. In the affair that here transpired, October, 1777, several hundred

men fell in the attack and defence of this mountain pass on the banks of the Hudson. Sir Henry Clinton led the attack, and destroyed the large boom and chain that cost seventy thousand pounds sterling, and another of less value at fort Constitution. This first massive boom and iron chain was extended across from the east to the west shore opposite to the point of St. Anthony, and under the guns of forts opposite, in the vain attempt to stop, or momentarily impede the progress of the large armed ships of the enemy, in their advance up the river with troops to aid Burgoyne, and to burn the towns above. But this was money wasted on both sides, for the chain did not accomplish its intention, although it cost an immense sum of money, and the union with Burgoyne was not effected.

The bloody affair in this mountain fastness resulted in the capture of the place by the enemy at the point of the bayonet, after the garrison of only six hundred men had made a gallant defence against a very superior force (three thousand) that came upon them unawares.

It was upon this occasion that George Clinton, one of the officers in command, Governor of New-York, and subsequently Vice-President of the United States, succeeded in making his escape in the dusk of eve in a boat, and his brother James also, though wounded, by plunging into the Hudson and swimming to the opposite shore.

*Anthony's Nose*, on the right or east shore, that rears its much admired pyramidal-shaped mass of rocks to an elevation of eleven hundred and twenty-eight feet, at an angle estimated at forty-five or fifty degrees from the level of the noble river that deeply skirts its base, and terminates the reach called the Race, introduces us to another of the lovely changes in the scenery of this famous region, when the traveler is enabled by the progress of the steamer to turn the sharp corner of the saint's prominence, vulgarly called his *nose*, and thus, by a shifting of the scene, to behold another admirable vista of six or seven miles in extent, running nearly north and south, between mountains and ranges of pleasing variety and contour, especially the east or right hand shore, with the intervention of an island and a low green meadow on the left, to soften and harmonize the picture, aided by the rude log hut of the fisherman or woodman, with just sufficiency of arable and grazing land at his command to enable him to exhibit an abortive

attempt perhaps to raise his indian corn, peas, and pumpkins.

Beyond the island, and four miles from the race, we come to the flour mills at *Buttermilk Falls*; but as the truth of its name and Dutch cognomen depends entirely upon a bountiful supply of water, wasting and spreading over the smooth surface of a solid rock, and fretting itself into a fury and foam in its snowy descent, and as this requisite supply cannot always be spared, or allowed to stray and straggle away in this manner, from the undeniable requirements of the mill during a drought or dry long season of midsummer, merely to gratify the eyes of ladies and gentlemen that pass it for a minute or two in rapid review, it may be proper here to state, that though at certain times and seasons of the year it exhibits much beauty, and is a just object of admiration, yet at others the stream is dwindled to a mere rill, and the searcher after the picturesque and beautiful is liable to be sadly disappointed, when nothing can be seen but the stains on the naked rock, the traces of its former ephemeral beauty.

A more durable and enduring monument of nature, in the size, height, and form of the *sugar loaf mountain*, nearly opposite to Lydig's mills, or the Buttermilk Falls, is worthy of our notice as we get on,—its height is eight hundred and sixty feet, a little more than the famous pyramids of Egypt. As the traveler changes his position, and views this object on various sides and at different angles, the resemblance to a sugar loaf cannot always in such cases be detected, but it resembles much some of the bluffs on the Mississippi or Missouri.

The mansion opposite the falls, and in the vicinity of the *sugar loaf*, is the property of Mr. Arden, as is also the hilly and wooded tract to a considerable extent around; and at a very few rods in a southern direction, in a spot not visible to the traveler in passing on the river, is the memorable scene where Benedict Arnold held his secret and treasonable midnight interviews with the adjutant-general of the British army, to make his developments and unfold his plans to deliver up West Point, the American army and the nation, into the power of the enemy then our opponents; the best details of these events may be found in the recent publication of Spark's *American Biography*, in the sketch of Arnold; it only remains for us to say, that

the tragical fate and denouement of an individual in the story has elicited too much mawkish sensibility towards one of the principal actors in this drama of the history of America.

When at about fifty miles from New-York, we catch the first glimpse of the ruins of *Fort Putnam*, in a north-west direction, five hundred and ninety-eight feet above the river, peering over the brow of the hill on the left, and soon after, of the outworks and buildings attached to the United States military academy at West Point. The hospital, a substantial edifice of hewn stone, of two stories, with a front towards the river on the east, a piazza and wings, is the first indication of our proximity to this celebrated school, and of the principal edifices that soon begin to appear in part on the terrace, one hundred and eighty-eight feet above the river.

On the face of the hill beneath, may be pointed out the descent towards the *garden of Kosciusko*, the Polish patriot of our own revolution, in whose honor the cadets of this academy, in 1828, caused a neat and classical marble monument to be erected, as a memorial of the gratitude of a nation for the sympathy of a foreigner of celebrity towards us, that also yielded his life in support of our cause. This cenotaph stands out in bold relief before us, guarded by an iron railing, on the very verge of the precipitous hill, and near and amidst the remains of the revolutionary field-works erected by Gen. Putnam and the old continental army in 1776-7. The garden referred to, and the clear boiling spring near it, 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, may be seen in passing by, but to more satisfaction by those landing at the point.

The manner and style of natural adornment that is presented by the face of the grounds and rocks attached to this national domain, is in good taste in every respect, of art assisting nature, and in harmony and keeping throughout, and cannot fail to impress the traveler, when he observes the formation of the fantastic rocks, wild moss-covered crags, luxuriantly-garlanded pillars and creeping shrubs, and the cottages and hamlets perched on the slopes, terraces, and crags, in most admired confusion. The elegant mansion on the east side of the river was erected by Capt. Phillips, and is one of the choicest sites on the Hudson, and commands one of the finest

panoramas in the United States, and is now owned and occupied by Mr. Kemble.

We have now arrived at the termination of the six mile reach before referred to, and must stand prepared to behold another magical transformation of the bewitching scenery of the river as the boat takes a sharp turn around the low rocky projection or reef on the west, and unfolds one of the loveliest views in the world to the enraptured gaze of the beholder. The lake-like expansion of the river, with the steep front of the lofty mountain that here faces us, called the *Crow's Nest*, rising to the height of one thousand four hundred and eighteen feet, with a depression on its top for the nest, giving a fancied resemblance to the name it bears; together with the general coup d'œil of the mountains, and the entire panorama of lesser hills and rocky eminences or projections, completes the magnificent framing of this truly splendid landscape, that few can behold for the first time without a feeling of the most rapturous enjoyment.

The boat comes to the landing at West Point and discharges and takes in passengers, and allows time enough for the passing traveler barely to see the *capital hotel* on the brow of the hill, and perchance to regret his inability to tarry there for a short period, and test the capabilities of the location and of the landlord, both, to our knowledge, of the first order of excellence; the view from the observatory on the top of the hotel is peculiarly fine in all its parts, but especially on the north, looking down upon the Hudson and towards Newburgh, and the remote chain of Shawangunk mountains in the dim blue distance towards the north-west—the plain and level parade of West Point, and the arrangement of the public edifices for the two hundred and fifty cadets, and the private residences of the commanding officers and the professors, are beneath the eye. After the yearly examination in June, the cadets are encamped on the plain for a certain period, when the drills and parades are worth seeing. The academy has been in existence since 1802, and is under congressional and executive patronage.

Another of the booms and massive iron chains was also extended across the river, from the south side to Constitution Island, that projects from the north shore; the battered surface of the rock there is caused by the artillery or target firing for ball practice, and a few casualties that have occurred in the corps, are enumerated on the monumental tablet on the brow



of the opposite hill on the west shore. A portion of the great chain as above mentioned is still to be seen with the revolutionary relics. The head quarters of Gen. George Washington while in this neighborhood, were on the site of a building near an indentation of the shore, and at the water's edge, a little beyond the burying-ground of the academy.

In receding from, or advancing towards West Point, the finest panoramic view is beheld of all the public buildings on and around the plain, and also of the ruins of fort Putnam, still lordling it over the plain and river below.

The passage through the Highlands is sometimes perilous for sloop navigation, owing to the sudden and impetuous gusts or flaws of wind that come pouring down between the lofty hills and deep gorges and ravines, with hardly a moment's warning, even during the calm pleasant days of summer and other seasons, upsetting the unwary mariner, and involving the crew and passengers in a watery grave. Such was the fate of the sloop *Neptune*, of Newburgh, on the twenty-third of November, 1824; near Cold Spring, when fifty-five persons were on board, twenty-six of whom perished in four minutes, and the sloop was engulfed in the profound abyss below. The dread of these rapid and powerful descents of air from the upper regions, down to the surface of the river, requires the exertion of the utmost vigilance on the part of the navigators of sloops and river craft, and it was only a few months since that a schooner heavily laden with coal was upset near West Point, and the vessel and all on board were engulfed in a moment.

The village of *Cold Spring* is prettily situated in a cove or recession of the east bank of the Hudson, between Constitution Island and Bull Hill, and has a good landing, and a road that leads to the interior of Putnam county, and to the road to Albany and New-York. The place is owned by the wealthy Mr. Kemble and others, and contains the elegant country seat of Gen. Morris, editor of the *New-York Mirror*, also that of Mr. Kemble, the proprietor of the *West Point foundery*, that is here situated on a stream that has a heavy water power, flowing down from the hills in the vicinity, with a water-fall, immortalized by the feat and narration of Miss Fanny Kemble, see vol. 2d, p. 164. The foundery has two blast, three air, and three cupola furnaces, a boring-mill for heavy cannon, mortars, cylinders, lathes, an iron water wheel, thirty-six feet in diameter, besides a large establishment in Beach and Wash-

ington-streets, in New-York, on the bank of the river, for constructing sugar mill works, steam engines, and machinery, fitting the same in steamboats, repairing, &c.; employing several hundred workmen in the various branches, in both places.

The boring of cannon is as follows: the solid mass of iron in the shape of 18, 24, 32 and 42 pounders, when cast, are solid, and weigh, perhaps, several tons, and are then firmly secured or arranged on horizontal pivots, and made to revolve rapidly like a turning lathe, by the immense water wheel connected with them, and the boring augur being applied to the proper end, it is surprising to see how easy and simple is the process, and how smooth and regular is the bore. Large contracts for cannon have been taken and made by this concern, with the United States government; and the regular process for the trial and proving of the strength of each cannon is as follows: the pieces are arranged at intervals, heavily loaded, and double shotted, their muzzles pointed to a ridge of earth, or the target on the rock at the base of the mountain across the west side of the Hudson, and then fired in succession. The echo among these mountains is truly grand on such an occasion, and when a *feu de joie*, or *salvo*, is made, by discharging all the cannon simultaneously, the effect is really glorious, and seems like a mighty rushing wind or earthquake, shaking the very foundations of the earth.

The writer of this was once passing by on board a sloop, and floating smoothly along with the tide past this spot, during a proof trial of the cannon at this foundery, when the moment we had barely cleared their range, whiz-z-z whistled a heavy cannon ball passing within a few inches of our stern, and of the quiet children and passengers on deck, before even we heard the heavy *bang* of the discharge, or turned around and saw the smoke passing off in curling volumes; this was only done in *sport*, to test the accuracy of their aim, to see how *near* they could come to us without *hitting*; this might have been sport to them, but not so to those on board at the time. If the least flaw or defect is seen in the cannon, the piece is rejected, much to the loss of the proprietors, that have to allow their manufactures to undergo this severe ordeal, before they will be accepted and paid for by the government.

*Bull Hill*, on the east shore, is the next in course, and

being 1,486 feet high, and containing, about *midway* between the base and summit, on a *portion* of the *profile* edge towards the river, a noted mass of rock resembling the human forehead, nose, mouth, and chin, with a tree projecting almost like a cigar or pipe, is never passed by the old voyagers and knowing ones without being pointed out to their wondering and amused friends, and one must be quick in observation at the time, and accurate in the direction of their eyesight, as the glimpse is but for a minute or two, and the rapid progress of a steamer soon takes you beyond the only point of view, when the illusion vanishes, and the famous and veritable nose of St. Anthony, the presiding Dutch genius of the Hudson and Mohawk, is gone.

*Break Neck Hill*, 1,181 feet high, is the last bluff on the east or right shore in passing up the river, the highest peak, 1,580, being a mile or so to the northeast, and seen when a few miles up nearer Newburgh to the best advantage.

*Butter Hill*, the last of the highland river range on the west, is 1,529 feet high, and as the boats usually keep nearer to the base of that mountain, it forms a more impressive and overwhelming sight to the traveler than any other, from its immense and toppling masses of craggy rocks, and sweep of precipice, especially towards the south—the eagle is often seen seeking his eyrie amid these inaccessible and solitary positions, and watching, from his lofty post or alighting place, the finny tribes beneath the waves.

The curious rock found so beautifully perched on the summit of this mountain, and having the appearance at a distance of a *tent* or *marquee*, and that was so uselessly and with so much trouble displaced by Gen. Putnam in a rude vandal and wanton spirit of destruction, merely to see it tumble headlong down the mountain to the water's edge, where it is said it is still to be seen, will never cease to be regretted by posterity as an act of wicked frivolity and wanton destruction totally irreparable, and only to be winked at or overlooked as an indiscreet act of a brave man, and his followers, or fellow-soldiers, but to be frowned upon and prevented at all future times, as should be all attempts to mar or disfigure the curiosities or wonderful forms and arrangements of nature. Recently, the officers and crew of a British man of war, on the coast of Great Britain, undertook and performed very much such an useless and disgraceful act, that, when known, met with such a general burst of indigna-

tion and disgust, that the British government instantly ordered the same crew and officers to replace the stone on the same foundation, although it was like the labors of *Sisyphus*.

Having finished the Highlands, we pass a mass of rock near the channel called *Pollorell Island*, having the appearance of the top of a sunken mountain, and without any sign of human residence, or ownership, or occupation even by reptiles, though snakes are said to abound, but how they got there no one can tell, and few can stop to ascertain the fact. Like Snakehill in Newark meadows, it has this scare-crow rattle-snake celebrity, as far as we are cognizant, without the least cause whatever; if any one doubts, let him land and explore.

The gorgeous scenes of the Highland passage being finished, the observant traveler will have a store of rich recollection and resplendent imagery treasured up in his mind and imagination, that will reward him in his future life when brought up in review, aided by his reading and reflections and other associations connected with the history of America.

*Cornwall* and *Canterbury* are two villages and landings near the northern base of Butter Hill, and three to four miles from Newburgh, that are the first settlements that appear on the left when we leave the straits of the Highlands, and glide into the expansion of the Hudson, between Newburgh and Fishkill and New Windsor.

Moodenen, or Murdenen, or Orange Kill, coming from the interior of Orange county, near Goshen, joins the Hudson between Canterbury and New Windsor, and is a considerable mountain and mill stream.

New Windsor is a considerable landing-place, and has its sloops, docks, and regular steamboats plying to New-York daily, or two or three times a week, similar to all the towns on the river of any note, and here also is a humble-looking old Dutch-like mansion near the south wharf, that was in 1774, for a time, the temporary head-quarters of Washington.

There are neat residences on the northern slope of Butter Hill, also on the hill near the landing of *New Windsor*. The embowered abode on the opposite low shore, on a round beautifully wooded verdant spot, is the country seat of Wm. Denning, Esq. called by him *Presque Isle*. The modest-looking country seat and extensive grounds of John P. De Wint,

Esq. is the next seen on the east side above Fishkill landing, presenting an extensive and handsomely wooded front towards the river, with a complete view of the entrance of the Highlands and the opposite city.

### Newburgh,

from its peculiar situation on a hill presenting a very steep acclivity, is completely arrayed to the view of the passing traveler, and makes quite a display of business, and has its whale ships abroad, and its own steamboats and sloops in abundance, besides being one of the principal landing and stopping-places for all the steamboats that go to and fro between New-York and Albany, and a great outlet to the central and western parts of the State of New-York, and having roads and stages to all the inland towns and along the river; and is noted also for its ale. The communication with Dutchess county is kept up by a ferry across to Fishkill landing, with its long pier reaching out to the channel. The *Matleawan cotton factory* (Schenck's) is at the base of the Fishkill chain of hills near the mouth of the creek, and has a valuable water-power, mill, &c. and is a well managed concern. There are two highland schools, one at Cold Spring, on the hill near the foundery before mentioned, and the other here.

The geology of the Highlands is primitive, but from hence to Troy and Waterford it is transition, and we are now entering upon and passing along its borders, as denoted by the limestone and kilns along shore for several miles. The interior of Orange and Dutchess counties is fertile, and they are the dairies for the city, especially Goshen in Orange county.

From the highest peak of the Fishkill range, in plain sight, parties of pleasure that assemble from the vales of the neighboring counties, to scale the arduous ascent, on foot or in carriages, have a transcendently fine bird's-eye view down upon the Hudson from Newburgh up the river to a great distance, altogether superior in *this* respect to any other place, not forgetting even the Catskill Pine Orchard, that can be faintly discerned in the remotest distance, and also the nearer sweep of the Shawangunk range, form-

ing the limit to the west, with all the intermediate country back of Newburgh also expanded to the eye, and on the right hand is seen in the far distance the prominent ranges and peaks in Massachusetts and Vermont, to the utmost verge of human vision. To visit this peak, land at Newburgh, cross the river to Fishkill landing, and foot it up the hill in two hours with ease; the road is followed and traced up without the least difficulty, and the writer accomplished this in the time mentioned, and was not molested by or saw the least appearance of snakes or reptiles, although he trudged about considerably along the range towards the southwest, to change his points of view. Any one having the time to devote to the ascension of this mountain, will have seen this part of the Hudson River valley, &c. in unequalled perfection.

Proceeding on from Newburgh in a north-east course for six miles, in a handsome reach of the river, we pass *Low Point*, a small landing on the east with a few buildings, and in a few minutes' time reach a bold headland or rock on the west shore, *Dans commer* or *Dans kamer* point, and facetiously referred to by Knickerbocker, as "where Gov. Stuyvesant in his voyage up and landing on this rock, was frightened out of his wits by a gang of merry roistering devils, freaking and curveting on a huge rock projected into the river, and which is called the *Duyvill Dans Kamer* to this day."

From the last mentioned point the river assumes, for ten or fifteen miles, a due north and south course, in a reach of exquisite beauty towards Poughkeepsie, that is clearly discovered in the distant perspective.

*Hamburgh* on the east shore, is at the mouth of *Wappinger Creek*, a good mill stream, rising about thirty or forty miles to the north-east, and pervading the county of Dutchess, and having much fine rich interval land on its margin. A mile and a half north is passed a neat but unobtrusive house on the east, the former residence of George Clinton, governor of this State, and recently of Gen. James Tallmadge; and on the west shore nearly opposite, we see a new and elegant house of Mr. Armstrong, and the village or landing of *Hampton*, and one and a half miles further is *Jews' Creek*, the paradise of the brickmakers, as is the shore hereabouts for the lime-burners.

*Barnegat* is the next landing on the east, as is Milton on

the west, and as we approach that of *Poughkeepsie* on the east, the traveler will please to notice the singular conformation of the rocky and distorted slaty shores that rise in a threatening and dangerous manner near the landing, in a bold rocky bluff, that from its summit commands an extensive and beautiful reach up and down the river, and of the opposite shores in New Paltz.

The landing at *Poughkeepsie* is *seventy-five miles* from New-York, and *sixty-nine* from Albany, and has the aspect of a stirring business place; there are several extensive manufactories (a large one for making steam locomotives) and warehouses along the river front, and there are several ships equipped from hence on whaling voyages, that make it upon the whole a good business. The city is principally built on the upper part of the hill, one mile east of the Hudson, at the intersection of the old route leading to Albany and New-York, and to the States of Massachusetts and Connecticut. The Dutch made their inroads upon the Indians in this vicinity in 1735; and in 1788 the New-York convention here assembled that adopted the constitution of the United States, and it has also at other periods, for a short time, been the seat of the State Legislature. The number of inhabitants at the present time is six thousand five hundred. *Fall Creek* runs through the north part of the city, and forms in its course down the ravine, cataracts and mill seats. The city has its own steam and tow-boats, to take the produce of this fertile county to the metropolis with speed and regularity, and this mode is fast supplanting the old tedious system of sloop navigation on this river.

There are several neat, tidy-looking villas or country seats adorning the river's bank in the vicinity of the landing, and at intervals along for several miles, as we approach or recede from the landing; and at the end of the before-mentioned long reach or meridional north and south line, we find ourselves drawing near a slight inflection, or divergence in the course of the river, called *Crum Elbow*, when, as we pass out of the long reach that the interlocking of the opposite shores excludes from our view, we see, far ahead, (if we occupy at this moment a favorable position on the upper deck,) the first dim outline in the blue distance, of the Catskill mountains, towering aloft like a thunder cloud.

We are now passing the rough *castellated front* of *Hyde*

*Park*, a place so called, that for three or four miles along the road, on the table land north and south, contains the elegant country seats of Mr. *Giraud*, Mr. *Holbrook*, Judge Johnson, Dr. Allen, and that of the late Doctors Bard and Hosack, Judge Pendleton, H. Wilkes, and others. The *avenue* leading past this strikingly beautiful series of farms, and the residences of the affluent and tasteful owners, is not in sight of the steamboat passengers only in part; but a more superb line of road, for the same distance, does not exist in this State, considering the auxiliaries that come into view before the traveler; the fine avenue and its ornamental forest trees of the maple, locust, &c. and the unrivalled back ground of the landscape, the elevated and cultivated and woody slopes of the west borders of the Hudson, that from their proximity and the easy angle of inclination, have a most graceful appearance in contrast with the more distant towering back ground of the blue range of the Catskills, in the north-west.

Eighty miles from New York, at the mouth of Crum Elbow Creek, on the east shore, is the landing-place of Hyde Park, and a few rods north, we see the splendidly-arranged house and grounds of the late Dr. David Hosack, of New-York, and purchased by him of Wm. Bard, Esq. the son of the late Dr. Samuel Bard, one of the founders of the New-York Hospital—the extent of the land purchased by Dr. H. amounted in all to about eight hundred acres, and the original cost to him, including his subsequent improvements, was \$100,000. He had the grounds laid out in the most tasteful, attractive style, with gravel walks following the windings and undulations along the verge of the natural terrace, overlooking the Hudson river directly beneath, and the deep, abrupt, grassy and wooded lawn for a mile or two, and ending in a small circular temple on the rocky margin of the Hudson. The waters of the Crum Elbow Creek run through the grounds, and are so disposed as to add to the beauty and value of the property. Since the death of the late proprietor Dr. H. the very extensive collection of hot-house plants has been disposed of at auction.

The next in rotation of the pleasant mansions on the east shore, is that of Judge Pendleton, and in two miles that of H. Wilkes. Nearly opposite a rocky island, two miles beyond, on the east shore, at eighty-five miles from New-York, in the township of Staatsbur, is the residence of Mor-



gan Lewis, Esq. the governor of the State in 1803; and near by is that of James Duane Livingston, and for the next two or three miles in passing along by the Esopus Meadows or flats, we see, on the east, the mansion of J. Thomson.

On the west shore, just before arriving at a bleak rocky point, Columbus, ninety miles from New-York, the place of landing for *Esopus*, four miles distant, we pass the termination or beginning of the Shawangunk range, here called *Mombackus*, or *Indian face*, that extends in a south-west direction for seventy miles, to the Delaware River.

The Waalkill River, that here comes into the Hudson from the south-west, is about eighty miles long, and rises in the large morass or overflown tract in Orange County, known as the drowned lands, ten miles long and three wide, and follows at the eastern base of the Shawangunk range for many miles, and receives as branches, the Shawangunk kill and the *Rondout kill*, and up the valley of the latter proceeds the *Delaware and Hudson Canal* from its termination at *Eddyville*, about four miles to the south-west. Bolton landing is about one mile from Columbus, and is in plain view from the Hudson, in passing the point.

The Lackawana coal is brought to Eddyville from the mines in Pennsylvania by rail-road sixteen miles and canal one hundred and eight miles. It is a singular fact that the *summit level* of the Delaware and Hudson Canal, at a morass where the *Barkers kill* (running southwest to the Nevisink and Delaware) interlocks with the *Sandberg kill*, (that runs north-east to the *Rondout kill* and the Hudson,) is more than four hundred feet above the Hudson, and only eighty feet above the Delaware; thus a dam across the Delaware at *Carpenter's Point* or *Port Lewis*, fifty-nine miles from the Hudson, at the west border of Orange County, might be made to divert the entire waters of the Delaware, in a north-east course towards the valley of the Hudson River, along the western base of the Shawangunk mountains, and this, from geological appearances, was formerly the case. There are no passage-boats, but coal-boats plying on this canal as it is entirely out of the usual route for pleasure travelers, otherwise the scenery on the canal has some recommendations. Though it may be possible to get on in that way, and *rough* it to the head of the canal at *Honesdale*, and then take stage for *Wilkesbarre*, or *Montrose*, or *Binghamton*, and then branch off either to *Utica*, and the *Mohawk*, and

the St. Lawrence; or on the west, on the banks of the Susquehanna to Owego and up to Ithaca and down the Cayuga or Seneca Lake, or from Owego farther west by the valley of the Susquehannah to Tioga Point, thence north-west to Newtown, Painted Pos., Bath, Batavia and Niagara Falls—it must be confessed, a wilder route could not be selected, yet at Honesdale and Carbondale, and in passing the main ridges, there would be much to gratify the eye of the poet, the philosopher, and the landscape painter.

The Delaware and Hudson Canal is thirty-two to thirty-six feet wide, and four deep,—ascent five hundred and thirty-five, and descent eighty feet,—sixty-two locks, and six hundred and fifteen feet lockage;—cost of canal, sixteen thousand dollars per mile,—the elevation on the Moosic mountain is overcome by five inclined planes, each from two thousand to three thousand feet in length,—single track and cost six thousand five hundred dollars per mile.

There are always stages on the dock at Columbus to convey passengers to Kingston, three miles inland to the north-west, on a handsome plain. This was settled by the Dutch as early as 1616; it is the county town of Ulster, and was destroyed by fire in 1777, by the British troops under Vaughan. The court house is a stone building, and cost forty thousand dollars. The other public and many private buildings are also of stone, and the inhabitants wealthy and industrious. The village has the advantage of large lots and gardens, and must be an agreeable residence. The flats along the Esopus creek, in front of the village, are rich and handsome. There are about two thousand inhabitants.

Opposite to Columbus or Kingston, is the landing of *Rhinebeck*, (derived from river Rhine in Germany, and Beckman, the name of an original proprietor.) The village, containing seventy houses, is three miles in the interior, on the Rhinebeck flats, a pleasant tract, and easy soil for cultivation. For several miles above Rhinebeck the soil and aspect is rather uninviting, but on the west shore we are constantly regaled with the scenery of the Catskills as we rapidly advance, until we reach the *lower landing of Red Hook*, ninety-eight miles from New-York, with the handsome residence of *Capt. Lowndes Brown* near the river, and of *Gen. Armstrong* further in the rear, on the hill; and in a short distance north of the dock is that of *John R. Livingston, Esq.* and opposite the *Magdalen Island of Dr. Martin*, are also successively those of the late

Maj. Gen. Montgomery, John C. Stevens, R. S. Livingston, and J. C. Montgomery, Esqrs. and of Philip Livingston, Esq. on the point of Saw Kill Creek.

The white speck seen for several miles on the Catskill, is the famous mountain house, two thousand five hundred feet in elevation above the Hudson.

*Glasgow* village, in Ulster County, on the west, is ninety nine miles from New-York, abreast of the upper of the Magdalen Islands.

One hundred miles from New-York, and forty-four from Albany, we arrive at the *Redhook upper landing* on the east, and the delightful residences of Robert Tillotson, Esq. John Swift Livingston, Esq. and Mr. Elmendorff, together with a number of other houses, and a hotel; but the principal settlement is five miles to the east, on the main post-road from north to south. Observe that in this near vicinity is *Redhook* post-office, *Redhook landing* post-office, and *Upper Redhook* post-office, as this is apt to create confusion in mailing letters.

*Esopus Creek*, as it is termed on the maps, but richly deserving the name of *river*, comes into the Hudson on the west shore, nearly opposite the landing last mentioned. It rises in the north-west part of Ulster county, has a south-east and then a north-east course past *Kingston*, and then nearly north to SAUGERTIES village, its entire length being sixty miles, with much rich land on its margin, and has a heavy water power concentrated within four miles of its mouth, principally belonging to *Henry Barclay*, Esq. of Ury, the country seat so named, opposite upper Redhook.

New manufacturing villages in the Northern States are equal to *Saugerties*, or have a more solid basis of prosperity, a never-failing water power, derived from the southern slope of the lofty Catskills, united with ample capital, judiciously directed in the manufacture of paper, cottons, woollens, bar-iron, white lead, and many others. The principal fall at this village is fifty feet in height, formed by the union of art and nature, so directed as to back the water for three miles, thus creating a lovely lake to within a mile or so of the great falls of *Esopus*, and a combination of attractive scenery, highly pleasing to the traveler of taste, and to the citizens from the south desiring a residence for the summer months. There are steam-boats and tow-boats belonging to this place, and every facility for reaching this desirable village, and enjoying the rides among the stupendous ghaunts, or deep gorges of the

Catskills, that within ten to fifteen miles attain their greatest elevation and beauty, and are beheld with the most impressive effect. The population of Saugerties is four thousand.

The *Manor of Livingston*, in 1684-5-6, was granted by the king of England to Robert Livingston, a member of his privy council, and embraced a front of ten miles and a half on the Hudson, twenty and a half miles back inland, and fourteen on the eastern border, making two hundred and eighty-eight square miles: with baronial privileges, a tract equal to a small German principality. It is at present owned by several heirs of the original proprietors, (with the exception of Germantown, a tract of six thousand acres, conveyed in 1710, by an arrangement with Queen Anne, to a number of Palatines who had served in her armies in Germany,) and now forms the townships of Clermont, Livingston, Taghkanick, Ancram, and Germantown.

The old Livingston manor-house is situated on the east-bank of the Hudson, near Rolef Jansen's, or *Ancram Creek*, ten miles above Redhook upper landing; but the splendid residences of Robert L. Livingston and Edward P. Livingston, Esqrs. the sons of the late chancellor Livingston, (minister to France, who made the negociation for the purchase of Louisiana with Napoleon, for fifteen millions of dollars,) are situated nearly opposite to Saugerties, and their diversified grounds and lawns, that command the finest scenery on the Hudson, extend for miles on the borders of the river, and are in every respect princely abodes. This family are, and have always been on the popular side in political matters, and in unison with the old republican party, and of high estimation in the national and state governments.

*Bristol*, on the west shore, is a small village and landing for sloops, two miles above Saugerties; and opposite, in the middle of the river, begins a series of flats, or low mud islands, that extend up for two or three miles, past Trumpores landing, the next above Bristol. *Oak Hill*, the residence of Harman Livingston, Esq. next is seen on the east shore, conspicuously on the hill south of the landing, and the convenient dock and warehouse for storing country produce; and on the opposite shore, as we draw near the landing, we pass a creek with a very serpentine channel winding through the marsh and soon after arrive at

## Catskill,

on the west shore, one hundred and eleven miles from New-York. This has long been an important landing-place for visitors to the great hotel on the *table rock* of the Catskills, known as the *Pine Orchard*, and frequented by thousands of travelers. Carriages are always in waiting on the dock to accommodate those that wish to ascend. Travelers can proceed by the rail-road to *Canajoharie*, a town on the Erie Canal and banks of the Mohawk River, about seventy miles in a north-west direction up the valley of the Catskill river, through Green and Schoharie counties, and over and along the north-eastern slopes of the mountains, saving, perhaps, a little time and distance, but losing the view of Hudson, Albany, and Troy, and of the delightful rail-road route along the Mohawk, from Schenectady to the intersection of Canajoharie.

Stages for the west leave Catskill daily for Binghamton, Owego, and Ithaca, and thence down the Cayuga Lake for forty miles, and by stage, canal, or rail-road, to Geneva, Canandaigua, Rochester, Lockport, Lewistown, or Buffalo.

Besides the view from the table rock before alluded to, there are other inducements for travelers disposed for a time to seek out gratification and amusement, to visit the falls and other spots that the magic touches of Cole the artist have brought to the public admiration; and as coaches run regularly to and from the mountain, and are so adjusted as to meet the steam-boats at various hours, and also to enable the public to visit the different falls, there is every facility afforded the traveler; the price is one dollar to ascend to the mountain house—the time required, about four hours, distance twelve miles—but half the time suffices to return. The road for nine miles from the landing is uneven, and for the last three, a steep ascent in a zig-zag course, doubling on the track, that soon places the traveler in a peculiar position, rather trying to the nerves of the timid.

The *Clove road* that ascends the Catskills, a mile or two north of the road to the Pine Orchard, should by all means be seen as one of the wonders of the vicinity. It enters upon the ascent where the Kauterskill emerges into the light of day, from the deep and overshadowed ravine, where the raging

and force of the tumultuous waters have thrown large masses of rock into every imaginable and confused form, pile on pile, among which, the tumbling waters are sometimes seen bursting forth from narrow channels, or crevices, or swelling and boiling up from some syphon or upper source, or forming cascades of an endless variety of forms, and giving forth sounds of its raging and uncontrolled power, that, as the traveler follows up the arduous, and endless, and truly fatiguing ascent, becomes less and less audible, as the road takes the other side of the gorge, by crossing a rude bridge.

Several tremendous precipices of sandstone rock, of several hundred feet in perpendicular height, strike one with awe and delight,—and when nearly at the end of the ascent, the traveler will pause and look back to the east, through the narrow vista of the towering rocky masses of the mountain on either hand, at a plunging and rapid sweep of the eye, at the distant fields and farms far down in the vale below, and beyond the Hudson, on the east shore, well in the interior, towards the Massachusetts and Connecticut lines, the diversified colors of the cleared and cultivated lands, green lots, and the yellow harvest ripening for the sickle and the scythe, with all the hues of the fading distance, and at the deep and full green of the American forest predominating over the landscape, the whole presented at such a visual angle and as distinctly exhibited in its details, as a vast map, or page, in the sublime volume of nature.

The entire view, from the twilight dimness of objects in the gorge, and the concentration of the eager gaze of the beholder, and the brilliant lighting up of the remoter squares and divisions of the farms, dwindled into diminutive size at the end of this grand gallery of nature, seems of itself to be a perfect picture, set with a most gigantic and appropriate frame, and underneath the blue canopy of the o'er-arching expanse of heaven, is in admirable keeping and harmony. When resuming the advance, and attaining to the summit of the *gap*, in a short distance there is a clearing and a log-house or two, and you can begin your view westward; the extreme summit of the round top still appears to be at a toilsome distance. The residents near this spot are accustomed to conduct up those seeking their aid to attain the crowning summit of the Catskills, three thousand eight hundred and fifty-six feet high. While here, get the guides to conduct you to the ravine near by, where the western branch

of the Kauterskill presents a most beautiful cascade into the deep and narrow amphitheatrical walls of a secluded receptacle, hollowed out and excavated into pools or reservoirs, most admirable for a pure clear bath, where nought but a small opening like a sky-light admits a sufficiency of exposure to exhibit the exquisite drapery that clothes the steep sides and the encircling rim or verge of this sanctuary of nature, that must be sought and won with considerable toil and muscular exertion, and that so richly repays the explorer. This is one among a number of the hitherto secret and hidden beauties of nature, that man has seldom beheld in this portion of the mountain; others exist farther to the interior.

A week or a month of the long days in June, July, or August, will not exhaust the resources of pleasure, but a bare day or two is but seldom awarded, and that is given merely to the Pine Orchard and the Kauterskill, that we shall now describe, premising that the writer once visited them from below, by taking a *lateral* road, on the north of Clove Road, excavated for the red paint or pigment, the oxide of iron, and clambering up the steep ravine, from crag to crag, and over the dashing brook, and slippery trunks of fallen trees, or moss-covered rocks, until the position was at length attained, that presents the two leaps of the upper Kauterskill falls in one upward view.

The hotel on the table rock was built by the citizens of Catskill, and cost twenty-two thousand dollars; it is one hundred and forty feet in length, four stories high, with a piazza extending across the front, and a colonnade. There are about six acres of naked rock surface around the hotel, with ample room for outbuildings. The hotel is placed at a safe distance from the verge of the sheer descent of the precipice, to allow coaches to draw or drive up in front, to deliver and receive passengers, and for visitors to promenade about, and peer over the dizzy, toppling crags, into the deep valley under the eye of the spectator, here at an altitude of two thousand five hundred feet above the Hudson, and fifteen hundred above the open meadow at the immediate base of the precipitous descent. The Hudson river appears distinctly at intervals, for forty or fifty miles, dotted over with numerous islands, and the white sails of the river craft, and the steamers, with their long trains and curling volumes of smoke, that may be easily distinguished by the naked eye, urging their power-

ful course over the placid surface of the river, that in the morning sun gleams brilliantly and dazzles the eye with its effulgence. The cities of Catskill, Hudson, and Poughkeepsie also are plainly seen, and minor towns, with their distant village spires. The beholder is impressed at once with the pre-dominance of the native forest trees, and the deep verdure of their foliage, that yet rules over the largest extent of the surface of old mother earth, in the entire length and breadth of the land, with a scattering of farms, and cleared lands, and evidences of the industry of man. The eastern bank of the Hudson, and the entire sweep of the landscape, far retreating into the interior, towards Vermont, Massachusetts, and Connecticut, embracing one hundred miles from north to south, and fifty miles from east to west, is completely unfolded to the view, developing a large portion of the Hudson river valley, and presented at the least angle of inclination or slope, towards us, environed with a splendid outline or frame of mountains, with the *Taughkanock peak*, indicating the north-west corner of Connecticut, near the New-York and Massachusetts line, in the south-east,—the well recognized, elevated sierra of *Saddle Mountain*, near Williamstown, in Massachusetts, to the north-east, and some prominent peaks of the Green Mountains in Vermont, on the extreme north or left; and on the right or south, we distinguish the blue outline of the Fishkill range, and of the highlands beyond Newburgh. The coup d'œil is grand,—the o'ertopping ridges behind the hotel, on the south-west, west, and north-west, bound the view to a limited extent, but are themselves objects of great magnificence, and are yet seen in all their pristine, or native wildness, rudeness, &c. The small peak that rises on the south, near by, is about one hundred and fifty feet higher than the hotel, and is a geological study of itself, composed of pudding-stone, sand-stone, &c. and gives an extension to the view towards Albany, and a bird's-eye view of the table rock and hotel.

The remains of the Windham turnpike, made some twenty or thirty years since, across this mountain, may be followed towards the west, passing the two *lakes* that are two thousand feet above tide water, one mile long, and form the cascade of the Kauterskill Falls, that will now be described:—the lakes are repulsive in their aspect, the one on the north, with broad lobed-leaved aquatic plants floating on the surface, and bordered by tangled shrubbery,—but the other has a cleaner margin, and the waters of both are connected by a brook



passing under the bridge. The supply of water is small, and preserved with care, and let off for hire, to increase the mass of the fall when a party of strangers arrives. Following a winding, stumpy, rugged, and at times muddy road, for about a mile through the woods to the south-west, we arrive at an opening of six hundred feet in circumference, that yawns before us to a profound depth, and arrests our progress by its deep semi-circular or amphitheatrical aperture or form, open only towards the south or south-west, and exposing the deep ravine, richly clothed round with trees, and varied with foliage of different colors, retreating steeply down a quarter of a mile or more towards the *clove road*, and from the foot of the ravine west of the clove, rises in one majestic curtain or slope, extending a mile or two heavenward, the full body of the vast *round top*, that fills an angle of thirty or forty degrees above the level of the eye of the beholder, filling him with admiration at the noble grandeur of the effect. The run, or outlet that discharges the water of the two small lakes, rushes across the mass of sand-stone composing the precipice, and leaps into the gulf; and, exhausting itself in foam and spray, falls upon the debris one hundred and seventy-five feet, is again collected on the floor of the rock, and within a short distance takes another plunge of seventy-five feet, and follows the dark, and over-arched, and deeply-shaded depth and windings of the ravine to the valley below.

After studying this grouping of the mountains and ravine from above, the traveler should by all means follow the circuitous path that will conduct him down about ninety feet, and then take a horizontal direction, passing under the rock into a semi-cave behind the water-fall, with the vast rock above that supports the falling sheet of water, and impends over as the stooping and groping explorer walks on the crumbled debris of the red rock, while the water is falling twenty or thirty feet clear of the standing-place, and forms a curtain of snowy spray in front of this deep recess, that serves partly to veil the deep blue sky, and adds much to the charms of this fearful and wonderful place; even the rainbow at certain times appears from above, floating on the bosom of the mists of the falling spray for a moment, vanishing and circling away. Those that omit to view this fall from below lose much that will cause regret.

The invigorating pure air that is inhaled at the mountain house, and the exhilarating effect of the various excursions

and promenades that are usually taken while there, have braced up and restored to health many an invalid that no other means could have recruited.

Not the least of the gratifications derived by an observant person, or a lover of nature, from a visit to this mountain eyrie, the most remarkable and elevated in the United States, are the changes in the atmosphere, produced by clouds, fogs, thunderstorms, and the charming and sublime shadows and lights passing rapidly over the plain; also the appearances produced by the early morning sun, or evening twilight, or the softer radiance of full moon, or by the clearing off and rising of the morning mist from the plains below; or what is still better, to be so fortunate as to witness the gathering of a heavy thunder-storm, and to see the lowering volumes of dark vapors come sweeping over the western crest of the mountain, bringing in its train the forked lightning, the loud thunder, and *the pelling hail, shaking the firm foundations* and reverberating among the echoes of the everlasting hills; and then to see, as the writer has done, the surcharged clouds subsiding and sinking into the valley, and then again to see the bright flash, and hear the roar of the storm that is raging beneath your feet, while over your zenith all is clear and calm as a summer's morning, and you see beyond the range of the storm, at ten, twenty, or forty miles distance, the clear powerful rays of the sun pouring with unmitigated intensity upon a tract parched with drought; and then to finish and grace the scene, as the atmosphere is clearing away, pillars of rainbow-hues are seen in the east on the face of the retreating cloud, and all is hushed, and the refreshed face of nature once more assumes its wonted appearance. A traveler in Europe present at the time, acknowledged that a scene equal to that in sublimity had only once gratified him,—Mont Blanc at sun-set.

From Catskill we find our boat shaping its course to the north-east, past a large marshy island, and approaching a bend of the river near the foot of *Mount Merino* on the east shore. After rounding the hill, the city of Hudson appears before us, at one hundred and sixteen miles from New-York, and twenty-eight from Albany, with its lofty ware-houses at the landing, and ships, steam-boats, and sloops, giving evidence of capital and enterprize that here exist, and that has sent out many ships on distant whaling voyages to the south seas. The city is principally on the summit of the hill, sixty feet above the

landing, and is seen to better advantage when the steam-boat is two or three miles out in the river. There are seven thousand inhabitants in Hudson, and it is the capital of Columbia County, and a port of entry and the head of ship navigation for large vessels. A branch rail-road extends across this State and Massachusetts to Boston, and travelers intending to visit the *Shaker Village* at *New Lebanon*, thirty miles to the north-east, will land here, and proceed in the rail-road cars, at seven o'clock in the morning, or in private conveyances by applying at the inns.

There is considerable water-power in the neighborhood, and much of manufacturing industry near Hudson. Its settlement commenced in 1784, by Thomas and Seth Jenkins, of Providence, and twenty-eight others, and it had a most rapid growth for a time, too rapid, in fact, to last, for in two years it had fifteen hundred inhabitants, and one hundred and fifty dwelling houses. *Prospect Hill* is at the east of *Warren-street*, that has a gentle ascent of one mile, and terminates in a public square, academy, water-works, &c. Other streets are laid out parallel, and the lots are fifty by one hundred twenty feet. It is compact near the river. There are several churches, banks, jail, court-house, &c. Lead ores have been found here.

*Athens*, on the west shore opposite to Hudson, is in Greene County, and has some genteel private residences, and some participation in the river business and sloop navigation, &c. and communicates with its rival by a canal cut through the mud flat, to avoid a circuit, and boats pass to and fro.

Four miles above Hudson on the east, *Kinderhook Creek*, or *Abraham's Creek*, alias *Claverack Creek*, comes in, and at its mouth there are cotton factories, paper mills, &c. and a peculiarity in the landscape of most striking appearance; and opposite is a prominent high rocky point, one hundred and twenty miles from New-York, called *Four Mile Point*, and said to be the actual head of ship navigation. The retrospective view down the river from this towards Hudson is truly fine, with Mounts Merino, Bancroft, and Prospect in the back ground, or as adjuncts. The shoals and obstructions from this to Albany are increasing every year, in spite of the puny efforts of man to counteract, and eventually, measures will have to be adopted to extend the Erie Canal thus far.

*Staats Point* is next passed on the east above the Creek, and Bennett's Point and Island, and in one mile, *Little Nutter Hook*, and *Nutter Hook*; and across to west shore *Cozackie*

landing, and three islands, (village one mile back,) one hundred and twenty-three miles from New-York, and an important, bustling little place, with sloops, ship-yards, or rather for building steam, canal, and tow-boats, and a hauling-up place. Three hundred feet above the Hudson, is a boulder of Hypersthene, of one hundred tons, like those in the dykes in Essex County.

*Stuyvesant* or *Kinderhook* landing, is on the east, (*Kinderhook* five miles east,) at the mouth of *Coxackie* Creek, one hundred and twenty-five miles from New-York.

*Kinderhook* was settled by the Dutch and Swedes, and the name originates from Children's corner or point, so called from the number of children belonging to a Swedish family that anciently lived on a point of land half a mile above the upper landing. This is said to have been the birth-place of M. Van Buren, the President of the United States.

Many Islands occur from here to Albany and Waterford, causing the channel to be very crooked and variable, but adding to the beauty of the trip.

*New Baltimore*, one hundred and twenty-nine miles, has a dock and store-house, and one sloop to New-York once a week. The water is eleven feet deep; to this place tide rises three to four and a half feet.

*Hannekai's Kill*, or *Cock Crowing* Creek, is on the west side, opposite a group of islands.

*Coeymans*, and *Coeymans Kill*, one hundred and thirty-two miles, is in Albany County, and evidently an ancient and venerable place, with its store-houses, mills, &c.

*Schodack*, one hundred and thirty-five miles, village and landing in Rensselaer County.

*Castleton*, one hundred and thirty-six miles; shoalest water from New-Baltimore to this, three and a half to seven feet, and four and a half to five and a half to Albany; tide rises two to four feet high.

*Vlamans Kill*, west side, and *Winnes* pier and bar.

*Papacane Creek*, east side.

*Hoke Bergh*, or high hill, Mr. J. B. Staats, five miles from Albany. *Van Wies Point*, west.

*Prospect Hill*, east, seat of late E. C. Genet, minister from France in 1798. The eastern slopes of the islands facing the *overslaugh* are paved with stone to low water, to prevent abrasion by the current, and a dam at the north point is to force the water in one channel, and increase the velocity, and re-

vent the bar that detains vessels at low water. Hitherto the United States have devoted large sums to counteract this evil, but it recurs and fills up, even if scoured out by a machine.

Four miles above this is *Albany* in plain sight, and after passing along an island that intervenes between the mouth of the *Norman's Kill*, and *Cuyler's Bar*, and Van Rensselaer's Mills, and *Greenbush*, on the east shore, we arrive at

## Albany,

one hundred and forty-four miles from New-York, in N. Lat.  $42^{\circ} 39'$ , W. Long.  $73^{\circ} 13'$ . The Legislature of the State here assembles in the Capitol or State House, at the head of State-street, one hundred and thirty feet above the river. From the observatory on the top of this edifice is one of the finest views in this State, and accessible to all strangers. Four Ionic columns of marble, thirty-three feet high, ornament the portico.

The principal objects of attraction the city presents, are its ancient and modern buildings, and the public works of the State, the *Erie and Champlain Canal*, and the great *Canal Basin*. The ancient Dutch buildings, of which some are judiciously permitted to remain in good order, as relics of the olden time, by their owners, must be sought for in Pearl-street, north of State, and in streets near the river. The residence of the late Governor De Witt Clinton, and the Female School, also in Pearl-street, are pointed out to strangers.

The *Albany Academy*, of red sandstone, also fronts on the square north of the Capitol, and cost one hundred thousand dollars, and is occupied in part by the Albany Institute or Lyceum.

The *City Hall*, also fronting on the Capitol square on the east side, is a showy building of white marble, hewed out by the State-prison convicts of Sing Sing, and is distinguished above all other edifices in America by its gilded dome, like the Invalides at Paris, and has a truly dazzling effect,—this is the *court* building, and fitted for County purposes.

An Exchange is now going up at the foot of State-street, and also fronting on Market.

There are twenty-two churches for all denominations; a *Theatre*, but poorly sustained; a *Museum* in a semi-elliptical building, that is of an elegant and striking appearance, corner

of State and Market-streets, and is worthy of a visit, and also the terrace on the top.

The *Law Buildings*, corner of South, Market, and Beaver, and the South Dutch Church in Beaver and Hudson-streets, with its noble portico of free-stone and neatly arranged grounds, also the Churches, the Academies, City Library and Reading-room, &c. are all objects worthy of attention to those that have time to study the taste of the people.

*Stanwix Hall*, of the eastern granite, with its fine dome, cannot but be admired.

The banking-houses, five in number, are in State-street, but are plain, decent edifices. The State-House, for records, and for the use of the Treasurer, Secretary of State, Surveyor General, Register, Adjutant General, Chancellor, &c. is a plain fire-proof brick building, solid and substantial.

The route by *Erie Canal* occupies one day and a half. People that value their time, avoid that route, though along the Mohawk and Little Falls it is not excelled by any other. Both are given in full, to enable the traveler to make his selection.

Albany contains about thirty-five thousand inhabitants, was founded in 1610, after H. Hudson had sailed up the river to the mouth of the Mohawk and returned to Holland, when a fort and lodgment was effected on an island below, in 1614, and found to be too much exposed to floods, ice, &c. and abandoned three years after, and Fort Orange erected, on or near the Fort Orange Hotel, in South Market-street.

The English captured New-York in 1664, when this place then received from its new masters the present name, after the Duke of York and Albany, the proprietor. It had a royal charter in 1686 under Dongan, and was anciently surrounded by a stockade as a defence against Indians, and it has always been an important and central military position, both in the Indian and French wars; and its connection with the Erie Canal, and the rail-road leading to the west, have recently given it a further impulse that must continue, as all the travel from the Eastern States must pass its portals.

The depôt of the *Mohawk and Hudson Rail-road*, from Albany to Schenectady, is found at 115 State-street, opposite Congress Hall, near the top of the hill and public square. Seats are there secured for Utica, price three dollars and seventy-five cents—through in four hours—ninety-six miles.

This *Rail-road*, extending fifteen miles from Albany to Schenectady, across a sandy plain covered with pines and

shrubbery, with an inclined plane at each end, cost eight or nine hundred thousand dollars, and the *Saratoga and Schenectady Rail-road*, a continuation of the preceding, and leading to Ballston and Saratoga Springs, and twenty-one miles long, cost only two hundred and ninety-seven thousand two hundred and thirty-seven dollars, or not half the amount of the former, and almost half as long again; began in 1831, and finished in 1832. Another route to reach the Springs in the shortest possible time, is to proceed on to Troy, and take the rail-road from thence leading over to the islands at the mouth of the Mohawk, and over the branch of the delta of the Mohawk to Waterford, and thence to Ballston,—twenty-five miles, and a pleasant route.

The *Packet-boats* do not run as formerly on the canal between Albany and Schenectady, as from passing through twenty-seven locks in the twenty-eight and a half miles, and its consuming twelve hours, it became unpopular, and was given up, but the line or freight-boats take passengers if desired. Those wishing to take passage in the canal-boats that leave Schenectady for the west in the morning or afternoon, take cars or coaches at Albany on the arrival of the boats from New-York, and are at Schenectady in time.

For Troy, there are stages leaving State, corner of Market-street, every half hour, price one shilling, besides small steam boats that leave on the arrival of the great ones from New-York.

*Stages* leave daily for Ballston and Saratoga Springs, at six, nine, and twelve in the forenoon, and at two, three, and five in the afternoon; and for Whitehall daily, to meet the boat on Lake Champlain, that runs to St. John's, and by rail-road to La Prairie, and on the St. Lawrence to Montreal. Also, for New Haven in a day and a half, via Litchfield daily, one o'clock afternoon.

For Hartford in a day, via Sheffield and Norfolk daily, one in morning.

For Lebanon Springs, via Nassau, at nine in forenoon, twenty-five miles.

For Montreal in three days, at two o'clock morning.

For Boston in two days or less, via Lebanon, Pittsfield, Northampton, and Worcester.

*Stage Offices* corner of State and Market, under the Museum, and on the corner of Hamilton and Market-streets.

## Grand Route to the West,

by rail-road from Albany to Schenectady (the Springs,) Utica, Syracuse, Auburn, Rochester, Lewistown, Batavia, Buffalo, and Niagara Falls.

The line of the Mohawk and Hudson Rail-road at its commencement, is in plain view, seen from the steam-boat, on the west bank of the Hudson, near the southern confines of the city, where is the main depôt for the *freight-cars*, that are taken up the inclined plane by a stationary engine to the summit. Passengers for the Utica, and Ballston, and Saratoga rail-roads, will purchase their tickets at the depôt office, 115 State-street, and will be despatched punctually at eight o'clock. Price through to Utica, three dollars and seventy-five cents, or to Schenectady, seventy-five cents, or to the Springs, one dollar and fifty cents.

Horse-power is used to drag each car, the moment passengers arrive sufficient to fill one, out to the head of State-street, where the locomotive engine is in waiting, and when the entire train is ready, the road is soon passed in a direct line for twelve miles through a sterile, sandy tract, to Schenectady, nearly on a level. The iron plates rest on wooden rails bedded on stone. This has no connection, by charter, with the Utica road. Some deep sand excavations and embankments are passed, and also the farm and nursery of Jesse Buel, and Wilson and Buel, three miles from Albany. The farm covers about eighty acres, and the nursery twelve or fifteen. Mr. Buel is extensively known as the editor of the *Cultivator*, a monthly quarto paper at fifty cents a year, and for his entire devotion to the interests of agriculture and horticulture. The successful results of his labors in these respects are here beneficially exemplified. His catalogues and publications are to be seen in the Albany book-stores. Mr. Buel has been the whig candidate for Governor of the State, but did not succeed.

Arriving at the inclined plane overlooking Schenectady and the valley of the Mohawk, with the grand Erie Canal at the foot of the hill, the traveler is three hundred and thirty-five feet above tide-water at Albany, (there are twenty-seven canal locks between Albany and Schenectady, rise two hundred and twenty-seven feet,) one hundred and eight feet descent of the plane in half a mile. The first glance from this elevation is very pleasing; but a few moments are allowed the passengers, who



are let down in the customary manner, and pass by the capacious depôts and car-repositories on the plain, here in close proximity to the Erie Canal, Mohawk River, &c. &c. Passing through the city of Schenectady, this route unites with the rail-road that extends to *Ballston*, fifteen miles from Albany, and *Saratoga Springs*, six and a half miles. (For the route to the Springs via *Troy*, see p. 44.)

### **Schenectady,**

fifteen miles from Albany, contains about five thousand five hundred inhabitants, exclusive of the two hundred students attached to *Union College*, and is well placed near the *Mohawk River*. It was surprised and burnt by the French Canadians and Indians, the eighth of February, 1690, and the inhabitants perished in cold blood, or were made captives; few escaped in the snow to Albany. In 1748 another massacre took place of seventy inhabitants, and in 1819 one hundred and seventy houses were burnt. There is a good hotel on the main-street. The dreary old sandy road, horridly paved with large stones, that formerly was dreaded, and required four or five hours of stage-driving for the fifteen miles to Albany, is now a matter of history with the old traveler, in contrast with existing facilities, and the same may be said with many other routes. There are two banks, six churches, a City Hall, &c. and it is an old settlement. Many mills, and sites for hydraulic works, are near the town.

The Mohawk river is crossed by a bridge three hundred yards long, and an embankment of one thousand three hundred and twenty yards, when the roads diverge, that for *Utica* to the west, and for the Springs to the north-east.

*Union College* may be advantageously seen while passing the bridge, on the right hand or south side of the Mohawk, on a gentle ascent, and displays two ranges of white buildings, each two hundred feet long, and four stories high, of brick; built from the proceeds of a State lottery in 1814. It has a president, (Dr. Nott,) several professors, lecturers, and tutors, a register, &c. a library of ten thousand volumes, a museum, and chemical and philosophical apparatus: two hundred and fifty students.

*Con-nugh-harie-gugh-harie*, or a great multitude collected together, was the Indian name of this place, and the tribe of

Mohawks, it is well known, that had their council-fires in this valley, could muster their thousands, and strike terror into their enemies; (see Colden's History of Five Nations.) The Indian name of *Schagh-nack-taa-da*, or beyond the pine plains, was applied to Albany. A few of the old Dutch buildings yet remain, and also a bridge over the Mohawk, nine hundred and ninety-seven feet long, (erected by Burr, noted in former days as a bridge builder.) There are rich and extensive flats in the vicinity.

### The Utica and Schenectady Rail-road

was begun in 1834, and finished in 1836-7; length seventy-eight miles, cost one million six hundred thousand dollars, with engines, cars, &c. It is good stock, and pays well. The road is intended for a double track, and is level and favorable, having but one grade over sixteen feet of ascent per mile.

After leaving the branch road to the Springs, the main road adheres to the north bank of the Mohawk for seventy-four miles, and no line of rail-road could be more happily devised, or ably and triumphantly achieved than this, in its entire course.

*Amsterdam*, sixteen miles from Schenectady, and sixty-two from Utica, is a small village, and has a run of watering and manufacturing power, (Chuctanunda Creek, a fine mill-stream from Saratoga County, falls one hundred and twenty feet, one hundred rods from its mouth near by,) and was the residence of the Johnson family before the Revolutionary war, Col. Guy, Sir William, and Sir John, all staunch and consistent loyalists to their king. The stone house, one mile from the village, on the south side of the rail-road, was built by Col. Guy Johnson, and the one a mile onward was occupied by Sir John, all famous in the colonial history.

A bridge extends across to the south side of the Mohawk in Florida, and if the cars breathe a minute or two, or take in water, the traveler can spring out and enter the restaurateurs for hot coffee and refreshments, that opportunely occur at intervals of about twenty miles. Four miles onward at Tribe's hill, observe at the south side of the Mohawk river, and east side of the *Schoharie* Creek, the site of old Fort Hunter, Queen Anne's Chapel, and the old Mohawk Castle, famous in our

#### 48 *Caughnawaga—Fonda—The Nose—Palatine Bridge.*

early history. There also are some rude Indian paintings, or daubs of human figures on the rocks forming the banks of the Mohawk here.

The outlet of the Schoharie Kill, that rises on the northern slopes of the Catskills, and the canal dam and bridge or tow-path across, together with the entire valley and fore-ground, is a combination of pleasing features of art and nature.

*Caughnawaga*, twenty-four miles from Schenectady, and fifty-two from Utica, and four miles from Johnstown, thirty-nine from Albany, was an Indian village, and a principal town of the Mohawks, and signifies a coffin, from there being in the river opposite that place a large black stone. The present race of inhabitants are descended from Scotch, Dutch, German, and eastern or Yankees. The *Hall* erected by Sir William Johnson in 1773, and occupied till his death, was four and three-quarter miles from this to the north, and on his farm was fought a battle by the Americans under Col. Willet, and the Indians and their allies, the twenty-fifth October, 1781. Most persons recollect Sir William Johnson's adroit reply to an Indian dream, in allusion to the fine red cloth and lace cloak that the Indian chief unluckily dreamed that Sir William had presented to him, and that Sir William gave without hesitation; but soon after, HE had his dream, that the Indian had given him a large tract of rich land, that the Mohawk gave up with equal liberality, but said that he should not dream again with the honorable baronet.

*Fonda*, a short distance from the previous place, has the county buildings, and a fine new court-house is erected. The county-seat has recently been transferred here from Johnstown, as the county of Montgomery also extends south of the Mohawk to Schoharie and Otsego. The church at Johnstown, built by Sir William, and containing his remains, was burnt in 1836.

The *Nose*, thirty miles from Schenectady, is another protuberance of St. Anthony, that like its namesake on the Hudson, before described, see p. 18, here interposes an obstruction from a high spur coming down from the north, or right hand, that required considerable *wrenching* or blasting, to admit of the rail-road, and give sufficient right of way for the modern improvements.

*Palatine Bridge*, thirty-five miles from Schenectady, on the south side of the river is *Canajoharie* and the rail-road to Catskill, seventy miles.

A corn-mill constructed by the Indians of a circular hole in

the rock, into which was fitted a large stone to grind their corn, formerly existed here above the nose, and gave the name of Bread Creek to the small stream.

From Canajoharie to Cherry Valley are stages.

Three miles west of Palatine Bridge, we are near *Fort Plain*, and Sharon Sulphur Springs on the opposite shore, where Capt. Butler, from his bloody visit to Cherry Valley, came and tomahawked the settlers at this remote frontier post.

Four miles west of Palatine Bridge we cross the *East Canada Creek*, on the line between Montgomery and Herkimer Counties, (thirty-nine from Schenectady,) and in six miles arrive at *Little Falls*, (fifty-seven miles from Schenectady, and twenty-one from Utica,) and in three miles pass Gen. Herkimer's grave on the south side of the river, near a brick house on a hill.

Fall Hill is five hundred and eighteen feet above the canal, and seven hundred and twelve above tide in the Hudson, and is a spur that puts off to the north-west from the Catskill range, and is of granite and lime-stone intermixed. Vale half a mile wide. A dam of fifty feet here would back the water to Oneida Lake. The cavities and water-worn rocks indicate a barrier formerly at this spot.

As we draw near to the opening in the mountains, or as we approach the *Little Falls*, the contour of the scene becomes more impressive; the hills on the opposing sides converge, restricting the river and the Erie Canal on the south, and the rail-road and the old turnpike on the north to the narrowest possible limits, and bringing them all under the eye of the visiter. The excavations in the solid rock for the purposes of the rail-road, almost equal those made for the canal, and claim our admiration and approval, both for the remarkable facilities allotted by nature in the formation of this celebrated *pass* or *GAP* on the Mohawk, (itself a prolonged deep valley or pass, extending exactly in the desired course for a hundred miles, thus admitting, side by side, a canal and road on the south side of the river, and the rail-road and turnpike on the other, leaving, in fact, very little use for the river, except to yield its waters to fill the canal; thus exemplifying the reply of Brindley, the engineer, who, when asked his opinion as to the use of rivers, replied, "to feed navigable canals,") and also for the boldness and originality of the heads that conceived, and those that planned and executed, in an incredibly short period, the various massive and enduring works of art that

are here concentrated, and brought into prominent relief before and around us.

The eight old locks and excavations, on a puny scale, of the "Western Inland Lock Navigation Company," made forty years since, to obviate the obstructions and render navigable the Mohawk River through to the Oneida Lake, are here seen amid the rocks and rapids, as a memorial of the earliest attempt made in this State to introduce canal navigation; but this did not remunerate the projectors well, and when the Erie Canal was effected, the State finally paid one hundred thousand dollars, to satisfy the claims of the stockholders in the old concern, (about one fifth part of their expenditures.) There are at this village one hundred and fifty houses, a church or two, a bank, and the whole has a substantial appearance.

The traveler on the rail-road cannot do justice to the immense extent of the public works and expenditures here exhibited to him by the State of New-York, and by the Rail-road Company, in merely giving a bird's-eye view as he flies rapidly along, at the general and combined effect; for here are not only locks, canals, rail-roads, and other roads, but also viaducts, aqueducts, water-falls, race-ways, mills, machinery, and a noble stream urging its triumphant and foaming path over its rugged bed in the very midst, and giving vast life, vigor, and animation to the assemblage of objects, but the face of the hill, also, is full of memorials of the changes that time and the elements have wrought out on the rocks in the lapse of ages, that to a geologist, or man of science, will be replete with interesting recollections.

For several miles the beetling and rocky precipices encroach very closely upon the scanty line of road, and barely admit of a joint use of the space for the three-fold purpose of the canal, river, and roads. The beautiful *Aqueduct* that spans over the entire volume of the Mohawk, that is here compressed into its narrowest limits, rests on two arches of fifty, and one of seventy feet, and thus forms a navigable feeder for the canal, one hundred and seventy feet long, and a link between the north and south shore. It is also a leading feature in the picture, and the curious traveler that is not satisfied with a transient and hasty glance, can leave the car to explore around for a few hours in this highly interesting region, and proceed in the next train. Cross by the railing on the side of the aqueduct and descend on the stone bridge, and take a view of the central arch with the basin beneath, and

the chutes that come pouring down, and then scramble up to the top of the mountain to catch a view of the Mohawk valley for twenty or thirty miles, and examine the *five locks*, and the foundations of the canal, skirted by the deep and rapid river, and the huge rocks and mountain profiles.

The *long level of seventy miles* on the Erie Canal, without a lock, commences at number fifty-three, and extends on through Utica, Whitestown, Rome, Verona, Lenox, Sullivan, Manlius, Lodi, Salina, to *Syracuse*, Onondaga County. This comprised the easiest portion of the canal, and was the first finished in 1817.

There will be no more *mountain scenery* compared to this, for the traveler to behold, for several hundred miles west, unless he quits or diverges from the beaten track; but there may be equally gratifying or varied scenes.

The *Gulf Bridge* is a span of one arch of one hundred and sixty feet wide, and fifty above the stream, that occasionally discharges a very heavy body of water collected among the mountains and wild lands north of the Mohawk. In this vicinity much labor and expense was incurred by blasting rocks and forming embankments.

In the township of Herkimer we bid adieu to the rough and rocky features around the Little Falls, and the road immediately enters upon a more sylvan scene, still adhering to the vicinity of the river, that is prettily skirted with dwarf trees and shrubs, and is seen meandering throughout for *seven miles* across the celebrated *German Flats*, a most fertile tract; but during the war of 1756 between the English and French, the Canadians and savages invaded this peaceful vale, to kill, burn, and destroy. The road then passes over *West Canada Creek* (Trenton Falls being a few miles north, see p. 53) by a good bridge, and in half a mile we are at *Herkimer*, the county town, sixty-four miles from Schenectady, and fourteen from Utica, in the midst of the rich flats. It has one hundred and fifty houses, and twelve hundred inhabitants, a court-house, a jail, and a neat church. The village is pleasant to the eye, and the buildings comfortable. There is an obstruction made across the West Canada Creek, that forms a cascade above the bridge, and a canal is cut to the Mohawk, for mills.

In five miles, the road crosses the Mohawk River to *Frankfort*, on the south side of the Mohawk, and continues for nine miles through a series of fine farming lands, that indicates

our approach to an inland city, that soon looms up at a distance with prepossessing effect, and we find ourselves in the capacious Utica depôt buildings, having finished one of the most lovely rides possible, and a feast to the eye throughout, and passed in a rapid flight of four hours, along the most attractive parts of the State.

The *Rail-road to Syracuse*, sixty miles west, follows, not far off, the same monotonous level as the Erie Canal, and is continued to *Auburn*, twenty-seven miles, and will soon be made on and across the Cayuga Lake and bridge, to *Waterloo*, and *Geneva*, *Canandaigua*, *Bloomfield*, *Liva*, *Avon*, (with a branch to *Rochester*,) *Caledonia*, *Le Roy*, *Stafford*, *Batavia*, *Buffalo*.

UTICA contains about ten thousand inhabitants, and is a central point for turnpikes, rail-roads, and canals, that radiate from this in all directions: the *Chenango Canal* to the south, the *Black River Canal* to the north, and the *Erie Canal* and the rail-roads to the east, north-west to *Oswego*, and west, and stages in every direction. *Fort Schuyler*, noted in the early history of this State, was on the site of a part of this city, near the river, and bridge, and the depôt, and was an important frontier post during the wars of 1756, and 1776-83. In 1784, after the peace, the first settlement commenced, and from 1789 to 1800 it went on prosperously, and has so continued to the present time. The internal improvements of this State, from their concentration hereabouts, must ever make this an important inland town, and eventually, perhaps, the seat of the Legislature.

The *Rail-road to Oswego* is to be continued through the valley of the *Mohawk*, near the river, and over the rich alluvial plains of *Whitesboro'*, *Rome*, and along *Wood Creek*, and across *Fish Creek*, and by the north shore of the beautiful *Oneida Lake* and river outlet, in a north-west direction to *Oswego*, at the mouth of the *Oswego River*, *Lake Ontario*, a distance of seventy-five miles; from whence by steam-boat daily to *Lewiston* is one hundred and eighty-five miles; the time required, twelve to fifteen hours; that, added to the four from *Utica*, and four from *Schenectady*, one to *Albany*, and ten to *New-York*, gives thirty-one hours as the time by that route, or only twenty-four to twenty-seven hours via rail-road from *New-York*, *Harlaem*, to *Albany*, *Schenectady*, *Utica*, *Oswego*, and steam to *Lewiston*, (from *New-Orleans* by rail-road to *Charleston* in five days, and in three to *New-*

York, and one to Niagara, is only nine days,) amounting near to annihilation of time and space!

The *Salmon River Falls* of one hundred and eight feet, in the township of Orwell, sixty-four miles north-west of Utica, may be visited by taking the stage route to Sackett's Harbor, and diverging at Redfield to the west, towards the spot. Parties of pleasure may descend by water down the river from Redfield, or by land by a decent road, being but six miles. The current is moderate for three or four miles, then two miles of rapids occur, when we arrive at the falls, where the river is two hundred and fifty feet wide at some seasons, with the banks of slate and granite, or gneiss, rising seventy-five feet *above* the falls on each side; the waters are received into a chæm about one hundred and twenty-five or more feet in depth, making the precipice in all two hundred feet, and at the foot of the cataract there is a deep pool of water replete with fish of the first quality, viz. salmon, trout, &c. forming a well known and capital reservoir to supply the gourmands and hotels to a great distance around, that send here to replenish their larders and stock of fresh-water dainties.

From Lake Ontario, the Salmon River is eight to ten rods in width for twenty miles above its mouth, and may be ascended in high and favorable stages of water, even to the foot of the falls; and as they are well worthy of a visit, and have not hitherto been much known to the public, or minutely described, travelers will have another inducement to explore the hidden beauties of the recesses and waterfalls, and the geological formations of this extensive portion of the State, that yet retains much of its primitive wildness.

### **Trenton Falls,**

fifteen miles from Utica in a north-east direction, on West Canada Creek, are too much in vogue to be omitted by the traveler in search of amusement, that has the least pretension to correct taste, and that follows in the footsteps of his predecessors in this fashionable route, though it involves the necessity of devoting at least ten or fifteen hours, and breaks off from the regular routine in going east or west, and abstracts so much from the time and the purse; yet nevertheless, those that come or go thus far to see all that is ac-



tually worthy of notice, should by all means, in our opinion, make their pilgrimage to this shrine, by forming an agreeable party, hiring a conveyance, and leaving Utica early in the morning, should it be intended to return in the afternoon, and devote only one day. The famous trout dinners that are usually procured at the hotel near the falls, are also one of the enjoyments of the place. Though it may excite surprise in some, yet we are constrained to declare, that the sensations awakened in a lively and ardent imagination, and the unmingled gratification derived by the spectator when the glories of this exquisite spectacle break upon his view, will for a time absorb him in silent astonishment, and leave nothing more to wish for, so near is it to perfection. The traveller will at first be so overpowered by what he beholds, that it is pardonable if he should question if there can be on earth an exhibition of falling water equal or superior; but when his gust of feeling is over, he may subsequently have reason to change or modify this opinion as he travels farther and sees more, compares, and reflects, and discriminates, giving to all the due meed of praise, but even then, when he reverts to Trenton Falls in after life, the impression it first made upon his mind is strong and enduring,—perhaps unrivalled.

*West Canada Creek* is about sixty miles long, and rises in the wild tracts, and interlocks with the sources of Black River in the high and bleak regions north of the Mohawk River, and forms one of the principal tributaries of the latter, and occasionally vomits forth its sudden and dangerous floods and wears and tears its impetuous course among the limestone and slaty rocks, until, near Trenton, it enters upon a series of descents of near forty feet down a ravine that it has worked for five miles into every various form of twisted and distorted aspect, and at the bridge on the road above the Little Falls begins to be remarkable, but three miles below, and two east of Trenton village, it increases upon and absorbs the wonder of the traveler.

Following the path from the hotel or boarding-house, we arrive at the brink of a ravine, bordered by forest trees and evergreens of spruce, fir, hemlock, &c. The appearance of such a deep ravine in the general surface, that had not before been noticed in the approach, is the source of some surprise, and this is increased as we descend the stairway into the depths and gloom of the ravine, here, perhaps, one hundred and fifty or two hundred and fifty feet deep; and two hundred

wide, and find ourselves upon a floor or foundation of solid rock, and with a very limited extent of blue sky, or the vault or arch of heaven above our heads. On glancing the eye around the walls of the immense chamber or enclosure that encompasses us, we admire the drapery that covers and ornaments the rocks, and the lichens of scarlet, green, and yellow, the trees that wave over the margin, or impend in threatening attitudes, held only by a slight adhesion of their roots, jutting from the loose soil above, or the shrubs and creeping ivies, trailing down in graceful festoons from crevices high up and midway on the face of the precipice.

As we advance slowly up, we note the regular horizontal arrangement of the limestone that comprises the sides, and the clear and massive pavement-like regularity beneath our feet; the mechanical form and regularity of the circular or deep cistern-shaped pools, or the square race-ways and channels, as though chiseled by the hand of art, and leading from reservoir to cascade in endless variety, and passing through with unceasing force and rapidity.

Contemplating in every aspect these wonders of the glen, we proceed to the falls in succession, beginning with

*Sherman's Fall*, thirty-five feet, named after John Sherman, the first occupant of the hotel, and one that was extensively known as a good lecturer to his visitors here on the numerous organic remains that are contained in the rock to a very remarkable extent, and that Mr. Sherman exhibited a profusion of it in his museum, after giving a capital dinner to his hearers and customers. Mr. Sherman formed the path, and placed the chains for the security of visitors that have the courage and curiosity to place themselves in these trying, queer, and delicate positions for nervous persons.

The *High Falls*, one hundred and nine feet, divided into three different and splendid chutes, of thirty-seven, eleven, and forty-eight, besides the connecting chain of irregular descent or slope, in grand floods or overflows are all combined into one descending mass of pure snowy-white foam, but in a drier season it finds its way over the rocks in separate channels.

The *Mill Dam Fall* has a uniform pitch of fourteen feet only, and is one hundred and eighty feet wide.

The *Cascades*, and intermediate chain of rapids, have a fall of eighteen feet, and are much more compressed by the jagged projections of the ravine.

The *Upper Fall* is about twenty feet, and is received into a capacious receptacle or reservoir, that is tapped and let off by a wild ravine, and the coup d'œil from the bridge, or on the west side of the river, is very pleasing, and we have arrived at the head of the ravine, and beyond this, we have in a distance of two miles of rapids, a descent of fifty or sixty feet. There are other falls at and below Conrad's Mills, that do not require specific notice.

When the writer visited these falls, the water was at that stage when there was evidently not the slightest danger to any prudent, careful person, not disposed to incur needless risk; and when the water is lower than common, there is still enough that will please and reward the visiter, and during the excitement of an overwhelming freshet, no one would venture below the stairway.

From Utica an important route extends south, along the banks of the Chenango River and Canal, through Oneida, Madison, Chenango, and Broome Counties, to Binghamton on the Susquehannah River, about ninety-two miles, and thence east to Catskill, and also south-east through Pennsylvania and New-York to Newburgh, and also west to Oswego, Athens, Tioga Point, Chemung, Elmira, Painted Post, Bath, Batavia, Buffalo, or from Owego over the hills by a good road to Wilkesbarre, or Valley of Wyoming, or through New Jersey by way of Milford, or Delaware, Morristown, and Newark, to New-York.

The ride along the banks of the Susquehannah from its source in the Otsego Lake, southward to the Great Bend, and thence west for one hundred and fifty miles, through Binghamton, Owego, Newtown, and near the line of the New-York and Erie Rail-road, is capital, and also from Tioga Point down to Wyoming, Harrisburgh, and the coal mines.

### **Stage Route from Utica to the Falls of Niagara.**

*(Until the enlargement of the Erie Canal to seventy feet width and six feet depth, to admit of the use of steam-boats, or until a continuous line of rail-road is effected from Auburn to Rochester and Buffalo.)*

New Hartford, four miles; Manchester, five; Vernon, eight; Oneida Castle, five; Lenox and Canostota, three; Quality Hill,

three; Chitteningo, five; (two routes from hence to Auburn and Cayuga Lake; the right hand, or northern, near the canal, through Syracuse, Geddes, Milan, Camillus, Elbridge, Brutus, Troopaville, forty miles,) the other as follows: to Manlius, seven; Jamesville, six; Onondaga Hollow and Creek, four; Onondaga on the hill, two; (Syracuse, and the salt works, and Onondaga Lake in sight down in the valley below, with the canal leading north to Oswego on Lake Ontario;) Marcellus, eight; (falls two miles north, of sixty-five feet;) and Skaneateles, six; (branch rail-road of four and a half miles to the north to Auburn and Syracuse rail-road:) Auburn, seven; Cayuga, seven; Seneca Falls, four; Waterloo, four; Geneva, seven; (Canandaigua, fifteen; to Rochester, twenty-seven miles;) East Bloomfield, nine; West Bloomfield, five; Lima, four; Avon, five; Sulphur Springs, nine; Potosi, two. Cross Genesee River to Caledonia Large Spring, eight; Le Roy, six; Batavia, ten; Pembroke, fourteen; Clarence, eight; Williamsville, eight; Buffalo, ten.

The ride from *Utica* to *New Hartford*, by the Sedaghueda Creek, and line of Chenango Canal, is delightful, and indicates at the last place a wealthy, happy people, with their handsome, comfortable mansions, fine farms, gardens, one hundred and sixty buildings, three churches, and several mills. At a distance of three miles, observe the edifices of *Hamilton College* on the hill one mile and a half from the village of Clinton. The annual commencement is on the second Wednesday in August. There are three colleges, and a church of stone. A president, professors of Ethics and Political Economy, Natural Philosophy and Chemistry, Languages, Mathematics, and Astronomy, one tutor, one hundred and fifteen students. The late W. H. Maynard gave it twenty thousand dollars, and S. Dexter fifteen thousand dollars.

The *Clinton Liberal Institute*, in the village of that name, consists of a farm for such as desire to pay a portion of the expenses of education by manual labor. There are two college buildings, one of stone, ninety-six by fifty-two feet, and five stories high, with forty-four rooms for study, a lecture-room, and others for the professors. No sectarian or theological instruction admitted.

Baptist *Hamilton Literary and Theological Institution*, a stone house, one hundred by sixty feet, four stories, has sixty-eight chambers, a lecture-room, library, and chapel, a boarding-house, a shop for work, a farm of one hundred and thirty

acres. Four years is the regular course, two for theological; one hundred and eighty students; tuition sixteen dollars a year; board, washing, and lodging, one dollar a week.

The same appearance of exuberance and fertility continues to Manchester, on the Oriskana Creek, a manufacturing village, and also to Vernon, with its churches, mills, and glass factory. The *Oneida Castle* and Creek is on the old Indian reservation of the Oneida and Tuscarora Indians, that but recently removed from this to Green Bay, or rather to Winnebago Lake in Wisconsin. *Lenox* has one store, two taverns, thirty houses, one Presbyterian Church. *Canastota* has four churches, four taverns, four stores, and several groceries and forwarding houses, one high school, and one hundred and thirty neat dwellings, and is seen a few rods north of the road on the canal and Canaseraga Creek.

*Chittenango* Creek and village, a branch canal of one mile and a half leads to the Erie Canal, and a small settlement, basin, dry-dock, and boat-yard. The village contains one hundred and fifty houses, a large Dutch Reformed Church of stone, and academy of the same sect, and one Presbyterian and one Methodist church, three taverns, stores, &c. It is on the outlet of *Cazenovia Lake*, from whence there is a descent of seven hundred and forty feet, including one pitch of one hundred and thirty-four feet, giving great water-power for eight or ten miles. Two mineral springs in the vale one mile above, of sulphur and magnesia; hill on the east of calciferous slate, with springs holding carbonate of lime, and forming petrifications in abundance for cabinets.

Lake *Cazenovia*, or *Hawgeno*, or *Canaleraga*, or *Linklaen*, is four miles long and one broad, and is a beautiful expanse, environed by a gently waving country.

The town of *Cazenovia* is placed at the outlet of the lake, and has three hundred houses, neat, substantial, of limestone or brick, a bank, a land office, a ladies' seminary, and one for Methodists, of large brick buildings for one hundred and twenty-five boarders, and having two hundred and fifty pupils, male and female, a Presbyterian, a Congregational, a Baptist, and a Methodist church, five mills, two woollen factories, a wire loom, three hotels, two drug, one book, and ten dry-good stores, ashery, tannery, six groceries. Col. Linklaen began this town in 1795, and it is a charming spot, and lands around it are forty to fifty dollars the acre. Cannot the traveler step aside for an hour or two, and examine this pretty lake and town?

*Manlius*, in *Onondaga County*, on the east of *Limestone Creek*, at the junction of several roads, is ten miles south-east of *Syracuse*, and forty west of *Utica*; has three churches, one hundred and fifty houses, two taverns, six stores, one cotton factory, and several mills. One mile south of the village, and on both branches, are falls, one of a hundred, and one of fifty feet; also a sulphur spring with petrifying qualities.

*Green Pond* is one and a half miles long by three-quarters wide, and is sunk two hundred feet below the level of the rocky shores, and is two hundred feet deep. The surface is a mirror of deep green. It is in the town of *Jamesville*, six miles from *Manlius*.

*Onondaga Hollow* and *Valley* is remarkable for being the chief seat of the power of this tribe, one of the confederation of the five nations that ruled this State. The *Onondaga Creek* is a lively stream that runs from south to north for ten miles, through a broad rich valley of the deepest soil of vegetable mould, and enters the *Onondaga Lake* at its south-east corner near *Salina*. The old castle or council-house, the ancient seat of Indian power, and the reservation and town recently held by them, was three miles south of the road, in fifty log houses on a long street, and perchance some of the remnant of the tribe may yet be seen lingering about in the neighborhood, or at *Syracuse*. The Indian name for the whole confederacy was *Aganuschioni*, or *United People*, and by the French, *Iroquois*, and consisted of the *Mohawks*, *Onondagas*, *Cayugas*, *Senecas*, *Tuscaroras*; these sold out to the State of *New-York*, for two thousand dollars annually, their claim to a large portion of the central and western part of this State. Some reside on *Grand River* in *Canada*, others at *Buffalo*, and some are gone farther west. The village settlement in the hollow has two churches, two mills, an academy, one store, three taverns, and sixty houses. The vicinity of *Syracuse*, only four miles, and the great canal, have drawn off the business. There is also a *South Onondaga* ten miles from *Syracuse*, that has a church, a store, tavern, and a few houses. There is also

*Onondaga West Hill*, is on the hill that looks abroad very extensively over hill and valley, lake and city. Here is a *Presbyterian* and *Episcopal* church, the old court-house, prison, fire-proof clerk's office, two taverns, four stores, and fifty dwellings, and some old respectable residents, or early settlers. For a description of *Syracuse*, (and of the salt works,) *Salina*, *Liverpool*, *Geddes*, and of the lake, see canal.

*Marcellus*, on Nine Mile Creek, the outlet of the *Olisco* Lake a few miles south, and that is four miles long and one wide, and runs into the Onondaga Lake, has a church, and seventy-five or one hundred houses. The waters hereabout possess strong petrifying qualities, and a specimen may be seen on the bank, of a large tree partly imbedded in limestone, by inquiring of the village physician or minister. There is an abundance of fine blue limestone of good quality, and of the water lime or cement, mills, factories, &c. and two miles north, falls of seventy feet.

### **Skaneateles,**

at the outlet of the lake, is the second of those attractive lake cities (*Cazenovia* being the first) that we encounter in traveling this great western thoroughfare. It contains four churches, an academy, and five grist-mills that can make forty thousand barrels of flour annually, also four saw, four carding and cloth-dressing mills, two woollen factories, two furnaces and founderies, two machine-shops, four tanneries, two carriage factories, two taverns, eight stores, three hundred houses, and two thousand one hundred and fifty inhabitants. The site of the village is unsurpassed in its complete command of the lake, that is as transparent as air; its banks romantic, picturesque, and rising into eminences of several hundred feet at its southern termination; it abounds with trout in its deep cool waters, that reflect like a mirror, the hills and slopes, woods, meadows, and pure white farm houses. Petrifications also abound here; on the east, and on a level with the water, are organic remains of the *cornu ammonis*, imbedded in slate. Three miles north of the outlet, the creek sinks into the rocks below the falls of seventy feet, and is lost for some distance, but this is often the case in Florida, and in limestone countries. The Indian name of this lake, as preserved, means **LONG**; it is fed by springs, and is fifteen miles long by one half to one and a half wide.

### **Auburn,**

is the third of the series of elegant lake cities; contains eight hundred and fifty houses, and five thousand five

hundred and fifty-five inhabitants, a Theological Seminary, eight churches, twenty-seven schools, two banks, capital four hundred and fifty thousand dollars, court-house, jail, clerk's office, sixty-two stores of all kinds, and factories of tools, clocks, candles, combs, cabinet ware, saddles and harness, looking-glasses, leather and morocco, boots and shoes, hats, tobacco, bellows, burr-mill-stones, coverlets, carpets, cotton-cards, threshing machines, tea-kettles, japanned ware, steam-engines, carriages. There are three bookstores and binderies, five merchant tailors, eight blacksmiths, three distilleries, one brewery, three furnaces, four flour-mills, one marble yard, two livery stables, two wool carding and clothiers, one dentist, two portrait painters, six milliners, five dress makers.

*Auburn* is two and a half miles from the lake, but on the outlet that has ample water-power. The streets are wide, paved or macadamized, and there are handsome ranges of stone and brick stores, and in the retired parts some tasteful dwellings and embellished grounds. The public buildings built in 1836-7-8 are honorable to the inhabitants, and its domes, colonnades, &c. place it far ahead of many other western towns. Its hotels are good.

The celebrated STATE-PRISON may be seen on buying a ticket of the keeper, and the best time is early in the morning, when they are brought out of their cells and arranged in squads, close as they can squeeze, in Indian file, stepping off and stamping hard with a simultaneous lock-step, eyes to their overseer, head erect, each bearing his pail on one of his folded arms in perfect silence, entering their various shops, and kept at constant labor during the regular hours, till four o'clock P. M. when the muffled bell is struck, all labor is suspended, and the convicts, eight or nine hundred, return in the same manner to their cells, and are separately locked up for the night. The most minute precision is required in all their movements. The walls that form the inclosure are thirty-five feet high, four thick, and two thousand feet in extent, or five hundred feet each front. The interior yard has ample reservoirs of water, and a range of work-shops of brick, lighted in the sides and roof. The cost was over three hundred thousand dollars, not including the convict labor. The Owasco Creek flows alongside the prison walls on the south.

It is seven miles to the Erie Canal at Weed's Basin, and stages ply constantly to and fro, and twenty-two miles by the



rail-road to Syracuse, there are great quantities of gypsum, or plaster of Paris, quarried on this route, and abundance of the best lime-stone.

*Aurelius*, four miles west of Auburn, has two taverns, two stores, and twenty houses. *Cayuga*, three miles further, at the foot of the Cayuga Lake, has a church, high school, three taverns, four stores, and forty houses. The longest bridge in the State, it being one mile and eight rods, here extends over and across the lake, and gives the traveler in passing, a satisfactory view of the lake, and its highly beautiful and cultivated shores, far as the eye can reach. A steamer runs to and from Ithaca daily, from the bridge, to meet canal-boats at certain hours. (Travelers intending to go to Ithaca or Owego, should, at Utica, or Syracuse, or at Auburn, where they agree to take the stage, only pay the fare to the Cayuga bridge, and take the steam-boat for Ithaca, and arrive at the head of the lake, thirty-six miles, in three or four hours.) Just before his arrival there he will notice on the east shore a foaming cascade come pouring down the ledges of the slate-rock.

A car starts on the rail-road for Owego soon after the boat arrives at Ithaca, and traveling but slowly, gets in about seven or eight o'clock; twenty-nine and a half miles; the most defective route in the State. Good hotels are at Ithaca, and fine views in the environs, especially on the summit of the hill overlooking the town, and lake, and shores, with its parti-colored squares of farms and woods. The effect of the distant aerial perspective is grand.

A stage leaves Ithaca early the next morning for Bath, twenty-two miles, at the head of the Seneca Lake, and arrives in time for the steam-boat that goes down for Geneva, unless the tourist inclines to remain at Bath, to breathe a few hours and look around.

## **Ithaca**

is our fourth city of the lakes. In front, and between it and the head of the lake, are three thousand acres of alluvial flats, from which the hills ascend on three sides, amphitheatrically, five hundred feet, with truly magnificent effect, and the picturesque character of the environs is improved and made eminently attractive by the Fall Creek, the Casca-

dilla, and Six-mile Creeks, that find their way over the hills, and pay tribute to the Cayuga. Fall Creek rises in Lock Pond, Summer Hill, Cayuga County, fourteen hundred feet above tide, and flows south and south-west thirty miles, and falls, near Ithaca, within one mile, four hundred and thirty-eight feet, over rocks of dark gray wacke slate; this is best seen from the bridge or steam-boat. The last fall is one hundred and sixteen feet, down a steep succession of narrow ledges of rock or stairway to the lake level. The rocks each side above the falls, rise one hundred and ten feet, and enclose a pool for the mills below, that is drawn off or tapped, by a tunnel through the rock, thirteen feet high, twelve broad, and two hundred long, and is made to be used five or six times with a twenty feet head of water. The Cascadilla leaps down a gigantic stairway one hundred feet, and Five-mile Creek is still more surprising.

There are five churches, a court-house and prison, clerk's office, thirteen mills, four factories, thirteen taverns, twenty-eight general stores, many groceries, druggist stores, four printing-offices, two book-stores, one bank, capital two hundred thousand dollars, and one of two hundred and fifty thousand dollars, eight hundred dwellings, and four thousand inhabitants.

*Bridgeport*, at the west end of Cayuga bridge, contains a store, two taverns, and thirty dwellings.

### Seneca Falls

is three miles west of the Cayuga Lake and Bridge, on the Seneca River, the outlet of the Seneca Lake, and where there is within twelve hundred yards, a heavy water-power of forty-seven feet over four dams. In seven flour mills are twenty-four runs of stones that make eighty-five thousand barrels of flour. Of other mills, are one for paper, six saw, four plaster, three clove, and two oil, one clothing works, one clock and one cotton factory, dyeing and bleaching, one furnace, three sash and window-blind factories, one tannery, one distillery, one machine shop, four taverns, six lawyers, five physicians, twenty stores, five hundred dwellings, and three thousand five hundred inhabitants; five churches, a newspaper and printing-office, an academy. In 1827, only two hundred and sixty-five inhabitants. Land sells fifty to

seventy dollars the acre. The water power can drive two hundred thousand spindles. At *Chamberlain's Mills*, two miles from the above town, and one from Waterloo, is a flouring and plaster mill, and fifteen houses. The lively aspect of the town of Seneca Falls strikes the stranger most favorably, and denotes that from its water-power and manufacturing propensities here is destined to be a flourishing vicinity, a wealthy and comfortable population.

### Waterloo,

four miles from Seneca, is also on the river or outlet of Seneca Lake, and has three grist, two oil, two saw-mills, two distilleries, one furnace for castings, two tanneries, three clothiers, pail, tub, churn, and wooden bowl factory, one ashery, one boat-yard, one newspaper, two large hotels, three taverns, twelve dry-goods, and one hardware store, courthouse, jail, six lawyers, five physicians, three hundred and fifty houses, three churches, two thousand inhabitants. This is also an active, bustling place. Seven miles to the west, we arrive at

### Geneva,

following the northern shore, and crossing the outlet or drain of the lake, where there is a strong current issuing out, of clear, green, pure water.

The land between the Cayuga and Seneca Lakes rises into very lofty hills, and is capital soil for wheat, but liable to drought, &c. From the roads skirting each lake, and surmounting the hills, are a series of splendid views. There are eight churches. The Geneva College is under the regents of the University of the State of New-York, and has a President, a Professor of Mathematics and Natural Philosophy, of the French, German, and Spanish, of Chemistry and Mineralogy, and application to Agriculture and Arts, of Engineering and Statistics, besides two tutors. There is a Medical department, with Professors of Chemistry, Anatomy, and Physiology, of Instruction and Practice of Medicine, of Surgery, of Obstetrics and Materia Medica, and of Medical Jurisprudence, and Botany. Not confined to classics. Students fifty-three. Buildings of stone.

There is a bank with four hundred thousand dollars capital, three hundred and seventy-four dwellings, and three thousand inhabitants, twenty-three stores, twenty store-houses, seventy-three workshops, sixteen steam grist, one saw mill, one air furnace, two machine shops, one steam-engine factory, fifteen dry goods, five drugs, two hardware, twelve groceries, nine taverns, nine shoe makers' stores, five tailors, nine smiths, two confectionaries, one edge tool, three saddlers, four carriage makers, two chair makers, four silver smiths, one plough, two threshing machine factories, one burr millstone, two tin, one rifle, one lead pipe and metal pump, one sash, and three hat factories and stores, five cabinet makers, one artist, two printing-offices and papers, two book stores, two binderies, one museum, eleven law, and one insurance office, six milliners, two hay scales, two bakers, one upholsterer, one tallow chandler, one stocking weaver, one auction store, three barbers, a young ladies' school, three grammar schools, two district and seven common, and six hundred pupils.

*Geneva*, our fifth lake city, is situated at the north-west corner of Seneca Lake, on a fine slope, giving the inhabitants a noble view of the lake, and those residing on the east side of the street have terraced gardens down to the lake, that have an admirable effect. The rest of the town is on a summit one hundred and twenty feet above the lake, giving a view to all, as it rises in gradations, and covered with neat villas and seats, court-yards, gardens, &c. The compact part is on lower ground. Families enjoying wealth and leisure find this a desirable residence. A steam-boat leaves this place daily, at 7 A. M., for the south or head of the lake, Jeffersonville, and is back at night. During the lake trip, observe on the east shore, the town of Ovid on the height of land, eighteen miles, and the capital farms occupying the hills far as the eye can reach; and opposite is Dresden, where the waters of the crooked lake come in from the west, and where that female humbug, Jemima Wilkinson, had her farm and her followers, as all fanatics in this country can readily procure Mormons and Matthias, &c. Long, or Elephant Point, is four miles south. In six miles south is Jemima's *walk in* or *on* the *water* place of exhibition, and in six miles south is Starkie's Point, with deep water close in shore, and in four miles more, a fall of one hundred and thirty-six feet, and in a ravine still farther, is a fall of one hundred and fifty feet in the town of Hector, three miles from Jeffersonville. The

lake is *ice-proof*, or so *deep* that it *never freezes*, but steams it profusely in cold weather.

From Geneva is a branch canal of fifteen miles to the Erie Canal. Wheat, barley, wool, whiskey, beef and pork, pearl and potashes, butter, flour, lumber, glass, and grass seed, are bought up here for eastern markets. Eight miles west of Geneva is Flint Creek, running north into the Canandaigua outlet at Vienna, eight miles north; and in seven miles from Flint Creek is

### Canandaigua,

our sixth lake city, contains three thousand inhabitants, and five hundred dwellings, some of them not exceeded in style or good taste in architecture by any city or place whatever. The great charm and most attractive feature in this suburban villa, is the embowered and rural aspect, the neatness of the front yards, and of the ample gardens, pleasure grounds, walks, shrubberies, shaded and paved streets and side-walks, and all those agreeables denoting comfort, good society, and wealth. It is on two long parallel streets, north and south, and others at right angles. Has four churches, an academy for males, and one for females; the former edifice is eighty by forty, three stories high; expense of tuition, board, &c. one hundred dollars per annum. School teachers are educated and taught. The Ontario bank with a capital of two hundred and fifty thousand dollars, a branch of the Utica bank with one hundred and fifty thousand dollars, eight public houses, including two large hotels, Blossoms' and Pitts', three fire companies, seventeen law offices, ten physicians, two book-stores, three printing-offices and papers, sixteen stores of all trades, two hat and two tin factories, one gun smith, a steam grist, and a windmill, a furnace for castings, two tanneries, one brewery, two asheries. There is a fine view of the lake from all parts of the town. The lake is fourteen miles long, and one and a half to two broad; has a steam-boat that trips it daily for the accommodation of the public and of strangers. The *Burning Springs* are on each side of the lake, three miles off, and in Bristol, eight miles south-east from Canandaigua, and also one to two miles south-west of Rushville, in a long valley, and in winter they form openings in the snow, and the fire being applied, the

novel sight of a flame rising out of the snow is witnessed, and 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, and when lighted, more brilliant than the former.

## Rochester,

twenty-seven miles from Canandaigua, in a north-west direction, can be visited by stage and the rail-road\* taken for thirty-two miles thence to Batavia; or the traveler can take the canal to Lockport, and see the wonders there, the huge double locks, the grand natural basin, and the deep rock excavation of several miles, and by rail-road thence to Niagara Falls, or continue on by canal through the entire route once, and take some other method in returning. Whichever way may be adopted, we shall perfect our stage route, however, west of Canandaigua, and after crossing two small streams running north, in nine miles we arrive at *East Bloomfield*, with its two churches,

\* *Tonnawanta Rail-road* was constructed in the following cheap and simple manner: "Large posts of twenty-four or thirty inches in diameter were placed on each side of the track opposite to each other, and to enter the earth firm and hard, to sustain the side timbers of the track, and squared at the top. Each set of posts ten feet apart. Upon the top of these posts were laid transversely, sticks of timber twelve or fifteen inches in diameter, mortised on the upper side near each end, to receive the longitudinal timbers, that, being from sixteen to twenty inches in diameter, hewed only on the upper side, and intended for the support of each of the rails, were let into the mortises of the transverse timbers, and supported by them at the posts. This, where embankments were made, gives a very substantial frame-work of the proper grade. On the top of the longitudinal timbers, wooden ribbons, as a substitute for iron rails, were laid. Rail-road cars were procured to carry earth, with four boxes each, turning on hinges, to drop the earth between and over the sides of the rails. These cars were loaded at places of excavation, moved by horse-power on the track to make embankments. The same frame-work was used and put down where excavations were made. When the road was finally prepared for operations, pine scantling, three by four inches, were laid on the longitudinal timbers, and *iron plate rail* on the scantling, and all securely fastened by heavy spikes seven inches long." In a country like this, abounding in timber, this is the most economical, but not durable. The *whole timber work*, except the scantling, is covered with earth to prevent decay, and the frame-work and earth add mutual support and strength. This does well, and if cars run off the track, they are received on the ground, and not on cross timbers.

two taverns, two stores, thirty houses, one tannery, situated on high and commanding ground, and having the most celebrated farms and choice wheat lands. Five miles beyond, we reach *West Bloomfield*, and in a mile we cross the *Honeoye Creek*, the combined outlet of three small lakes at eight or ten miles south, that runs into the Genesee River, and in four miles we arrive at *Lima*; the whole distance from East Bloomfield being through farms in first-rate order, fence, and keeping. To *East Avon* five, and the Post Office two miles more from Lima, passing the notoriously rich valley of the *Genesee Flats*, and ten miles south, the *Wadsworth Farm* at Genesee, and Mount Morris, (for the falls of Genesee, also for the line of the canal extending from Rochester south, up the Genesee Valley, see index.)

The two *Avon Springs* rise within an eighth of a mile from each other, about a mile south of the village. It is useful for its sulphureous qualities. Here are three boarding-houses, much resorted to by the country people; a remarkable pond enclosing Indian works, and a root that is peculiar to the flats here, of gigantic size, may be worth inquiring for.

After crossing the Genesee River on a substantial bridge, the road varies its course to the north-west, and in eight miles we arrive at the *Big Spring* at *Caledonia*, that must be seen as it is near at hand, and is quite an anomaly in its way, bursting out a full grown mill-race. This is probably the lost water from Allen's Creek at the high falls in Le Roy, seven miles west, and they rejoin that stream in two or three miles north in WHEATLAND. A stage runs from this to Rochester, twenty miles north-east. Here are two Presbyterian churches, four taverns, four stores, one flouring and one saw mill, one brewery, and sixty houses.

## Le Roy,

on an eminence on Allen's Creek, is our next agreeable-looking settlement in six miles from the Big Spring, and here are the falls that supply it through apertures in the lime-stone rock that prevails in this region. Here are four churches, two large mills, each with four runs of stones, and making forty thousand barrels of flour per annum, one oil and one plaster mill, a furnace for castings, a tannery, a machine factory, fifteen stores, three taverns, four lawyers, five

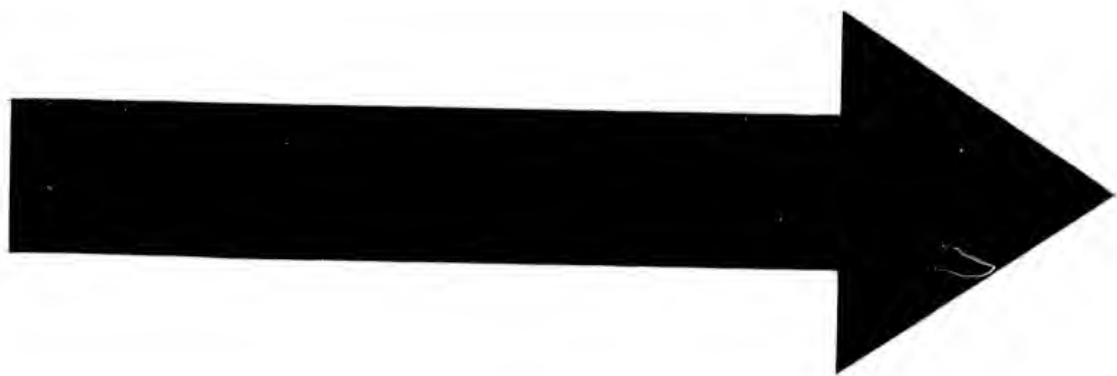
doctors, fifteen hundred inhabitants, two hundred and fifty houses of stone, with gardens and grounds on a liberal scale, and very pleasing to the stranger. The land office for the triangular tract is here. The fall here in Allen's Creek is eighteen feet, and in one mile, twenty-seven feet more, and in two miles is one of eighty feet. The creek at Le Roy has a stone bridge of three arches. Beyond this creek we enter on the great plain of the west, throwing off streams on all sides. Look for more petrifications on the bed of the creek six hundred feet north of the bridge.

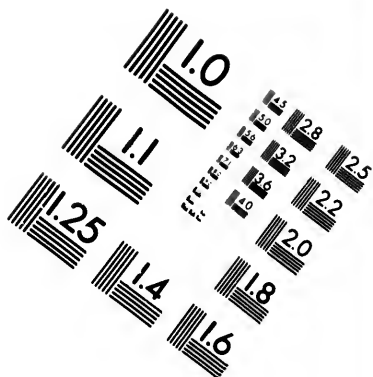
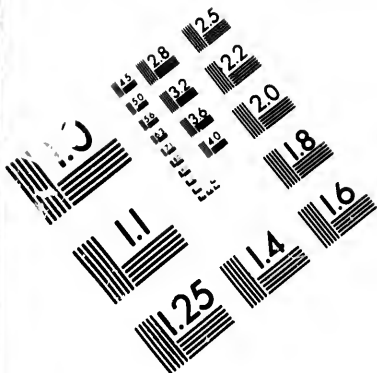
### Batavia,

ten miles from Le Roy, is situated on the *Tonnewanta Creek*; and is the first stream that we have thus far encountered that pays its tribute to the Niagara above the Falls. The stream pursues a course from east to west, on an elevated rocky plateau, about four hundred feet higher than Lake Ontario, and seventy or eighty above Lake Erie. The highest terrace in the southern part of Genesee County is eight hundred feet above Lake Ontario, consequently rises four hundred feet in thirty-five miles, less than twelve feet to the mile, and not perceptible to the eye, being almost a dead level, and having barely descent to drain the country. The elevation is by ridges, as is seen by the streams cutting through the rock to the north. From this elevated plateau the drain to the west is to Lake Erie; on the east to the Genesee River, and on the south to Cattaraugus Creek. The Tonnawanta has a meandering course of forty miles in a valley two to four miles wide.

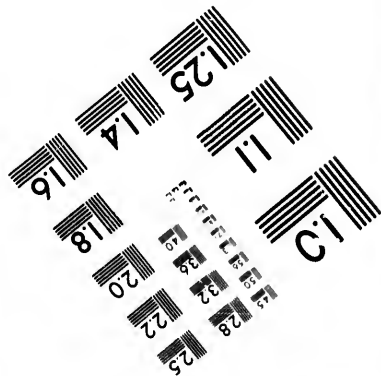
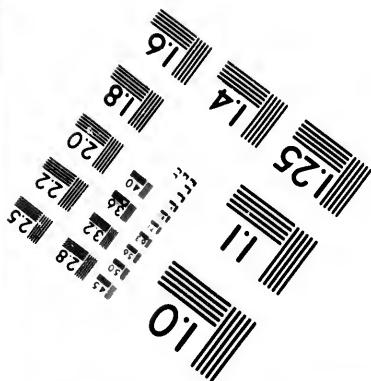
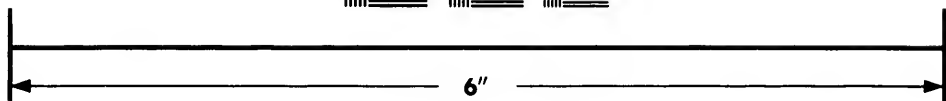
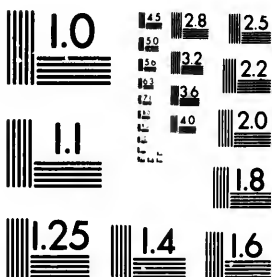
Here are three churches, a land office, a bank, capital one hundred thousand dollars, a flouring mill with four runs of stones, three large brick hotels and five taverns, twelve dry-good, two hardware, two drug, and one bookstore and bindery, two printing-offices and papers, a bell foundery and gun smith, two tanneries, two hatteries, three millineries, four shoe-stores, one iron foundery, five physicinas, nine law offices, three hundred houses, one thousand six hundred and fifty inhabitants. Lands within three miles of the village sell from twenty to forty dollars the acre. A rail-road of thirty-two miles, called the Tonnawanta, extends to Rochester, and others to Buffalo and Lockport will soon be finished. Here are many neat residences of







**IMAGE EVALUATION  
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the wealthy land-owners of the vicinity. The less that is said about the masonic murder of Morgan, or of his abduction, or of the miserable log or corduroy roads from this to the west, the better, as, when the rail-road is completed, as it soon will be on the entire route, all old grievances will be forgotten. *East Pembroke* post-office is six miles west from Batavia. *West Pembroke* post-office is at Richville, eight miles farther. *Clarence Hollow*, or *Kensent Grove*, has a church, forty houses, one ashery, one grist and saw-mill, one distillery, one tannery, two taverns, five stores, three groceries. *Williamsville*, ten miles north-east of Buffalo, has a Catholic Church, a grist, saw, and water lime mill, and a quarry of the same, fifty houses, four groceries, one dry goods, two taverns, one tannery.

### Buffalo,

the queen of the lake cities, is admirably situated at the outlet of Lake Erie, and at the head of the Niagara river, and at the western extremity of the Grand Erie Canal. There is a rail road of eighteen miles leading to Niagara Falls, and a series of rail-roads to Batavia, Rochester, and from Auburn to Syracuse, Utica, Schenectady, Albany. From the terrace the land rises by a very gentle acclivity for two miles to a level plain, presenting a wide and enchanting view of the lake, the Niagara River, the canal, and its branches, the city and the Canada shore. The streets are broad, and intersect usually at right angles. There are three public squares, a bank, and some airy wide streets, with neat villas, court-yards and gardens, a lyceum and library. The Erie Canal is continued along the entire lake in front of the city to Little Buffalo Creek, with frequent lateral cuts and basins, bringing all the lower part of the city in reach of the canal facilities.

A mole or pier of wood and stone, of fifteen hundred feet long, extends from the south side of the creek, out into the lake, so as to form a partial break-water, to protect boats and shipping from the violent gales that are felt, though still-water is made for a mile on the creek, and a ship canal eighty feet wide, and thirteen deep, and seven hundred yards long, is also now made. A light-house on the head of the pier, of dressed yellowish lime-stone, forty-six feet high and

twenty in diameter at the base; is a durable structure, and ornamental to the city. The cost of the pier, &c. was about one hundred thousand dollars, seven-eighths being paid by the United States.

Buffalo is the port of entry for the *Niagara District*, including Silver Creek, Dunkirk, and Portland, and all above the Falls. It is the depôt of the trade for the upper lakes, Michigan, Wisconsin, Iowa, and part of Illinois, Indiana, and Ohio, including a *lake coast* of 5,719 miles.

The city has twenty-five thousand inhabitants, three thousand houses, one hundred and fifty-two streets, fifteen churches, two seminaries, many district and select schools, two theatres, a court-house, jail, two hundred stores, three banks, aggregate capital one million, many hotels and taverns, six newspapers, and a great variety of manufactories. It is divided into five wards, and has a mayor and common council that are elected annually. Its streets are paved, regular, and laid out in reference to the natural slopes; a portion of it that was formerly low and marshy near the creek and lake is liable to be submerged during violent storms.

The buildings are in general decent, some are splendid, and the stores recently erected are four and five stories high. Nearly two-thirds of the merchandise received at Buffalo goes no farther, being for the use of the city and vicinity. Sixty mails arrive and depart weekly. Postage in 1835, twenty thousand eight hundred and eighty-one dollars. The amount invested by her citizens in steam-boats, and lake vessels, canal-boats, &c. about one million; advances on freight and produce passing east and west, two millions; manufactures yearly, two millions; and sales in addition, one million seven hundred and forty-eight thousand seven hundred dollars; expended in building in a year, one million one hundred and thirty thousand dollars; arrivals and departure of vessels in 1835, in two hundred and ten days was seven hundred and twenty steam-boats each way; other vessels, nine hundred and twenty each way; canal clearances, five thousand one hundred and twenty-six; tolls received, one hundred and five thousand six hundred and sixty-three dollars. The University of Western New-York is here established on a liberal foundation, by endowments or donations to the amount of two hundred and fifty thousand dollars. The terrible revulsion and derangement of the currency in 1837 prostrated for a time the energies and growth of this place.

The town was originally laid out in 1801 by the Holland Land Company, on the hill or terrace, fifty feet above the lake, and in part on the low ground or marsh towards the lake and creek. The draining of the marsh has rendered it fit for building, and it is now the business part of the city.

The Lake Erie boats leave at regular intervals in the morning and at night. Boats are despatched to the Upper Lakes as often as the case requires. At each port sufficient time is allowed to take in freight and provide every luxury for passengers. The prices are, to Cleveland, in the cabin, six dollars; steerage, two dollars fifty cents. Detroit, eight dollars; steerage, three dollars.

The prices of freight, charged

From Buffalo to Chicago,	Light, per 100 lbs.	87½ cents.
“ “ “	Heavy, “	62½ “
“ “ “	Barrel bulk,	\$1 50 “
“ “	Silver Creek, Dunkirk, and Barcelona;	25 a 35 “
“ “	Erie, Grand River, and Cleveland,	27 a 50 “
“ “	Ports above Cleveland, to Detroit,	30 a 46 “

During one week twenty-seven steamers and thirty-eight brigs and schooners entered the harbor of Buffalo, bringing forty-four thousand two hundred and seventy-four bushels wheat; fifteen thousand nine hundred and eight barrels flour; one thousand four hundred and twenty-five barrels pork; two thousand six hundred and fifteen bushels corn; two hundred and fifty casks ashes; seven hundred and nineteen hides; fifty-seven bales of buffalo robes and deer skins—besides immense quantities of fish, glass, brooms, staves, &c. The business of the canal is great; frequently thirty boats arrive in one day, and sixty are cleared from the collector's office for the east—all well loaded.

The *Seneca Reservation* has nine hundred Indians, including some Onondagas and Cayugas, is from three to four miles south-east of Buffalo, and is eighteen miles by seven on Buffalo Creek and its branches, and amounts to forty-nine thousand acres, fertile and reaching near the city bounds. North of the reserve, the average price of improved farms is twenty-five dollars, and south, twenty dollars the acre. Within five miles from the city, they are from one hundred to three hundred dollars per acre, caused by the Indian lands

not coming into market, and by the vicinity of the lake restricting the lands in that direction.

Limestone lies in deep horizontal stratified masses on the banks of the Niagara, between Buffalo and Black Rock. Bird Island, opposite Black Rock, is a naked rock frequently under water. Squaw Island, at the foot of the Black Rock rapids, contains one hundred and thirty-one acres. Strawberry Island, one hundred acres. Beaver Island, thirty acres. Rattlesnake Island, forty-eight acres. Tonnawanta Island, sixty-nine acres. Cayuga Island, Buckhorn Island, Goat or Iris Island, seventy-five acres.

*Grand Island* (Owanungah) begins five miles from the lake, and measures around its edge twelve, and in width three to six miles, and ends three from the Falls; contains seventeen thousand three hundred and eighty-four acres covered with oak of the first quality for ship building. A company from Boston now own it, and have a village called *White Haven*, of fifty families and two hundred workmen, opposite the mouth of Tonnawanta Creek, and a steam, grist and saw mill, one hundred and fifty feet square, and room for fifteen gangs of saws; many workshops, a school, and church; a long wharf and timber dock. Frames of ships are selected and sent to the sea-board, employing fifty canal-boats and several sloops. The steam-boats from Buffalo touch here to Chippewa and the Falls; and the ferry over this branch of the Niagara is one hundred rods wide. The island is alluvial, and is a bed of blue clay forty-seven feet deep, far as penetrated, in which are found water-worn stones, but no water; that from the river being used.

*Black Rock* is three miles north of Buffalo, opposite Waterloo and Fort Erie, in Canada. The river is three quarters of a mile wide, and runs with a current of six miles an hour, and is twenty feet deep. Ferriage twenty-five cents. The water is of a sea-green color, pure, and clear, and sprightly, almost sparkling; and from Black Rock to the Falls the banks are eight to ten feet above the river, and a plain extends on all sides, and the river is not much below the level of the bank between Grand Island and the main, and at the Tonnawanta. The harbor of *Black Rock* is four thousand five hundred and sixty-five yards long from south to north, and from eighty-eight to two hundred and twenty yards broad, or one hundred and thirty-six acres of surface. It begins in the lake at Bird Island, and is continued by a mole of double

wooden cribs filled in with stone, eighteen feet wide, and two thousand nine hundred and fifteen yards to Squaw Island, raised from one to four feet above the surface of the river, rising gradually towards the north, and is continued across the Island one thousand four hundred and thirty yards, to a dam one hundred and sixty-five yards long, that connects the island with the main, and raises the water in the harbor four and a half feet to the lake level, and has a lock to pass vessels out and in. The depth of water in the harbor, fifteen feet; the medial distance from the shore to Squaw Island is forty, and the mole uniting the islands, sixteen rods. The harbor forms part of the canal that leaves it opposite Bird Island, and passes into Buffalo. From the head of the water at the dam, four and a half feet, great water-power is available, and here are four flouring mills with twenty-five runs of stones, one grist mill, two saw, a stave, carding, and fulling mill, one iron foundery, and steam engine manufactory, a distillery, and grinding mill, a saw and shingle mill, and the unemployed power here is enough to drive one hundred mills. There are five stores, five taverns, and three hundred and fifty dwellings, and two thousand one hundred inhabitants. A team ferry-boat plies across to Waterloo.

*Fort Schlosser* was a stockade erected by the British in the war of 1756-9, on the east bank of the Niagara River, at the mouth of Gill Creek, one mile and a half above the Niagara Falls village, and just above the commencement of the rapids. This is the upper-landing place for the portage around the Falls, to Lewiston at the foot of the mountain ridge, seven miles at the lower landing in Niagara River. The ridge itself is three hundred and fifty or sixty feet above the river, and twenty-five feet higher than the land at Schlosser, and is the highest land between the Tonnawanta and Ontario. The fort was surrendered to the United States by the British in 1796. It has recently become notorious for the capture and destruction of the steam-boat *Caroline*, (that was moored at this wharf,) by a detachment of British soldiers and seamen from Chippewa, that cut her loose, after killing those that resisted, towed her out in the current, when she was sucked into the rapids, and went over the falls.

*Navy Island* contains three hundred acres, is of a shape nearly triangular, and is the first island between the grand rapids and Grand Island, and being nearest to the Canadian shore, and west of the main channel of the Niagara, it is at-



tached to Upper Canada, the boundary line between the United States and Canada being in the middle of the main channel from lake to lake. The recent military occupation of this island in the winter and spring of 1838, for a short period during the disturbances in Canada and along the frontier of the United States, by a lawless band of outlaws and desperadoes, has given this small island more celebrity or notoriety than it deserves from its fearful position a few hundred yards above the grand cataract. Below this, and to Goat Island, and from Chippewa over to Schlosser, a distance of two and a half miles, any boat venturing impiously to intrude upon the green and glassy surface of the alluring stream, will be drawn into the rapids, and swept down to inevitable destruction.

Above the *Rapids*, the *two branches* of the Niagara River that enclose Grand Island and the other small islets, come sweeping down with infinite grandeur, and unite their waters for the last time previous to their absorption into the angry confusion of the surge and rocks that form the rapids. The motion of the immense ocean of waters is grand, is magnificent, full of its conscious power, and profound and overwhelming influence, advancing with increased impetus to the brink of the first shelf of the descent, when the entire breadth of the river, about thirteen thousand feet, is received into the rocky glen or rapid slope, and sinks from ledge to ledge, arrayed in huge and wild masses to receive the shock of this tumbling ocean in its passage over a sloping distance or inclined plane of perhaps four thousand feet, and of only fifty-five of actual descent, but the impregnable and immovable rocky asperities of the underlying rocky foundation are such as to raise, toss, scatter, and part this phalanx of waters into an infinite variety of jettis, cascades, and forms of beauty and sublimity ever new, changeable, and wonderful. To the uninitiated and unreflecting traveler and spectator, that perhaps approaches this scene for the first time, from the south or west, or from a distance up the great Lakes Erie, Huron, Michigan, and Superior, over such interminable oceans and inland seas of fresh water; and sees the whole moving mass here concentrated, swallowed up in a sudden subsidence or opening, and plunging into a tremendous abyss in the solid rock, three hundred feet deep, and a mile broad, the sight is overwhelming and magnificent.

"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 best positions for viewing the rapids are near *Chippewa*, on the road down from Buffalo, on the west from Erie and Waterloo. This is preferable in some respects, and gives the first bird's-eye view as the River descends, and the traveler ascends to the hill north of Chippewa. The table rock is another favorable place to get a front and complete panoramic coup d'œil, or in walking along the shore on either side, or in crossing the bridges to Bath and Iris Islands; but the best and most central, is from the upper extremity of Goat Island at the tower, &c. But artists may, and do differ even in this respect; but to many travelers, the young especially, the rapids are the most attractive and delightful part of the enjoyments of a few days at Niagara. To the older and more mature, the crescent, or Horse Shoe Fall, and the one on the United States side may be more gratifying.

Looking at the rapids from Goat Island, directly up stream, with the full angle or inclined plane of the rapids before us, the endless torrent comes booming and bounding onward in high curling and dashing waves, that would soon annihilate all opposition, but the abrupt subsidence of one ledge and plain below the preceding one, breaks the continuity of the wave, and it darts onward in another wave and plunges till it reaches the precipice. The water passing down, between the main eastern shore and Bath Island, under Porter's bridge, is clear, and not very deep, but runs with such amazing rapidity and violence over the rocky bottom, that in crossing the bridge, the whole structure appears to be moving bodily towards the precipice with fearful effect; in fact, strong nerves are required in the traverse.

The Falls on the eastern or *American side of Iris Island*, are one hundred and sixty-four feet in the leap, and nine hundred feet wide between the Island and the main, and descend perpendicularly in one clear, glassy sheet, that is partially broken into foam in its course, and is enveloped and obscured in mist about one third or one fourth of the height from the river below. The Fall between Luna and Iris Island is two hundred and forty feet wide of itself, and is included in the total estimate of nine hundred feet.

To appreciate the magnitude and beauty of the Fall nearest to the stairs, (six hundred and sixty feet in width,) de-

ascend the stairs, and at various stages or steps, pause and contemplate the astounding, and terrific, and all-absorbing scene; the world of waters, that never ceases to plunge into the river on the rocky masses, and to glance off its spray and scattered waters with extreme violence, like small shot, with a force that defies all attempts to face it unmoved, or unshrinking, or to resist the whirls of air that issue forth with stifling effect. When at the bottom of the stairs, and of the slope at the edge of the river, again direct the eye upward to the falling waters, that from this position are beheld with the fullest effect, and also the lofty precipices of rock mantled with the moss and hue of ages.

The *bridge* extending over the American rapids to *Bath Island*, is four hundred and seventy-six feet long, resting on piers or cribs of logs, filled in with heavy masses of stone, and the bridge from Bath to Goat Island is two hundred and seventy-two feet, made in a similar manner. *Bath Island* is four hundred feet long, and has two acres of surface, and the toll-house, (fee twenty-five cents,) and a large paper mill and a bathing-house, and is connected by bridges with two islets, the *Ship* and *Brig*, that brave the fury of the rapids, and help to ward off or break its force, in impinging against the Bath and mill, and thus the most is made of these mere stepping-stones, bridges, and rapids, and after stepping in the toll house, and examining the album kept there, and inserting name and date, pass over the last bridge to

*Iris, or Goat Island*, that is half a mile long by a quarter wide, and contains seventy-five acres of land, well timbered with beech, oak, maple, &c. mantled with vines and cryptogamous shrubs or plants, that have most judiciously and commendably been preserved by the estimable and worthy proprietor in their pristine wildness and native beauty. A neat walk covered with gravel has been made near the skirts of the island, and vistas introduced to direct the stranger, and to exhibit the whole surrounding scenery to the best possible effect. This *enchanted little island*, enthroned in the midst of the furious rapids, and parting aside even the gigantic tide of inland waters that presses upon it with threatening vehemence and resistless power, is now rendered intensely interesting to the visitant, by the facilities in approaching it over the formerly impassable and virgin rapids, that had rarely before been attempted by the daring effort of man, but are now

safely open to public curiosity and gratification, and the hitherto hidden beauties and secluded recesses of this charming spot satisfactorily unfolded. There is not, there cannot be under the arch of heaven a more interesting or awful place in all creation than this, with its auxiliaries of surpassing glory and grandeur, to irradiate, guard, ennoble, and animate the panorama that here environs the awe-struck, astonished, and delighted traveler.

After making the circuit of the island, and gazing for the first time upon the prominent features and wonders of the place, in a transient or cursory manner, return to the northern face of the precipice, and explore the *Biddle Stairs*, but first cross the romantic, ticklish bridge to *Luna Island*, on the verge of this central Fall, that, when viewed from the Canadian shore, at a mile's distance, is almost lost, or appears but a mere ribband in comparison with its more imposing neighbors, yet it is of the very reputable width of two hundred and forty feet, presenting a snow-white, foaming appearance, that if it stood alone, like the Montmorency at Quebec, would of itself have numerous pilgrims to lavish their admiration upon it, but here it is, subsidiary and subordinate, yet eminently graceful and pleasing.

The *front of the precipice* of Iris Island is of limestone tinge, with the venerable hues of time, presenting a uniform facade of about a thousand feet facing to the north-west, and separating by its intervention the two grand divisions of the falls, the eastern and the western, and it rises to the height of one hundred and eighty-five feet above the level of the circular gulf below the falls. The visit of the patriotic Nicholas Biddle, Esq. of Philadelphia, to this place in 1829, resulted in his causing this capital stairway to be constructed at his individual expense, for the public accommodation, and we hope that it will be carefully retained, and repaired, and preserved.\* This erection facilitated and opened up to public admiration many new points of view, before unapproachable.

The first flight of steps continues for forty feet, when a six-sided or hexagon building, or inclosure of wood, sixty-five

\* Dr. Hungerford, of Troy, was instantly killed at the falls. In company with Lindsey, the guide, he had descended the Biddle stair-case on the American side, and was standing near the water, when a mass of rock, weighing several tons, fell from the bank above, a height of one hundred and fifty feet, directly upon him. Lindsey suffered a severe contusion on his left arm, but was not otherwise injured.

feet high, containing the spiral, or geometrical, or cork-screw staircase of ninety steps, lands the giddy explorer upon the top of the debris at the foot of the mural precipice, whence three traces or ways diverge to new points of attraction. One is directed to the water's edge, *eighty feet* still farther downward. Another to the left, or west, to the great *Horse-Shoe* or *Crescent Fall*. Another to the right, conducts to the most singular novelty of all, the *cave*, or head quarters of *Æolus*, the god of the winds; and no name could be better chosen, or more literally correct, for the cavern is fifty feet wide, one hundred high, and one hundred and twenty deep, and is directly behind the centre fall, and the visiter may safely approach to, and pass through it, and emerge at the foot of *Luna Island*, and wonder at his temerity in risking it; and after looking around from this peculiar position, he can even advance, with cautious steps and slow, and perchance have a peep behind the watery curtain that veils over the rock that sustains the main portion of the American fall; but let him not attempt, in a fool-hardy spirit, to risk any further progress towards the American stairs, that are yet several hundred feet beyond him, with a crushing weight of water also eternally falling from a height of one hundred and sixty-four feet, equal to an ordinary church steeple. The noise both at this point and at the cavern of the winds, where it is increased and reverberated with ten-fold violence, is utterly astounding and overwhelming, and is *sui generis*; and it is glory enough to any one to have been thus far successful; and if satisfied, let him retrace his steps to the foot of the *spiral Biddle*, and try his luck in a descent towards the western curtain or crescent fall, that sometimes permits the veil of its mysteries also to be penetrated for a short distance with similar impunity. Let us now ascend the one hundred and eighty-five feet to the summit of the *Iris*, and find our way westward by the gravelled walk to the

*Terrapin Bridge* and *Tower*, the most daring achievement to construct, reaching three hundred feet out from the *Iris* Island, including the extension up the stream of the rapids, and the *Tower of stone*, forty-five feet high, done in 1833, with steps leading and winding up to the top, and from the dizzy summit that is thus safely attained, the crowning feat of human and almost super-human efforts, undertakings, or even imaginings, the traveler that has thus far periled his life to gratify his vain and unbounded curiosity, and that

says to himself, what man has done, man can do; and what others have here seen, I may also behold, perhaps, in safety, will not, perchance, withdraw from the bridge or the tower without claiming the full fruition of his gratified curiosity as the reward of his hazardous and expensive journeyings. Of all appalling and terrible sites for man to place himself upon to glut his insatiable, presumptuous desire to draw near to the very brink of destruction, and to cast a withering, heart-sickening, trembling look into a vortex where no human being can enter but to be instantly passed into the abyss of eternity, this is the threshold to contemplate, creating horrible sensations of mingled fear and shrinking back of the mind and heart, in thus madly venturing into the presence of the power that can annihilate in a moment all that thus profanely intrude into the domains between time and eternity.

The site of the tower is but four or five hundred feet from the deepest portion of the main channel of dark green water, that occupies the crescent-shaped part of the Niagara, and is also within a few feet of where the rapids are tumbled over the precipice in a sea of milk-white foam and richness of inimitable perfection and beauty. A very slight illustration of this appearance may be cited, by comparing it in a small way with the descent of a heavy mass of snow from the roof of a tall house in a thawing day, when the mass comes down in successive and ponderous, yet feathery-looking pure white volumes, with a splash and crash that causes a rebound one third of the way back towards the place from whence it came. Now the *whole facade* of the principal fall is two thousand one hundred feet, and this is eternally curtained with this feathery foam, as before described, except the deep crescent, and is falling from a height of one hundred and sixty-four and one hundred and fifty-eight feet on the west and east respectively, and the pure majestic central current of the deep mysterious crescent, with a width of two hundred feet, appears to roll onward like a gigantic wheel, clogged and moving with difficulty in a huge snow drift, advancing towards the spectator. This grand effect is produced from the fact that this ocean fresh water flood does not descend exactly perpendicular, but from the angle of inclination of the rapids, (above fifty-one feet in four thousand, or about three-quarters of a mile,) the huge, lumbering mass of waters forms a waving arch of unknown thickness, on whose pure bosom of dark green may be traced white spots, or banks of foam, that

can be followed by the eye for several seconds, as they descend over the snaky undulations of the deep crescent, and are lost in the spray and obscurity of the profound gulf below.

The ferry or passage over the river to and from the American stairs and Canadian shore is perfectly safe, and the water is much less agitated than would be expected so near the falls; but this is the only safe crossing between the falls and Lewiston, six miles below, as the fury of the rapids, eddies, and whirlpools below the ferry, render all attempts to cross elsewhere impracticable, and madness itself.

Estimates of the quantity of water discharged vary from forty to eighty-five millions of tons the hour, and the depth of the pool, at two hundred and fifty feet. A carriage-way is now making through the lofty banks on either side to the plain above.

The *Crescent or Horse-Shoe Fall*, comprising in magnitude and volume seven-eighths of the entire body of the Niagara River, is reserved to the last in our description, and the customary and nearest approach to it from this shore is by advancing to the edge of the celebrated *table rock* near enough to touch the skirt of the rapids that come sweeping around on the right hand; this, however, is in fact a most perilous stand, a mere *shelf or thin slab* of limestone rock but two or three feet in thickness at its extremity, where it overarches out forty feet beyond the general line of the rock beneath, and fissures already indicate that a speedy disruption of this part of the rock will inevitably occur; but such is the heedlessness of man, and the thoughtlessness and intrepidity of the ladies, that this is always the flirting-place where visitors take their initiation into the wonders of the raging and conflicting elements beneath.

Perhaps as good a view with a better fore-ground may be obtained, combining perfect safety also, by resorting a few rods north beyond the stairs, receding more from the brink. The *stairs* near by, like the *Biddle*, are spiral, winding round a tall pine centre that reaches to the *top* of the *debris* of rocks that have fallen from the arch above, from whence a path leads along to the right, at the foot of the precipice, with over-hanging arch of rock forming a complete semi-vault, open on the left to the panorama of the entire chasm and its body of billowy ocean floods.

To pass behind the falls to termination rock, visitors apply at the museum or shanty near the stairs to the keeper, who

must have his regular fees, and will furnish suitable dresses and a guide that will descend with and conduct the adventurous explorer, with many cautions as to his conduct, step by step, taking hold of his hand, or holding by a narrow ledge of slate rock, and with a very slimy, eel-covered, precarious, slippery footing; and as the falling body of water is neared, the breath is with difficulty preserved from the whirls of air and spray that issue forth from the cavern, blinding and drenching at the same time; but, once in for it, onward is the word, groping in uncertainty and obscurity for one hundred and fifty-three feet, till you can proceed no farther, a projecting rock completely barring all further progress, when the guide puts his mouth close to your ear, and says "*look up*;" the eye is cast up to see the thick vault of waters that comes like a deluge, near enough to allow a play or space of a few feet between the vast body of water and the solid rock, when it becomes requisite to turn about on a pivot, as it were, and return, feeling and groping along by the same path you came, and after emerging into full light and freedom, and ascending the stairs and re-dressing, &c. the guide gives you the famous certificate of your having gone to the termination rock, and that affair is finished.

### **Grand Route by the Erie Canal from Albany to Buffalo.**

Albany, the present seat of the state government, was first settled in 1612 to 1614, after Henry Hudson had made his exploration in 1609, up as far as the Mohawk river, in search of a passage to the East Indies, for the Dutch company at Amsterdam. It was, at that period, a bold and hazardous attempt to plant a colony of Europeans even on the coast of the Atlantic, and still more such a distance in the interior; but the advantages that it presented for trading with the aborigines for furs and peltries, in this their strong hold, outbalanced and quieted all objections and fears in the view of enormous gains to be realized by the traffic that was, for fifty years or more, carried on by the company as a close monopoly; indeed, for a long time no adventurer from the city of New Amsterdam, now New-York, was permitted to ascend the Hudson River for traffic, unless licensed specially for that purpose.



In 1664, the transfer of the colony to the English ensued, and the name of this spot was changed from New Orange to Albany, after the Duke of York and Albany, and a charter granted by the English Governor Dongan, defining the boundaries of the settlement, viz. one mile front on the Hudson, and extending back in a northwest direction, 13 to 14 miles, nearly over to the Mohawk River; a very narrow and yet liberal grant. The city is now divided into five Wards, and has a Mayor, ten Aldermen and Assistants. It is in north latitude  $42^{\circ} 39'$ —and from the level of the river, has a front of a mile and three-quarters of compactly built spacious warehouses and dwellings, and extending west several blocks to Market-street, the main artery of the city from north to south, from which it rises gradually to Pearl through the central State-street to the termination at the public square and the Capitol, at an elevation of 150 feet, and at the western bounds of the summit level it attains 67 feet more, in all about 217 feet, thus giving the city, on approaching it by river, or from the east shore, a very enticing appearance, as it is presented on a tolerably steep acclivity that recedes from the river towards the west, and discloses its prominent edifices to the utmost advantage.

There are 100 streets, and a population by present estimate of 35,000—besides a fluctuating mass that arrive and depart daily by steam, stage, and cars, of several hundreds that are concentrated here as a focus—here are 21 churches, 12 hotels, 6 banks, total capital \$2,150,000—4 Insurance Companies, 14 charitable societies for various nations, and an Asylum, and 2 daily, 2 half weekly, 7 weekly, and 3 monthly papers—a County and the State Medical Society, Agricultural and Horticultural Society—an Apprentices' Library, a very superior Reading-room for young men, free to strangers, with lectures twice a week, and a debating society—the Athenaeum and a Library of ten thousand volumes. The Albany Academy for Females in Pearl north of State-street, is a building that pleases the eye by its beautiful white portico, and is said to be in high reputation. The Albany Academy, on the north side of the public square, is an expensive edifice of the reddish or brown sandstone, with a front of 90 feet, and three stories high, that cost near a hundred thousand dollars—it has Professors of the Latin and Greek, and of Mathematics and Natural Philosophy, and of Modern Languages—and there are 4 tutors.

The Albany Institute has its apartments in the Academy, a library of 2000 volumes, and ten thousand specimens in its museum in geology, mineralogy, botany, coins, and engravings. There are nine district schools, and seven thousand children instructed.

*Stanwix Hall*, built of granite, with a dome, and the Museum of white marble, at the corner of State and Market-streets, and the splendid *City Hall*, also of white marble, and with a gilded dome of unique appearance, on the east side of the public square, are all fine edifices, as is the *State House* near by.

The *Capitol*, where the State Legislature convene, and the rooms of the Chancellor and Supreme Court are held and the State Library is contained, and other places of public business, occupies the most prominent situation in the city, at the head of State-street, and has a portico of the Ionic order. There are portraits and busts in this edifice and in the City Hall. The Capitol is one hundred and fifteen feet long, ninety broad, and fifty high, and from its steps, or summit, is a most enchanting view of the Hudson River, and city, &c.

There are three Academies for females, and a classical school. The Baptist Church in Pearl and the Dutch in Beaver and Hudson-streets are entitled to notice as neat and tasteful edifices. There are Bible, Prayer Book, and Tract and Musical Societies, and a Theatre. The public square in front of the Capitol is well laid out, and has a costly iron railing.

The six or eight breweries, of noted excellence, produce to the value of half a million a year. Six iron works, \$226,000. Oil cloth, rope, cabinet, hollow and stone ware, snuff, tobacco, hats, carriages, sleighs, harness, plated and silver ware, coach lace, looking-glasses, types, morocco, sperm candles, &c. are all manufactured here.

A ride to Troy, Lansingburg, Waterford, Niskayuna, or the Shaker Settlement, six miles, and to the Cahoes Falls, on the Mohawk, and along the canal and double locks, and excavations, and dams, and aqueducts, will well repay the transient visiter, and occupy a day most agreeably. Stages ply to Troy on the hard macadamized road every half hour; fare 12½ cents. A view of the great avalanche that overwhelmed the inhabitants at the base of the hill, or rather to see the place it occupied at Troy, is of itself worth a visit, as well as the city itself, and its celebrated female school. Cars ply to Schenec-

tady four times daily, at eight, ten, three, and five—a ferry to Bath and to Greenbush—but the contemplated tunnel under the Hudson is not yet made.

*Colloch's Mineral Spring*, six hundred and seventeen feet deep, gives, on analysis, muriate and carbonate of soda, carbonates of lime, and magnesia, and iron, and acid, similar to the water of the Congress Spring at Saratoga. The spring, with the garden, &c. is worth a visit.

### **The Erie Canal Basin,**

containing an area of thirty-two acres in the Hudson River, formed by the pier, eighty feet wide, and four thousand three hundred feet long, extending parallel with the shore to protect the entrance and exit of canal-boats at the lock, and afford facilities for reception and discharge of produce and merchandise in safety into the adjoining warehouses and sloops, is a work of great utility and of small expense, it having cost but \$130,000, and is very profitable to the proprietors. There are many steam-boats for carrying passengers between this city and New-York, that leave at seven in the morning and five in the afternoon, daily—others also to Troy, besides tow-boats.

In the spacious reservoir or basin, the grand portal or introduction to the Erie and Champlain canals, may usually be seen, in the business season, an assemblage of boats from the numerous towns and villages that border on the canals and the small interior lakes that are connected therewith, and intermingled with the river and coasting craft; here are motley groupes of freshwater and saltwater sailors and boatmen, besides the crews of the steamers that are usually ranged outside of the pier, and throngs of strangers and passengers hurrying to and fro across the bridges that lead from the city to the pier, amid carts and carriages, barrows and vehicles of all kinds, urging onward to extricate from the confused mêlée—this is peculiarly the case on the departure or arrival of the larger class of steamboats, when crowded by their several hundreds of passengers.

The tedious mode of traveling by canal between Albany, Schenectady, and Utica, has long since been supplanted by the rail-roads with their flying cars, as detailed at page 45; yet it may still be desired by some to trace the method adopted in

1825 by travelers, and used for several years, to examine this interesting portion of the canal, up the Hudson and branching off to the west in the valley of the Mohawk.

By departing from Albany, at an early hour in the morning, in one of the line boats bound for the west, though several hours are required to pass the twenty-eight and a half miles, and twenty-four locks, to *Schenectady*, yet to those that can spare the requisite time, and that are fond of this quiet, easy, safe mode of traveling, there is much to be seen in the distance to reward the curious stranger; and it can be enjoyed without fatigue, and at a trifling expense.

Passing out of the basin, by the first lock of eleven or twelve feet rise, a long reach or level of seven miles, with only one lock, is entered upon, that is parallel with, and but a few rods from the Hudson River on the east, and the beautiful garden and grounds of the Patroon, so called, (or Patron, or great land owner,) a descendant of the original Dutch patentee of the large manor of Rensselaerwyck, a very extensive tract on both sides of the Hudson, this being near the central point of the grant of twenty-four miles north and south on the river, and forty-two miles east and west, (one thousand and eight square miles, or six hundred and forty-six thousand one hundred and twenty-eight acres,) bounded by Massachusetts on the east, and by Schoharie county on the west, and by Schenectady, Saratoga, and part of Rensselaer counties on the north, and by Columbia and Greene counties on the south. This immense landed estate, except the city of Albany and other tracts owned by individuals, is the undoubted and clearly established and recognized property of the Van Rensselaer family, derived by their ancestor, Killian Van Rensselaer, that by permission of the Dutch Government in 1630, 1631, 1637, 1648, and 1649, purchased of the Indians; and these purchases were fully confirmed in 1641 by the government of Holland, and by that of England under Governor Dongan in 1685, on the 4th of March. The last of the Patroons, Stephen Van Rensselaer, died 1839, 26th January, at 4 P. M., the moment when the great hurricane was raging at New-York, and on the sea-board. The estate, that has been estimated at a value of several millions of dollars, will now be divided among the large family and heirs of the late Patroon.

At the termination of the first reach before stated, we are at or near *West Troy*, or Gibbonsville, opposite to the city of *Troy*, on the east side of the Hudson. Here are five hundred

and twenty dwellings, and three thousand five hundred inhabitants—the Bank of Watervliet, capital \$150,000—manufactories of various kinds, one of India rubber—side locks lead to the river, and a bridge to Tibbett's Island. The surplus water from the adjoining canal yields all the power required for mechanical operations, and may in some measure be considered as a suburb of Troy, and with that is identified in its growth and prosperity.

The *United States Arsenal* covers a large space, with the canal passing in close contiguity; here are usually large stores of arms and munitions of war, skillfully and artfully arranged in neat brick or stone buildings, and some relics of the Revolutionary war are here to be seen, in cannon taken at Saratoga and Yorktown, and others of brass, of antique form, presented by the king of France.

Two locks, of eleven feet lift each, next conduct to a level of a mile or two that brings us to the junction of the Erie with the Champlain Canal, (leading north to Whitehall, sixty-three and a half miles; see page 44,) and to the steps, or ridges, that are surmounted by nine locks, of eight feet lift each, that are formed of the white marble of Westchester county, and are ninety by fifteen feet in the chamber, as are all the original locks; the boats are five minutes in getting through each lock, and the canal begins here to incline gradually to the north-west, and as it rises above the Hudson, there is a charming panoramic view of the hills back of Troy and Lansingburg, and of the low grounds and islands in the delta of the Mohawk.

The next three locks, of eight feet eight each, or twenty-six feet, is near the bridge that conducts, or connects, the road over the Mohawk to Waterford,—and from the bridge is a glimpse of the falls above and the dam that raises the river below, to enable the boats that are bound north to cross above the dam in the slack water, though at considerable hazard. The next two locks rise nine feet each, and in half a mile we encounter, for six hundred feet, the first deep cutting, viz. twenty-six feet, in transition argellite, and arrive by the side of the

*Cahoes Falls*—a Dutch church and a farming settlement, the *Boght or Cove*; and the manufacturing village of the Cahoes company is here located, and contains a factory for cotton and woolen, and one for hosiery of cotton, linen, and woolen, on newly invented looms, one for edge tools, a mill for turning-

lathes, an iron foundery, a carpet factory, an Episcopal church, two taverns, and shops, and stores, and sixty dwellings. The falls are in full view of the village and of the canal, and have seventy-eight feet descent. Above the cataract, the left or north bank has an elevation of one hundred feet, and below it has one hundred and seventy feet of a slaty lead-colored rock, distorted and irregular in its outline. On the right or south shore above the falls the bank is low, but below it, eighty to ninety feet high. In some seasons, the bed of the Mohawk below the Cahoes Fall can be examined and walked over close to the foot of the cataract, though rough and full of holes and projections of the sharp angles and points of the slaty rock; at other times the whole face of the jagged rock, and of the bed below, is one tremendous torrent nine hundred feet wide, white with foam, presenting a spectacle of great sublimity.

A canal near two miles long, that leads out any desirable portion of the waters of the Mohawk, a half mile above the falls, to the various mills below, has a head and fall of one hundred and twenty feet, its channel in the first part being through slate rock, between the river and the Erie Canal, and then by a tunnel under the state canal to the west side, whence it is distributed as wanted, yielding six or seven successive falls of eighteen or twenty feet. The capital of the company, as incorporated, is half a million of dollars.

In half a mile onward, above the Cahoes, we meet four locks, with a rise of eight feet each, and a series of mills adjacent, and in two and a half miles onward we reach the *Lower Aqueduct* over the Mohawk River, of eleven hundred and twenty-eight feet in length, resting on twenty-six piers and abutments of stone, the trunk that contains the water being of wood. This transfers the canal to the north side of the Mohawk River, in the town of Half Moon, Saratoga county, along the base of the *Wat Hoix ridge*, for over two miles, to the famous *gap* of that name, that for forty rods runs through high walls of gray wacke slate.

Until this passage was discovered and determined upon, when the engineers were exploring the valley of the Mohawk for the best line to adopt, they were almost at a nonplus, when they beheld the difficulties and asperities of this vicinity on the south shore of the river, that is very forbidding in its aspect, being rock-bound and precipitous, and it was then that they determined to overcome and avoid all difficulties by carrying the canal twice across the river. The ravine was

eighty feet wide at the east and fifteen at the west, expanding in the middle as if to form a natural basin, with walls of solid rock. Beyond this for 80 rods, the *Wat Hoix* rapids in the Mohawk have a descent of ten feet, ruffling the surface of the water, and called by the Indians the *White Horse*, or the *Evil Spirit*. On the north the canal is bounded by a precipice of one hundred and forty-six feet, that in many places overhangs the canal, and is quite appalling to the sight. On the south is the river washing the bank of the canal, that is formed in a solid and masterly style.

Thence it is two miles to Fort's ferry on the old road from Albany to Ballston Spa, and one mile to the next lock of seven feet rise, and one mile to Vischer's ferry. One and a half miles bring us to a deep rock excavation, of thirty-two feet in the solid rock as before. The canal, for a considerable distance in the vicinity of *Wat Hoix*, is on the edge of the river, and a protecting solid wall of stone, smooth and at a low depressed angle, rises from the water's edge as the rapid current sweeps towards the falls.

The next two miles contain two locks, of nine feet rise each, and a guard lock and feeder of half a mile from the Mohawk, and a high bank of one hundred and thirty feet,—and in two miles farther we arrive at the *Upper Aqueduct* over the Mohawk, where the canal again recrosses to the south bank, seven hundred and forty-eight feet in extent, on sixteen piers of limestone, twenty-five feet above the river, the trunk of the canal of wood, as on the other. The coup d'œil here is very fine. Here are also three locks, of seven feet lift each, and in a short distance the old Alexander bridge, and mills, on the old Albany and Ballston road. The rock of gray wacke slate is in the county of Schenectady. Three miles farther we pass in front of *Union College*, and soon are in *Schenectady*. The view over the vale on entering is pleasing in the highest degree. The two edifices of the college are each two hundred feet long, and four stories in height, and six more are requisite to complete the plan. \$300,000 have been bestowed by the State, or rather permitted to be raised by lottery, for the benefit of this literary institution, but causing the most injury to society of any method that could be adopted to raise funds. There is a President, (Dr. Nott,) seven professors, a teacher of French and Spanish, and two hundred and eighty-five students. Annual expense, board in the hall, \$98, fuel and light \$8, washing \$6. There are three terms

in the year, and the expenses of each are payable in advance. The first settlement of this town was in 1620, by a colony of Dutch, to engage in the fur trade, in despite of the one at Albany; and this continued peaceably until 1661, when Arent Van Corlaer, and others, received a grant from the government on extinguishing the Indian title, and in 1664 surveys were made, and an inroad was effected by the Canadian French, but they lost their way and were near perishing from fatigue and famine; but Van Corlaer generously enabled them to return in peace, unmolested. In return for this generous and kind treatment, twenty-six years subsequently, namely, in 1690, the town, then composed of sixty-three houses and a church, was burned by a party of French and Indians, in the night of 8th February, killing and capturing most of the inhabitants; and this was repeated in 1748, and seventy citizens slain. A fire in 1819, on 17th November, destroyed one hundred and seventy buildings, but within a few years past the city has been prosperous, from the rail-road and canal that pass through it.

The city is on twenty streets, has nine places of public worship, two academies, a Lancaster and several select and district schools, six newspapers, two banks, capital \$385,000, an insurance company of \$100,000, twelve hundred houses, and about six thousand inhabitants,—an iron and a brass foundry, carpet, satin, and tobacco factory, a paper mill, &c. A covered bridge extends over the river one thousand feet. The rail-road bridge also runs north over the flats and causeway for three-fourths of a mile; thence the road to Ballston turns north-east four miles, thence northerly along the lake, entering the village, and crossing the Kynderossera by a good bridge, and thence to Saratoga—whole distance from Schenectady twenty-one and a half miles, nearly level, the greatest variation being only sixteen feet to a mile, the rails of wood, with iron plates, and the cost only \$300,000, with cars, engines &c.

The canal passenger-boats leave from this place at half past seven in the morning and half past six in the evening, and are eighteen to twenty hours to Utica. Price for the eighty miles, four cents per mile including meals. The next four miles, across the luxuriant flats of the Mohawk, takes us skirting along the base of the southern ridge to Rotterdam, passing two locks, of eight feet lift each. There are nine islands in the river, from two to one hundred and twenty acres,



that the *Binnekill* cuts off from the main. The village has two Dutch churches, one cotton factory of two thousand spindles, fifty looms that make four hundred thousand yards of goods and thirty thousand pounds of yarn annually, one carpet factory, two carding and cloth-dressing mills, four grist mills of three runs, and one iron casting furnace, and twenty-five dwellings. In a mile and three-quarters we come to the aqueduct over the *Plattekill*, that has a waterfall of about eighty feet in ten rods, with a perpendicular pitch of fifty feet, a vein of lead ore in a gangue of slate three quarters of a mile above the falls, that are a mile from the river. Thence in three and a quarter miles is another lock of eight feet, and in two and a quarter miles we are at the limit of the county of Schenectady, and enter upon Montgomery, and in one mile pass *Flint Hill*, a branch of the Catskill that is here pierced by the Mohawk, and on the north connects with the range that extend toward the sources of the Hudson River; the rock here is sandstone.

Three and a half miles are two locks, of eight feet rise each, and an aqueduct, and in three miles we arrive at the bridge over the Mohawk to Amsterdam, (see index and page 47.) The population here is of a mixed character, being descendants from Dutch, Germans, Irish, Scotch, &c. *Minaville*, or Yankee Street, four miles south of the canal on the Chuctanunda Creek, has a church of Presbyterians, a tavern, two stores, and forty dwellings. *Port Jackson* has three stores, two taverns, and twenty dwellings.

An aqueduct passes over the Chuctanunda Creek, that rises twelve miles south in the high region around Duaneburg and drives twenty mills. Its name is purely Indian, and means stony bottom. Another creek of the same name enters into the Mohawk on the opposite side of the river.

In four miles we pass two locks, one of eight and the other of four feet lift, and on the site of the eastern guard lock formerly stood Queen Anne's chapel and the old Mohawk castle. The Indians granted a tract of land for the use of the Episcopal missionary at this church, and with their beloved teacher fled to Canada during the revolutionary war, where he became a bishop, and the Indians sent back for their church bell.

*Schoharie Creek*, fifty miles from Albany,—though called a creek it is ten rods wide, and at times would pass for a respectable stream, being subject to great and sudden freshets from the Catskill mountain region, where it has its origin seventy

miles south,—is rapid in its course, and is bordered by lofty hills and precipices, and famous for its *drift* or *floodwood*, and that is the indication of the Indian name. It is the largest tributary of the Mohawk, and there are rich flats on its borders, one to two miles wide in Middleburgh, and *Schoharie*, the county seat, a small village, a court-house of stone, three stories high, county clerk's office, a Lutheran and a Dutch church, two academies, one hundred and twenty dwellings, five stores, three taverns, five mills; the old stone church served as a fortress when Brandt, and Butler, and Johnson attacked in the war of the revolution; and four miles north-east is *Ball's cave*, two hundred feet in depth, with numerous apartments, a lake thirty feet deep and half a mile long, an amphitheatre one hundred feet in diameter and one hundred high, the floor descending on all sides to the centre, the roof horizontal, its walls rich in stalactetic decoration. The entrance to this cavern is by a perpendicular descent of seventy-five feet, and is effected by ropes.

Fort Hunter, east side of the creek. The passage of the canal boats over the surface of the river just above the dam of twenty feet, is effected by means of a rope, or cable, worked by horses and wound round a drum, or cylinder, on the shore. If the rope should give way, the boat and passengers must go over the dam—but this seldom happens. The boat then enters a lock of six feet rise, on the west side of the Schoharie, and in two miles arrives at the canal house, of singular form, in Smithtown, or Glen, and to Ishaerkill aqueduct, and Arieskill dam and guard locks, and in two and a half miles to another lock of seven feet rise, nearly opposite Caughnawaga and Johnstown. (See index, and page 48.)

In six miles we cross the little aqueduct and basin opposite the *Little Nose*, and in one mile to *Anthony's Nose*, in the township of Root, and here we first encounter the primitive or gneiss rock in this valley. In the cliffs near the river is a cave that is said to penetrate several hundred feet into the bowels of the mountain, with the walls encrusted in the usual manner.

Spraker's basin, dam, and guard lock is two and a quarter miles beyond the nose, and in two and three-quarter miles is another lock of six feet rise, when we are at *Canajoharie* on the creek of that name, with a guard lock and a bridge across the Mohawk to Palatine. (See index and page 48.)

The *Canajoharie*, or Bowman Creek, rises in the ridge of

land that separates the valley of the Mohawk from the extreme head waters of the Susquehanna River, and in the valley south of this ridge, that may perhaps be a thousand feet above the river, is cradled the town of *Cherry Valley* and the beautiful *Otsago Lake*, that, at its outlet at Cooperstown, empties its pellucid waters into the charming valley of the Susquehanna, that meanders for several hundred miles in a southerly direction to reach the Chesapeake, and yet is only separated from the Mohawk by a roof, or slope, of mountainous land about ten miles broad. The fall of the Canajoharie Creek in its course of twenty miles is eight hundred feet or more. Its valley is overlooked with the greatest delight from the ridge just mentioned, east of Cherry Valley, and presents one of the most extensive and splendid landscapes in the State.

The rail-road from this to Catskill, seventy miles in a south-east direction, will pursue the base of the north-east face of the ridge. This village is a place of some trade, and has a factory for making cotton and woolen goods, a Dutch church, an academy, a library, two newspapers, four taverns, three distilleries, two flour and two saw-mills, seven stores, one hundred dwellings.

Canajoharie *Centre*, on the head of Bowman's Creek, has a Presbyterian church and a few dwellings, and here is the *Central Asylum* for the deaf and dumb.

In following our course for three and a half miles opposite to Stone Arabia (four miles in the interior, on the north bank) we meet with a lock of seven feet rise, and the guard lock on the *Otsquaga Creek*, in the town of Minden, and Fort Plain village. The Otsquaga Creek gushes from three springs, and has at its source power to drive three mills, is highly charged with calcareous matter, and has formed in its dell, tuffa and petrifications, and after a rapid descent to the north-east, through Minden, falls into the Mohawk at Fort Plain.

Minden township has a front of eight miles along the river, a surface most agreeably undulated with ridges and hills of a moderate height, and pleasant and fertile valleys, and fine alluvial tracts along the Mohawk and Otsquaga. It was early settled by Germans, and abounds in local names, viz. Dutch Town or the Dorf in the north, Fort Plain in the north-east, Gilsenberg in the centre, and Ford's Bath in the west, and the Bush in the south; there are two Dutch churches, and seven saw mills, and a fulling mill.

In three miles onward, a feeder comes in from the river

above the dam, and a lock of eight feet rise, and the dam and guard-lock opposite St. Johnsville in Oppenheim, and in two miles farther at Crous' is a lock of eight feet, and one and a half miles more we are opposite the mouth of East Canada Creek, and the Gulf bridge, on the rail-road, of one arch of one hundred and sixty feet span, elevated sixty feet above the water, and in two miles we enter another lock of eight feet rise, in the township of Danube.

A Mohawk castle and a church for the Indians, under the patronage of the English, formerly stood at the mouth of the *Novadaga Creek*, that, with its dam, and guard locks, and towpath of four hundred feet, is passed in a mile, and in two more the grave of General Herkimer, his brick house being seen on elevated ground:—he was slain in the Oriskany battle.

We are now drawing near to the most interesting portion of the Mohawk valley, the passage of the river through the rocky gulf or barrier. The defile is two miles long with an average breadth of six hundred yards, bordered by rocky and wood-clad hills of four hundred feet in height; the rocks are granite gneiss and hornblend, with calciferous sand rock overlaid by transition limestone.

The *Little Falls* of the Mohawk are so termed in contrast to the *greater* descent of the river at the Cahoes below, and this is one of those distinguished geographical positions that is presented in a far less picturesque form at the Wind Gap and Water Gap on the Delaware; at various places on the Susquehannah; at the union of the Shenandoah and Potomac in Virginia; and the passage of the Hudson through the highlands of New-York; though the volume of water in the places referred to may be vastly superior, and the natural outlines on a more magnificent scale; yet the combination of natural objects, with those of artificial creation by the labor and ingenuity of man, that are here brought into direct association and contrast, infinitely surpasses that of any other position in the United States. Here are brought into juxtaposition, side by side, the Erie Canal with its nest of locks, and the much admired aqueduct and road bridge immediately over the main chute of the Mohawk; the line of road also adjoining the canal on that side; then the river and the remains of the old flumes and locks of the original canal company; then the new line of rail-road, and the expensive rock excavations and embankments, and the old turnpike road on

the north side, hemmed in by perpendicular rocks that are almost grazed by the cars,—these arrest the attention of the admiring and wondering traveler, and if examination is made into the geological signs and marks that nature has implanted in indelible characters, so that he that flies may see, and he that “runs may read,” the student of natural science, and others that have even slightly attended to such subjects, must be impressed with the remarkable and striking features of the entire panorama.

The descent of the river in three-quarters of a mile is forty-two feet, the marble aqueduct is two hundred and fourteen feet long and sixteen wide, with walls fourteen feet high and four broad, upheld by one arch of seventy and two others of fifty feet span each, together with the abutments; a balustrade on the parapet renders it secure for passengers that may devote a short time to its examination. The adjacent village has a factory for making cotton and woolen goods, two furnaces for casting iron, two grist, two saw, two paper-mills, two tannerics, two machine-shops, one trip-hammer, one carding and dressing mill, four churches, two academies, a bank, capital of \$200,000, eleven lawyers, five physicians, two printing offices and papers, three hundred and fifty stone dwellings, that receive a supply of water in pipes from an elevated spring three hundred feet higher than the settlement. The land, or rock, formerly was held for many years by a Mr. Ellis, an Englishman, disinclined to improve or sell until recently. It has been purchased by a gentleman of New-York, R. Ward. It is seventy-nine miles from Albany, twenty from Utica.

There are five locks within a mile, of eight feet lift each, and in the river and on the bank of the canal are huge rocky masses and pillars of grotesque water-worn forms, and for a long distance near here the canal is supported by a wall of masonry that encroaches boldly on the bed of the river, and the deck of the canal-boat affords an excellent view, in passing through the locks of this famous mountain gorge, that at first was beheld by the canal contractors with dismay, from the difficulties that were anticipated at this spot in forming a trench or line in such a knotty, contracted glen, and two or three years were allowed by the canal commissioners, and supposed to be necessary for the excavation and construction; but it was effected in three months by some unexpected facilities, or some new wholesale method of blasting, by which

masses of eighty to one hundred tons were thrown out at a time by a profuse quantity of gunpowder—the explosions rent asunder the face of the mountain, and shook the country for miles around like an earthquake.

After passing through the second of the locks, we leave the ravine, and also the gneiss rock, and the last seen for some time as we go west, then pass in two and a half miles three locks, of eight feet lift each, and in four and a half miles, two more locks at the *German Flats*, one of eight and one of nine feet rise, near a stone church used as a fortress, and Fort Herkimer, and in one mile we arrive opposite the mouth of *West Canada Creek*, on the north side of the Mohawk, that comes down the Trenton Falls, (see index, p. 53.) The flats are celebrated for their fertility, but are not superior to many regions farther west, and have lost their exclusive character, since the western States of the Union have become more familiarly known.

A canal has been cut around the *Wolf rift* in the Mohawk, one and a half miles in length, giving water power. *Mohawk*, a village of thirty dwellings, and a few stores, is one mile south, and a post-office called *Paine's Hollow*. A bridge here leads over to *Herkimer*, three-quarters of a mile north, that has a neat Dutch and Methodist church, and a brick courthouse, and stone jail, and county clerk's office, one hundred and twenty dwellings, five taverns and stores, and a hydraulic company, that have, at the expense of forty thousand dollars, cut a canal, and constructed extensive works.

After passing in a short distance through an extensive dug way in a high hill of clay and sand, is another bridge, a lock of eight feet rise, and another of the same at *Fulmer's Creek* aqueduct, and in one and a half miles we pass *Steel's Creek* aqueduct and feeder, and in one and a quarter miles, two locks, of eight feet rise each, and in three-quarters of a mile, the aqueduct over *Myer's Creek*, and are at *Frankfort*, a village of fifty dwellings, two churches, a Presbyterian and Baptist, two taverns, seven stores, a furnace that makes iron ware to the value of thirty thousand dollars a year, and a factory for cotton and woollen goods and machinery. The rail-road is here on the south side of the Mohawk to *Utica*.

The *long level* of sixty-nine and a half miles without a lock, here commences, and extends westward through *Utica*, *Whitestown*, *Rome*, *Verona*, *Lenox*, *Sullivan*, *Manlius*, to *Lodi*, near *Syracuse*. This portion of the canal was the

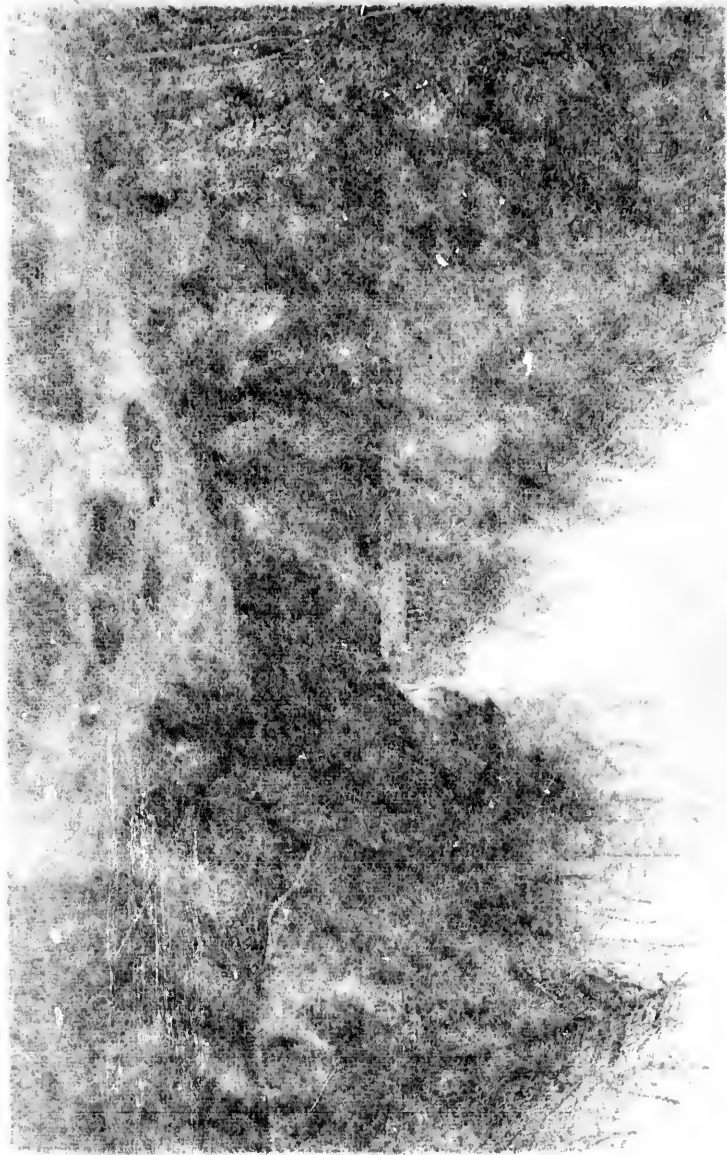
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masses of shells to which the red sand were thrown out at a time by a great quantity of gunpowder and explosions of fire, and the mountain, and shook the country as if it had been a great earthquake.

After passing through the second of the locks, we have the second, and also the greis rock, and the last one for some distance as we go west, then pass in two and a half miles three locks, of eight feet lift each, and in four and a half miles, two more locks at the *German Flats*, one of eight and one of nine feet rise, with a stone church, used as a fortress, and Fort *Herkimer*; and in one mile we arrive opposite the mouth of *Wolf's Mill Creek*, on the north side of the Mohawk, that comes down the *Trenton Falls*, (see index, p. 53.) The flats are celebrated for their fertility, but are not superior to many regions farther west, and have lost their exclusive character, since the western States of the Union have become more familiarly known.

A canal has been cut around the *Wolf's Mill* in the Mohawk, one and a half miles in length, giving water power. *Mohawk*, a village of thirty dwellings, and a few stores, is one mile south, and a post-office called *Pease's Hollow*. A bridge here leads over to *Herkimer*, three-quarters of a mile north, that has a neat Dutch and Methodist church, and a brick court-house, and stone jail, and county clerk's office, one hundred and twenty dwellings, five taverns and stores, and a hydraulic company, that have, at the expense of forty thousand dollars, cut a canal, and constructed extensive works.

After passing in a short distance through an extensive dug way in a high hill of clay and sand, is another bridge, a lock of eight feet rise, and another of the same at *Fulmer's Creek*, aqueduct, and a lock, and in one and a half miles we pass *Steel's Creek*, aqueduct and a lock, and in one and a quarter miles, two locks, of eight feet rise each, and in three-quarters of a mile, the aqueduct over *Myer's Creek*, and are at *Frankfort*, a village of thirty dwellings, two churches, a Presbyterian and Baptist, five taverns, seven stores, a furnace that makes iron ware to the value of thirty thousand dollars a year, and a factory for cotton and woollen goods and machinery. The rail-road is here on the south side of the Mohawk to Utica.

The *long level* of sixty-nine and a half miles without a lock, here commences, and extends westward through *Utica*, *Whitestown*, *Rome*, *Verona*, *Lenox*, *Sullivan*, *Manlius*, *and* *Zodi*, near *Syracuse*. This portion of the canal was



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Fig. 10. 17. 18. 19.

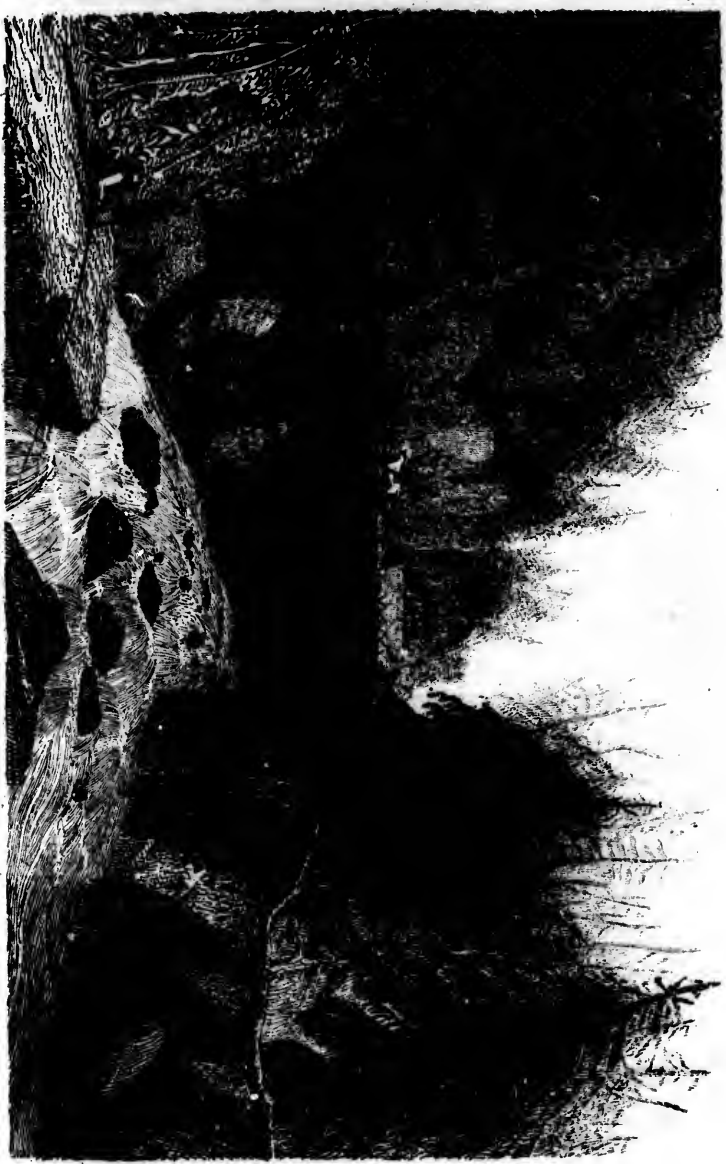
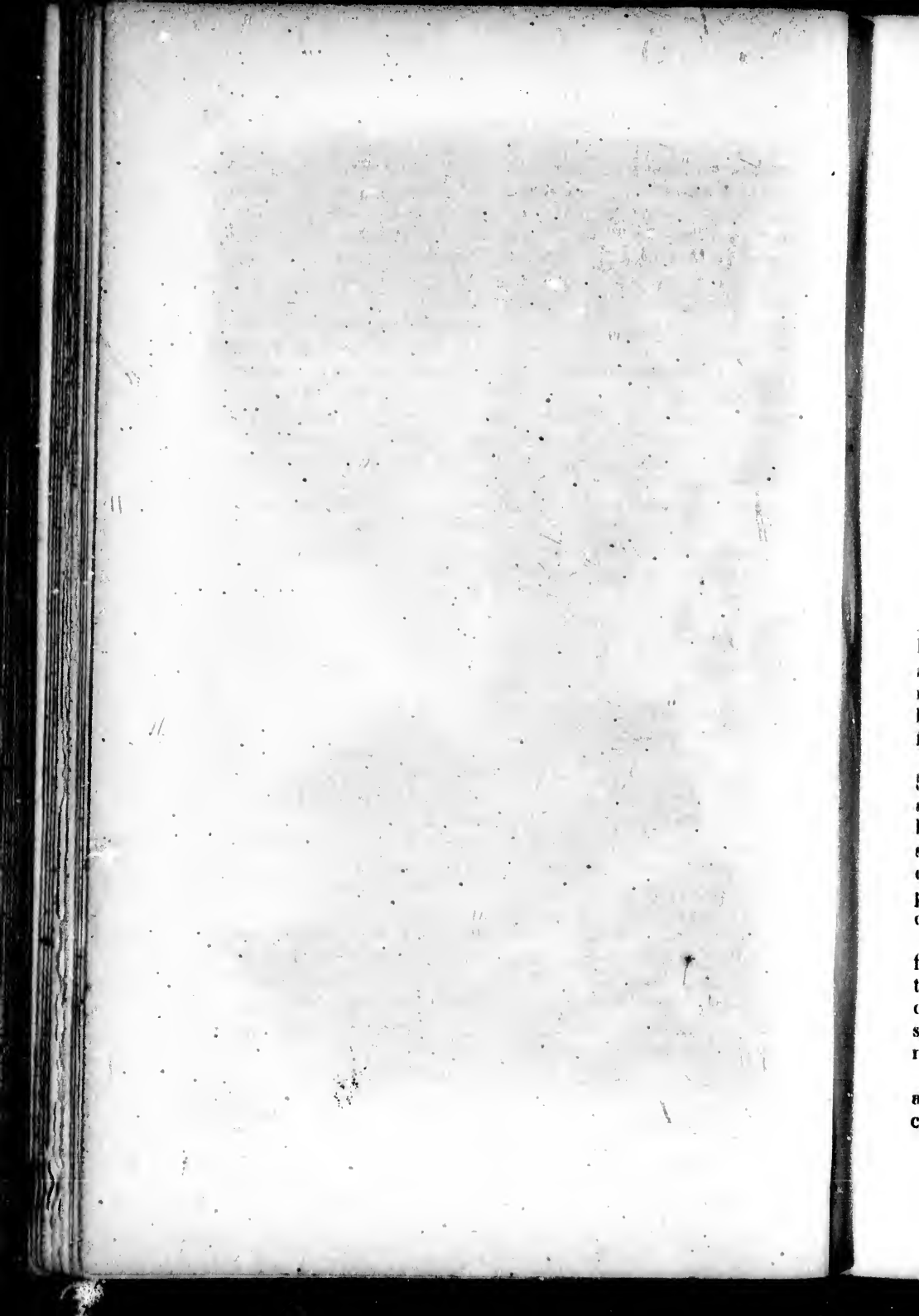


Fig. 10. 17. 18. 19.



easiest, and the first made. It is the *longest canal level known*, and is a remarkable feature in the geography of the country, as it follows a prolonged extent of table land from the upper waters of the Mohawk, along the south of the Oneida Lake, towards the Onondaga River and Lake Ontario.

In six miles we pass Ferguson's Creek aqueduct, and in one mile Clark's Creek aqueduct on four arches, and in two miles we are at *Utica*. This city has a population of twelve thousand, sixteen places of public worship of all the sects, four academies or high schools, forty-three schools, a Lyceum, and Medical Society, and Mechanical Association, with lectures, models, &c. a library, and another for apprentices, and also the Young Men's Association, reading and news-room, and library, with debates, and lectures on literary and scientific subjects. Their room, &c. open to all strangers. A museum, three banks, capital one million five hundred thousand dollars, an insurance company, capital two hundred thousand dollars, three political and three religious newspapers, a theatre, twenty-one inns, including several spacious hotels. :

The line of rail-road is now complete from Albany to Auburn. Passengers can now leave New-York at five o'clock, be in Utica at three o'clock the next afternoon, at Syracuse at six, at Auburn at eight, and at Rochester at five o'clock the next morning, and then to Buffalo via Batavia in twelve hours—arriving there at five o'clock—FORTY-EIGHT hours from New-York.

The rail-road hence to Schenectady is described at p. 45 to 52. This is a famous point for the divergence of roads, stages, and canals, to all parts of the State. Hundreds of canal boats, laden with the productions of the interior, are constantly passing to the east, and others with foreign merchandise to the west. This is a net that catches both ways, and passengers here usually leave the canal, from its tediousness or monotony, and adopt some new mode of conveyance.

This city has a mayor, twelve aldermen, four justices, and four wards ; is distant from New-York two hundred and thirty-seven miles, Albany ninety-three, Rochester one hundred and forty, Buffalo two hundred and two, Ithaca ninety-six, Oswego on Lake Ontario seventy-six, Sackett's Harbor ninety four, Ogdensburg one hundred and forty-five.

The city is on the south side of the Mohawk, and occupies a slope that faces to the north-west, rising in the rear of the city to an eminence of considerable interest, and overlooking

the valley of the Mohawk for miles towards Whitestown, Rome, the Oneida Lake, &c. with the heights that lead to Trenton Falls fronting the spectator on the north and east.

Much of the exciting interest involved in the history of the wars of 1756, and 1776 to 83, as to the border and partizan warfare of those days, is derived from this vicinity, as in the siege of Fort Schuyler, that was situated near the depôt and bridge at the foot of the main-street.

Oneida County, that we are now in, contains nineteen large cotton factories, capital about eight hundred thousand dollars, and having thirty-three thousand two hundred and thirty-four spindles, and making five million six hundred and ninety-seven thousand five hundred yards in a year, and use one million eight hundred and sixty-three pounds of cotton. Terms of the *Supreme* and of the *United States Circuit Courts* are held here.

The Chateaugua hills in the north-east, in Reimsen, between Trenton Falls and the Black River, are eight hundred and forty feet high, and south of that, the Hassencleaver Mountain in Deerfield and Marcy rises from eight hundred to one thousand two hundred feet from a base of eight or nine miles broad, and a chain twenty miles long; and in the south, the ridge that divides the waters of the Susquehannah from those of the Mohawk is one thousand six hundred and twenty-nine feet above tide, and the summit level of the Chenango Canal, at the head of the river, is seven hundred and six feet above the Erie Canal.

The central part of the county that we pass through as we leave Utica, is remarkably depressed below the country to the south and north-east. The vale in its western portion, including the head of the Oneida Lake, is from ten to twelve miles broad, but along the Mohawk, only two to six miles. The great cedar swamp south of Rome is three miles broad, and from the head of the Oneida Lake to the Rome summit east, thirteen miles; the rise is sixty feet, and on the north and south sides of the lake it is equally gradual in a few miles.

The *Oneida Lake* is twenty-one miles long, east to west, and three to five wide, three hundred and seventy-six feet above tide, and one hundred and forty-five above Lake Ontario, and its area is seventy or eighty square miles. It abounds with salmon, bass, pike, cat fish, dace, suckers, perch, eels, &c. Fort Royal block-house stood at the entrance of Wood Creek, and Fort Brewerton at the west end of the lake.

The outlet, or the Oneida River, twenty rods wide at the

old French Fort, winds sixteen miles to attain eight of westing, and forms, at its junction with the Seneca, the Oswego River.

The *Oneida Lake Canal* extends from the Erie Canal in Verona to Wood Creek, three and three-quarter miles, cost seventy thousand dollars; has one guard and seven lift locks, fall fifty-seven and a half feet, locks ninety-six by fifteen and a half. To return the water that is drawn from the Erie Canal, an equivalent is provided by a feeder from the Oneida Creek at the castle, three and a quarter miles long, with a lock of four feet lift, and guard gate. The feeder intersects the Erie Canal five miles west of the Oneida Lake Canal.

Resuming our western route on leaving Utica, the canal winds along the level region above referred to, and in three and a quarter miles we arrive at the *Saughdaquada* or Sauquoit Creek and aqueduct, near the village of *Whitestown*, the nucleus of the first settlement beyond Albany, in 1788. It is a *half-shire* or place of the courts, in part for this county with Rome. Here is a Presbyterian and Baptist Church, Harvey's cotton factory, a brick court-house, a prison, one hundred dwellings, neat and pleasing to the eye, four stores.

The *Oneida* (manual labor) *Institute* requires three hours' labor per day from each student, as conducive to health, on the farm of one hundred and fourteen acres on the left or west bank of the Sauquoit Creek, in full view. The buildings are of wood, eighty-two by thirty-two, and forty-eight by forty-eight, both three stories high, including in the latter edifice a chapel, lecture-room, library, reading-room, dining hall, and family rooms. Another edifice forty by twenty-eight feet, is the kitchen and steward's departments. Students of fifteen to the upper class, and from ten to fifteen to the juvenile.

The *Sauquoit* Creek abounds with water power. It rises on the high lands in Paris, and runs eighteen miles northwest, and is bordered by rich lands. *Yorkville*, three and a half miles from Utica, has three large cotton factories, one machine shop, three stores, one tavern, a Presbyterian and a Methodist church, and one hundred dwellings.

Two and three-quarter miles onward, we arrive at *Oriskany* Creek and *village*, having an Episcopal and a Presbyterian church, two woollen factories, (the Oriskany and the Dexter,) a grist and a saw mill, three taverns, six stores, and sixty dwellings.

Eight miles we arrive opposite *Rome*, another of the half-shire towns seen at a distance to the north, together with the United States Arsenal on the old canal.

*Rome* occupies the site of Fort Stanwix, that cost in 1758 two hundred and sixty-six thousand four hundred dollars, and is on the *summit level* between the ocean and Lake Ontario, (*four hundred and thirty-five feet above tide at Albany*), having the Mohawk River on the east and Wood Creek on the west, near the Erie Canal, from which a branch extends through the village, two miles to the Mohawk, being part of the work of the old Western Navigation Company, of 1796. *Rome* has two Presbyterian, one Episcopal, one Methodist, and one Baptist church, an academy, and several select schools, a brick court house, a prison, the United States Arsenal, of stone, and wooden barracks going to decay, a cotton and a woollen factory, a bank, capital one hundred thousand dollars, flouring and saw mills, and three hundred and fifty dwellings, and five thousand inhabitants, and is a thriving, prosperous village. *Hawley's Basin*, three miles west from *Rome*, on the Erie Canal, has six houses.

*Verona Centre*, on the Erie Canal, is nine miles from *Rome*, and two south of Wood Creek, has a warehouse, store, tavern, and six dwellings. *New London*, also on the canal, seven miles from *Rome*, has two taverns, four stores and forty dwellings, and is the depôt for lumber from Salmon River and Fish Creeks. *Andover* has a store, tavern, and twelve dwellings.

The *Oneida Sulphur Springs*, half a mile south-west from the village, with its spacious hotel, is a fashionable resort in summer. The glass factory in *Verona* has made twenty thousand dollars' worth annually. Three miles beyond, we cross the *Oneida Creek* and valley by an aqueduct of one hundred and twenty feet, and embankments; together four hundred feet long, and from twenty to twenty-six feet high. The creek enters the *Oneida Lake* at the south-east corner, and is the dividing line between this and *Madison county*, that we now enter upon. Three miles from the *Oneida Creek*, we pass *Lenox furnace*, and basin, and landing, and in two miles further, are at *Canastota Village*, creek and basin, thirty-six miles from *Utica*, and fourteen from *Morrisville*, the county seat to the south-east. It has a Methodist, Presbyterian, Episcopal, and a Baptist church, one hundred and twenty dwelling houses, a high school, several forwarding merchants,

groceries, four stores, four taverns, and is a lively business place. A small village is passed in four miles, and in four miles farther, we arrive at *Chitteningo Creek*, aqueduct, basin, and feeder, with a side cut of one and a half miles to the village of that name, four locks, of six feet rise each. The village of *Chitteningo* has one hundred and fifty dwelling houses, three churches, a Dutch, Presbyterian, and Methodist, a woollen factory, that uses annually one hundred thousand pounds of wool, made into broadcloths and cassimeres. There are also flouring, gypsum, water lime, and saw mills, a furnace, trip hammer, &c. In the hills near the canal in this vicinity, is an abundance of limestone, water or hydraulic cement, lime, and gypsum. Iron ore is said to be in the boggs. (See also p. 58, and for Cazenovia and Lake.)

Eight miles more we are in Onondaga County, at *Manlius Landing*. The village of that name, being four miles to the south on Limestone Creek, has one hundred and fifty dwellings, a cotton factory, several grist and saw mills, six stores, *Fayetteville*, on the north branch of the Seneca turnpike, and by the feeder of the Erie Canal, eight miles from Syracuse, has three churches, seventy-five dwellings, six stores, four taverns, and two mills. *Kirkville* is a thriving village on the canal. Three miles beyond the last landing is a *side cut* to *Orville*, and from this is five and a quarter miles to *Lodi*, being at the *western termination* of the *long level* that began at Frankfort, in *Herkimer County*.

The *Syracuse Academy*, a splendid brick edifice four stories high, with an observatory, occupies the most prominent place on the left foreground as we wind around the last hill, and come suddenly in sight of this fine city, with the canal here beginning to be enlarged on the new plan of eighty feet wide, and eight or ten deep, new locks, &c. The academy has spacious ornamental grounds and garden attached, with terraces in front, facing west towards the city, that has an imposing appearance as we draw near to its lofty, spacious warehouses, and ranges of brick edifices, and neat suburban private dwellings. There are seven hundred houses, and four thousand five hundred inhabitants; and the *Syracuse House*, of brick, four stories, fronting on Water and Salina streets, is one of the best hotels in the State, and is thronged with company; the Onondaga County bank is in the adjoining building, and also the *post office*.

The intelligent stranger that arrives at Syracuse, and does

not inconsiderately neglect to look about him, but spends a day or two in an active examination of the localities in this city and its vicinity, will derive much gratification from seeing the springs of salt water that rise in great volumes on the immediate bank of the *Onondaga* (a fresh water) Lake, and in tracing the modes and means used in boiling or evaporating this strong brine, that in forty-five to fifty-five gallons produces a bushel of pure salt, while the sea water on our coast takes *three hundred and sixty gallons* to make seventy-five pounds of salt! In 1835, the quantity of salt here made was two million two hundred and twenty-two thousand six hundred and ninety-four bushels; duty, six cents a bushel, amount one hundred and eighteen thousand three hundred and sixty-four dollars. In 1833, when the duty was twelve and a half cents, and only one million eight hundred and thirty-eight thousand six hundred and forty-six bushels were made, the duty was two hundred and twenty-seven thousand eight hundred and sixty dollars. The principal springs are at Salina and Geddes. At Salina the well is twenty-two feet deep, and ten in diameter, and supplies the works at Salina, Liverpool, and Syracuse.

Salt springs are found for an extent of a hundred and eighty miles from Vernon, Oneida County, to the Niagara River, but only those in Onondaga and Cayuga are profitably worked. The whites derived their knowledge of the salt springs from the Indians, and by lowering an iron vessel to the spring on Mud Creek, then submerged by fresh water a few feet, the salt water was obtained, and the same process was used to supply the first settlers until other springs were discovered. There is a difference in the supply by its diminishing in drought, but with improved machinery for pumping, a more rapid influx of brine has been produced, with an increase of strength from twenty to twenty-five per cent. standing at thirteen degrees on the hydrometer of Beaume, of which the point of saturation is twenty-two degrees.

Large quantities of this salt is sent to Canada by the Oswego Canal, and to the western states. In boring for rock salt two hundred and fifty feet deep here, no fossil salt or saliferous rock was passed, but cemented gravel, and the brine increased in strength as the depth continued.

The salt mines in Poland are worked at the depth of seven hundred and fifty feet, and those of Eperies at nine hundred and ninety feet, and here, also, no doubt, beds of it will eventu-



ally be penetrated, and ten times the quantity sold, to what is now slowly made by boiling and solar evaporation. Three millions of bushels of salt can be made here yearly by an adequate supply of brine. During 1834, a large *reservoir* of the brine was constructed between Liverpool and Salina, on the high ground, for factories. *Geddes* is at the head of the lake, and on its west bank, two miles from Syracuse, and has fifty dwellings, two stores, &c. From the heights near, are fine views of the lake in front, and of cities around the lake and on the canal. Liverpool is four and a half miles north of Syracuse, has sixty dwellings, stores, taverns, &c. on the borders of the lake and Oswego Canal.

By taking a ride by the rail-road five miles up the hill to the *quarries*, where a thousand men are seen at work raising stone from the surface, and in hewing, shaping, modelling, &c. for the new locks that are to be made on the Erie Canal, and in entering the cave or chasm that is here found, and in enjoying the extensive prospect from the summit, we can promise the explorer and geologist a rich treat. The limestone is excellent for building, and is used for the masonry on the canal, and is easily sent to Oswego, Rochester, Buffalo, &c. in blocks of any size, by the canal, cranes being used for lifting on and off the boats.

The rail-road hence to Utica, sixty miles, was finished in 1838-9, and cost only \$600,000; the road was rapidly formed by Cram's pile-driving machine, and follows the invariable level and low grounds. The facility to travelers in continuing the rail-road west of Utica is very great, and from this it goes to Auburn, twenty-five miles.

The valley that contains Syracuse and the Onondaga Lake, is within nineteen feet as low as the Cayuga Lake, and is a longitudinal valley, extending north and south between the Onondaga hills, and has always been a remarkable place, and was selected by the sagacity of the aborigines, as the richest land and the most central abode for the maintenance and diffusion of their power, and here for a long time they held their secret council fires, and the six confederated Indian bodies, the Mohawks, Onondagas, Senecas, Oneidas, Cayugas, Tuscaroras, became the terror, not only of the weaker tribes of natives, but also of the white man.

The name of *Onondaga* is a pure Indian word, and means a swamp at the foot of a hill, or a place between two hills. *Sacandaga*, is swamp or marsh. These, like all their names,

are sonorous, descriptive, and strictly characteristic, and should be preserved with religious care and veneration. The French gave these tribes the name of *Iroquois*. They were never subdued until the expedition, during the revolutionary war, under the command of General Sullivan, when they were crushed, and the haughty spirit of the confederates thoroughly subdued, and the tribes scattered. A small remnant of them still linger in this valley, and are reluctant to quit the abodes of their ancestors, but they are fast fading under the influence of intemperance and idleness.

The site of the present city of Syracuse has been cleared but a very few years since the Erie Canal was laid out, but it has within ten years risen with giant strides from an inconsiderable hamlet to its present importance, at the expense of its suffering neighbors, Salina and the Onondagas; but this is only temporary, as a few years of prosperity is destined to fill this central saline valley even to overflowing with population and wealth.

Through the centre of this county farms sell at from twenty-five to forty and sixty dollars an acre, under good cultivation. Wheat gives twenty, and maize thirty bushels the acre, aided by gypsum. Pine and hemlock, with deciduous trees, densely covered the northern part of the county; in the centre and south, beech, maple, and bass wood. The stumps that remain attest the depth and exuberance of the soil. For gardens, nothing can be better than the rich vegetable matter that is here found.

The red saliferous sand-stone underlays the marsh and swamps, plain and lake, and forms a brim around the last. The shoal waters and marsh rest on this margin, while the deep waters are within it, to the depth of sixty or seventy feet. The lake has been lowered two feet, the marshes drained, and this place rendered much healthier in consequence.

Salina, one and a half miles north of Syracuse, is on a plain near the centre of the marsh, with Onondaga Creek near it, and here are seventy-seven of the salt manufactories, and the head salt spring that supplies the works here, and Liverpool, and Syracuse, the water being conveyed in subterranean logs. The brine is forced to the top of a reservoir eighty-five feet high, by pumps driven by the surplus water of the Oswego Canal, at the rate of three hundred gallons per minute for distribution. Solar evaporation produces the coarse salt, and

boiling the fine. Four hundred cords of wood per day are here used for this purpose. In the evaporating process, a low roof that is movable so as to shove off; to admit the rays of the sun, or to cover the vat during rain, admits of the deposition in a few days of the crystals that form, and are removed when matured.

There are one hundred and thirty-three salt manufacturers, three thousand four hundred and twenty-three kettles and pans of the capacity of three hundred and thirty-nine thousand seven hundred and seventy-five gallons, and over a million and a half of superficial feet of *vats* for solar evaporation.

*Onondaga Hollow*, and *Onondaga West Hill* are separately referred to on the stage route. (See p. 59, and index.)

The county court-house and public buildings, clerk's office, &c. are at Syracuse, it being a village incorporation, is on both sides of the Erie Canal, with every thing well arranged for business, concentration, and comfort; has an Episcopal, a Presbyterian, a Methodist, and a Baptist church, sixteen lawyers, eleven physicians, sixteen general stores, twenty-two grocery and provision stores, four drug, two hard-ware, four clothing, and five shoe stores, three furnaces and machine shops, two flouring and one lumber mills, one planing machine, three tin and copper, two leather, one morocco, two carriage, three cabinet, three marble, one soap and candle manufactories, one of steam-engines and castings, one brewery, one distillery, two tanneries, one boat-yard and dry dock, two fire engine and one hook and ladder companies. The Onondaga Salt Company, and the Syracuse Salt Company, each with a capital of one hundred and fifty thousand dollars for making coarse salt, fifteen salt blocks or nests of kettles for making salt by fire.

The *Onondaga Creek* rises in Tully, twenty-eight miles south, giving good water power, runs through the village, over which the canal is carried in a stone aqueduct of four arches, each of thirty feet span.

For Oswego Canal, see index. A small packet-boat plies to Salina every hour, fare twelve and a half cents. Many strangers here prefer to leave the Erie Canal and go to Oswego, and thence by steam-boat on Lake Ontario to Niagara, by way of variety. There are two receiving or turning basins in Syracuse and Salina, for the accommodation of the salt and other boats.

Soon after quitting Syracuse is a lock of six feet fall, and in a mile and a quarter, another of six feet rise, and in half a mile we pass through *Geddes*, as before mentioned, winding along in sight of the small Onondaga Lake, six miles in extent and one broad.

*Bellisle*, on the canal, is a small hamlet of fifteen dwellings, six miles from Syracuse, and *Amboy* is on the Nine Mile Creek, or outlet of the Otisco Lake, seven miles from Syracuse, and has twenty dwellings, a mill, &c. *Camillus*, also on the same creek, has fifty dwellings, four stores, three taverns, a grist, saw, carding, and cloth dressing mill. Near the village is a quarry of gypsum, the first treasure of that kind found and used in this State by Canvass White, Esq. engineer on the Erie Canal, the son of Judge White, of Whitestown. A feeder one and a half miles long is here formed to connect with the Erie Canal.

At the *Otisco*, or Nine Mile Creek, six miles from Geddes, is an aqueduct and lock of eleven feet rise, and six miles beyond is *Canton* village, fifteen miles from Syracuse, and has fifteen dwellings, three stores, and two taverns. *Canton* is the half way village between Albany and Buffalo, one hundred and eighty-three miles each way, and seventy-five from Utica. The *Otisco Lake* is four miles long and half a mile wide, and sends forth a powerful stream, the Nine Mile Creek.

*Amber* is near the lake, has a Methodist church and twelve dwellings. *Otisco Centre* has a Presbyterian church, fifteen dwellings, two stores.

At *Peru* are a few scattered dwellings, a store, &c. on the canal, and at *Jordan*, six miles beyond, is a lock of eleven feet fall, and an aqueduct over the Skaneateles Creek of three arches, one hundred feet long. Here are one hundred and fifty dwellings, a Methodist and Presbyterian church, three grist and three saw mills, sash and pail factory, clothing works, distillery, twelve grocery and other stores, two drug, one tannery.

*Cross Lake*, is a basin or reservoir, five miles long and two wide, through which the Seneca River passes, in a low swampy district, whose surface is three hundred and seventy feet above tide. It is a mile or two north of the canal.

For Skaneateles village and lake, see stage road, p. 60. At *Elbridge*, three miles south, are Indian remains on a hill, of three acres in extent, with a ditch and wall of earth. Here are sixty dwellings, three mills, three taverns, three stores.

The next six miles introduces us to *Weed's Basin* or *Weedsport*, seven miles north of Auburn, eighty-seven from Utica, and twenty-six from Syracuse; has one hundred and twenty dwellings, three forwarding houses, a Presbyterian and a Methodist church, eight stores, three taverns, one furnace, one saw mill. This is a sort of port, and landing, and embarkation for *Auburn*, and all that part of Cayuga County. Stages are in waiting to take passengers. (For Auburn, see stage road, p. 61.) *Centreport* has twenty dwellings and a grocery, a short distance beyond the preceding place.

*Port Byron*, three miles west of Weedsport, on the Erie Canal, has one hundred and forty dwellings, one Baptist Church, five stores, two taverns, two grist, four saw, and an extensive merchant's mill, one distillery, one tannery, one carding and cloth-dressing mill. Here is a lock of nine feet fall, and an aqueduct over the *Owasco Creek*, of stone, of four arches of twenty feet each. Here are dry docks, and large boat-houses, for building and repairing; and in four and a half miles we pass through a lock of nine feet fall, and in one and a half miles are at another of seven feet fall, on the level of Seneca River. At *Montezuma* or *Lakeport*, there are forty dwellings, several groceries, a collector's office for canal tolls, three taverns, one store. About one mile west of the village are the Cayuga or Montezuma marshes. The canal-boats for passengers time their arrivals and departure to meet the lake steam-boat to and from Ithaca at the head of the lake thirty-six miles south. The width of the lake is four miles, and its area eighty square miles. A ferry-boat plies across at Genoa, King's ferry. The shores of this lake are beautifully disposed to please the eye in going on its surface, or traveling on its borders. (See page 62.)

The salt works at Montezuma, before alluded to, are near by, but are not very productive or profitable. It is seven miles from this, south, to the Cayuga bridge. The rail-road from Auburn to Rochester is in course of construction, and will soon complete the line from Albany to Buffalo.

From Montezuma we cross the Cayuga outlet by a tow-path bridge, and over the marshes, and then strike in by the valley of Clyde River, in a north-west direction for five miles, when we are in *Wayne County*, in the township of Galen, and at a lock of nine feet rise. We continue on for five miles in the same direction till we arrive at *Clyde Village*, and a lock of five feet rise. Here are one hundred neat-looking

dwelling, a Presbyterian, a Methodist, and a Baptist church, many stores and forwarding houses, a cylinder window-glass factory, two grist, two saw, and one cloth-dressing mill, a tannery, and a school, and three taverns. This is eight miles east of Lyons. *Lock Berlin*, on the canal, has a lock of seven feet rise, ten dwellings, store, tavern, and smithy, and a Quaker meeting. Thence four and a half miles brings us to *Lyons*, the capital of Wayne County, and to a lock of six feet rise, and to a change from the north bank of the Clyde, by a considerable detour round the base of a hill, passing the outlet of the *Canandaigua Lake*, that here comes in from the south, and uniting with *Mud Creek*, forms the *Clyde River* for forty-three miles, to the union with the Cayuga outlet at the marshes. At the confluence of *Mud Creek* and the *Canandaigua* outlet, and on the north bank, *Lyons* is situated, and has two hundred and fifty dwellings; many of them and of the stores are of brick, spacious, and fast increasing. It is situated on a plain bounded north and east by limestone ridges of gradual ascent, that gives a fine panoramic view of the village, the vale to the south-east, and of the confluent streams. Here is a Presbyterian, a German Lutheran, and a Methodist church, a brick court-house and jail on a public square, a bank, capital \$200,000, twenty stores, five taverns, two printing-offices, a furnace, one flouring, one grist, one saw mill, one carding and cloth dressing mill.

The canal of half a mile from the *Canandaigua* outlet on the south side of the river, gives a fall of nine feet and a large volume of water; the greater portion is yet unemployed. A bridge is made to cross at this point.

*Alloway*, three miles south of Lyons, on the *Canandaigua* outlet; has two flouring, two saw, two carding and cloth-dressing mills; two distilleries, one store, two taverns, one Baptist church, thirty dwellings. It has a good water power.

The Erie Canal now crosses by an aqueduct and a lock of ten feet rise, over to the south bank of *Mud Creek*, and in four and a half miles are four locks, of eight feet rise each, and in one fourth of a mile, *Miller's Basin*.

Eleven miles more brings us again alongside of the *Mud Creek* at *Palmyra*, a town, or village, of 250 dwellings, three large canal basins, a Presbyterian, Episcopal, Methodist and Baptist church, an academy, a brewery, two tanneries, twelve general stores, several groceries and druggists, a grist and saw mill, a printing-office—thirteen miles from *Cananda-*

gua, twenty-nine from Rochester by canal, twenty-two by road.

In one and a quarter miles from Palmyra the canal again crosses, by an aqueduct, to the north side of Mud Creek, and in two and a half miles a lock of ten feet lift, and three quarters of a mile a second also of ten feet lift, in Macedon. Nine miles more bring us to *Fullam's Basin*, in *Perrinton*, Monroe County, through a marshy tract. At Fullam's, at the extremity of the ridge, is a warehouse and tavern. It is 16 miles from this to Rochester by canal, and only eleven by land, and stages are in waiting for those wishing to cut across; but no traveler should omit seeing once at least the *great embankment over Ironlequoit Creek*, that in four miles is now passed volens volens in two miles beyond Hartwell's Basin.

This stupendous embankment of earth is 72 feet above the creek, and is two miles long, thus carrying the wondering and astonished passenger in mid air, far above the meadows below, that may be viewed as a map. The construction of this work was one of great expense to the State, and the cause of much anxiety to the engineers, as to the results.

A lock of eight feet rise is passed, and then in two miles we arrive at *Pittsford*, a town of 100 dwellings, six miles southeast from Rochester; has a Presbyterian, a Baptist, and a Methodist church, a saw mill on the canal lock, four stores, three warehouses, one tannery. Oak openings begin to appear in this and in *Perrinton*, as a new feature.

*Blossomville* has a post office, a plaster mill, a Presbyterian church, a store and tavern, and fifteen houses.

In six and a half miles we meet, at a chain of five locks in *Brighton*, a rise of thirty-seven feet and a half, and are at the beginning of the second, or *Genesee Long Level*, of sixty-five miles, that extends westward to *Lockport*, in *Niagara County*. In three miles we cross the feeder of two miles long, that comes from the rapids, and are in the city of

## **Rochester,**

the capital of *Monroe County*. It is a port of entry for the *Lake Ontario*, *Genesee district*, in north latitude 43°—has 2,500 dwellings, many of three and four stories high, of brick,

and a population of about 17,000, embracing all the mechanic arts and professions. The residences of many of the inhabitants indicate wealth, taste, and comfort, having court yards, shrubberies and gardens attached.

The settlement dates from 1812; the incorporation from 1834. There are five wards, a court-house and jail of stone, six large hotels, fourteen churches (two of correct and attractive architecture) of all sects, an arcade of six stories, containing the post office, atheneum, a hotel, and various other offices. There is a savings bank, and three banks with an aggregate capital of \$950,000, seven newspapers, (two daily,) three bookstores and binderies, and a host of merchants, traders, forwarding and commission houses, grocers, and mechanics of all kinds. The streets are wide, and paved, and drained. The bridges connect the east and west parts of the city, besides the great aqueduct, eight hundred feet long, on eleven arches.

The manufacture of flour is here the business of primary importance, from the well known and unequalled facilities yielded by the falls in the Genesee River, *two hundred and seventy-one feet*, from this to the lake, that, at the English valuation of water power, would be \$9,718,272. This power is but partially employed at present; there are 24 flouring mills, with about 100 run of stones, that can make 60 (to 100) barrels each per day, equal to 5,280 a day, or 1,746,000 per year. 400,000 have been produced, amount \$2,700,000.

There are 11 large saw mills, nine large machine shops, that use water power for turning, stone cutting, grinding dye woods and bark, grain for distilleries, &c. making edge tools and carpets; of these marts of labor and industry, the Globe is the most extensive and curious, a cotton and three woollen factories. The value of capital invested in mills and machinery is about \$750,000, and that required for conducting at \$2,000,000, and the returns at three millions and a half; amount of merchandise sold annually, over two millions. Exports by the lake, near a million.

The situation on the canal and river, and with the various rail-roads branching like arteries to various directions, and pulsating with the most active commerce, and alive with passengers, and the canals with boats and merchandise, impresses one with a vivid belief in the general prosperity.

The Tonawanta rail-road of 32 miles to Batavia, is de-



### Genesee Falls.

scribed at p. 66. A short rail-road also extends to Port Genesee, seven miles, and to Charlotte; and another one from *Scottsville*, a village of 120 houses, four churches, five mills, 15 miles south on the river, up the valley of Allen's Creek, through Wheatland, 10 miles, and then to *Caledonia*, and will be eventually to Le Roy, and west to Batavia, for the benefit of the farmers and millers on the route, and to connect with the canal from *Rochester* to Olean, on the *Alleghany* River. This canal pursues the valley of the Genesee on the west bank, keeping along the edge of the low grounds near the base of the hills, to be above inundation, but avoiding the too great sinuosities, and crossing the Genesee by an aqueduct at Mount Morris to the east side, from whence it goes south to Olean, on the *Alleghany*, (a branch leading off to the south-east, up the valley of the Canasoraga Creek to Dansville, and to Bath and Painted Post, to unite with the Chemung Canal at Newtown.) The Genesee is navigable for small boats 53 miles to Mount Morris, and a steam-boat plies to Avon, 20 miles.

The lake steam-boats come up to Carthage, two miles north of the Erie Canal, near the falls. Here are 60 dwellings, and an inclined plane from the landing-place to the warehouse 160 feet above, with machinery, the steps are 237; the rail-road from the city ends here. The bridge of one arch of 352 feet cord, and versed sine 54 feet, summit 196 feet above the water, length 718, width 30 feet, was *put up* in 1819, and *fell down* in 1820, with a crash, after a heavy loaded wagon and four horses, and a gig had just crossed. It cost \$27,000.

There are two grand falls of the Genesee: the first, about a quarter of a mile below the aqueduct, is 96 feet, in three distinct sheets; and below this the river is broad and deep, with occasional rapids for a mile and a half to the second fall of 20 feet, thence it extends for 400 feet over a rough bed, and gathers its waters for the last and final leap of 105 feet perpendicular; thence are rapids to the head of sloop navigation; the ravine throughout, from the upper to the lower fall, being a deep, narrow, rocky gulf, of over a hundred feet deep; the country on both sides being even to the lake shore, and in going from east to west, no indication is given of an approach to such a deep indentation in the surface of the earth until we are close upon its brink, and in this particular it conforms to the features of the Niagara below the falls to Lewis-ton and Queenston.

Steam-boats that ply from Niagara along the south shore

of the lake to Oswego, and Sackett's Harbor, and Ogdensburgh, also look into this river, and land and receive passengers. The ridge road from this to Lewiston is 80 miles, parallel with the lake shore, and either by this or some other mode, (of steam-boat to Niagara River, or of canal to Lockport, or any way that will bring the traveler in such a direction to this frontier, as that he may catch the first view of the cataract in going up, either from Lewiston or Queenston,) the traveler should approach Niagara till the spectacle suddenly bursts upon him in all its panoramic glory, when beheld in front, or coming from the north. In our opinion this is preferable to making the approach from the rear, or south, and then coming round to the front.

There are six basins or stopping places at short distances between Rochester and Brockport, viz. King's, six and a half miles; Webber's, two and a half beyond; Kilborn's, one and a half; Spencer's, one and a half, within a mile or two of *Parma* on the ridge road; then Webster's, one; Bates', two, at the embankment over Salmon Creek; Cooley's, two and a half; *Brockway* or port, two and a half. This is a town of 300 to 400 houses, many of them of three and four stories high, of brick or freestone, seven or eight commission warehouses, taverns, stores, in the customary abundance and variety; one Presbyterian, one Baptist, and one Methodist church, of stone and brick, with steeples, also an Episcopal congregation, five schools, a large college building of five stories high, a grist mill, two tanneries, and machine factory. This is a large wheat purchasing mart.

At the end of the next five miles occurs the *HOLLEY embankment* of 76 feet high above the creek, before entering the village that contains 70 dwellings, many of brick, on six streets, a Baptist and a Presbyterian church, three mills, a furnace, a woollen factory for making flannels and cloths, besides stores and taverns.

*Sandy Creek*, at the junction of the two main branches, has four mills, four stores, three taverns, one tannery, and 25 dwellings. North Murray has a Baptist church, two stores, a tavern, and 10 dwellings. Scio, on the canal, six miles east from Albion, has a Methodist church, a mill, store, a tavern, and 20 dwellings. Smith's Basin is six and a half miles west of Holley, and is the half way basin. Gaines' *Basin*, one and a half miles north of Albion, has 12 dwellings, a warehouse, and three stores. Gaines' Village has 50 dwellings, three

miles north-west of Albion, two churches, two taverns, four dry goods, one tannery, one ashery.

Fair Haven, two and a half miles north of Albion, has 15 dwellings, a store, tavern, and Universalist church.

*Otter Creek* embankment is 55 feet high, and in  $1\frac{1}{2}$  miles is another long embankment at Clark's Brook of 15 feet high, and in three miles is the Fish Creek embankment, and an arched road-way under the canal. The *village* of OAK ORCHARD is  $2\frac{1}{2}$  miles off to the right, on the ridge road, and has 10 dwellings, two taverns, a store, grist, and two saw mills.

The *aqueduct* over Oak Orchard Creek has an arch of 60 feet span, and here comes in a feeder of half a mile long. The Oak Orchard Creek has a fall near the canal of 30 feet near Medina. The Oak Orchard rises on the table land, south 35 miles, and runs north towards Lake Ontario, and joins it at Fish Bay. It flows through the great Tonawanta swamp, that is 25 miles long east to west, and two to seven in breadth, an area of 50,000 acres, and occupies the submerged land south of the highest ridge 400 feet above Ontario. In rainy seasons this swamp is flooded deep, and drains but slow. An open aqueduct or feeder of four and a half miles is cut through marsh, and part of the way through solid rock, by which the *upper waters* of the Tonawanta, that would otherwise be absorbed in the Niagara, are now diverted in part to the north, and led to the Oak Orchard Creek, that through the marsh was sluggish, and before this tapping of the Tonawanta, was in the summer of no importance; its mass has now been greatly increased, and is made use of for hydraulic purposes, as after breaking through the barrier on the north it is rapid, and has a smooth, rocky bed, and in leaping over the ridges, forms some beautiful cascades.

*Albion*, the capital of Orleans County, has grown up since 1823, is on the canal near the centre of the county, 35 miles from Rochester, 50 from Buffalo, 28 from Lockport, 18 from Batavia, and 10 south of Lake Ontario. It has 220 dwellings of brick and wood; some are large and neat. The public square is decorated by a court house of brick with the county offices; a Presbyterian and a Methodist church, and a school for females. It has a bank, capital \$200,000, 13 dry goods, one book, one hardware, two drug, and many other stores, also tanners, ashery, grist, saw, and cloth and carding mill, a furnace, five taverns, various mechanics, nine lawyers, five physicians, two newspapers.

Medina is 10 miles west of Albion, and has 250 dwellings, a Presbyterian, Baptist, Methodist, and Episcopal church, 10 dry goods, a brewery, a tanner, a carding and cloth dressing, a shingle factory, three taverns, a high school, and seminary for ladies, a newspaper, &c. This a business-like and growing village. *Eagle Harbor*, three miles west of Albion, has 15 dwellings, a Methodist church, three stores, and a warehouse. Barre Centre, three miles, and South Barre, six miles south of Albion, have 25 dwellings each. *Knowlesville*, on the canal, six miles west of Albion, has a Baptist and Presbyterian church, 30 dwellings, four dry goods, one drug store, a tanner, an ashery, two taverns. *Shelby's Basin*, on the canal, 13 miles west of Albion, has a Universalist church, a tavern, tannery, two stores, 12 dwellings.

*Servos' Basin* is 46 miles from Rochester, and in one quarter of a mile is the embankment over the middle branch of Oak Orchard Creek.

*Middleport*, near the east line of Niagara County, 12 miles from Lockport, has 40 dwellings, three warehouses, four stores, two taverns, one Methodist church, and an embankment over the west branch of Oak Orchard Creek. *Gasport*, on the canal six miles east of Lockport, has an inflammable spring which rises in the canal basin; it has a few dwellings, tavern, store, and a warehouse. One and a half miles west of Middleport is the embankment over Johnson's Creek 25 feet high, and in three miles onward is the embankment over Eighteen Mile Creek, 20 feet, and in one mile is a basin.

Eight miles from a basin, Royalton, brings us along the foot of the mountain ridge to Lockport, the termination of the long western level of 65 miles from this to Perrinton beyond the Genesec. The natural ravine that here forms an oblong or horse-shoe amphitheatrical basin of six acres, embosoming and sheltering the expansion, is a most remarkable *fenale* to this end of the long level; and if this ravine had been made by the aid and ingenious labors of man, by blasting and hard knocks, at an expense of millions, that in such an event it must have cost, it could not even then have received a better shape and adaptation to its purpose as the magnificent terminus to the long level, and the still more stupendous portal as cut through the rock of 60 or 90 feet, that introduces us to the rocky barrier that admits us to the upper lakes.

The two long levels on the canal, and the Lockport basin, the Wat Hoix gap on the Mohawk, and perhaps other places

and remarkable features, no doubt conduced to aid the ingenuity of man in completing this Herculean undertaking of tracing and excavating for 362 miles, a channel to unite the waters of the lakes and the ocean by the deep majestic link of the Hudson and Mohawk.

### Lockport,

the capital of Niagara County, is founded upon the summit and the base of the terrace or rocky ridge, that stretches from Lewiston heights on the Niagara, eastward towards the Oneida Lake. In 1821 its site was a farm, and was then surveyed and divided into city lots, and the incorporated limits of one and three quarters by one and a half miles, cover an area of 1,680 acres, and is composed of an upper and lower town or terrace. There are 500 houses, and 6,000 inhabitants of all grades, and the usual variety of professions, trades, and employments. A rail-road of 20 miles here extends to Niagara Falls.

Its buildings, both public and private, are of the excellent stone that is here quarried; such is the court house and jail, and some of the nine churches or meeting-houses. There is an academy, and one seminary for males, and one for females, and many select and common schools, several hotels in good repute, a bank, capital \$100,000, a lyceum for literary and scientific purposes, a library, two bookstores, and numerous dry goods and groceries.

The flouring business here also takes precedence, there being four large mills with 24 run of stones that make annually 47,000 barrels of flour, worth \$235,000. The great abundance of water derived from Lake Erie, that is brought through the deep cut to the brow of the ridge, and all around the basin, is used in part for the following mills and factories, viz. one for sawing stone, one cotton and one woollen factory, two double gang saw mills, five single saws, one machine shop, two furnaces for forging and working iron, one set of machinery for making barrels, one window sash factory, one carding and cloth dressing mill. There are four wagon makers, and one coach do., six turning lathes, two chair factories, ten smiths, two gun smiths, two tin, copper, and sheet-iron workers, three newspapers. The waste water of the above mills, and of the five combined or double

locks of the sixty feet mountain ridge, after it has fulfilled its hydraulic operations in its descent to the basin, is there retained by a dam across the ravine, and forms the head or fountain to fill the long or sixty-five mile level, and as such is chiefly relied on, though the Oak Orchard, the Genesee, and other feeders are useful in their place.

The upper village is about 80 feet above the level of the basin and long level of the canal, and this leads to many picturesque and pleasing sites, in disposition of houses, water, &c.

In moving up in a boat to the head of the basin to enter the chain of double locks that are arranged in the most massive style, side by side, in huge chambers, with stone steps in the centre, guarded by iron railings on both sides for safety and convenience, the gates of the lock are closed after the boat is in the chamber, and the roaring and sudden influx of the water from the lock above, in three or four minutes raises the boat to the level of the next lock above, and this is repeated five times, the adjoining side lock being, perhaps, employed in letting a boat pass down the lock to the basin and canal.

The boat having in this manner risen up 60 feet in five lifts, the passenger is astonished to contemplate before him a vista of several miles, bounded on either hand by walls of the solid limestone rock, 25 to 30 feet high, and very appropriately called the *Deep Rock Cutting at Lockport*, and this continues for several miles south, but gradually diminishes in height as the rock dips under the soil, when we emerge at *Pendleton*, through a guard lock into the dark waters of the Tonnawanta Creek, that by means of a dam at its mouth of four and a half feet, that backs the water and raises it to a level with Lake Erie, is, for 12 miles from this, as still and sluggish as a canal, and is 120 feet wide and 16 feet deep, with a tow-path on its south bank, and in this 12 miles is only a descent of one foot. This creek is the boundary of Niagara and Erie Counties, and rises in the south part of Genesee, and has a course of north-north-west and west for more than 80 miles to the Niagara River, opposite Grand Island and the new village of *Tonnawanta*, with its mills and 20 houses, &c. From the dam here are outlet locks from the Erie Canal to the Niagara River. The East Boston Company, proprietors of Grand Island, are interested in this place, and also own *White Haven*, on Grand Island, where they have 50 families and 200 workmen, a steam grist mill and saw mill 150

feet square, with room for 15 gangs of saws, a building used for school and church, a wharf, and a dock for floating timber.

Ellicott's Creek comes into the Tonawanta just above the dam.

Turning round to the south and leaving the Tonawanta behind, we advance along the banks of the clear blue Niagara (here 100 rods in width over to Grand Island) on the one hand, and the higher banks of the Erie Canal on the east, passing the Long Meadows at Two Mile Creek, and in six miles are at the lower end of Black Rock Harbor, and the sloop lock and mills, Skajocketa Creek, and Squaw Island, and the mole, then one mile to Black Rock, one to the upper end of the mole at Bird Island, and one and a half to *Buffalo* city, the queen of the lakes.

*Black Rock* has 350 dwellings, is three miles from Buffalo, and is opposite to the village of Waterloo and Fort Erie, (in ruins). The *River Niagara*, or more correctly perhaps, the St. Lawrence, is here near one mile wide and 25 feet deep, and has a current of six miles an hour, is of a sea green color, and has a ferry to the Canadian shore. The mole, a crib 18 feet wide, filled with stone, that extends from Bird Island north, and forms the harbor, (88 to 220 yards broad,) is 4,565 yards long, nearly parallel to the east shore, thus forming a narrow but secure refuge inside of the break-water, of an area of 136 acres, and raising the water at the lower part of the dam four feet, that could be used for 100 mills, that no drought or season could ever affect. There are now one flouring mill, one grist of two run, two saw, a stove, and carding and fulling mill, one iron foundery and steam engine factory, a distillery, and grinding mill, and at Squaw Island, a saw and shingle mill, and a glass factory.

A rail road of three miles on the low bank at the harbor's side leads to Buffalo, and the rail road from Buffalo to the Falls of Niagara is on the upper bank. The town plat embraces 1,212 acres. In the mania for speculating in 1836, an association purchased the property of P. B. Porter, of 400 acres of land, house, factories, water power, &c. for \$300,000. The State of New-York formerly owned a mile in width along the frontier, from Lake Erie to Ontario, that was not sold to the Holland Company.

The floor of the lake at the water's edge on the Canadian shore, near Fort Erie, where the waves and surf act with full effect, and where the indraught towards the river is very

strong, is of limestone, extending by a gradual slope into the lake towards Buffalo. The desolating effects of war are yet visible on the walls of this fortification; some of the iron *pills* are still to be seen, deeply fixed in the thick limestone walls, that are blackened with smoke. From this position is a fine view of the lake, and of Buffalo, Black Rock, and of the American shore; and in proceeding from Black Rock by the upper town towards Buffalo, is a still more extensive view of the grandeur of the lake, and of its iron-bound shores on the south, to the utmost extent of vision.

The Erie Canal continues on from the Black Rock harbor 114 chains to Little Buffalo Creek in the heart of the town, with lateral branches through the lower town.

A *mole and pier* of wood and stone extends 1,500 feet into the lake from the south shore of the creek, and at the extremity of the pier is a light house 46 feet high, 20 in diameter at base, of yellow sandstone. Vessels of eight feet draught can enter this harbor, a mile in extent, and remain secure. A ship canal 80 feet wide and 13 deep, near the mouth of the creek, extends for 700 yards.

The approach to this city of the lake is, either by land or water, quite imposing, as its domes, turrets, steeples, and successive streets and lake craft, are developed to our view, and when it is considered that all we behold here has arisen from the industry and the labor of man within ten or twenty years, it is gratifying to any philanthropist as being the result of our free institutions.

A marine hospital and rail-way are erected.

Buffalo and Black Rock have a supply of water by a canal coming from the creek four miles above the city to its eastern limits, that has attracted to its borders a considerable population engaged in manufactures. Steam-boats for Detroit and the intermediate ports, and for Chippewa and the Falls, go daily. Much inconvenience to the trade on the canal, and to the commerce of Buffalo, is occasioned by the ice, that in April, or later, blocks up the harbor for several weeks, and this can, perhaps, only be obviated in part, by continuing the canal along the lake shore to Dunkirk or Portland, near the western border of the State. The great rail-road from Dunkirk through the southern range of counties to the city of New-York, about 400 miles long, that is now in progress, is another cogent reason why this canal should be continued to the same terminating point.

For description of Buffalo see p. 69 and 70.

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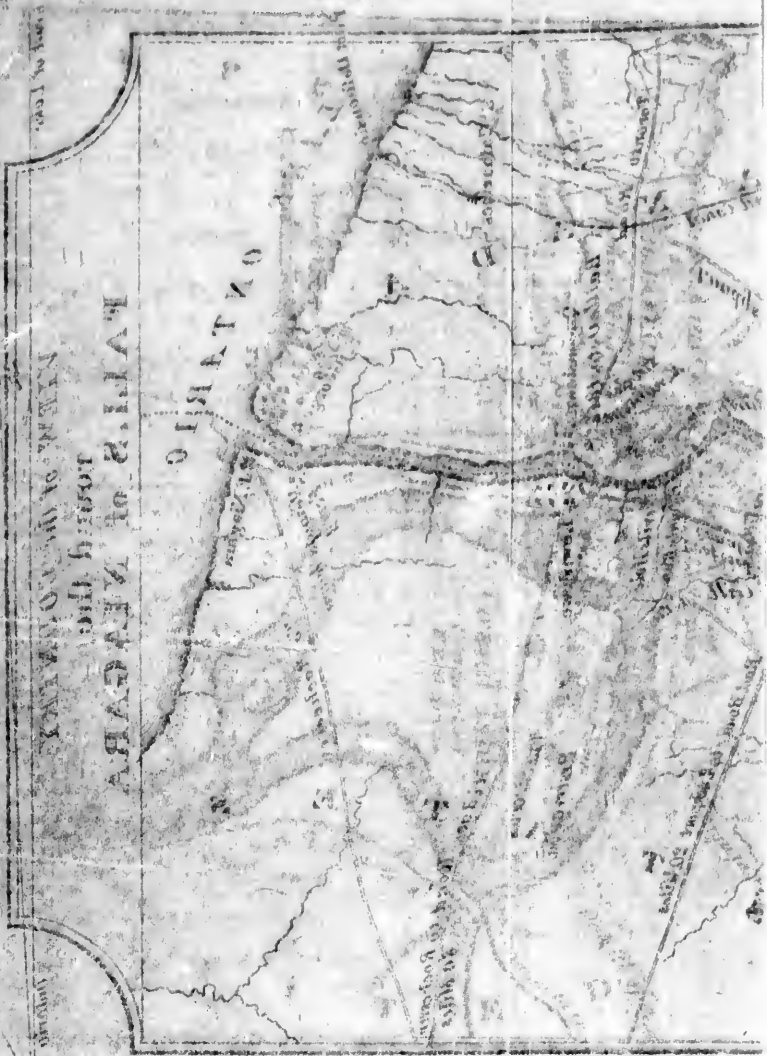
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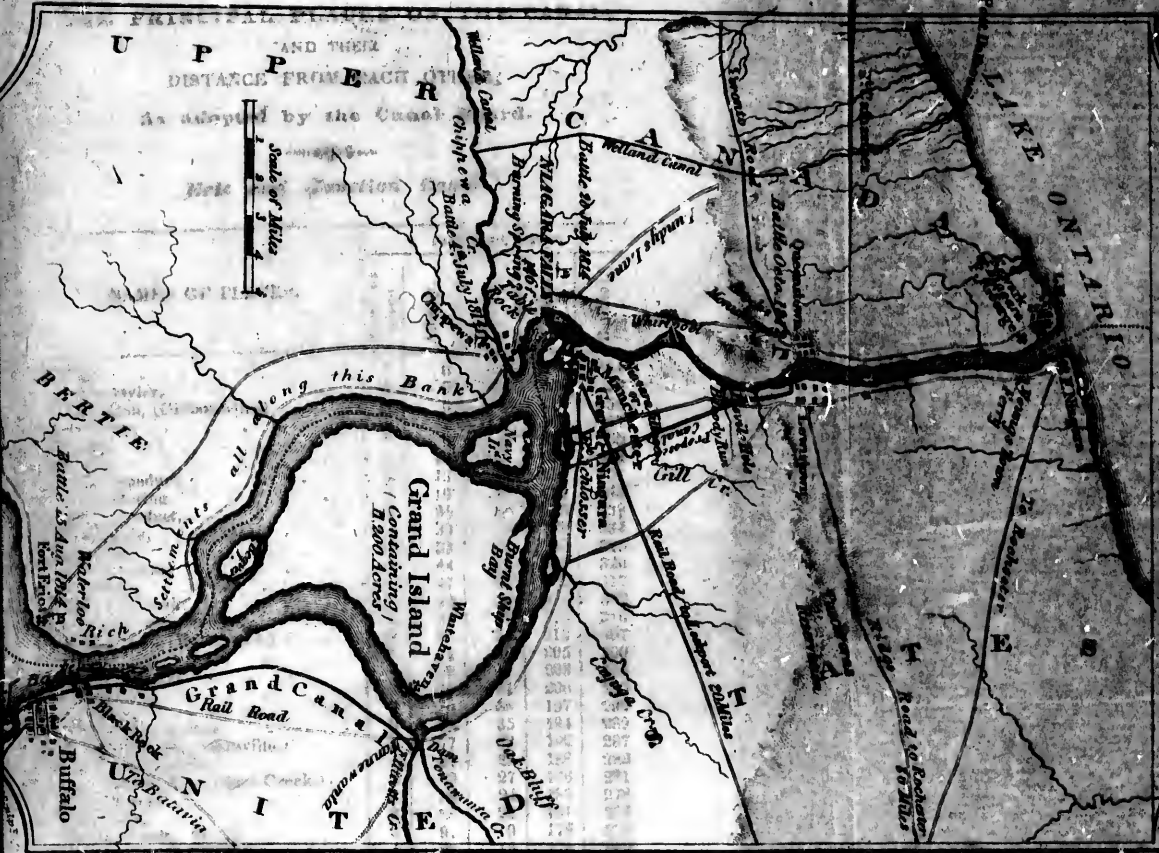


A LIST OF

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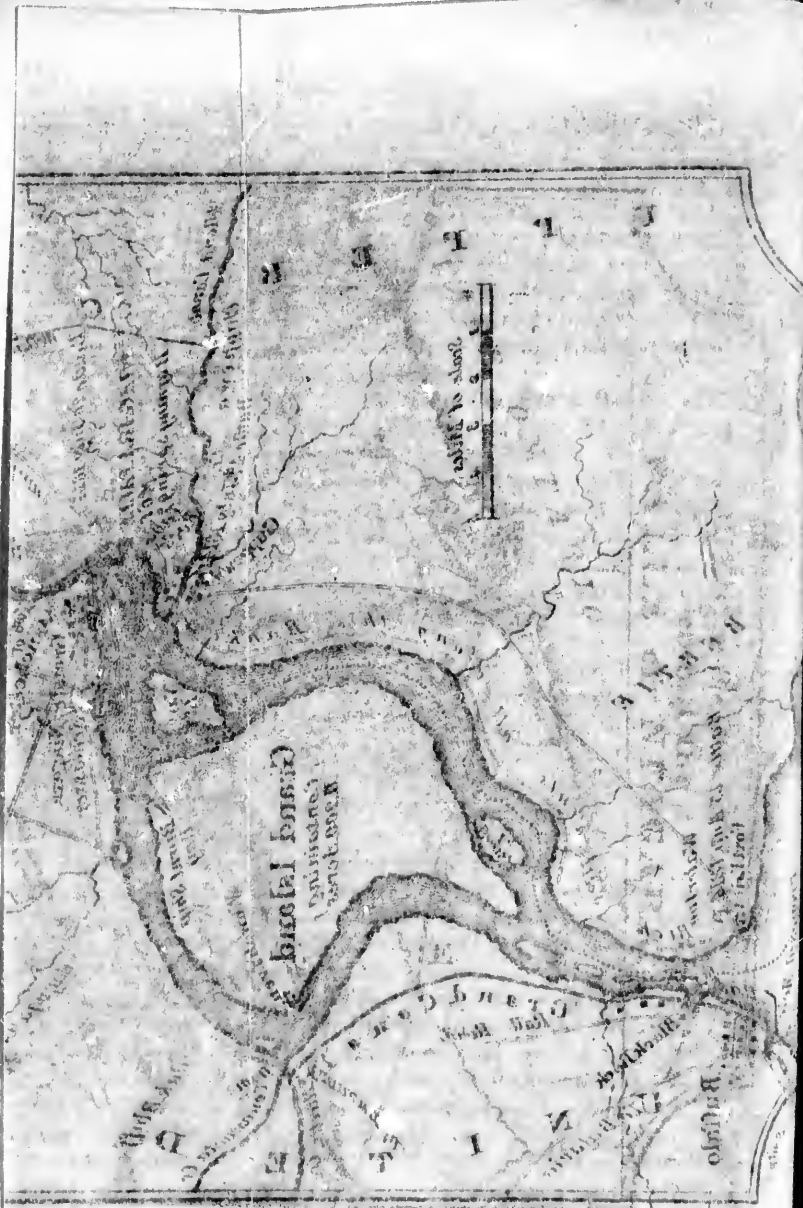
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VIEW of the COAST round the FALLS of NIAGARA

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A LIST OF  
**THE PRINCIPAL PLACES ON THE CANAL,**  
 AND THEIR  
 DISTANCE FROM EACH OTHER,  
 As adopted by the Canal Board.



*Erie and Junction Canal.*

NAMES OF PLACES.	DISTANCE FROM.				
	Place to place.	Albany.	Utica.	Rochester.	Buffalo.
Albany, . . . . .	0	0	110	269	364
Port Schuyler, . . . . .	5	5	105	264	359
Washington, (Gibbonsville,) . . . . .	1	6	104	263	358
West Troy, . . . . .	1	7	103	262	357
Junction, . . . . .	2	9	101	260	355
Cohoes, . . . . .	1	10	100	259	354
Lower Aqueduct, . . . . .	3	13	97	256	351
Willow Spring, . . . . .	6	19	91	250	345
Upper Aqueduct, . . . . .	7	26	84	243	338
Schenectady, . . . . .	4	30	80	239	334
Rotterdam, . . . . .	9	39	71	230	325
Phillip's Locks, . . . . .	5	44	66	225	320
Amsterdam, . . . . .	3	47	63	222	317
Schoharie Creek, . . . . .	5	52	58	217	312
Smithtown, (Auriesville,) . . . . .	2	54	56	215	310
Caughnawaga, (Fultonville,) . . . . .	3	57	53	212	307
Big Nose, . . . . .	7	64	46	205	300
Spraker's Basin, . . . . .	2	66	44	203	298
Canajoharie, . . . . .	3	69	41	200	295
Fort Plain, . . . . .	3	72	38	197	292
Diefendorf's Landing, . . . . .	3	75	35	194	289
Minden Dam, (St. Johnsville,) . . . . .	2	77	33	192	287
East Canada Creek, . . . . .	4	81	29	188	283
Indian Castle, (Nowandaga Creek,) . . . . .	2	83	27	186	281
Fink's Ferry, . . . . .	3	86	24	183	278
Little Falls, . . . . .	2	88	22	181	276
Rankin's Lock, (No. 7,) . . . . .	3	91	19	178	273
Herkimer Lower Bridge, . . . . .	4	95	15	174	269
Herkimer Upper Bridge, . . . . .	1	96	14	173	268
Fulmer's Creek, . . . . .	1	97	13	172	267
Morgan's Landing, . . . . .	1	98	12	171	277

NAMES OF PLACES.	DISTANCE FROM				
	Place to place.	Albany.	Utica.	Rochester.	Buffalo.
Steel's Creek, . . . . .	1	99	11	170	265
Frankfort, . . . . .	2	101	9	168	263
Ferguson's, . . . . .	6	107	3	162	257
Utica, . . . . .	3	110	0	159	254
York Mills, (Wetmore's), . . . . .	3	113	3	156	251
Whitesboro', . . . . .	1	114	4	155	250
Oriskany, . . . . .	3	117	7	152	247
Rome, . . . . .	8	125	15	144	239
Wood Creek Aqueduct, (Fort Bull), . . . . .	2	127	17	142	237
Hawley's Basin, . . . . .	2	129	19	140	235
Stoney Creek, . . . . .	1	130	20	139	234
New London, . . . . .	2	132	22	137	232
Higgins', . . . . .	4	136	26	133	228
Loomis', . . . . .	2	138	28	131	226
Oneida Creek, (Durhamville), . . . . .	3	141	31	128	222
Canastota, . . . . .	5	146	36	123	218
New Boston, (Canasaraga), . . . . .	4	150	40	119	214
Chittenango, . . . . .	3	153	43	116	211
Pool's Brook, . . . . .	3	156	46	113	208
Kirkville, . . . . .	2	158	48	111	206
Little Lake, . . . . .	2	160	50	109	204
Manlius, (Reels), . . . . .	2	162	52	107	202
Limestone Feeder, . . . . .	1	163	53	106	201
Orville Feeder, . . . . .	2	165	55	104	199
Lodi, . . . . .	5	170	60	99	194
Syracuse, . . . . .	1	171	61	98	193
Geddes, . . . . .	2	173	63	96	191
Belisle, . . . . .	4	177	67	92	187
Nine Mile Creek, . . . . .	1	178	68	91	186
Camillus, . . . . .	1	179	69	90	185
Canton, . . . . .	5	184	74	85	180
Peru, . . . . .	2	186	76	83	178
Jordan, . . . . .	4	190	80	79	174
Cold Spring, . . . . .	1	191	81	78	173
Woodsport, . . . . .	5	196	86	73	168
Centreport, . . . . .	1	197	87	72	167
Port Byron, . . . . .	2	199	89	70	165
Montezuma, (Lakeport), . . . . .	6	205	95	64	159
Lockpit, . . . . .	6	211	101	58	153
Clyde, . . . . .	5	216	106	53	148
Lock Berlin, . . . . .	5	221	111	48	143
Lyons, . . . . .	4	225	115	44	139
Lockville, . . . . .	6	231	121	38	133
Newark, . . . . .	1	232	122	37	132
Port Gibson, . . . . .	3	235	125	34	129

FROM		NAMES OF PLACES.	DISTANCE FROM				
Rochester.	Buffalo.		Place to place.	Albany.	Utica.	Rochester.	Buffalo.
170	265	Palmyra, . . . . .	5	240	130	29	124
168	263	Macedonville, . . . . .	4	244	134	25	120
162	257	Wayneport, (Barrager's Basin,) . . . . .	3	247	137	22	117
159	254	Perrinton, (Lindel's Bridge,) . . . . .	2	249	139	20	115
156	251	Perrinton Centre, (Col. Petor's,) . . . . .	2	251	141	18	113
155	250	Fairport, . . . . .	1	252	142	17	112
152	247	Fullam's Basin, . . . . .	1	253	143	16	111
144	239	Bushnell's Basin, . . . . .	3	256	146	13	108
142	237	Pittsford, . . . . .	3	259	149	10	105
140	235	Billinghast's Basin, . . . . .	4	263	153	6	101
139	234	Lock No. 3, . . . . .	2	265	155	4	99
137	232	Rochester, . . . . .	4	269	159	0	95
133	228	Brockway's, . . . . .	10	279	169	10	85
131	226	Spencer's Basin, . . . . .	2	281	171	12	83
128	222	Adams' Basin, . . . . .	3	284	174	15	80
123	218	Cooley's Basin, . . . . .	3	287	177	18	77
119	214	Brockport, . . . . .	2	289	179	20	75
116	211	Holley, . . . . .	5	294	184	25	70
113	208	Scio, . . . . .	4	298	188	29	66
111	206	Albion, . . . . .	6	304	194	35	60
109	204	Gaines' Basin, . . . . .	2	306	196	37	58
107	202	Eagle Harbor, . . . . .	1	307	197	38	57
106	201	Long Bridge, . . . . .	2	309	199	40	55
104	199	Knowlesville, . . . . .	2	311	201	42	53
99	194	Road Culvert, . . . . .	1	312	202	43	52
98	193	Medina, . . . . .	3	315	205	46	49
96	191	Shelba Basin, . . . . .	3	318	208	49	46
92	187	Middleport, . . . . .	3	321	211	52	43
91	186	Reynold's Basin, . . . . .	3	324	214	55	40
90	185	Gasport, . . . . .	2	326	216	57	38
85	180	Lockport, . . . . .	7	333	223	64	31
83	178	Pendleton, . . . . .	7	340	230	71	24
79	174	Welch's, . . . . .	2	342	232	73	23
78	173	H. Brockway's, . . . . .	4	346	236	77	19
73	168	Tonnawanta, . . . . .	6	352	242	83	12
72	167	Lower Black Rock, . . . . .	8	360	250	91	4
70	165	Black Rock, . . . . .	1	361	251	92	3
64	159	Buffalo, . . . . .	3	364	254	95	0
58	153						
53	143						
48	143						
44	139						
38	133						
37	132						
34	129						



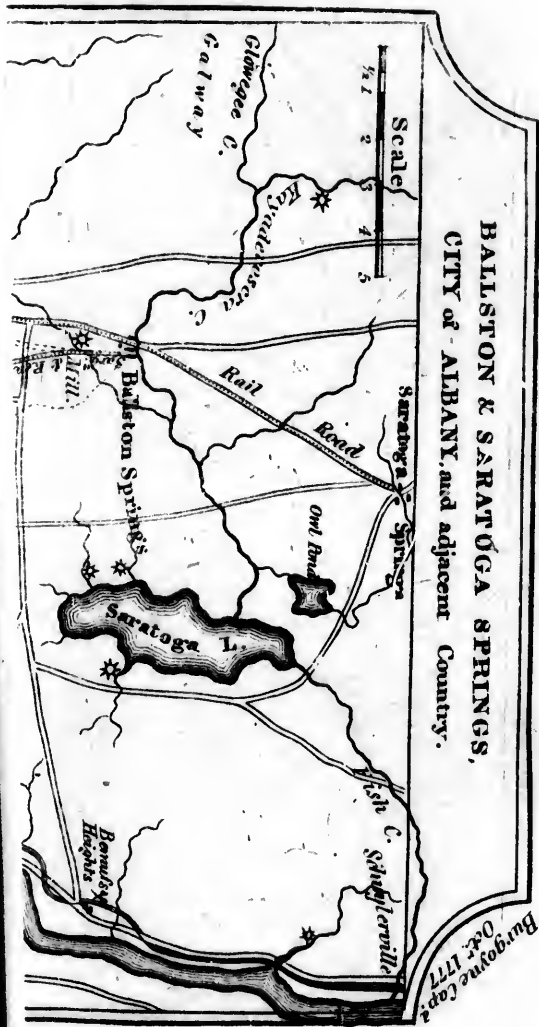
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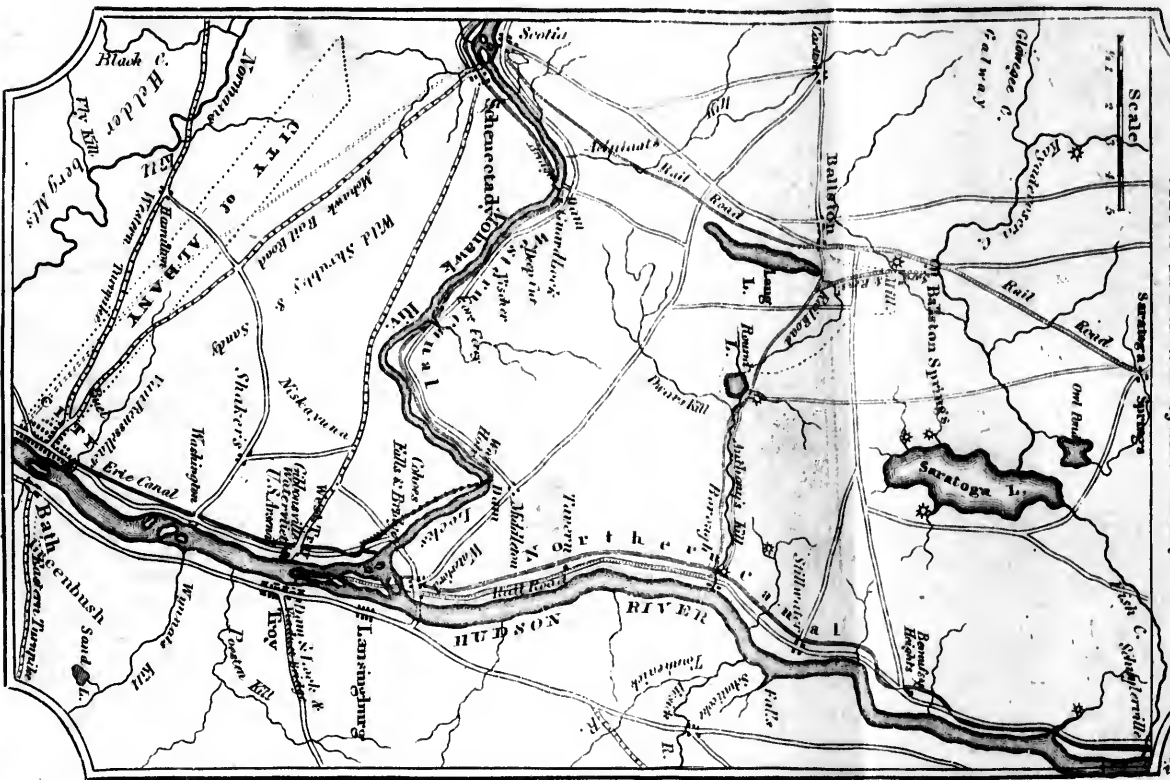
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**BALSTON & SARATOGA SPRINGS,  
CITY OF ALBANY, and adjacent Country.**

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**Steam-boat route to St. Louis, via Lake Erie, &c.  
above 1200 miles.**

From Buffalo to Dunkirk,	45 miles.
Portland,	60
Erie,	90
Salem,	120
Ashtabula,	135
Grand River,	165
Cleveland,	195
Huron,	245
Sandusky,	260
Detroit,	330
Mackina,	600
Green Bay,	750
Chicago,	900

Stage coaches go from Chicago to St. Louis, 320 miles.  
do. to Galen, Wisconsin, is 160 miles, time 2  
days and nights, stage fare \$12 to \$15.

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**Route from Albany, Troy, Ballston, and  
Saratoga, to Lake George, Ticonderoga,  
and Whitehall.**

The capital macadamized road of six miles, that leads by the side of the Erie Canal and the Hudson River to Gibbonsville, and past the United States arsenal to West Troy, six miles, is one of the best roads in the State, and cost \$90,000. The *Arsenal* is comprised within a very extensive plot of ground, bisected by the Erie Canal, and adjoining the main road, and consists of several fire-proof edifices, and large stores of small arms, and the various munitions of war, ordnance shops, &c.; this is one of the most important national depôts, and is worth a moment's time of the traveler to behold, as the armory always contains an immense stock of small arms, arranged in glittering and imposing manner, and the relics of the revolutionary parks of artillery, and of some presented by the King of France, Louis 14th.

*West Troy* has grown up rapidly, and is a suburb of Troy, and with it identified in interest and prosperity, containing 500 dwellings and 3,300 inhabitants, employed principally in manufactures, with a bank of a capital of \$150,000. There is an India rubber manufactory, and several operations

carried on that derive water power from the surplus waters of the Erie and Junction Canals, that by a side cut have an outlet here into the Hudson, and across the river to Troy, and the intercourse by means of ferries and the rail-road bridge is constantly kept up.

One of the sprouts of the Mohawk passes under the bridge that leads from West Troy to Tibbitt's Island. The lower ferry near the arsenal loads across the Hudson, here one eighth of a mile wide, to Washington-street and the foot of Mount Ida on the east bank, 300 feet high, from which is one of the finest views and panoramic scenes on the Hudson. The mansion and grounds of John Hart and ——— Wilson occupy the summit, and George Tibbitts the next one north.

The middle ferry, passing beyond Liberty and Division-streets, lands at Ferry-street, and penetrates the central part of the city to the east. The next streets in a parallel direction to the last, are in succession, Congress, State, Albany, Elbow, Grand; the two latter extending east past the Rensselaer Institute, established by the late patroon, Stephen Van Rensselaer, Esq. for gratuitous education, by A. Eaton.

The next in order are Federal-street, and the rail-road bridge, Jacob, Hutton, and Hoosack-streets; from the latter, the capital macadamized road leads out north-east to Bennington in Vermont, 28 miles, and the company that constructed it have the grant of laying rails on the same, connected with the rail-road to Brattleboro', on the Connecticut River; thence is a road to Lowell, on the Merrimack, making a new route to Boston.

The next streets north of Hoosick are Vanderheyden, Jay, Rensselaer, and North, (east of which is Mount Olympus, 120 feet high,) then Middlebury, Canal, and Dow-streets, and the water-works on the north, and the *State dam* of nine feet high, extending across the Hudson, and backing the water to Lansingburg and Waterford, with locks of a size to pass sloops.

River-street is the principal thoroughfare next to the Hudson, and contains the principal warehouses, stores, and shops, and some *HOTELS*; the *Mechanic*, the *Troy*, and *Mansion* houses; the two latter on Albany and River-streets, the *Franklin*, corner of Elbow-street, and *Washington Hall*, corner of Grand and Division-streets, and *Stearn's*, near King-street, and the *Northern Hotel* between Jacob, and Hutton, and River, and Second-streets, the *American*, and the *National*.

Next to River-street on the east, are streets named from First to Seventh streets, and on First street is the bank of Troy, the Presbyterian and Scotch Presbyterian churches, and on the Second street is the celebrated *Seminary for females*, so long and ably managed by Mrs. Willard, (lately retired, and succeeded by her son and daughter-in-law, Mr. and Mrs. John H. Willard, as joint principals, aided by 17 assistant teachers.) The terms are \$240 per annum. The *Episcopal and Presbyterian churches* are creditable and ornamental edifices, as is the *court house* of marble, with pillars in the Grecian style.

Troy has a population of 20,000, four banks, total capital \$1,318,000, and three insurance companies \$800,000, 12 churches, (four Presbyterian, two Episcopal, one Baptist, one Methodist, one Roman Catholic, one Bethel, one Friends, one Universalist,) a market and, a jail, a lyceum of natural history and cabinet of minerals, an asylum for orphans, and a house of industry, several daily and weekly papers, and many schools. The houses are of brick, there having been several large fires that have most used up the wooden ones, and the streets are paved, and ornamented with trees, and jets of water from the reservoir, that has a head of 75 feet, and supplies the city by iron pipes subterranean.

The warehouses fronting the Hudson are lofty, and the enterprise, activity, zeal, and public spirit manifested by the citizens of Troy, in competing with Albany for the steam-boat business, and the canal and river trade, and in rail-roads to the Springs, and roads to the interior, evince the stamina of wealth and perseverance.

As a residence either temporary or permanent, for business, or pleasure, or health, it has much to recommend it. It is incorporated, and has six wards, a mayor, and 12 aldermen.

The first house built in the village of Vanderheyden, as it was called in 1707, yet remains, corner of River and Division-streets. In 1787 there were but four dwellings, and the ground was covered with oaks and pines. The Poesten and Wynant's Kill, coming from the east, have a descent of 400 feet in four miles, of which 270 are in the city bounds, and give great power, that is used for a variety of purposes, by four flouring mills (capable of making 100,000 barrels of flour yearly,) a wool and cotton factory, nail and spike factory, and rolling and slitting, one paper mill.

*Cascadilla*, at the iron works one mile off, has 60 dwellings.

There are also air furnaces, steam engine and machine factory, breweries, tanneries, four large tallow chandlers, famous for making best tallow candles, two carriage factories, whose stages are seen all over the United States, bell and brass founderies, three plaster mills, two burr mill stone factories, a shovel and spade factory, a rope walk, bleaching and coloring works. There are 100 vessels owned in this place, and several of the largest steam boats on the Hudson, that carry yearly 232,000 tons of freight, and 10 tow boats that carry 66,000 tons, 160 canal boats, of 30 to 40 tons each, belonging to the Troy line to bring produce to this city direct, 67 cotton and 40 woollen factories are within the range and influence of the Troy market to the east and north, and draw their supplies hence, and the water power that is still unemployed in this vicinity, that may be drawn from the Hudson and Mohawk, &c. is immense.

A pleasant walk may be taken along the banks of the Poes-ten, and other kills, tracing them up to their summits, through narrow gorges or ravines, and cragged rocks, amid trees, and shrubs, and murmuring falls and cascades, wild, romantic, and picturesque.

The great slide or land slip that took place from the disruption of a hill to the east of, and immediately in the rear of Troy, in 1837, by which several lives were lost, is well worth viewing as a matter of curiosity, and though the ascent, by toiling up Congress street, past Mr. Tibbitt's, and thence to the right or south to Mount Ida, may be arduous, yet the view that will unfold itself to the eye is splendid, and cannot but be impressive.

The alluvial flats at the foot of the hill are from a quarter to half a mile wide, and the arrangement of the city plat is into blocks of 400 by 280 feet, intersected by alleys. Fifteen of the streets range north and south, and 19 east and west, and are 60 feet wide, and graveled or paved, and lighted.

Omnibusses and stages are continually passing between Albany and Troy, for a fare of 12½ cents each passenger.

*Lansingburg* is three miles north of Troy, has 3,000 inhabitants, six churches, and 500 dwellings, principally on one street, and a bank. It is laid out in squares 400 by 260 feet, with alleys and wide streets, is opposite the mouth of the Mohawk, and the roar of the Cohoes Falls can be heard at night, and from the hills in the rear it can be seen at a distance of five miles west, beyond Van Shaick's Island, where was the camp

of the Americans before the capture of Burgoyne at Saratoga, in 1777, and here the army under Gen. Schuyler had entrenched, and were to have made a last and desperate stand, if the enemy had thus far advanced.

Famous good ale is here made by several establishments on a large scale, and there are 40 stores, and much business, and many mills and factories, slaughtering and packing houses, oil cloths, brushes and bellows, guns and rifles, machine cards, &c. The communication with the towns below, by hourly coaches, omnibusses, &c. make this almost a suburb of Troy.

*Waterford* has four churches, 200 dwellings, population 2,000, and a bank with a capital of \$100,000, several flour mills and manufactories that derive their water power from the Mohawk, and here are three locks of 11 feet, uniting the Champlain Canal to the Hudson and Mohawk. The bridge over the Hudson to Lansingburg, of 800 feet long, cost \$70,000, was carried away in the great storm and freshet of 26th and 27th of January, 1839. This is the extreme head of sloop navigation. The Cohoes Falls, on the Mohawk, that are elsewhere described, (see p. 88,) may be visited in a ride of three miles from this place, and the aqueduct over the Mohawk, and other scenes and points of importance.

The *Rensselaer and Saratoga Rail-road* starts in Troy from the vicinity of the fashionable hotels, the Troy House, and the Mansion House, at the junction of Albany and River-streets, and goes through River to Frederick-street, and thence crosses the Hudson by a covered bridge 1,600 feet long, on eight piers of cut stone, 30 feet above high water, and 34 feet wide, with a water way of 180 feet between each pier. two of them resting on Fish Island, thence to Tibbitt's or Green Island, and then assumes a direction to the north four and a half miles, passing over the delta and three branches of the Mohawk on bridges resting on substantial abutments of stone to *Waterford*, thence following side by side with the canal and the Hudson River for eight miles to *Mechanicsville*, a village of a few mills and 60 dwellings, then crossing the canal, turns to the north-west up the valley, and past Round Lake in four miles, and in six miles from this, a creek, and for two miles it runs in close proximity to the Saratoga and Schenectady Rail-road, and enters Ballston Spa, and there uniting with the other road, both trains pass on to Saratoga, after a few minutes halt to discharge those passengers desirous of remaining

at Ballston for a few days to test the exhilarating qualities of its famous medicinal waters, and enjoy the fashionable society at the *Sans Souci* and the other hotels. Twenty-four miles from Troy, seven from Saratoga, 30 from Albany.

There are three churches, a reading room, a court house, a jail, a six story brick building intended for a cotton factory, several mills, six hotels and stores, 180 houses, and 1,100 inhabitants. It is situated in a vale, and a small creek winds its way through the centre, and has a succession of cascades, where art has added to the picturesque effect.

The price of board is from three to eight or ten dollars a week. As there are two post offices in the town, travelers must be careful to have their letters and papers sent to *Ballston Spa*.

The *Stimpson Farm* in Galway, of 1000 acres, is on a spur of a mountain 10 miles north-west of the spa in Ballston, and as boarders are received by the proprietor, and the farm is celebrated as a pattern, and is withal situated in a position overlooking a large extent of country, a visit to it, in making a circuit through the neighborhood, is recommended.

By his method, four tons of hay and 100 bushels of corn to the acre have been realized.

*Galway Corners* has two churches, four stores, 40 dwellings, and two public houses. West Galway, three miles further, has 20 dwellings, and a meeting-house for Quakers, Baptists, and Presbyterians.

A ride on the plains between the Green and Mayfield Mountains, is a favorite excursion with strangers.

The *Sans Souci* is the most prominent building in this village, and is of wood, with a front of 160 feet, and wings of 150 feet, and three stories high; that, with its broad piazzas, and court yard tastefully embellished with trees and shrubbery, its neat lawns, clean and well kept gardens and grounds, makes an agreeable impression on the traveler as the train takes a sweep through the village, crosses the *Kyaderasseras*, and he alights at this splendid hotel.

The spring in the rear of the hotel, and that in the rear of the village hotel, and the original spring at the west of the village, contain, as essential ingredients, the carbonates of soda, of lime, iron, and magnesia; the tonic qualities of the iron, and the sparkling and enlivening influence of the fixed air that they possess in an extraordinary degree, have a wonderful effect upon enervated, bilious, and debilitated constitutions.

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Such is the salutary effect of these waters upon some, that an annual resort to them in summer is indispensable, but to strangers prudence would dictate that the advice of a resident physician should always be obtained as to the quantity and mode of taking them.

Ballston, or *Long Lake*, is five miles south of the Spa, and is a fine body of pure water, five miles in extent north and south, and one wide, and yields good sport to the votaries of old Isaac Walton; and the same may be said of other lakes in this county and vicinity, such as Saratoga, Round and Owl Lakes; the former is nine miles long by three wide, six south of Saratoga and six east of Ballston Spa; and at the taverns on the west shore of the lake are good accommodations, and the necessary equipments for fishing, fowling, or sailing. The border of the Saratoga Lake is marshy and accessible but in few places, but soon rises into elevated ridges amphitheatrically, with some cultivation. Snake hill on the east shore is 200 feet high, and intrudes into the lake three miles from the south end. The argillaceous and graywacke slate composing its rock strata is remarkably contorted. The lake is supplied by the Kyaderasseras Creek that heads in the mountains a few miles to the north-west, and its outlet is Fish Creek, that joins the Hudson at Schuylerville eight miles east. (See index)

As the cars leave Ballston for Saratoga, the road curves to the north through the principal street over a bridge and an embankment, and then strikes off to the north-east over the creek, which course it continues to Saratoga. The line of this road of  $21\frac{1}{2}$  miles, passing the Ballston Lake as above described, is over a country so level as not to require an inclination over 16 feet per mile; its cost, from its cheap construction, being only \$300,000, with engine, cars, &c.; the sills of wood with iron plates.

### **Saratoga Springs,**

that are now so easily reached by rail-road from Albany or Troy, are situated on a broad street, on which are the principal hotels, five churches and 250 dwellings. The hotels in most repute are the *United States*, an edifice of brick, 200 feet by 36, four stories high, with a wing of 60 feet on the north and three stories high, and another on the south

of 100 feet by 50, with commodious parlors and bed-rooms for families. The grand piazza in front extends and connects with that on the south and rear, and the ground and garden is most tastefully and pleasingly laid out, and admirably well kept, clean and attractive; the house can receive 300, and the dining and drawing rooms are capacious and elegant. There are about five acres attached to this establishment, with extensive stables, &c. The house is kept by Seaman and Marvin.

The *Congress Hall* is 200 feet in front and three stories high, with an attic, and has a wing of 60 and one of 100 feet. But the most striking and effective feature in this spacious edifice, and in fact in the entire village street, is the ample piazza in front, and its pillars of wood entwined with evergreens in the happiest manner, with a flower garden in front of the colonnade, separated from the street by a neat railing. A pine grove and a garden in the rear are enjoyed from the back piazza. The construction is of wood, and can also receive 300. It is the nearest to the Congress Spring, the fountain of health, and has a gravel walk and shade trees leading thereto.

The *Pavillion* is of wood, and has a front of 136 feet, and a wing of 80, and one of 200 feet, with private parlors and lodging rooms, convenient for families. It is two and a half stories high with an attic, and a portico and collonade in front; a large garden, with a small lake in the rear for fishing. The rooms are so arranged with folding doors as to throw open the whole into one grand saloon, for dining or for balls and large assemblies.

The *Union Hall*, opposite the Congress, 120 feet front and three stories high, with two wings of 60 feet, and a building adjoining of 100 feet, with private parlors and a garden in the rear; kept by Putnam and Taylor. The *Adelphi Hotel* is brick, three stories high, near the United States; kept by Mr. Cross.

The *Columbian Hotel*, south of the Pavillion, has a garden.

The *Washington Hall*, a retired house in the north part of the street, free from noise and dissipation. Boarding may be had from four to twelve dollars per week.

*Prospect Hall*, one mile north-west, by B. R. Putnam, and *Highland Hall*, half a mile south of the Congress, may be resorted to in case of need.

The healing virtues of these waters to invalids was un-

folded by the aborigines to their friend and patron, Sir William Johnson, in 1767, when he was borne to the spring on a litter, but by the use of the waters a few weeks, he was reinstated in health. At that time, bears, deer, wolves and moose abounded, beaver and salmon-trout sported in the stream, and the huts of the Indians were scattered in the valley.

In 1783, Gen. P. Schuyler came from Fish Creek and spent several weeks under a tent with his family, near the High Rock Spring, and in 1789 G. Putnam came in, and with him and his descendants, and other settlers of that day, began the permanent settlement and improvements that have continued to the present time.

The *High Rock Spring*, rising as it does in a circular aperture to a certain height in the interior of a dome-shaped rock, elevated several feet above the surrounding level, would in any part of the world be viewed as a remarkable curiosity; but when accompanied as it is by the emission of such a quantity of fixed air, the deadly carbonic acid gas of the laboratory of nature, with the mysterious and alarming effect upon animal life that it exhibits, great indeed must have been the astonishment of the early discoverers.

Even now its "grotto del cane," unseen cause, though understood and explained, is to the uninitiated a gaping wonder, that will attract for ever thousands of pilgrims and worshippers.

In 1792, Mr. Gillman, a member of *Congress*, discovered the Spring that bears that name, issuing from an aperture in the side of a rock that bordered the little brook that rises from the earth 50 rods west, and for several years it could only be collected in small quantities as it came from the rock, only to tantalize the eager and thirsty recipient; attempts were made to excavate and search for its source, and for a time it was lost, and the goose that has since returned and placed its golden egg beneath, fled for a time from the eager and prying curiosity of man, but the sagacious Putnam, observing, after a lapse of events, signs of gas rising through the water of the brook, turned the stream aside, and by digging eight feet through marl and gravel, recovered the sacred fountain, placed a tube of plank ten inches square rising to the surface, from whence flows the precious fluid in abundance—one gallon per minute—and can be increased by lessening the pressure in the curb. The temperature is 50° Fahrenheit. The analysis of Dr. Steel gives, in a gallon of 231 cubic inches of water,

chloride of sodium or sea salt 385 grains ; hydriodate of soda, 3.5; bicarbonate of soda, 8.982, bicarbonate of magnesia, 95.788; carbonate of lime, 98.098 ; carbonate of iron, 5.075 ; silex, 1.5 ; total, 597.943 grains ; and of carbonic acid gas, 311 ; atmospheric air, seven ; total, 318 cubic inches.

The gas affects respiration near the surface of the fountain, and fish and frogs when immersed in the water perish. The water is used in a fresh gaseous state in making bread, or in preparing hot cakes, in which sour cream is a component, and forms an expeditious and palatable article. When first brought up from the tubes it is limpid and sparkling, but soon has a pellicle and sediment, and the glass has a stain ; four to six half-pints in the morning before breakfast operate as a cathartic and diuretic, and give increased appetite and vigor.

There are 18 other springs that are all of nearly the same properties, and rise in the same valley, viz. the *Columbian Springs*, the *Washington*, the *Hamilton*, the *Flat Rock*, and the *High Rock*, the *President*, 30 rods north, the *Red Spring*, 70 rods north-east ; the *Barrel*, the *Walton*, the *Monroe*, the *Ten Springs*, one mile east ; *Ellis's*, two miles south-west, issues horizontally, sparkling, clear, acidulous and chalybeate, and is esteemed for its iron ; its temperature is 48°. The third in the list is in the rear of Congress Hall, and the next in the rear of the Pavillion, 100 rods north-east, under a small Chinese temple over the well, that is 15 feet deep, and curbed. The *High Rock* is 100 rods further north, and is composed of lime, magnesia and oxide of iron, sand and clay ; its height, four feet , circumference at base, 26 feet eight inches ; a line over the top from north to south, 11 feet seven inches ; and from east to west, 10 feet nine inches ; from the top of the rock to the surface of the water, two feet four inches ; depth of water, seven feet six inches ; diameter of opening at top, 10 inches ; and from this sky-light opening a person may look into the interior formation of the dome, from whence, no doubt, the water formerly issued and deposited its sediment equally around in this tuffa formation.

Bathing houses may be found at the *Washington*, *Hamilton*, *Putnam*, and *Monroe Springs*. The enormous quantity of fixed air that is contained in the water of the *Congress*, to the sum of more than its bulk, cannot be equalled by any other in the world, and to this it is indebted for its celebrity.

The amusements that a sojourner at *Saratoga* may enjoy,

besides the rides to the lakes and falls within a few miles, and the regular balls and evening parties at the various hotels, consist in a subscription to the excellent library and reading-room on the block north of the United States Hotel. The library is possessed of several thousand volumes, and the reading-room supplied with 100 papers, periodicals, &c. and a register is kept of the arrivals and departures of the vast concourse of strangers that throng this place in the sultry months of June, July, and August.

Mails from Boston, New-York, Philadelphia, Albany, arrive with great punctuality, and are closed daily at nine A. M. The same caution should be used here as at Ballston Spa, in having letters and papers directed to *Saratoga Springs*, otherwise they go to, and remain at the other Saratoga Post-Office, twelve miles distant.

The direct distance to *Sandy Hill* is  $14\frac{1}{2}$  miles, or to *Glenn's Falls* on the Hudson 11 miles in a north-east direction, and to those desirous of viewing the splendid falls, Hadley's and Jessup's, Glenn's and Baker's, that the pencil of Wall has sketched in the Hudson River Portfolio, it is suggested to those intending to continue on to the north to Lakes George and Champlain, Montreal and Quebec, that by hiring a coach at Saratoga it will be but a slight variation from their route, to proceed in the first place to the upper falls in the town of Luzerne, about 13 miles from Saratoga, past Jessup's Landing to the junction of the *Sacondaga* with the Hudson at Jessup's Falls, and then crossing the Hudson at Jessup's Landing near and above Hadley's Falls, and continuing on to Glenn's at the intersection of the road from the south to Lake George, and taking the best conveyances at Sandy Hill, the rail-road cars, or stages, to Whitehall 22 miles, and the steam-boat down the lake to St. John's, Canada, 122 miles; or else go from Sandy Hill or Glenn's Falls to Caldwell, at the head of Lake George, and by steam-boat 36 miles to Alexandria, enjoying the ravishing scenes that are unfolded to the eye of the delighted tourist on this lake, the very beau ideal of all that is picturesque and beautiful, and replete with scenes of the greatest historical interest to the well-read American citizen and patriot.

The *Sacondaga* branch of the Hudson River is about 80 miles long. Its sources are in an elevated mountain region, embosoming a system of lakes, the Piseker, the Oxbow Round, and Pleasant Lakes, that may be reached by following up the

Sacandaga valley from the fish-house in Broadalbin, and up to Lake *Pleasant*, the *Long Lakes*, and others in the wild central regions of Hamilton County, itself worthy of a distinct exploration on foot, and of a detailed description; the other branches of the Hudson will be alluded to hereafter.

Leaving Saratoga, and taking the road that leads east and crosses Fish Creek, the outlet of Saratoga Lake, we arrive in eight miles at its junction with the Hudson, and on the arena where was enacted some of the most important events in the drama of the revolution, and we diverge in part from the regular route, to trace back the chain of military results that transpired in this vicinity.

An overwhelming British force under Gen. Burgoyne had succeeded in penetrating from Canada into the heart of the state of New-York in powerful array, carrying in their progress the strong works at Crown Point and Ticonderoga, and arriving at Whitehall, the southern termination of Lake Champlain, flushed with victory, began to form a road through the wilderness to Fort Ann, and traces of it yet remain, and from thence advanced down the Hudson valley, driving all before them, to Stillwater, at which place a severe action occurred on the 17th September, 1777, that broke the charm of invincibility, and caused the enemy to retrace their steps, but the clustering and gathering of the regular troops and militia hemmed in and prevented the advance or retreat of the gallant foe, and finally caused a capitulation on the 17th October.

On this field the traveler may look down upon, from the hotel, it being the meadow on the margin of the Hudson and Fish Creek, where are distinct remains of Forts Hardy and Schuyler, the latter being a furlong to the south-east, overlooking the river and creek, the northern or Champlain Canal being adjacent, and the residence of the Schuyler family, and the owner of the cotton factory, and the village known as *Schuyleroville*.

At *Stillwater* and on *Bemus' Heights*, two miles west of the river, was the fierce and sanguinary struggle between the British forces and the Americans, that on the 19th September and 7th October decided the fate not only of the defeated army at that time, but, by its moral effect and animation, led, perhaps, to a succession of triumphs, and the establishment of the independence of a great nation, and that in its future results and influences will be extensive as the civilized world.

The right wing of the British army, consisting of light troops, kept along or near the summit of the ridge as they advanced to the south, and commanded and overlooked the plain beneath, while the heavy artillery and baggage continued by the road that runs near to and parallel with the river, while the Americans advancing to the north to meet them, had their right wing and guns on the river road, and their left wing and skirmishers and riflemen on the heights, and this was the respective positions of the armies when the onset commenced.

Much of the battle-ground was interspersed with trees, of which but a few are living, but there was also some more open grounds, and such was the aspect of the spot designated as *Freeman's farm* in the dispatches of that day, and such it remains, as also does a trace of the British encampment. The road extends across the farm from east to west at right angles to the main road north and south, and just to the east of this intersection was the hottest of the fight, and a few rods south of a blacksmith's-shop close to a fence, Gen. Frazer, the second in command, fell by a rifle shot from one of Morgan's corps. The head quarters of Gen. Gates are seen half a mile south.

The pathetic scenes that took place amid the wounded and dying, and that have been so feelingly and graphically depicted by the dramatic and gentlemanly pen of Burgoyne, and the female tenderness of the Baroness Reidesdel, occurred in a dilapidated antiquated dwelling, painted red and yellow, with the entrance and end facing the river, it having been removed from its original position that was a quarter of a mile south-west.

Nearly all the river hills west of the Hudson from Bemus' Heights to Fort Miller, twelve miles, have some remains of the hasty ramparts thrown up by the contending armies; and there are also some above and on the east of the river, that may be seen from the canal and stage road.

A mile and half above Schuylerville, the Battenkill comes in to the Hudson from the east, its sources being at the base of the Green Mountains in Vermont twenty miles distant, and also a portion from the *Big Pond* in Argyle; it has a rapid current and several falls, and one three miles from its mouth of 60 feet, that in freshets is worth beholding. There is a bridge over the stream near its mouth, and one over the Hud-

son from Northumberland to Greenwich, near the rapids or Saratoga Falls, three miles below Fort Miller.

At Fort Miller is a church, a mill, a tavern, store, and 30 dwellings, and hereabouts it was that Gen. Burgoyne passed his troops over to the west side as he was forcing his way down to the south, to reach New-York or Albany.

At *Fort Edward*, near the great bend of the Hudson as it crosses over Glenn's and Baker's Falls, are three locks on the canal of 10 feet each, and the ruins of the fort built in 1755, by Gen. Lyman and Johnson, at the old *landing* or *carrying place* to Wood Creek. The walls were formerly thirty feet high, and defended by cannon, with a deep fosse in front, and in the French war was a post of importance as the medium and connecting link with Lake George, and here Burgoyne and his army waited six weeks for provisions to come on from the lake in his rear, and thus lost the best part of the season for his military operations.

The former seat of war and watchfulness is now changed to a peaceful and pleasant plain, fair and fertile, with 100 dwellings, a church, two hotels, a tavern, nine stores, three mills, a distillery, and two breweries.

The great dam above the village and ruins of the old fortification is 27 feet high and 900 feet across the river, and throws an ample supply of water into the feeder of the canal, besides forming a cascade, from its height and width, of considerable magnificence.

Below the dam is an island and two bridges of 500 feet each. The village is supplied with water from a fine spring on the hill a quarter of a mile east, near the fatal spot that witnessed the tragical death of Miss M'Crea in 1777, that was here murdered by the two savages that had been employed by her lover to take her to a place of safety, and quarreled about the promised reward, and in their fury she fell a sacrifice.

Above the dam, the canal extends twenty-one miles northeast to Lake Champlain, at Whitehall, its summit level being only 51 feet above the Hudson, and 30 above Lake Champlain, and 127 feet below Lake George.

*Baker's Falls* commence at the bend of the river where it winds around to the south in a deep ravine in the rock of limestone, the descent being 76 feet in 60 rods, the water rushing with great fury in and through numerous serpentine channels and deep excavations that it has bored and



worn into the rock, but having no perpendicular fall, but a variety of chutes, that are exceedingly varied and imposing at particular stages of the water, as influenced by the seasons, and may be advantageously viewed from a projecting rock on the east shore below the mills.

*Sandy Hill*, where the rail-road from Saratoga to Whitehall crosses the Hudson on a viaduct of 1,100 feet long, is a half shire village of 110 dwellings on a high sandy plain adjacent to Baker's Falls, and is a pleasant and healthy site, has a Presbyterian and Episcopal church with *cupolas*, and two Congregational, a Methodist and Catholic, *without*; there are seven mills, two good hotels, two furnaces, 10 stores. The streets are arranged upon a triangular plat, having an open, ornamented and neat enclosed area, with elegant and comfortable houses and the county buildings, the courts being held alternately here and at Salem.— From this place to Glenn's Falls, three miles west, is a road on the high bank of the river, so level, beautiful, and pleasant, that few can exceed it, both villages being in sight.

*Glenn's Falls* are next encountered; the village has 130 dwellings, two churches, the hotel and three taverns, eight stores and groceries, 31 mechanics' shops, a printing-office and paper, six lime-kilns, 11 mills, some for sawing the black and variegated marble, that is here found, into slabs, and others for lumber and shingles: the marble quarries are extensive, and the price is 75 cents the superficial foot in New-York. The falls have a total descent of 70 feet, at first in one angular mass of 900 feet wide and five feet fall, the whole width of the river, that, when in full flood, descends with a grandeur, tumult, and foaming rage, that excites awe and admiration in the beholder, as it is contemplated from the bridge in passing; at a low stage of the water the scene is remarkably changed, and could hardly be recognized as it plunges into the crevices, caves and sinuosities of the dark and irregularly formed rock, and again issues forth in jets and boiling or whirling forms, or glides with rapidity over slopes worn to a polished surface by the abrasion of the waters. The general face and aspect of the fall is to the east, and after it shoots under the bridge and partly through caves and water-worn excavations under the traveler's feet, and in seams of the horizontal secondary limestone, well worth exploration as the source and scene of legends and frightful Indian tales, the water extricates itself from its laby-

riathine concealments in the dark and massive rocks, and is received into the bed of the river below, under the frowning face of impending towering precipices, and escapes over a series of rapids that has caused a wide, vast, and deep gorge in the rocky hills almost as regular as an artificial cut in the solid rock, and exposing the stratification to the easy examination of the geologist, and the trilobites and organic remains are seen in perfection.

A feeder and a branch canal seven miles long, extends from the Hudson two miles above Glenn's, where is a dam across the Hudson of 12 feet high and 770 feet long, that fills the canal as it passes through Glennsville and Sandy Hill, and feeds the Champlain Canal, that it enters in Kingsbury, two miles above Fort Edward, where there are thirteen locks.

*Jessup's and Hadley's Falls* are the next distinguished objects to attract the attention of the traveler devoted to the admiration of the picturesque and beautiful in nature. The first is ten miles beyond Glens Falls, and the second occurs within the next five miles, and may be conveniently examined by starting in the morning either from Sandy Hill or Saratoga, and returning the same day, with ample time to spend a few hours at either spot. As the country in that direction is rather wild and unsettled, it may be advisable to make provision for a rural fête champêtre to enliven the party.

The first fall exhibits the entire volume of the Hudson in one grand cataract of 100 feet; the next it is seen leaping through the rocky gates of the mountains, that appear to have been cloven to admit its passage; and to a person viewing it from below, it appears to come bounding down the jagged, irregular, gigantic barriers with irrepressible fury, and a magnificence and variety endless, bewitching, and indescribable.

The road from Luzerne or Glenn's Falls to Lake George is a yellow pine plain, soil sandy, rather barren, and destitute of interest until we approach within three miles of the head of the lake, before overtopping the rising ground seen in front, where the road passes by a crater-like or bowl-shaped pond on the east, in close proximity, deep, dark, and dismal, its unruffled surface covered with the pond-lily, and its depths lined with the bones of the soldiers that perished in the conflicts on its borders, and that were here thrown in, and ever since called the Bloody Pond.

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plain, we pass in review ground consecrated in history, not only by the war of our independence and the American revolution, but also in those murderous affairs and sanguinary conflicts of previous years, when the hordes of French troops issuing from Canada, aided by infuriate savage demons, carried terror and destruction along the whole northern frontiers.

It is our purpose to describe first the events and the scenery connected with Lake George and Ticonderoga, and then to give the canal and rail-road route from Sandy Hill to Whitehall, and down the lake to intersect the other route, and pass along its surface and by its shores to Canada.

The traveler, while musing on the scenes that have been enacted on this border within eighty years past, amid the gloomy forest through which he proceeds for two or three miles, arrives at the crown of a long and tedious ascent, through the vista of mountains that have accompanied his progress for several miles; those on the east being elevated, and in some places denuded of vegetation; those on the west being more depressed, but clothed with the remains of the native forest; when at the precise and most advantageous pinnacle the curtain of the forest is withdrawn, and the cleared spot unfolds to the astonished and enraptured gaze of the tourist the full and glorious scene.

The LAKE is expanded beneath his view to more than half its extent, with a beauty and lustre emanating from its surface of a transparent cerulean hue that fills the mind with rapture; the first glance and the deep impression can never be obliterated from the imagination of the ardent and sensitive traveler; the splendid frame-work of mountains that encloses the lake and its beautiful islands, and that forms a back ground of extreme beauty and finished excellence, the noble promontory that it puts forth on the north, of 1,500 feet high, and seen at 14 miles distance, with the softened hue that harmonizes with the receding perspective, terminated on each side by the deep bays or prongs that gird, on the north-west and north-east in diverging lines, the base of this noble headland or promontory, is the complete realization of eager expectations of all that is exquisite in lake scenery.

*Lake George*, or *Sacrament*, as it was termed by the French, from the unrivalled and admirable clearness and purity of its waters, that induced them to use it for religious purposes, baptism, &c. is 34 miles long and from one to four broad, (average perhaps about two) for 20 miles, is, more or less,

from the promontory referred to, ornamented with an archipelago of islands of the most fanciful, varied, and lovely forms, that leaves no taste ungratified.

*Caldwell*—the village at the head of the lake at its south-west corner, with its spacious hotel, capable of receiving 100 or more tourists; has about 40 dwellings and 500 inhabitants, the county buildings, clerk's office, jail and court house.

A road from the south passes through Caldwell to the north-west, and in six miles crosses the Hudson River, and continues on ten miles to *Chester*, a village of 150 dwellings and two churches, with mills, and on the outlet of *Friend's Lake* two miles long; from this a road branches off north-west to Ogdensburgh, on the St. Lawrence, and another north past Scroon Lake, and on the west side of Lake Champlain to Plattsburgh, and is the nearest and best land route to Montreal and Quebec, and attracts considerable travel and business in this direction.

Scroon Lake is eight miles long north-east to south-west, and from half to two and a half miles wide, embosomed in lofty mountains. Brant or Loon Lake is five miles long, one wide, and is south-east of Scroon Lake.

The *Natural Bridge*, a mile or two above the outlet of Scroon Lake, may be visited at the same time, with the wild romantic shores of the various lakes in its vicinity. A stream, named Trout Creek, a few rods above the bridge, tumbles over a precipice into an excavation; there a branch runs east and forms divided channels, one being under an arch of granite 40 feet high and 80 feet wide, that may be followed 160 feet, the other and principal one, more difficult of exploration, opens into dark and cavernous recesses, with deep pools of water, and at 250 feet from its beginning the united currents emerge to light below a precipice of 56 feet, and an arch of five feet high and ten wide.

In 1756 to 1759, when the American Colonies were involved in the contest between Great Britain and France, the theatre of operations shone forth on Lake George, that then exhibited armaments and a more glittering array of foreign troops than had ever before occurred, or it is destined ever again to witness; and that the sweet repose that now prevails on this lake should ever have been disturbed by the din, tumult and complicated horrors of a war growing out of the hatred, feuds and jealousies of distant nations, that sent their warriors hither to enact those feats of arms, and fulfill the bloody, cruel

mandates of distant rulers and potentates, appears now to have been as unnatural as it was surprising.

The first conflicts took place south of the head of Lake George, where a body of English and colonial troops had been assembled in September, 1755, under the command of Gen. afterwards Sir William Johnson, a man that had a spurious, unfounded reputation, and was saved from defeat and disgrace by the brave Gen. Lyman, of Massachusetts, the second in command.

Johnson lay carelessly encamped, but unfortified, in open field on the hills near the site of Fort M'Henry, a little south of the present village of Caldwell; when Gen. the Baron Dieskau, who had recently arrived from France, advanced from Montreal up Lake Champlain, passed Fort Frederic, or Crown Point, and Ticonderoga, and boldly up to Skenesboro, now Whitehall, and landed, and marched towards Fort Edward, then called Fort Lyman, on the Hudson, then in an incomplete state and without cannon, as he had been truly informed by one of his scouts; but after proceeding a few miles and near Fort Anne, he suddenly altered his plan, and directed his column towards Lake George to surprise Johnson and his army, and was only foiled in this manœuvre by a timely and chance discovery of his change of the line of march that reached Johnson, who up to this hour had not been aware of the vicinity of an enemy under such a gallant and chivalric commander, and then began in great haste and terror to throw up entrenchments around his camp, that was injudiciously placed too low, and overlooked and commanded by neighboring eminences; he also dispatched 1,200 troops under Col. Ephraim Williams, to advance and meet Dieskau and his forces, who being aware by his spies of Williams' approach, arranged his men on both sides of the road in a crescent form, extending his wings into the woods so as to enclose his unsuspecting opponents.

The Americans struck at the centre of the French line with unflinching boldness and intrepidity, but they outflanked and closed in upon Williams' detachment, and poured in a murderous fire both on his front and rear at the same moment, that killed Col. Williams and Hendrick the brave Mohawk Indian chieftain.\* The detachment, after the death of Wil-

\* Hendrick was shot in the back, to his exceeding mortification and chagrin, it being considered dishonorable to be touched in the rear; he was 65 years of age, very corpulent and gray headed; he had a voice of

liams, was drawn off to the main body by Col. Whiting in good order, followed by the French and Indians to the lines of Johnson's encampment, where the troops recovered from their panic, rallied within the hasty entrenchments, and the battle commenced anew, and lasted several hours, when the French and Indians were driven in their turn and pursued and scattered, and Dieskau badly wounded and taken prisoner, and the baggage and ammunition captured. This action was in the environs of the Bloody Pond before alluded to, into which the dead bodies were thrown—700 French and 300 English.

In 1757, the French army of 8000 men under the famous Gen. Montcalm, with thousands of Indians, made a formidable invasion up Lake Champlain, and appeared before Fort Wm. Henry, and demanded its surrender from Col. Monroe, and was refused, and began the siege that lasted six days, the Colonel expecting to be momentarily relieved by Gen. Webb, with 4,000 men at Fort Edward, only fifteen miles distant, but he not daring to appear, Col. Monroe, after a brave resistance, was forced to capitulate under honorable stipulations, that included protection from savage fury; but this was not observed, for out of the garrison of 3,000, 1,500 were massacred in cold blood on the 9th of August. The fort was soon after demolished by the French, as they had strong works existing at Ticonderoga and Crown Point.

In 1758, it being desirous to dislodge the French from their strong holds at Ticonderoga and Crown Point, the large force of 10,000 provincials and 7,000 regular troops was again concentrated at the head of Lake George, under the command of General Abercrombie, and on the 5th July, leaving only a guard, this formidable force was embarked in over a thousand boats, in one of those fine summer days when the genial air and the placid lake conspired to aid the gorgeous military effect of this grand pageant; the boats were arranged in lines and divisions in precise order; the lion and the cross, the "meteor flag of England," was triumphantly exhibited to the confident, well-commanded army; and all being arranged, the signal was given—they advanced uniformly to the sound of the finest military music, that the re-echoing hills returned with admirable effect from the glens and forests, as if the thick woods were peopled with unseen spirits, startled and

immense power and volume, that when he harangued his people, could be heard amid the hills for miles.

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astounded from their deep, romantic, and inaccessible recesses, at the unwonted and strange sights and sounds that astounded them. This pomp and splendor continued for several hours, during the progress down the lake, giving the army ample time to look around upon the splendid panorama that environed them, and at the approaching place of debarkation, (at the present landing-place,) and at the lurking foes they should soon have to encounter.

They landed and were arranged in four columns, and advanced under incompetent guides through crooked roads to the north-east, and soon fell into some disorder, that was increased by meeting the pickets and out-posts of the foe that had retreated on the first landing of the army, but seeing the confusion that now prevailed in the columns, they rallied, and at their first fire Lord Howe,\* the second in command, fell; the war-whoop began, and after a warm skirmish, in which 300 of the foe were killed, and 148 taken prisoners, with trifling loss on the English side, the columns retired to the landing.

Taking the precaution the next day to send a force to reconnoitre and secure the mill at the outlet of Lake George, and to view the enemy and works situated on a peninsula, with the lake and outlet nearly environing it, and an abattis in part to obstruct the crossing of the isthmus, the army advanced heedlessly to the attack, without attempting to cannonade the works, as the abattis was held in too much contempt; but on their near approach, and complete exposure to the fire of the foe, themselves concealed behind the abattis in perfect security, and taking unerring deliberate aim on their assailants, the havoc was so great that the English and colonial forces gave it up in despair, after a conflict and struggle of four hours; during which the brave Highlanders three times drove the French from a portion of the abattis, but were not supported.

The loss of the English in this failure was near 2,000 men; that of the French, three or four officers and a few privates. The latter did not at first intend to make but a show of resistance; but seeing the English so daring, and exposed to their mercy, they tried to thin their ranks, and succeeded.

The English commander ordered a retreat, though he had 14,000 men unharmed, and the French had only 3,000; thus voluntarily adding disgrace to defeat.

\* The father of the Lord Howe that commanded here in the American revolution.

In July, 1759, another British armament of similar force, under General Amherst, made its appearance on Lake George; and at its approach the positions of Ticonderoga and Crown Point were abandoned by the French as untenable, as they doubtless were, as more recent events proved, and they abandoned them for ever.

In 1777, when Ticonderoga and Crown Point were occupied by the Americans for the last time, as important military posts, they abandoned them when General Burgoyne approached; and since the revolutionary war, and our frontier has been so much extended to the north, they are looked upon as almost the only relics and ruins of any note in this State that are invested with the garb of a moderate antiquity and veneration.

*Fort George*, at the head of the lake, still presents its outline and circular massy wall, and ramparts of stone 20 feet high, and in good condition, a short distance east from those of Fort William Henry, and one-fourth mile back from the strand; and here is also the best view of the widest part of the lake, and of the north-west bay, and of the ranges of mountains for 20 miles, and of several of the largest islands, and of the head promontory before alluded to, and of the shelving rock that intrudes from the east far into the lake, and beyond which the eastern arm of the lake turns to the right.

The passage across the lake by steam-boat from Caldwell, 36 miles north, fare about \$2, is made daily, in summer, to gratify tourists and travelers; that at Ticonderoga can intersect the boat that touches there daily, and continue on up or down the lower lake. Those wishing to return to Caldwell the same day, can do it by the return of the boat, but strangers usually devote the remainder of the day to Ticonderoga, three miles beyond the landing, and a very agreeable walk along the outlet and falls of Lake George, estimated at a descent of 150 to 300 feet; the surface of Lake George is 243 feet above tide, the greatest depth 60 fathoms; its sources, probably, from the deepest, coldest, and purest springs, as it has no rivers of any consequence running into it.

The lake is frozen about 25th December, and remains closed usually three and a half or four months, when, without sinking, as it does in Lake Champlain, the ice gradually dissolves. There is no current, except near the outlet, and the shores being rocky or gravelly, the water is pure and potable,

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and has no lime; the borders are the seat of health, and fever and ague is a stranger. The melting of the snow in spring only raises the lake one or two feet. The prevalent winds are N. E. and S. W. There are more settlements on the west than on the east side of the lake on the slopes, from a few rods to a mile wide, reaching up the mountain, that will, some future day, be decked out all in terraces and villas, for it is impossible that such charming sites should be always neglected.

Deer and bears still abound on the mountains, and the depths of the lake with the largest and finest trout, bass, and perch, and the lofty cliffs of the hills and crags with eagles and rattlesnakes; and for these Mount Prospect has an especial bad name, that is to be regretted, as it is said to command a capital view of the lake, and between the dread of one and the love of the other, "*de gustibus non est disputandum.*"

### **Excursion on Lake George.**

Every traveler in making an excursion on this lake, if he is favored with a proportion of suitable weather, clear and cloudy, fair and foul, to see the changes of the scene, the lights and shades, and hear the effect of echos from a heavy thunder-storm reverberated from the amphitheatre of mountains, will enroll it in the calendar of his life as one of the most memorable epochs of his existence.

On putting out from the village on the broad surface of the pellucid crystal waters of the lake, the enjoyment begins by the contemplation of the surrounding panorama, the noble mountains on the east, with their deep shadows reflected in the water-mirror at their base, the graceful slopes on the west, and the border on the south, with the acclivity covered with a fine green sward, interspersed with groups of forest-trees, and a handsome sprinkling of evergreens. The time-worn battlements of Forts George and William Henry, half shrouded in moss and shrubbery, are invested with a hallowed interest from the associations of the stirring events of by-gone days of war and chivalry that those walls and the pinnacles of the adjacent mountains have witnessed.

The islands and shores soon come in for a large share of the tourist's admiration. The beauty, variety, and grace of the curves of the finely wooded margin of the lake, with forests and groves rising at various angles, or overshadowing

and forming natural arbors of the many recesses and indentations that are presented in endless variety on both shores; the deep umbrageous twilight effect of some masses of trees and underwood, is contrasted with the more open and gay lawns and groves, that appear prepared for the rural fête or merry dance. The smooth slopes and cheerful borders, that are already partially occupied by the primitive settlers, or their immediate descendants, and that have made themselves rudely comfortable and happy in the rough log-hut or more finished tenement, extend for miles, and are followed by promontories encroaching boldly into the lake, and forbidding access to the husbandman. The points are varied, acute, and angular, gliding into rounded and circular, followed by fretted and scalloped margins, or a beach of bright yellow, or golden, or light-colored sand, displaying the purity and transparency of the waters, and tempting the feet of the nymph to tread its unsullied margin, or to bathe in its soft, and shining, or glistening waters.

The spurs, or angles of the mountains, at times intrude far out in the lake, and are covered with the native forest; and at others are but long narrow ridges stretching horizontally, or with a graceful declination to meet the surface of the waters; or they assume the appearance of islands in the looming up of the distant perspective.

After continuing on for ten miles, a bare spot, denuded of its forest and shrubbery, is observed, where the hunters are in the habit, annually, of setting fire to the last year's dry grass, to admit of the new growth of the spring to come forth, and tempt the deer from their haunts, that soon after are seen to frequent it in herds, when the noisy yelping of the hounds, and the sharp crack of the rifles, are heard echoing and faintly responding from amid the distant hills. These fires sometimes range uncontrolled in the forest, and have a sad and destructive influence on the landscape, but at night the effect of one of these conflagrations is truly sublime.

*Twelve Mile Island*, so called from its computed distance from the head of the lake, is 35 feet in elevation, contains over 20 acres, and is very near the centre of the lake, and of a circular form, and only requires to be preserved in all its pristine beauty.

Beyond this round island, the lake in one mile divides into two prongs, that to the left being the north-west bay, six miles long, and the other the north-east bay leading to the outlet

and landing; between the two prongs rises the noble headland or promontory of *Tongue Mountain* to a height of 1,400 feet, that abuts boldly forth, and looms it over the opposite heights, and looks down upon the lake that at its base has a depth of several hundred feet, and upon the clustering islands that here begin and form the narrows, for six or seven miles. The mountain can be ascended from the rear, but at great risk of reptiles and being bewildered in the forest; but the view from the summit is surpassingly beautiful.

The *Fairy Group of Islands* now thicken as we proceed, and assume infinite variety in shape and feature; some being in groups, or families, of five to twenty or thirty, or twin-like or in solitary beauties, standing out for admiration, or more coyly retiring from the public gaze, and requiring to be sought out from the concealments of the labyrinth, ever changing, ever new, to the enchanted beholder, that delights to repeat his explorations as he discovers new beauties at every repetition of his visit as he lingers among these embowered Borromean isles.

There are such an infinity of forms of beauty in their figure and dimensions, that nature appears, as it is in truth, inexhaustible in resources; some are mere islets or naked rocks, in contrast with tufted and brilliant verdant spots, of a few feet to a furlong or a mile in length; the vegetation of some is scanty, but in most it is perfect; some have but a tree or two, or are decorated with a feathery group, inclining like the princes gracefully towards the surrounding margin; some are dense with forest or shrubbery, others admit of winding paths beneath o'ertopping trees, shaded from the noon-day sun, and free from undergrowth; others, as the boat insinuates and glides too rapidly past long and narrow islands, presents, for a moment, apertures that disclose the near or more distant mountains, or a glimpse of sky, or of objects and forms beautiful, evanescent, and magically changing as they are approached but to be admired and lost in the rapid transition.

The pine, with its tall trunk peering above all competitors, waving loftily and nobly in the sky, occupies many such positions; while on other islands the maple, the beech, or the oak, in liveliest verdure, and in the wild luxuriance of native vigor have uncontrolled dominion, or are seen in various stages of decay, or scathed and splintered by lightning. The whole scene is doubly enhanced by the unruffled mirror that inverts the forms above, of islands, trees, rocks, and winding shores

in the sky-reflected arch beneath, depicted with the truth and coloring of nature.

If the admeasurement is correct, *Black Mountain* that is on the east, eighteen miles from Caldwell, is the highest crest of any of the range bordering the lake, being 2,200 feet high, and in front of it on the west, is the half way house or island; and here the traveler will behold, in the next few miles, the choicest lake scenery.

The mountain has a serrated waving outline of much grandeur, and is densely clothed with evergreens, pines, and firs.

On a projection from the west shore, 24 miles from the head of the lake, is a prominent point named from a party of English having had a conflict with the Indians on that day, *Sabbath-day Point*. The small island, called the *Scotch Bonnet*, is seen in three miles; and in three miles more a cluster of dwellings and mills, known as Hague, on the west shore, and here the lake attains its utmost width, said to be 4 miles.

Three miles further the traveler will notice a rock of 200 feet high, descending to the lake at an angle of 25 degrees, and decidedly more easy of descent than ascent; and the tradition is, that in the war of 1755 to 9, *Major Rogers*, a partisan officer, equal to Putnam in intrepidity and hatred to the Indians, and being their most vindictive enemy and persecutor, found himself, when pursued and nearly in their grasp, on the verge of this inclined plane at the top of the mountain, down which (it being probably covered with snow, as he had his snow-shoes on, and had no alternative) he slid, without flinching, just as his pursuers were upon him, and left them standing aghast and shrinking from following his nimble footsteps, and beholding with amazement his charmed life, as he appeared in safety at the base of the precipice, down which they dared not follow.

*Anthony's Nose*, one of those singular nicknames, and such a noted and peculiar prominence on the Mohawk, and on the profile of a jutting rock and mountain in the Highlands of the Hudson, is also found here in opposite face to the *Rogers' Slide*; the precipices are 50 to 100 feet in elevation, and the shores contracted amid gigantic masses of rock. Two miles from the above is an island where the prisoners that were taken from the French were put upon the limits, and west of the island is the point where the English army under Lord Howe, consisting of 16,000 men, were landed and marched to the attack of Ticonderoga, as mentioned.

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A huge rock fell from the precipice at Anthony's Nose, a few years since, and plunging into the lake, came very near demolishing a fisherman and sinking a canoe by the surge it created.

On a rock opposite to this are said to be a series of Indian mortars wrought in the solid stone, for pounding their corn. Some of them are capable of containing half a barrel, and others of smaller size, smooth and circular.

The water of the lake that has, up to this point, been of an emerald green, now changes to a muddy color, from the difference in bottom, that is here clay instead of rock as above; and in one mile we are at the termination of our *Excursion on Lake George, or Horricon*, as the Indian name is transmitted. Three miles more by the rough and winding romantic road before alluded to, along the gorge that contains the outlet of the lake we have traversed, brings the traveler in sight of Lake Champlain, and to the walls of old *Ticonderoga*.

The change in scenery when we descend to the lake below, is as obvious as that of the water. There are three falls in the outlet of the upper lake; the lowest one being 100 feet, with a rapid at the bottom, and in spring they exhibit much magnificence; at other times they are small but pleasing cascades. The *bottom* of the upper is about on a level with the *surface* of the lower lake. By following up the creek that comes in from the west near where the steamer is left, we come to a chain of small lakes near lake Pharaoh, that falls into Swan Lake, one of the heads of the north-east branch of the Hudson River.

*Che-on-der-oga*, by the Indian phrase, *noise*, was by the French changed into *Ticonderoga*, and was also by them named Fort Carillon, after its erection in 1756; it cost the French government a large sum of money, and was considered to be very strong both by nature and art, being surrounded on three sides by water, and by a deep swamp on part of the other, and a breastwork on the remainder; but it was subsequently easily reduced by the simple expedient adopted by Burgoyne, that had been before strangely overlooked, of hauling a piece of artillery up the pinnacle of *Mount Defiance* 725 feet high, on the south side of the creek that overlooks and entirely commands the fort, and from which a shot can with ease be thrown into the midst of the works, that had been probably supposed to be too distant to be injured in that way; at the siege of Gibraltar shot were thrown 4½ miles, and

by the French at the siege of Cadiz bombs were thrown even six miles, and perhaps more.

*Mount Independence*, where some intrenchments are yet visible, is on the opposite or east shore of the lake, distant one mile, with a ferry in the township of Orwell, Vermont, is of diminished height, and overlooks the peninsula of Ticonderoga, though that land is 110 feet above the lake, and 196 above the lake. Ochre, used as pigments in making yellow and red paints, and also plumbago or black lead, are found at the base of Mount Defiance. The village, at the head of the falls, consisting of a few houses and mills, is Alexandria; the one at the lower falls, one mile, is Ticonderoga, and has a post-office. The peninsula contains about 500 acres. The walls and chimnies yet remain, in part, as venerable ruins of the barracks and fort, as also does the magazine, 35 feet long, 15 wide, and 8 high, of stone, arched and forming a complete bomb-proof under earth; there is also a covered way and sally-port forming a subterranean passage from the south-west corner of the old fort to the lake, the identical passage that Col. Ethan Allen, of Vermont, entered in 1775, and surprised the commandant in bed before he was aware of his danger, and in his characteristic way required the officer to surrender. He replied, "To whom?" "Why to Jehovah and the Continental Congress, to be sure," was the quaint reply. This was the first fortress captured by the Americans in the war of the revolution.

The remains of another fortification, erected during the revolutionary war, are 60 rods south, on a point near the lake, and the walls are 60 feet high.

The most important events, connected with this fortress, by which so many thousands of human beings have been wantonly, and rashly, and inhumanly exposed and sacrificed in the campaign of 1758, under General Abercrombie, have been fully detailed in our preceding pages. In 1759 the French evacuated this post, that they had, with Fort Frederic or Crown Point, first endowed with military importance, and had expended on both vast treasures of men and money; that they tamely quitted as the powerful armament of Lord Amherst approached and took possession, and it so remained for 16 years, when the American revolution breaking out, it was captured without bloodshed by Colonel Allen, as before mentioned, in 1775, and held till 1777, when the British army appeared in array before it, under the gallant Burgoyne, when

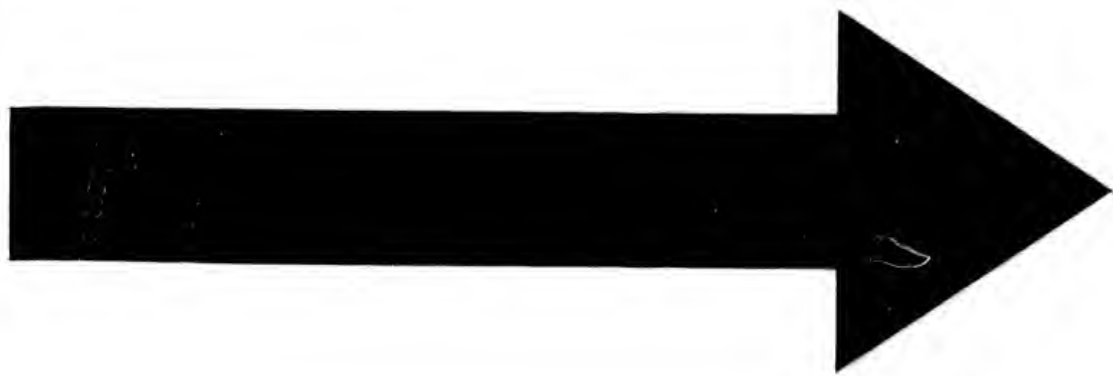
St. Clair, the American commander, was forced to evacuate in his turn, and it fell into British possession, and was held during the war.

St. Clair dispatched the baggage and stores by a detachment up the lake to Whitehall, and was followed by the British in full pursuit to Fort Anne, where a skirmish ensued; but the forces under St. Clair crossed the lake to Mount Independence, and directed their march upon Hubbardton, Vermont, where Colonel Warner, with 1,000 men, was overtaken and brought to action by the advanced guard of the British, and were vanquished, and retired to Fort Edward, on the Hudson, to unite with General Schuyler. In modern times Ticonderoga and Crown Point are only adverted to as having once been an important place in American history, a species of "points d'appui," that held the keys of the lakes on which the movements of fleets and armies must take place.

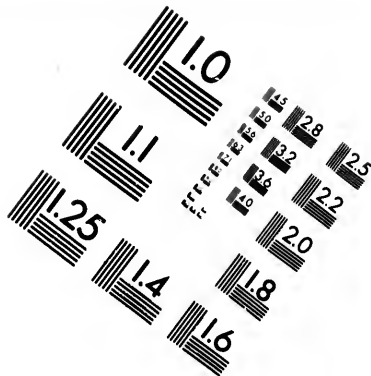
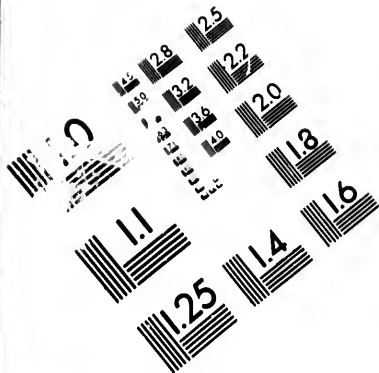
After finishing Lake George and Ticonderoga, the tourist can take the steam-boat at Shoreham, in Vermont, one mile east of Ticonderoga, and return to the south by the way of Whitehall and the stage route through to Troy, or take the cars for Sandy Hill, or proceed from Shoreham to Rutland and Windsor, Vermont, and up or down the charming valley of Connecticut River, or continue on for the north down Lake Champlain to Plattsburgh and St. John's, and thence to Montreal and Quebec. The downward steam-boat from Whitehall usually calls at Shoreham, in the summer, before dark, but from Crown Point to Plattsburgh, 46 miles, the passage is made at night, there not being a line of day-boats. The price of passage from Whitehall to St. John's, 160 miles, is \$5.

We now return back to trace our route from page 145, where we diverged from the regular route to give our readers the popular lake tour.

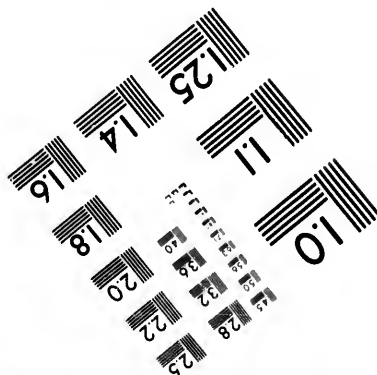
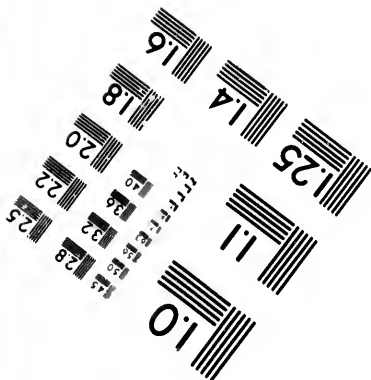
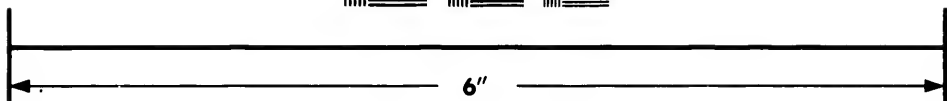
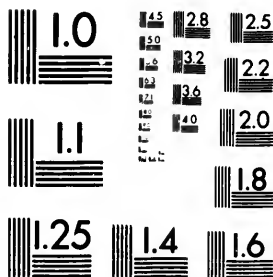
Leaving Sandy Hill in the cars or stages, we cross the summit level, or height of land between the Hulsion River and the water running north, and in a short distance the northern canal that we meet at *Fort Ann*, the village so named, 10 miles from Sandy Hill and 11 from Whitehall, and on the site of the old fort erected in 1756. It contains 60 dwellings, three churches, two taverns and stores, and is surrounded by a rolling forested country; and two miles south may be seen vestiges of the military road of logs made in 1777 for the transport of the artillery, baggage, and stores of Burgoyne's army to Saratoga.







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*Griswold's Mills* is on Half-way Brook, four miles west of Fort Ann, and six north of Sandy Hill, and has 30 dwellings, one grist, one saw-mill, two stores, one tavern, several forges for making anchors, a trip-hammer, a furnace for castings, a pottery, and a woollen factory.

*Comstock*, a landing on the canal, is four miles north from Fort Ann, and is a place of much business, and has the trade of the vicinity and east part of Vermont; and several warehouses, a post-office, tavern, store, and 10 or 12 dwellings. Canal-boats are also built here.

The canal enters Wood Creek, and for  $6\frac{1}{2}$  miles pursues its channel. There are three locks at Fort Ann, fall 24 feet into Wood Creek. In  $4\frac{1}{2}$  miles is the narrows, and in three more is the dam in Wood Creek to supply the canal to Whitehall, and make the creek navigable three miles above to the dam-lock; and in five miles more we arrive at *Whitehall*, at the head of Lake Champlain,  $73\frac{1}{2}$  miles from Albany, where the canal terminates, and has three locks and a fall of 26 feet, and in all from summit level 54, to the basin in Lake Champlain, and 30 to the Hudson at Fort Edward.

There are *pots*, or water-worn cavities in the hard gneiss rock at the *narrows* on Wood Creek, near 50 feet above its present level, that clearly indicate the former existence of a much larger body of water discharging itself north through the depression of Lake Champlain; and as the Hudson, at Sandy Hill, is only 126 feet above tide at Troy, a surmise exists that this current from the Hudson to the St. Lawrence formerly obtained, or the dividing ridge may have been upheaved by earthquakes.

*Whitehall*, formerly Skenesborough, 73 miles from Albany, has 150 dwellings, a bank, many warehouses for the commission and forwarding trade, two large hotels, 20 general stores, and 2,500 inhabitants; a Presbyterian and a Methodist church, and Societies of Universalists, Catholics, and Baptists. It commands the steam-boat business from the south down the lake, and the canal trade, and also that of a considerable region around. A steam-boat leaves daily during the season for St. John's, Canada, 150 miles distant, touching at the several landings.

This place has much of the aspect of a port, and there are many sloops owned here, canal-boats, &c. There is not much room for wide streets, as it is in a defile and very restricted. The houses are of the stone that is quarried on the spot, and

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many may be said to rise out of their cellars on knolls and elevations, and others at the edge of the harbor.

The Aboriginal name of this place was Kah-cho-quana, the *place to dip fish*, at the foot of the falls near the village where the Wood Creek and Pawlet River unite. Here may be seen rotting in the mud the useless hulks of the vessels captured by Commodore M'Donough from the British, during the last war, in the action off Plattsburgh and Cumberland Head.

The Poultney River that comes in from the north, and that has its source in Rutland County, Vermont, at the base of the Green Mountains, and in the *Lake Bombazine*, in Castleton, five miles long, in 1783 made for itself a new channel by an impetuous rush of water, the result of some outbursting of a mountain lake, or of a water-spout that forced and cut its way 60 feet deep through a ridge, and carrying so large a quantity of earth into the east bay, as to choke up, for a season, its navigation.

From Fort Ann to Whitehall, 11 miles, the canal runs side by side with Wood Creek, so near that a pistol shot will reach either, and we here see the truth of the principle of Brindley, the engineer of the Duke of Bridgewater's canal, who being questioned before the House of Commons, what he thought rivers were made for, replied, "to feed navigable canals;" and although the channel of Wood Creek is actually used for canal purposes for six or seven miles, yet as it has a strong current difficult to stem in coming from Whitehall, the canal is preferable. At one remarkable spot the road passes over, for several hundred feet, the surface of a bare rock, called the "*Devil's Dining Table*." There is a variety of hill and dale, barren rocks, swamps, tracts of clay, alluvion, and of rich mould in this county.

At Whitehall Burgoyne destroyed the American flotilla in 1777, and the baggage and stores of the American army, and had his head quarters for some time, while his troops were forming a road and clearing obstructions (that the Americans had prepared to oppose their progress,) to enable him to get on with his army and materiel the short distance to Fort Edward, and to accomplish this he spent so much time, and subsequently in camp at Fort Edward in waiting for his provisions, artillery, &c. to arrive from Whitehall, that the Americans had time to rally their militia from all quarters, and poured in her hardy mountaineers from Vermont, New

Hampshire, Massachusetts and Connecticut, and soon turned back the current of invasion.

The remains of an intrenchment thrown up at that time by the English, may yet be seen on the hill overlooking the basin, the village, and the falls of Wood Creek, and the canal and locks that are compressed side by side; nature versus art. A path leads to the summit; there is a bridge over Wood Creek.

The rocks are beautifully stratified in horizontal and perpendicular lines, similar to masonry, and this is seen in other places as we pass on.

The summit of Skene's Mountain at Whitehall is 588 feet.

### **Excursion down Lake Champlain and on the St. Lawrence to Montreal and Quebec.**

The stranger uninformed of the topography of this country, on arriving at Whitehall, is astonished to look down into the narrow glen below the village and witness the mimic stir and bustle of a small sea-port, amid a very rough country in the centre of the State, with crags and precipices towering above the busy settlement that appears to be placed at the edge of a dull, pond-like body of water, without any visible outlet, in a position dividing the primitive rocks on the west from the transition on the east.

The steam-boat usually leaves soon after dinner, thus giving the traveler several hours of day-light in getting through the narrow and difficult sinuous channel, that seems to turn to every quarter of the compass, with very restricted limits to put about or pass a vessel going in a contrary direction; in short, this arm of the lake is for miles a lifeless, sedgy, discolored body of water, destitute of current, and confined between low banks, miry, wet, and marshy, that extend in some places several furlongs back, to the ridges that limit the valley.

Soon after leaving the dock we notice on the left an expansion of the lake, that was taken by Dieskau in his descent in 1755, called South Bay, extending five miles south-west, bounded in that direction by the lofty chain of granite

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mountains 1,500 feet high, that upholds the waters of Lake George, and that has a wild repulsive aspect. There is one remarkable gateway-looking aperture through which the boat passes, almost brushing the perpendicular face of the wall, that has the artificial appearance before alluded to, and from thence, after continuing on a few miles, the lake sensibly widens for the remainder of the 25 miles that brings us to Ticonderoga, with Mount Defiance on the left, and Independence on the right, both alluded to in pages 149 and 150.

The precipitate abandonment of this fortress in 1759, that had been constructed by the French, and from whence had been sent those hordes of savage and ferocious bands that kept the colonies in constant terror, and from which the French now finally retired, was a subject of deep congratulation and thanksgiving to the American nation; and as up to this period the fort had not been captured in open fight, but only by stratagem, it was held to be impregnable until the expedient was suggested to Burgoyne of assailing it with cannon ball from Mount Defiance, which soon dislodged the Americans from that, and also from the formidable works at Mount Independence directly opposite.

A landing now occurs either at Ticonderoga or on the opposite side in Vermont; and those not wishing to proceed any further, can spend a few hours or a day in examining the ruins and take the boat to the head of the lake, and proceed to the Springs and to Niagara.

There does not exist in the United States a place that exhibits the historical and moral associations equal to those attached to this romantic spot, where has so often been displayed the grim defiance of the warrior, followed by the rapid mutability of human events, the fluctuations of power, and the repose that distinguishes the peninsula under the fostering care and preservation of its amiable and appreciating owner, that will hold as sacred the relics that here remain, until the moss and hue of ages, and its ivy-crowned ramparts will impart increasing interest to all Americans and antiquarians, and cause it to be visited by countless pilgrims. The landscape that Ticonderoga presents, the lake, the bay, the ruins, the near and distant mountains, and the gorge leading the eye up towards the falls, all properly grouped, and the happy moment seized in the afternoon, when clouds, light and shadow, all are favorable, offer the most splendid subject for the pencils of our most accomplished artists.

*Five Mile Point*, so called, from its distance from Ticonderoga, extends a considerable space out from the east or Vermont side, in the town of Shoreham, and in nine miles more the boat arrives at Crown Point, and the landing at Chimney Point half a mile across the lake in the township of Addison, in Vermont. The fort of *Crown Point*, 37 miles from Whitehall, is at the extremity of a tongue of land jutting far into the lake to the north, elevated 47 feet above the water of Lake Champlain, and having a considerable body of water on the west, called West Bay. On the farther shores of this bay is *Port Henry*, that will soon be described.

This post, when in French possession from 1731 to 1759, was another source of grievance and distress to the colonies, and its fate in being abandoned to Lord Amherst without bloodshed, a cause of much rejoicing; the ruins of the French works may yet be seen from the boat's deck on the south side of the bay, opposite Chimney Point. An entire new fortress of earth and wood, 22 feet thick, 16 high, was then constructed by Lord Amherst. It was 1,500 yards square, and had a deep and broad ditch cut in the *solid granite* with immense labor, besides a double row of strong stone barracks to contain 2,000 troops, with a gate on the north, a draw-bridge, and a covered way to the water; these expensive works are partly in ruins. The redoubt of the French was on the very bank of the lake, 150 yards from the fort, and is now a mere heap of stones. (Near this point on the 13th October, 1776, terminated the American expedition against Canada, by the destruction of the fleet under Arnold.)

*Crown Point* and its garrison are said to have cost the British government two millions of pounds sterling! a great, and scandalous, and useless waste of money, as the ground is flat, and commanded by the hills on the west, and the fort has never been tested or occupied either in offensive or defensive operations.

In proceeding along the lake in the day-time, or from the highest part of the walls of this fortification, the Green Mountains in Vermont, and the more lofty summits lately explored, as the sources of the Hudson and the Au Sable, about 20 miles west, are seen to soar up to their utmost heights, and fill the horizon with infinite grandeur; and here also the lake opens finely to the north, with an effect that is increased in beauty, by the tourist having at first been very restricted as to the distant perspective, and the water that hitherto has been

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shallow, muddy, and opaque, becomes clear, deep, and potable, and expands suddenly four or five miles; and above Ferrisburgh and the mouth of *Otter Creek*, to 10 or 12, and has its greatest width, 18 miles, opposite Burlington.

Lake Champlain is more than 600 feet deep, as soundings have been made to that depth and no bottom, thus making (as the surface is 93 above tide,) a large portion of the lake below the level of the sea.

### **Excursion to the highest Mountains in the State of New-York, and to the Sources of the Hudson and Au Sable.**

The tourist wishing to explore the glens, dykes, lakes, lofty pinnacles, minerals, numerous water-falls and attractions of this new field of examination, recently brought before the public by the corps of savans of the State, may land either at *Port Henry*, or at North-West Bay, or *Westport*, opposite *Basin Harbor*, Vermont, or at *Essex* a few miles north, or at the mouth of the Au Sable, at or near *Port Kent*, or *Keeseville*, (a rail-road four and three quarter miles long connects the two places,) and thence trace up along the banks of the Au Sable to its source 4,747 feet; from this enormous height it descends in only 40 miles in a gorge or ravine, that has either been made by its waters, or made by earthquakes or some powerful, natural cause, that exhibits an array of successive water-falls more sublime and magnificent than any other part of the United States, and that well rewards the curious traveler fond of such exciting exhibitions of nature.

*Port Henry* is a small village and place of landing on the west shore of the bay, about a mile or two from Crown Point; the road leading from thence into the interior is much used for the transportation of sawed pine lumber, there being in the large township of Moriah more than 60 saw mills; a ride of six miles west enters the forest, and crosses the old state road from Warren County to Plattsburgh, that has a line of settlements on its borders; the junction of primary rocks with the transition series, may be seen near the western border of Lake Champlain, and at the line of contact the limestone is



in white masses, crystalline in structure, with scales of plumbago.

*East Moriah* is three and a half miles west, 800 feet above the lake, and has a fine view of the western slope of Vermont, and the extended and fine outline of the Green Mountains in the distant back ground.

A new road, rather rough, leads to *Weatherheads*, at *West Moriah*, on the Scroon River, or north-east branch of the Hudson, 13 miles from Port Henry, and on through an unsettled country to the Black River in Lewis County, following defiles and gaps in the Scroon Mountains, that at *Weatherheads* appear to rear their lofty and continued ridges and cliffs, and prevent all access; but there is an unseen gorge that leads to *Israel Johnson's*, at the outlet of a beautiful mountain lake, called *Clear Pond*, nine miles from Scroon River. From *Johnson's* may be seen the highest peak 20° west, that is covered with snow 9 or 10 months.

A further distance of nine miles reaches to the *Boreas*, a branch of the Hudson, eight miles from *Johnson's*, and soon to the main north branch of the Hudson, near and below its junction with the outlet of *Lake Sanford*, and in a few rods to the landing at the outlet of the lake, nine miles from the *Boreas*. From hence, leaving the road as before, we diverge and enter a difficult path, that leads up the west of the lake, and in six miles the tourist is at the *Iron Works*, at *M'INTYRE*, and at the remarkable and vast beds of ore of the best quality in its vicinity.

*Lake Sanford* is about five miles long, and is a handsome expanse, and, with all the lakes and streams, abounds in trout.

*Labradorite*, or *Feldspar*, abounds from Scroon Valley to *Hamilton* and *Franklin* Counties, and north to the plains that are between the upper waters of the *Au Sable* and *Lake Placed*, an area in all of 600 to 800 square miles, and blocks and boulders of this rock are found south and west to the southern boundary of this State, and are at *Coxsackie* of 100 tons, 300 feet above the Hudson.

### **Lakes and Mountains, and Sources of the Hudson and Au Sable.**

From *M'Intyre*, those intending to reach the virgin source of the Hudson, in defiance of wolves, deer, moose and pan-

there, that all abound in these unfrequented haunts, must here plunge into the wilds, in a south-east direction, passing two small lakes, till at three or four miles from the settlement at the south point of one of the mountains, a more east course leads to the main branch of the river; that is occasionally forded and continued on the beach; rolled masses of the Labradorite rock, in small opalescent specimens, show their beautiful colors in the stream, that increases in the ascent, and is seen to pour forth from between two mountains in front; in two miles a more precipitous part of the gorge is met, through which the river descends, and progress becomes difficult and dangerous, and falls and rapids frequent, and at last an imposing cascade is encountered, that is closely pent between two steep mountains, and falls about 80 feet into a deep chasm, precipitous and secluded.

Similar obstacles continue till the head of this terrific ravine is reached, where a ledge of rock crosses and obstructs the stream that backs and raises the river for a mile in a west and north-west direction, and forms a level called the *Upper Still Water*, that is pent in the bottom of this deep mountain recess or valley, with scarce any visible current. On continuing up the valley, the river has a meandering course of one mile to the north-west and north, with some current, until it forks in two branches; the main one comes from the east, the one from the north, in 200 yards, leads to the outlet of a fine lake one mile long, called *Lake Colden*, that is situated between two mountain peaks, that rise in full and lofty grandeur; the valley to north-east, leads to the *Avalanche Lake*, that is nearly equal to, and discharges by its outlet into Lake Colden. The mountains on the sides of Avalanche Lake rise so precipitous as to preclude any passage except by water, and the scenery is so imposing from the immense slides that have come from the steep face of the mountain, that its name is most truly appropriate. Fine specimens of the opalescent rock may here be found.

Following the main stream to the south-east for two miles, over falls and rapids, in one spot the river has taken the place of a trap dyke that cut through the rock, thus forming a chasm or sluice of great depth, with perpendicular walls into which the river falls in a cascade of 50 feet. There are no trout above Lake Colden. The Notch or pass, to be described in turn, is five miles north of M'Intyre; the Wallface Mountain, on its west side, is 1,200 feet perpendicular!!

From a boat on Lake Sanford the beauty and grandeur of the lake and mountain scenery is fully developed and enjoyed, and the *echos* at a point on the upper part are remarkably strong and distinct.

Continuing on above the Great Dyke Falls three miles, is the south elbow, where the bed of the main stream changes to the north-east, and a tributary comes in from the south-west. The course now enters the high valley, that separates Mount M'Martin from Mount Marcy on the south-east, but the forest growth is so dense that these peaks cannot here be seen; a mile from the south elbow another tributary enters from the south-east, from a ravine that borders the high peak on the west, where beautiful opalescent specimens of the Labradorite are found in its bed.

At one mile is a smaller tributary from the north, that from the low alluvial land near its entrance is called the *High Meadow Fork*, and has the surprising elevation of 3,700 feet above tide, and by the same course for one mile, the route crossed by falls and cascades, we are past the broader part of the valley, and the direction to pursue is east-south-east and south-east, with a steeper ascent, and higher and more frequent falls. The valley becomes more compressed as we advance, and has the aspect of a ravine, with the two gigantic mountains on the north and south towering and filling the sky with an increasing ascent in like course for two or three miles to the summit of the pass. A portion of this valley has a ridge of boulders and debris, that a slide or avalanche has brought from the face of the mountain above. The stream rapidly diminishes as we ascend to the south-east, and is at last partially hid under the grass-covered boulders at the head of the stream, on the summit of this elevated pass, that here forms a beautiful and open mountain meadow, with the ridges of the two adjacent mountains, rising in easy slopes from its sides. From this little meadow in Keene, the main branch of the Hudson and a fork of the east branch of the Au Sable commence their descending course in opposite directions. The elevation is 4,700 feet above tide water, and more than 900 feet above the highest point of the Catskill Mountains.

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## Ascent of the High Peak of Essex.

From the meadow below, the ridge is ascended to the W. S. W. amid an entangled zone of dwarf pines and spruces, that with their numerous horizontal branches interwoven with each other, surround the mountain at this elevation. They gradually decrease in height till the open surface of the mountain is reached, covered with mosses and small alpine plants, and these continue for a space, when the tourist that is persevering, able, and daring enough to sustain the fatigues of the adventure, finds himself on the *highest peak in the State of New-York*, 5,467 feet,—600 feet above the *White Face* mountain, and 1,650 above the Catskills.

The summit and mass of the mountain is entirely of the Labradoritic rock. Ice has been found here on the third of August half an inch thick. The source of the Hudson bears north 70°, east one and a quarter miles, and the descent to it is more gradual than in any other direction.

The view from the summit presents mountain masses of various magnitudes and elevations—a sea of broken and pointed billows, scattered around in irregular profusion. In the distance is the great valley or plain of the St. Lawrence, the shining surface of Lake Champlain, and the extensive mountain range of Vermont, and in nearer proximity is beheld the bald surface of recent mountain slides from various peaks, and the glistening of many lakes deeply embosomed in the valleys.

The *Great Trap Dyke\** of Mount M'Martin cuts through it from N.N.W. to E.S.E. is 80 feet wide, and being in part broken from its bed by water and ice, an open chasm is thus formed in the abrupt and almost perpendicular face of the mountain, and the scene on entering it is one of overpowering grandeur; its nearly vertical walls of rock overhang the spectator, and seem to threaten destruction; but with care and exertion, though at much peril, it may be ascended by means of the foothold of the irregularities of its surface, 1,500 feet, and fine specimens of the opalescent labradorite obtained. The summit of Mount M'Martin is lower than the peaks each side of it, and is estimated at 4,950 feet.

\* By a dyke is meant a wall or vein of mineral matter, different from the ore or rock that it traverses. The dykes in their beds of ore are usually vertical, or nearly so.

The distance from the outlet of Lake Colden to the head of Avalanche Lake is two and a quarter miles, and the stream that enters the head of the latter, three quarters of a mile, and fall of the outlet to Lake Colden, 80 feet. The elevation of Avalanche Lake is 3,000 feet, being the highest lake in the United States. The mountain that rises on the west of this lake, and separates its valley from that of the Au Sable, is perhaps, in mass, the largest of the group. Its ridge has four peaks, the last but one to the north is the highest, and is above the lake, and opposite to Mount M'Martin, and is named after a former comptroller of this State, M'Intyre.

*Mount M'Intyre* can be ascended through a steep ravine, that empties its small stream into Lake Colden. The ascent is only one mile of horizontal distance, and the more difficult from its being at a steeper angle; the ravine is the easiest route up, for on the sheltered side the impervious growth of low evergreens is very perplexing. More lakes are seen, and the beautiful and extensive group, the *Saranac Waters*, and the source of the Saranac, and joining the lake at Plattsburg.

The view of the still water of the Hudson, like a silver thread in the bottom of its deep and forest green valley, is peculiarly attractive. The opposite front of Mount M'Martin exposes the face of the great dyke, and its passage through the summit near to its highest point, and nearly parallel to the whitened path of a slide that has descended into Avalanche Lake.

The color of the labradorite is a smoke gray, of various shades, opaque or translucent, if in this lamina; the best are a blue and a green. Without particularizing all the varieties, let it suffice to say, they are prolific, and of surpassing beauty. The polished pieces form gems highly esteemed in jewelry, and they cannot be imitated, as most other gems. For tables, mantels, and ornamental purposes it is best adapted and of the most value, and it may be split into rectangular pieces of any size, and sawn into slabs of the size wanted, by mills on the spot, or sent to market rough; it receives a polish superior to any of the American marbles, and is worth five times as much.

Mount M'Intyre is also intersected by dykes that cross it at the lowest point of depression between its several peaks, and its ravines are caused by the more rapid erosion of the dykes.

The highest of the peaks has cracks and fissures in various directions, caused by earthquakes.

The most remarkable geological phenomena of this region is the dykes that traverse the hypersthen rocks; they have an east and west line for great distances, and to an extent that the wooded state of the country does not admit of exactly defining, the largest being at Avalanche Lake; a portion of the north face of the wall may be seen from Lake Henderson, 5 miles distance. This gorge exhibits, on a large scale, the effects of frost and water in rending the crust of the globe; the masses are from 50 to 100 feet, and lie in confusion in all directions from the base to the summit.

Large blocks of labradoritic rocks are scattered about the summit of Mount M'Martin; the height is 5,200 feet, and is the second in elevation in this nest of peaks, consisting of 20 or 30 that nearly approach, if not exceed, 5,000 feet—far exceeding the highest peaks of the Catskills.

Descending the mountain cone, that is very abrupt on all sides, by a steep ravine leading to the valley of the Au Sable, and ascending that stream, the traveler will arrive at the extraordinary pass of the

*Notch*, that is, an immense gorge or chasm that gives a pass through these high mountains. On one side rises the solid rock in a flare-up precipice of more than 1,000 feet; on the other a steep mountain rises to an elevation of 5,000 feet. The north or principal branch of the Hudson, 3,000 feet high, that passes through Lake Henderson, rises in this notch, as also does the south branch of the Au Sable; the former flows south, the other north, and these streams are so near each other, that during freshets and meltings in spring, their waters mingle. Vast blocks have fallen from the great precipice of the Wallface Mountain on one side, and from Mount M'Intyre on the other, into the bottom of this dreadful gulf; some of the blocks are set on end, of a height of 70 feet, in the moss-covered tops and crevices of which large trees have taken root, and shoot their lofty stems high above the toppling foundation.

Lake Henderson is a fine sheet of water, of two or three miles long, with the high mountain of Santanoni rising from its borders on the west and south-west.

*Bald Peak* is an eminence 2,065 feet high, on the west shore of Lake Champlain, seven miles north-north-west from Crown Point. A good carriage-road leads from East Moriah nearly

to the foot of the peak, from whence the ascent by a foot-path is not difficult, and may be accomplished even by ladies without hazard. The summit commands a grand view of some of the principal peaks in the interior; and the prolonged basin of Lake Champlain, and the view that is obtained is well worth the trouble of the ascent, and is worthy the attention of tourists that can land conveniently either at *Port Henry* or *Westport*.

The source of the Hudson and the High Peak of Essex can be most conveniently reached from Johnson's, at *Clear Pond*, by a course north, 20° west, or by landing at *Westport* or *Essex*, and proceeding to the nearest settlement at *Keene*. By landing at *Port Kent*, and ascending the course of the Au Sable to the south-east part of *Keene*, and from thence to the peak, the most interesting chain of water-falls and mountain ravines that is to be found, perhaps, in the United States, may be visited. At *Keene*, Mr. Harvey Holt, an able woodsman, will act as guide and assistant in reaching the mountain. From the valley that lies south of the peak, and near to the head waters of the *Boreas* and *Au Sable*, may be obtained some of the best mountain views that this region affords. Travelers must, however, provide and take their own means of subsistence while absent from the settlements.

*Cedar Point* is a small village on the lake, and has a valuable bed of verd antique marble.

*Westport* is at the head of the north-west bay of Lake Champlain, eight miles east of *Elizabeth*, and has two churches, an academy, two taverns, five stores, a ferry to *Basin Harbor*, *Vermont*, and 60 to 70 dwellings. It is thriving, and is surrounded by a large quantity of excellent land under good culture. On the road north of *Westport* towards *Essex*, the road passes through two parallel ridges of granite, with not a foot to spare, with evidence of strong erosion by powerful currents that have worn and polished the rock on both sides in a long cylindrical excavation, horizontal.

*Basin Harbor* is a post village in *Addison County*, *Vermont*, in *Tenisburg*, east side of Lake Champlain, 4½ miles south of the mouth of *Otter Creek*, and 10 miles from *Vergennes*, and is an important landing place for the country people on the banks of *Otter Creek*; and a road leads hence to *Middlebury*, *Vergennes*, and *Montpelier*.

In launching forth into the lake in a few miles north, the *Camel's Rump* and the *Mansfield Mountain*, two of the loftiest

peaks of the Green Mountain range, are seen in all their distinctive grandeur; the Onion River, and the celebrated Gulf Road to Montpelier, leads through the gorge or depression between the lofty peaks referred to. (See Index.)

*Elizabeth* is eight miles west of Lake Champlain; is a shire town and a post village; has the Court-house of brick, prison of stone, fire-proof Clerk's Office, State Arsenal of brick, 30 dwellings, three taverns, two stores.

Pleasant Valley is drained north-east by the Bouquet River; Black Creek and Roaring Brook have other vales. The mountains have points of considerable elevation. The *Giants of the Valley*, one mile south-west, is 1,200 feet above the level of the plain, and *Rover's Hill*, on the east, is about the same. From the former is an extensive and beautiful view of the whole valley of Lake Champlain, the Green Mountains, and vales of Vermont, and of Burlington, Vergennes, Middlebury, and others, Plattsburgh, and the whole west shore of the Lake. On the north-east it has an almost perpendicular declivity of 700 feet. Iron abounds, and iron works exist on the Boquet, six miles above Elizabeth, at *Valley Forge*.

*Essex* is a post village and landing-place on the west side of the lake, on a handsome plain, and has 50 dwellings, one very fine Presbyterian church, two stores and taverns. The buildings are of brick or limestone, and some of wood, and gay, with extensive gardens, that give it an extent of three miles.

*Split Rock* is part of a rocky promontory projecting into the lake about 150 feet, and 40 feet above the water. The broken-off part contains half an acre, covered with trees, and is 20 feet from its mate, that if brought together would make a close fit; through this cavity a line has been dropped 500 feet without finding bottom.

*Whiteface Mountain*, in the north part of Essex County, is 4,909 feet above tide, and is so named from a slide having on one side laid bare the rock, that has a grayish-white appearance, and is feldspar and granite. It is the water-shed of the district, as all the large rivers flowing in the northern counties have their origin here, either in marshes or lakes at the base of the mountains hereabouts, or they rise from springs that gush from their sides and dash in slender cataracts over the cliffs and rocks, as they commence their career to the distant ocean.

From the topmost pinnacle of Whiteface, 20 or 30 lakes



may be seen clustering at the feet of elevated peaks, and on the higher levels, and forming a beautiful contrast, by their sparkling and silvery expansions, to the dark forests that extend to the horizon on every side. Long Lake is 18 miles long and six broad, and flows into Racket River, and through St. Lawrence County into the river of that name.

As proof of uncommon height, the trees in this locality are alpine, dwarfish, and but a few feet high, with stiff, rigid branches, on which a person may walk, and this region is not free from snow three months in the year.

*Burlington*, Vermont, the next landing-place, on a deep indentation on the east shore of the lake, is on an acclivity that rises upwards of 300 feet, and appears most favorably as it is approached. The streets, and houses, and public buildings, and the University of Vermont, are all displayed on the slope, and command an extensive view of the lake, and of the highest mountains in the State of New-York. There are 300 or 400 houses, four churches, the county buildings, and a bank; this town is much admired, and will compete with many others in the Eastern States. One mile and a half to the north-east is a manufacturing village on Onion River, at the falls. This town is of more commercial importance than any other in the State west of the mountains, and much traveling passes through it from Canada and from the east; it is 24 miles north-west to Plattsburg, and 10 to Port Kent directly west.

*Port Kent*, 15 miles south of Plattsburg, the next place of stopping, and for Keeseville four miles west, has 16 dwellings, storehouses, and is the port for the lumber and iron trade of the Au Sable River and mines. The expansive view of the lake, and its near and distant islands, and headlands, and of Burlington, and other places, is most beautiful.

*Port Douglas* a little beyond, has the landing for Clintonville iron-works, and a few dwellings.

*Keeseville*, 16 miles south of Plattsburg, has 200 dwellings and 1,200 inhabitants, a Baptist, Presbyterian, Methodist and Catholic church, an Academy, and four schools, a bank, the Essex, capital, \$100,000, and the focus for the heavy trade in iron and lumber of the Au Sable country, and being on the banks of that river is partly in Essex and in Clinton Counties, and has a rail-road to Port Kent four and three quarter miles. Land near the town sells from 5 to 20 dollars an acre, and the inclination of the country is higher for four or five miles to the west. There are two falls in the river, one of 13 and

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one of 18 feet, 100 yards apart. One wool, one cotton factory, five saw mills, and one gang mill of 28 saws, making five millions of white pine boards and plank. One trip-hammer shop and five fires, one rolling and slitting and nail factory, making annually 1,000 tons nails, one cupola furnace and machine shop, one tanner, one brewer, two taverns, 12 stores, two grist mills of five and three run of stones. Two printing-offices and weekly papers, six lawyers, seven physicians. Grain is brought for the flouring mills from Ohio, via Welland Canal and Ogdenburg. The newest buildings here are of stone, and very durable and handsome.

*Clintonville* is six miles west of Keeseville, 10 from Port Kent and Port Douglas, and 20 south of Plattsburg, and has a Methodist and a Presbyterian church, four schools, two mills for rolling and slitting, nails, chain cables, grist and saw, one forge with 14 fires, one anchor factory of three fires, belonging to the Peru Iron Company. There are 200 dwellings, four stores, one tavern; the iron used here is from the Arnold mines, three miles north-west; 800 tons of iron and 500 tons of nails are made annually and sent to New-York, via Port Douglas, that belongs to the Company, they have in employ 400 to 500 workmen, and pay in wages \$120,000 a year, and support 2,000 souls.

Pursuing the valley of the Au Sable for 40 miles up south-west, the tourist and admirer of the picturesque will enjoy a feast in communing with the beauties of nature, that cannot be exceeded.

*Sweden*, two miles above Clintonville, has two stores, three forges, two saw mills, and at the forks, three miles up, are four forges, four saw mills, two stores, a trip-hammer, &c. This valley is the seat of industry.

*Birmingham*, at *Adgate's Falls*, two and a half miles below Keeseville near the mouth of the Au Sable, has a few dwellings and a forge, a mill, &c. The river Au Sable is here like a deep canal in the solid rock, with many falls or locks, in steps or ledges retreating as we advance. The *Great Falls*, three miles above the mouth, and three west of Port Kent, fall over a precipice of 80 feet in a lock-chamber-like, deep cavity, the walls rising 60 to 100 feet, and 70 feet wide, and at half a mile below it contracts to 27 feet, and the water is 35 feet deep. This river cuts through a ridge that opposes its course, the top being level, thus forming a chasm one mile long, with walls like exact masonry; the depth is 135 feet.

There are other chasms in different directions, but dry and partly filled.

*Peru* is four miles west of the lake and 20 south of Plattsburg, and has 100 dwellings, five stores, a Methodist congregation, and Roman Catholic church, and several mills.

We now draw near the arena of important naval and military events, connected with the late war, and after passing Valcour and Crab Islands, are on the identical spot where the battle of the 11th of September, 1814, took place between the American and English squadrons, that decided the dominion as to this lake in favor of the former. The action on shore between Sir George Prevost and Gen. Macomb had the same result, viz. the defeat of the English in their attack on the American lines.

Commodore M'Donough with his fleet of a ship, brig, schooner, and a sloop and five gun boats on each flank, were moored in line north and south from Cumberland Head towards Crab Island, when the fleet of the enemy under Commodore Downie, of a ship, a brig, two sloops, and 12 gun boats came in sight, and the action commenced at eight o'clock, A. M. both on land and lake, and lasted two hours and 45 minutes. The forces opposed were 96 guns and 1,050 men of the enemy, and 86 guns and 820 men of the Americans on the lake; but the disparity on shore was still greater, Sir George Prevost having 14,000 men, veterans, mostly that had recently arrived from the Garonne in France, after the end of the Peninsular war under the eye of Lord Wellington, there formed a division under Major General De Rotenburg.

This imposing force came sweeping down from the north; the Americans retiring before them from the Chazy encampment, and the left wing of the enemy protected and communicating with their gun boats, and when battle commenced on the lake, the cannonade began ashore and the enemy advanced boldly with scaling ladders, and after passing the ford of the Saranac to escalate the works of the Americans, that occupied an elevated ridge of land on the south branch of the Saranac, crowned with three strong redoubts and other field works, and block houses armed with heavy ordnance.

The forces of Sir George were obliged to withdraw from this attack, having been disheartened by seeing the want of success of their seamen, as the want of co-operation of the fleet left no inducement to prolong the contest. This must

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have been very severe as it lasted but two hours, and he lost 2,500 men.

Gen. Macomb's force was 3,000 men hastily assembled and undisciplined, but most of them good marksmen.

Seldom has there been fought in this country a battle so decisive and brilliant in its circumstances, so momentous in its result, and honorable in the highest degree to the two commanders, M'Donough and Macomb.

Memorials exist in the burying ground, to the memory of the brave Downie and other officers that fell on both sides, in this short but bloody and memorable engagement. The first mentioned (Commodore Downie) was killed by the *wind* of a cannon-ball, without being touched. The remains of the works thrown up are in the vicinity, and one mile north is the head quarters of Sir George, and marks of caannon-shot are yet visible on trees, and in Beekmantown, five miles north, on a hill a severe contest ensued, and Col. Wellington fell and many others.

*Plattsburg* is prettily laid out and situated at the head of Cumberland Bay, at the mouth of the Saranac, and has 300 to 400 dwellings and 3,000 inhabitants, a Presbyterian, Episcopal, Methodist and Catholic church, a bank, capital, \$200,000, and the county buildings, two printing-offices and papers, two large hotels, (one temperance,) 20 stores, two cotton and one woollen factories, five mills for sawing marble found in Isle La Motte.

On Cumberland Head is the farm of 300 acres presented to M'Donough by the State of New-York, for his gallant conduct.

The route for a canal from Plattsburg to Ogdensburgh has been surveyed and found practicable, and also a rail-road.

A few miles south-east of Plattsburg is a group of islands, and the arm of the lake that leads to the rivers La Motte and Missisque, and bay of that name, and to Swanton, St. Albans, and Highgate, and to the Canadian border. Marble quarries exist in Swanton.

The North and the South Hero are two islands 20 miles in extent, that are passed on the east, after leaving Plattsburg and Cumberland Head, and rounding to the north; the *Rams' Head* on the west, and Isle La Motte on the east, are passed in succession in 10 miles, when the boat arrives at *Chazy* landing, 15 miles north of Plattsburg. *Chazy* landing is one mile south of the Little Chazy, and three from the village. *West Chazy* has 30 dwellings, and a few mills, (late Law

rence's) and a Methodist Church. *Chazy Village* has 50 dwellings, several mills, &c. on the state road from Albany to Canada.

The outlet of the Big Chazy River is in the bay, to the west of *Point au Fer*, a headland that intrudes boldly into the lake from the west.

*Champlain* is the last village on the state road south of the frontier, on the left bank of the Big Chazy River, five miles from the lake; has a Presbyterian and Methodist church, 40 dwellings, three saw and one grist-mill, one furnace, one tannery, one carding and cloth-dressing mill, one temperance house.

*Perrysville*, on the Chazy, three miles west of Champlain, and 24 north-west of Plattsburgh, has 25 dwellings, one grist and saw-mill, carding and cloth-dressing, and one store.

*Corbeau*, at the confluence of Corbeau River and Chazy, is 18 miles north of Plattsburgh; has a Roman Catholic church, one grist and one saw-mill of stone, and 20 dwellings.

*Rousse's Point*, 23 miles north of Plattsburgh, has a Methodist church, 20 dwellings, a temperance house, three stores, and is a place where much smuggling and illicit trade is carried on. The stone fort that was erected here by the United States, under the false and careless impression that it was in their territory, has been given up. It was gross carelessness, to say the least, to erect such an expensive work without being certain of the fact of legal right to its foundation. The *Sorel River* begins at Rousse's and Wind-mill Point.

*Wind-mill Point*, on the east shore, is just on the boundary, latitude 45°.

*Odletown*, in Canada, is two miles west; Ash Island and fort, and La Colle Creek on the west, in two miles; and the *Isle aux Noix* and fort, in seven miles, is a very low damp spot on the west.

The River Sorel, or Richlieu, the outlet and drain of Lake Champlain, enters the St. Lawrence at the head of Lake St. Peter, at Fort William Henry, 60 miles north from Rousse's Point.

The country on both sides is low, dull, and uninteresting; an inundated swamp, and can never be of any importance for cultivation, though a few feet of dry land and a few huts are to be seen, but no settlement worth mentioning for 20 miles; the system of dyking, as in Holland, might here easily be practiced with success, if the land is of value to meet the

outlay. At present the aspect is repulsive, and mosquitoes, agues, and fevers predominate.

*St. Johns* is at the head of the Sorel, here 1,000 yards wide, and here is the termination of the steam-boat navigation, 160 miles from Whitehall; fare, \$5.

The rail-road hence to *La Prairie* is 17 miles direct, and is passed in one hour, the country being very level. *St. Johns* is a bustling place, has 150 houses and 1,000 inhabitants, and was formerly an important military post, in the wars of 1759-'63, and '76-'83, but was taken by Gen. Montgomery on his way to Quebec in 1775, as was also *Chambly*. The latter place is 12 miles further down the Sorel, and has been one of the seats of the troubles and rebellion in Canada, and has suffered exceedingly by its participation in those calamities. The old fort in ruins is venerable in its walls of earth.

A ride along the Sorel or Richlieu, in summer, is recommended if the tourist can spare the time, as the rippling river and the white cottages, and a level country, with the unchanged appearance, manners, and customs of the Canadians or habitants, that are here seen as they were 200 years ago; their wheelbarrow-size carts and little ponies of the true hardy Norman breed; the drivers with their pipes and sash belts, and conical woollen caps of divers colors, have such a contrast and novel effect, compared with the United States, that it is both ludicrous and entertaining.

From *Chambly* to *Longueil* is 15 miles, a two or three hours' drive over a flat country, fertile, cultivated, and populous, with neat and comfortable white houses made of logs, as are the barns; the road is made by ditching and banking; here are barracks for infantry and cavalry. The river is lively and on a rocky bottom, and rapid; Burton's mills are near *Chambly*.

A glimpse of *Montreal* is had before arriving at *La Prairie* or at *Longueil* that is quite pleasing; and as we draw nearer we observe its tin-covered houses and lofty cathedral domes and steeples glittering in the sun-beams; its compact series of buildings reaching for two or three miles on the shore, and ascending gradually to the base of the hill that rises to 700 feet, covered with villas and fine country-seats; and in the majestic *St. Lawrence*, its expanse ornamented with green forest-clothed islands, and whitened with roaring and foaming rapids, the astonished and delighted traveler beholds, at once, a superb coup d'œil and landscape, and the evidences of a great and thriving northern capital.

Standing on the bank at La Prairie, 30 to 40 feet high, the *La Chine Rapids* are seen on the left, forming a *snowy line* 8 to 10 miles up, extending across from *Caunawoga* to *La Chine* villages; and nearly opposite is the island of *St. Paul*, and further down, past the city, the beautiful *St. Helena*, swelling out with its rounded forest-crowned hills, verdant and beautiful, its forts, entrenchments, and waving flags. It is occupied by a garrison, and the families of the officers and other employeés of the government. A neat cottage and rustic pavilions are to be seen, erected for Lord and Lady Dalhousie: it has, in miniature proportions, its wood-crowned steeps, shady glades, and open meadows, with a near and distinct view of the city.

This island, one mile long and one half wide, was the last foothold of the French dominion in Canada, and from above the fort, now in ruins, was last seen the white standard and lily that at one time fluttered from the St. Lawrence to the Mississippi. On the west point of the island the tree still flourishes beneath which the articles for ceding the Canadas were agreed upon. Here is a company of the royal artillery, an extensive depôt for stores, an armory, two magazines, with 6,000 barrels of gunpowder, and other munitions of war. The echoes produced by the morning and evening gun are very fine. This island has all the attractions nature could devise, scattered with a most liberal hand,—shade, shrubs, flowers, groves, birds of beautiful plumage, fine views, winding walks, &c.

### Montreal.

The passage of nine miles down the St. Lawrence is rapidly effected in the steam-boat from La Prairie, aided by a strong current and bordering rapids. The landing is somewhat steep and inconvenient, and in wet weather slippery and muddy; and surmounting such trifles, the traveler finds himself in the midst of one of the principal streets of the city, *St. Paul's*, extending parallel with the river for miles. *Notre Dame-street* is higher up, and is more retired and genteel for private residences, the former being occupied more particularly for business. The streets present much bustle and activity, consequent upon a population estimated at from 40 to 50,000. The lower streets are narrow and inconvenient, as compared with cities

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in the United States generally; but the houses being, in general, of a grayish stone, or brick, and tiled or covered with tin, have a massive and heavy, but durable appearance. The streets in the more recent parts are wider and better.

*Montreal* is in latitude  $45^{\circ} 31'$ , and is 500 miles from the mouth of the noble river St. Lawrence, and 180 above Quebec, and 200 below Lake Ontario, 380 from New-York, 300 from Boston.

It is situated on the south side of the island and seignory of Montreal, that is 32 miles long and  $10\frac{1}{2}$  broad, and forms the county; and has nine parishes, Montreal, La Chine, St. Anne, St. Genevieve, Sault au Recollet, Point au Tremble, Point Clare, St. Laurent, Longue Point, Rivier des Prairies.

It is at the head of ship navigation, and ships drawing 15 feet can lie close to the shore; the general depth is 3 to  $4\frac{1}{2}$  fathoms. The rapids of St. Mary,  $1\frac{1}{2}$  miles below, is so powerful that the current cannot be stemmed by ships without a strong north-east wind, or four yoke of oxen to aid.

The immense *fur trade*, of the yearly value of £256,000 sterling, of the Hudson and North-West Companies, now united, is concentrated at, and directed from, this city; and here their voyageurs start from, and return after months and years of absence. The city that had within its pallisades originally but 100 acres, now covers more than 1,200.

The number and great size of the public edifices is surprising to a citizen of the United States. The *General Hospital*, or *Convent of the Gray Sisters*, is 678 feet front on the little St. Pierre River, and is a refuge and poor-house for the infirm and destitute, founded in 1750. The *Hotel Dieu* is 324 front, and 468 feet deep, and has a bevy of nuns that devote themselves to the care of the sick of both sexes; it was founded in 1664. The *Convent of Notre Dame* is 234 feet by 433, and is a seminary for the education of females.

The *Cathedral of Notre Dame*, that will hold 10,000 people, is 255 feet long, and is situated in the street of that name, and is the most imposing edifice in the city or in Canada, towering up above all other buildings; but is rather awkwardly placed across the Place d'Armes.

The *English Cathedral* is a splendid building, but not as large as the other.

The *Seminary of St. Sulpice* occupies three sides of a square, 132 feet by 90, with spacious gardens; founded 1657.

The *Petit Seminaire*, or New College, is in the Recollet



suburbs, 210 feet by 45, with a wing at each end, 186 feet by 45, and is an appendage of the preceding.

*La Maison des Prêtres*, formerly the Chateau des Seigneurs de Montreal, is near the mountain, and is also attached to the two preceding, and is a large building of stone, with a massy wall enclosing extensive gardens, and is resorted to once a week by the superiors and pupils for health and recreation. With the exception of the mountain, the ridge of the coteau St. Pierre, and one or two smaller ones of no great elevation, the island exhibits a level surface, watered by several little rivers and rivulets, that turn numerous grist and saw-mills in the interior, while many more around the island are worked by the great rivers. From the city to the east, the shores are 15 to 20 feet above the St. Lawrence, but in the opposite direction, towards La Chine, they are low, and between the coteau St. Pierre and the river, the land is flat, and near the lake marshy, and the La Chine Canal cut through thus avoids the rapids of St. Louis.

Nelson's monument is on one of the public squares in the vicinity of the public market.

The *Parade* will, of course, be frequented by the stranger when the troops are exercised, or their fine bands of music are to be heard. The number of regular troops in the Canadas, at this time, is 20,000.

The *Barracks* were formerly occupied by the old Franciscan monks.

The *College* is three stories high, with a large yard and gardens, and has 300 pupils; \$80 a year is the expense of tuition, &c. The Court-house, and the Government-house, and Bank.

The soil of the island is excellent, and productive in grains, vegetables, and fruits, and is pre-eminent over any other in Lower Canada. Roads run from north-east to south-west, nearly parallel, and are crossed by others at convenient distances, that form a complete and easy communication in every direction. A turnpike and canal to La Chine, seven miles, takes all the goods for Upper Canada. Within this space there is great variety, and some very romantic prospects.

Eight per cent. tax is exacted for any alienation or transfer of real estate on the island of Montreal, for the benefit of the Convent and Roman Catholic religion; but this has been resisted.

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enough's, and the Mansion-House, in St. Paul-street, the latter on the bank of the St. Lawrence, with a terrace of 144 feet long and 30 wide, that commands a capital view of the harbor and islands and the distant shores; the Masonic Hall, &c.

Rafts of logs and ship-timber line the shores below the city, and on these and other favorable positions the French Canadian washerwomen are seen in large concourse, all gabbling, laughing, and splashing amid the water, half-leg deep; and the carts, with casks, lading and filling farther out in the stream.

A mile or two from town, near the tanneries, the road ascends a steep hill, and keeps on a high ridge for more than three miles, commanding a beautiful view over the cultivated fields below, the rapids of St. Louis, the islands in the St. Lawrence, and the varied woodland scenery on the opposite shore; descending from the height it passes over a flat country until it reaches La Chine. This is a place of more importance than any other village on the island, and the centre of commerce between the upper and lower provinces and the north-west. There are few dwellings, but many store-houses of the merchants and of the Indian department.

An excursion throughout the island of Montreal is replete with interest; the rapids of *La Chine* and *St. Anne*, at the south-west extremity of the island, and of the *Cedres*, a few miles beyond, and others that are still more remote, 10 to 30 miles, such as the *Long Sault*, can easily be reached in a short time, and should by no means be omitted by all strangers that can spare the time, and may never be so near again. Those coming down from Niagara, and across the lake to Kingston, Ogdensburg, and Montreal, will of course have this enjoyment in due course.

*La Chine* is nine miles from the city, and a canal exists to pass boats round the rapids, and a trip is thus easy and cheap.

*Varenes*, 15 miles below Montreal, is a lovely village, and may be easily visited by stage or carriage along the bank of the river, or by steam-boat, as it is one of the regular landing-places. The hotel enjoys a liberal support, and also fine views of the shores of the St. Lawrence, the island of St. Helens, and Montreal, and of an archipelago of lovely islands, and the distant Chambly and other mountains. There is an attractive spring here of some celebrity.

The summit of *Montreal Mountain* will come in for a visit

in perambulating around the environs of the city; it is only distant about two miles; the view extends to the utmost stretch of vision, and the St. Lawrence is seen in all its grandeur and width, the city and St. Helens being immediately beneath the eye; an early morning's visit is recommended, so as to be on the top at sun-rise, or soon after; the morning here dawns in June soon after 2 o'clock, and the twilight at evening continues till 10.

The *Sault au Recollet*, eight miles west of the city, is also an interesting spot, opposite Isle Jesus, where there are several stone mills, and a fishing station owned by the monks of St. Sulpice. Standing on a green point a few feet above the river, in front is the Sault or Chute, foaming like the ocean in a gale, or dashing amongst reefs of rocks; at half a mile beyond is the very spacious mill with lofty walls, thick, and pierced by narrow windows, with steep, red roofs, o'ertopped by a grove of noble trees.

### Excursion from Montreal to Quebec.

Daily trips are made, in the summer, between these important cities, and the price is commonly \$4 going down; time, 12 hours. The steamers are usually of the largest and safest description, and have hitherto, with one exception,\* been exempt from those terrible explosions and reckless loss of life that have been too often experienced on the Ohio and Mississippi, the great American lakes, and along the borders of the coast.

After bidding adieu, for a time, to the city of Montreal, the attention of the tourist will be engaged by the novelty at first that will be presented in rapidly gliding past the lovely island of St. Helens, and over the rapids of St. Mary, where the current rushes with impetuosity six miles an hour, or at that rate for a short distance, but soon slackens as the river expands, to two or three miles an hour, and the width also varies from a half to three-fourths, and two to four miles; and the attractive village of *Vareennes*, and the neat white houses, soon is presented, with its church and high-pointed and double-turreted towers, and a lofty cross near by of 50 feet.

\* The destruction by fire in June, 1839, of the splendid steamer John Bull.

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The low banks of the St. Lawrence, that stretch away far and wide, and seen in some places hardly above the level of the river, as we are in mid-channel in some of the wide expanses, soon become tiresome from the sameness, though we are seldom out of sight of houses, villages, and churches on both sides of the river; the houses of one story, except the seigneurs, are white-washed once a year, roof and all. The churches are covered with tin that dazzles the eye with the reflected sun-beams.

Each lot and house has a narrow front upon the river, but the extent in the rear is enormous and disproportioned, two to three or four miles; this brings forward the entire population, like an immense street of endless continuance, so gregarious and fond of society and companionship are the peasants; and the mansion of the Seigneur is distinguished only by its superior size, and the churches have one to three spires, and are emblazoned with tin.

*St. Francis* and Point Tremble, on the left, and *Boucheville* on the right, are passed soon after leaving the city, in seven miles, and then the mouth of the *Ottawas*, or Grand River, on the left, with a bridge to cross to the north bank, opposite Cape St. Michael on the east of the St. Lawrence.

*Grand River* has its origin in that system of large and small lakes and bodies of water that exist between Lake Huron and Montreal, and that are very little known to the people of the United States; but the *Ottawas* is a wide and important stream, and has many falls and carrying-places, and by means of the *Rideau Canal*, to be described, (see Index,) is the interior route to *Kingston*, on Lake Ontario. The canal begins 120 miles west from Montreal, at the mouth of the *Rideau River*, entering the *Ottawa*, and pursues a general south-west course.

*Sorel*, or the *Richlieu*, 45 miles from Montreal, is at the mouth of the river of that name, forming the outlet of Lake Champlain. The shore is bold, and the boats lie close to the banks to wood. The present town dates from 1785, being then settled by loyalists and disbanded soldiers. The fort of William Henry is on the site of one erected in 1665, by order of De Tracy, by Sorel, the engineer. The houses are about 170, besides stores, barracks, and government edifices, covering, perhaps, 120 acres. The plan is regular, and the streets intersect at right angles, with a public square in the centre of 500 feet each side. The houses are of wood, the

churches of stone; the population 1,500. General Thomas here died in 1776, on the retreat of the Americans from Quebec.

Rivers, usually, are much wider at their embouchure than at their head; but this is the reverse, being here only 250 yards wide, but up towards the lake it is four times that breadth. Here vessels of 150 tons can ascend only 14 miles.

Many islands occur for the next few miles, and the river is bewildered among the channels, when gradually the lake of St. Peter is unfolded to the view, 20 to 25 miles long, and 10 miles wide, shallow; the water of a green color, the shores flat and swampy; no sensible current or motion, but smooth and lake-like.

*Trois Rivières*, half way between Montreal and Quebec, is the third town in size, and quite a large place, and has 320 houses, and 2,500 inhabitants; was founded in 1618, and extends three-quarters of a mile, fronting the river.

The St. Maurice River enters from the north, and rises 160 miles north-west, near the head waters of streams that fall into James's Bay. The Beacon course is on the south. In 23 miles from lake St. Peter's we are at St. Anne's; for the last named distance, the north side of this river might sit for the same portrait as the Mississippi, with a natural levee at a like elevation, and dead level; and behind this are poor huts, badly built and painted, and still beyond them is a dreary forest of half-naked trees, with not a single gap or rise along the hazy line of the horizon resting upon them.

As the Richlieu Rapids are approached, the river again becomes interesting; the banks are once more broken and irregular; numerous churches appear, (having domes and spires like the *béfrois* of Normandy, only that they are roofed with tin,) and shoot above each wooded knoll; and the whirls, and boils, and commotions amongst reefs of irregular rocks, some hidden, others visible, impel the boat at a great speed for such a ticklish and terrific navigation, where the river is very narrow, and the current rushes, with noise and tumult, over a rocky bottom. It is esteemed too dangerous for night navigation.

From *Cape Rouge*, so called from its red hue, produced by oxide of iron, the precipitous bank continues on the north, or left, as we proceed, for seven miles, in an uninterrupted range of high ground, that becomes higher and higher. The mouth of the *Chaudière*, six miles from Quebec, is passed

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coming in from the south, where, at its mouth, is a great lumber establishment of saw-mills at the falls to be described, and where ships load with timber for England.

At length the distant towers of the famous city are descried; the banks increase in loftiness; in two miles Sillery Cove and river are pointed out, then in one mile and a half *Wolfe's Cove*, the *Martello towers* on the heights of Abraham, round and mounted with cannon, placed in advance of the grand batteries, and long lines of defence, constructed of stone with all the art and skill of the engineer, are perceived, as we draw nearer, to extend along the verge of the precipice of naked rock, that, at a height of 340 feet, terminates in the high ramparts and circular castle bearing proudly aloft the red cross of England on the pinnacle of Cape Diamond.

The scene increases in breathless interest every moment; forests of tall masts of hundreds of British ships are seen along the shore; the grim and powerful batteries, where all the ingenuity of military skill has been exhausted to produce another Gibraltar, is seen on the left; while on the right is *Point Levi*, with its soft wooded brow and brilliant white houses, also on a precipice of rock, (but rather less elevated than Cape Diamond) and where, in 1759, General Monckton, by order of General Wolfe, erected batteries to bombard Quebec.

The ruins of the Chateau of St. Louis, as we approach close to the lower town, are an object of very prominent interest in the approach to this truly picturesque capital.

Montmorenci, with its valley and long and straggling suburb, then is disclosed to the view, and the beautiful bay, encircled by mountains, with nobly formed and swelling shores, bounded by the Isle of Orleans, four miles off, and by a delightful country on the north and north-east, with the St. Charles and Montmorenci Rivers falling into the bay, that sweeps most gracefully round like a bow, and presents, in a long circuit, snow-white cottages, handsome country houses, populous villages, that extend for miles in continued streets, and forms the most perfect coup d'œil and unrivalled panorama.

### Lower Canada,

embracing from, and including, Montreal, to the Gulf, and both sides of the St. Lawrence, has a population of 600,000

to 700,000. Quebec and its suburbs contain 3,000 houses and 30,000 inhabitants, not differing much in these respects from Montreal. The vessels resorting to the port are about 1,000 during the short season of five or six months. The Indian name for a village, Kaw-naw-daw, being often repeated by them to the French, when Jacques Cartier first sailed up the river, was adopted by the latter as the supposed name of the country,

This proud castellated seat of the British domain in North America (latitude  $46^{\circ} 59' 15''$ , longitude  $71^{\circ} 13'$ ) is situated on and around a bold promontory, on the north-west side of the St. Lawrence, with the river St. Charles on the north-west, the confluence of the latter with the former being at the spacious bay that salutes the delighted traveler as he arrives at the wharf at the lower town, and terminates his transient steam-boat connection.

As a river eminent for grandeur in its prolonged passage of about 400 miles, from the rapids of Richlieu to the gulf, amid rocky and even mountainous barriers, and for its immense volume and depth of water in that great distance, this river is unequalled; also, in the swell of the oceanic influence that pervades up to the rapids above mentioned. The width of the stream is 1,134 yards, opposite from the city to point Levi, the depth 30 fathoms, forming a cube or prism 180 feet by 3,402. The momentum or current of this immense body of water, moving with a speed of three or four miles an hour, can be imagined, as it is, superlatively grand and imposing, and when suddenly disrupted after being covered with thick ribbed ice and winter's mantle of snow several months, it then becomes terrific, awful, and sublime, the loud cracks and harsh thundering groans of the up-heaving and tumbling masses of ice that impinge and crush on each other in the wildest tumult and confusion, fill the mind with dread and apprehension.

There does not appear to be any material difference in the climate at the present from the earliest times; the winter's cold and summer's heat being both felt to the extreme of human endurance, from  $30^{\circ}$  below zero, to 100 above, Fahrenheit's scale.

The form of the city is triangular, the base, from the St. Lawrence on the south, one mile across the plains of Abraham, north to the St. Charles River, being the *banlieu*, or south-west limit of the city, and the two rivers, as above stat-

ed, and meeting at the north-east point of the town, forming the sides and the apex, the entire circuit being three miles.

The *Quebec Exchange*, and *Library*, and *Reading-room*, presents itself, immediately on landing, to the notice of the stranger, and is situated at the east end of St. Paul-street; the ground, that covers 10,000 superficial feet, cost £1,000. It is a neat edifice, of cut stone. The reading-room in the second story is 50 feet long, 30 wide, 16 high, and from the windows is a complete view of the basin and river. The Library and Board of Trade are in the room above; the Exchange below, where merchants most do congregate.

Not far from the Exchange is the *Trinity House*, in St. Peter-street, a corporate body for the regulation of the pilots of the river. In the vicinity of the Exchange many large new warehouses have recently been constructed, and wharves made on land recently redeemed from the water.

The *King's Wharf* is the place of embarkation and landing of the troops, and for the use of the army and navy officers, governor, &c. Here is the storehouse of the *Commissariat department*, of stone, 250 feet long, the whole under the protection of a guard in a house adjacent.

The *Custom House*, adjoining the foregoing premises, is a plain stone edifice, well adapted and convenient, and the public or long room is worth examination.

There was a barrier in former times nearly opposite the custom-house, where the passages diverge, one to the steps leading to the upper town, and the other to the harbor; and near this Gen. Montgomery was killed, December 31, 1776. An iron ring in the precipice near by, formerly used in mooring ships, may also aid to distinguish the spot where he fell.

The inclined plane of 500 feet long, leading to the citadel from the lower town, may here be seen within a short distance, and also, in a furlong, the place of *difficult ascent* from the river, up the steep hill, to the plains of Abraham, by which the brave, undaunted, and immortal General Wolfe, and the British troops, crept and scrambled up to the summit of the heights, and established themselves in line to receive the attack of the French, under Montcalm, that resulted in the defeat of the latter in 1759, and the prostration of French power in Canada.

Besides the plane, with the machinery at top, worked by steam, drawing up large trucks and masses of stone, cannon, stores, and all heavy weights, on the rail-way, from the wa-



ter's edge to the summit of Cape Diamond, there is a separate path of 600 steps, that leads from the upper to the lower town.

*Cape Diamond* is a mass of dark slate, containing limpid quartz crystals, in veins, with crystalized carbonate of lime—hence the name it bears.

### **Fortifications on Cape Diamond.**

The entrance to the *Citadel*, that is 200 feet higher than the rock or ground that sustains the upper town, is by a winding road through the acclivity of the glacis from St. Louis' Gate, that is on the south-west, and together with St. John's Gate, has out-works of the greatest strength and combination. This leads into the exterior ditch of the ravelin, and then into the principal ditch, between walls of solid masonry to the right and left.

*Dalhousie Gate* is the main entrance, and within the massive arch are the main guard-rooms, and in front is a spacious area or parade-ground, formed by the angles and face of the bastion; in the face are loopholes for the fire of musketry, and on the top are embrasures for cannon. The loopholes serve to admit air and light into the casemated barracks within, that are commodious, comfortable, safe, and fire and missile-proof quarters.

On the top of the bastion is a covered way and gravel walk, with cannon pointing to every part of the ditch and glacis, and avenue of approach; here is the finest view of the harbor and surrounding panorama; the telegraph at the east, on the summit of the cavalier of the citadel, is another fine point of view, as is the observatory on the west towards the plains. Within the citadel are the magazine, armory, store-houses, and other buildings for the large garrison; and the mess-rooms and barracks for the officers, covered with tin, are seen from afar in every direction as a bright and luminous object, the latter standing on the verge of the precipice to the south, with a bird's-eye view; directly beneath is a fine row of buildings of cut stone, with a paved terrace in front.

This fortress combines every invention of science and precaution of art that consummate skill and ingenuity could suggest for the protection and security of the city and garrison. The area of the space and works within the citadel alone is 40 acres. The fortifications are continued around the

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upper town in bastions and lofty curtains of solid masonry, and ramparts of 25 to 30 feet high, and of equal thickness, bristling with heavy cannon, round towers, loop-holed walls, and massive gates at intervals.

*Public Promenade.*—This is on the summit of the ramparts, from Cape Diamond to the artillery barracks, near Palace Gate, and is a broad covered way, that has an agreeable view toward the west, passing over the gates of St. John and St. Louis. The scene at sun-set is one of gorgeous and surpassing splendor.

The city, that is defended on the land side by its ramparts, has on the other a lofty wall and parapet, based on the cliff, beginning near the River St. Charles at the *Artillery Barracks*. These were erected by the French in 1750. They are of stone, two stories high, 600 feet long and 40 wide, with a garden and appurtenances that denote comfort and neatness.

*Palace Gate*, that adjoins the barracks just alluded to, and connects the works on the left, with their continuation along the St. Charles, has a guard-house on the right. The gate is the most elegant and chaste in point of architecture, and is at the north end of Palace-street, that led to the Intendant's house or palace, that stood on the banks of the St. Charles, on the site of the *Wood Yard*.

From Palace Gate the lines continue on the verge of the cliff to *Hope Gate*, 300 yards; a broad and level walk separates the outward wall from the Hotel Dieu. The wall near Hope Gate and guard-house is loop-holed for musketry, and the works here present a lofty and frowning front, and project over the rugged cliff. Midway between the St. Charles' side and the gate, a very picturesque view of the rock and the works may be obtained.

At *Hope Gate* begins the rise of the rock, that ends at the east point of Cape Diamond. Beyond the gate, the wall continues to a point opposite St. George-street and the storehouse, at the angle of the seminary garden, and to the cliff, Sault-au-Matelot, near where Champlain began his settlement in 1608.

From this eminence the grand battery of heavy 32 pounders points to the basin, and sweeps over the harbor in a commanding style. This extends to the Bishop's Palace, and in those parts of the cliff where it is 300 feet above the water, the parapet is but a few feet high, and the grim-looking artillery are ready to vomit forth their iron missiles on all invaders.

Hard by the Bishop's Palace, that was long used by the Provincial Legislature, is the *Prescott Gate* and guard-house, and under its massive arch is the great thoroughfare between the upper and lower towns, called *Mountain-street*. It is protected on both sides, and by works that connect it with the Castle of St. Louis; the stone rampart or wall formed part of that building, aided by buttresses, founded on the solid rock 200 feet above the lower town.

The *Governor's Garden*, on terraces, is on the south-west of the ruins of the castle, and is 540 feet by 210, and has also in it a small battery. In front of the garden the fortifications are continued for 900 feet, until they reach the foot of the glacis, or hill, towards Cape Diamond, crowned at that point by the round tower, and the British flag proudly triumphant.

As to the extent of the ramparts on the land side, from the south-west angle of the citadel to the cliff, above the River St. Charles, they are, according to Bouchette, 5,511 feet, or 221 feet over a mile. Within this rampart is the *Esplanade*, a level space 719 feet long, and here are mounted the several guards on duty, at the citadel and other public places, daily at 11 o'clock, that every stranger should by all means behold, besides other parades of the garrison. The circuit of the fortifications that enclose the upper town, is two and three-quarter miles, and that of the space reserved by government, on which no houses can be built on the west side, is three miles; average diameter, 4,500 feet.

The castellated appearance of the city, that may be said to be entirely surrounded by a strong and lofty wall of hewn stone, elegant and durable, its ditches, embrasures, round towers, battlements and gates add much to its outward effect.

*St. Louis' Gate* and road leads to the scene of Wolfe's death—the Plains of Abraham, and the race-course; this road is kept in repair by the military authorities, and is bordered by fashionable houses and gardens; and on the left is seen, on a slight ascent, one of the four Martello towers, that are intended, by the cannon on the top, to sweep the plain to the south-west in advance of the main ramparts between the two rivers.

*St. John's Gate* leads to the populous suburb bearing that name, and the much admired parish of South Foy, with its pleasant residences, gardens, and villas.

From the new market on the St. Charles is a good view of the city and its line of defence.

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The *Jesuits' Barracks* is an edifice of stone, three stories high, 224 feet by 200, with its principal entrance from the market place, opposite the French Cathedral. A lofty passage opens into an area, with the soldier's rooms on each side, and an arch leading to the yard and offices; on the left is a large door opening to a hall, and the library that belongs to the garrison. The wall enclosing the yard is 600 feet long in St. Anne-street; in that is the barrack gate and main guard; this was formerly the garden. The *Barrack Office* beyond the gate, is a neat, solid building, nearly opposite the Scottish church.

The *Commissariat Office* is in the Place d'Armes, opposite to the court-house; the large stores are on the King's Wharf.

In St. Louis-street is the residence of the officers not residing in the citadel, and in the rear of the stone building is the spacious mess-room of the officers of the 79th Highlanders; and on the east, and in rear of the officers' quarters, at the end of a court or avenue from St. Louis-street, is the *Military Hospital*, a large building. Opposite to the officers' quarters in St. Louis-street, are the military offices; and next to St. Louis' Gate is the Royal Engineers' office; and in the rear are the spacious yard and work shops of the *Royal Sappers and Miners*. The engineers have charge of the military works of all kinds. The government laboratory, on the right hand of the road leading to the citadel, opposite to the engineer yard, is on the site of an old powder magazine; close to it Gen. Montgomery was buried, January 4th, 1776.

The ordnance department has a spacious building of stone, and a powder magazine in the bastion, between St. John's Gate and the Artillery Barracks; and in various parts are large depôts of cannon, powder, shot, and other munitions of war.

The *Parliament House* is a substantial edifice of cut stone, on the site of the Bishop's Palace, and consists of a centre of 250 feet, surmounted by a handsome dome lantern, or spire, like that in Boston, and cross, covered with tin. There are two wings of 60 feet each; the whole is three stories high, and is arranged on an open court or terrace, raised a few feet above the street. The facade is massive and imposing; the entrance on the first floor is through a rustic base, and over that is a colonnade of four Ionic pillars, with a pediment and the imperial arms of Great Britain.

In this house will be held the sittings of the Provincial

Legislature, that have until 1834 been in the Bishop's Chapel. The new place of assembly is 79 feet long by 46 broad, and 29 feet high from floor to ceiling. From the dome is a splendid view over the city of Quebec and the romantic environs, that is enjoyed in security from the railed gallery on the outside that environs the dome.

The *Court House* is a plain edifice of gray stone, 136 by 44, in an area inclosed by an iron railing, the roof, as usual, covered with tin. It stands at the angle of St. Louis-street, and the Place d'Armes south of the English Cathedral, fronting on the former; a double flight of stone steps leads to a vestibule, and facing that is the court of sessions, and on the right, the police-office, justices' and grand jury rooms. On the left is the Prothonotary of Court of King's Bench. On the upper floor is the Court of King's Bench, with a gallery for spectators, with the imperial arms, as in the sessions' room, behind the bench. To the left of the Court of King's Bench are the judges' chambers and the Court of Appeals, and on the right the Vice Admiralty and sheriffs' office and advocates wardrobe. The Vice Admiralty Court is held in the sessions' room. The records are kept in the basement. The cost was £30,000—finished 1804.

The *Jail* is 160 feet long by 68 broad, and behind it in a separate building is the *House of Correction* for females; the jail is airy and elevated, being at the top of St. Stanislaus-street; it is well regulated and clean. The *Quebec Jail Association* to promote education, industry, and moral improvement among the prisoners, is an useful society of gentlemen, the principal clergy, &c. that meet in the chapel of the jail once a week.

*Free Masons' Hall* is opposite to the *General Post Office* in Buade-street, near the steps leading through Prescott Gate to the lower town. *Le Chien d'or* is a stone dog gilt gnawing a bone; a memorial in front of a house near by, of a bone of contention, in 1712, between Philibert that resided in this house a merchant, and Bégon, the Intendant; the latter, feeling power and forgetting right, injured the former, who replied in a pasquinade on Bégon, that offended him so mortally, that Philibert, in descending the lower town hill, was run through the body by M. De R——, an officer of the garrison, who left the province in haste, but was pursued to the East Indies by the brother of Mr. Philibert, who met the assassin in a street of Pondicherry, and a duel with swords ensued, and De R. fell,

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and the avenger was satisfied. The Chien d'or yet remains, with the pasquinade.

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 VN TEMS VIENDRA QVI NEST PAS VENV,  
 QVE JE MORDRAY QVI MAVRA MORV.

The house inhabited by the brave but unfortunate *Montcalm*, who fell gallantly on the Plains of Abraham in the conflict gained by Wolfe, at the loss of his life, is west of Hope Gate, and is now divided into three private residences, within the fortifications and adjoining the garden wall of the Hotel Dieu facing the north-east.

The *Marine Hospital* is on the bank of the little river Charles, and nearly opposite the place where Jacques Cartier first wintered in 1535, nearly a century before the founding of the English colonies in Virginia and New England. It is of the Ionic order, copied from the Temple of the Muses near Athens; is 206 feet long, and, with the wings, 100 feet deep, and four stories high, including the basement and attic. A double flight of stone steps conducts to a colonnade of four lofty pillars of the Ionic order that reach up to the cornice of the third story, and above that is the attic of the fourth story.

The entire premises contain six acres in gardens and promenades for the convalescents, and the house can receive 362 patients; hot, cold, and vapor baths are in each story; and each ward has flues to convey the foul air to the roof and ensure ventilation, that is done by machinery—and this is of vital importance, and should never be omitted. Water is taken from the River St. Charles, filtered and conveyed to the top of the Hospital. In the basement story are extensive cellars, kitchens, laundry, and other arrangements. In the first story, Catholic and Protestant chapels, and rooms for the ministers, house-keeper, steward, nurse, two large kitchens, wards for 60 patients, baths, &c. The principal story has a large entrance-hall, a museum, apartments for the medical officers, examining-rooms, operating-theatres, or dissecting-rooms, and space for 68 patients. In the third story are apartments for the chief nurses, and wards for 140 patients. The upper story is for a lying-in hospital for 34, and the attics are for 60. It was opened in July, 1834, and has cost a large sum.

The French *Roman Catholic Cathedral* is on the east of the Market-place, and is a plain stone building, 216 feet by 108,

with a high, awkward, tin-covered spire. The interior has many pictures and an antique pulpit, and will contain 4,000. The aisles are lower than the nave, and divided by massive arches of stone, and above is a gallery on each side, running the whole length of the interior; the altar and choir are well decorated; there are two small chapels; in a transverse gallery is an organ at the west end. Another Catholic Church of the Congregation is a modern edifice on the west end of the esplanade; and another in the lower town, Notre Dame des Victoires, built in 1690, also fronts on the Market-place. The most recent Catholic church is in the suburbs of St. Roch, and is a large and ornamental edifice, with several paintings. There is also a church at Point Levi of the Catholics, and an Episcopal church that is neat and attractive, and harmonize well with the landscape around.

*St. Patrick's Church*, Catholic Irish, St. Helen's-street, rear of Palace-street, is 136 by 62 feet; has three entrances in front, and two east and west; a double tier of windows; ceiling 48 feet high; the roof and galleries are upheld by massive pillars, with bases and capitals; the galleries have three ranges of pews, and with those on the ground-flat will contain a large number.

The *English Cathedral* was erected at the instance of the first Bishop of Quebec, in 1904, by the government; it is 134 feet long by 73 broad, and from the floor to the centre of the arch in the interior is 41 feet, spire 152 feet. It occupies a spacious area, enclosed by iron rails and gates, and decorated with trees. It has a peal of eight bells, the tenor bell of 16 cwt.; an excellent organ and regular choir, with galleries each side, and an elegant font of white marble, and a magnificent set of communion plate, made by Rundell and Bridge, London. There is also a beautiful monument to the memory of Dr. Jacob Mountain, the late first Bishop of Quebec, by Nicholls, size eight feet by six, weight two tons; the whole is of white marble, done in a masterly style, and has a striking effect, and is a conspicuous ornament to the church, and has a likeness of the venerable Bishop in his bust and robes, on a pedestal, with the mitre, &c. and inscription cut, and a full-length figure of Religion clasping a Bible, with the cross and crosier. The present archdeacon is the son of the first bishop of Quebec.

There are four chapels of the church of England in the parish; 1st. The *Holy Trinity*, in St. Stanislaus-street, upper

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town, a private chapel, built by Chief Justice Sewell in 1824 ; it is of cut stone, 74 by 48, with an organ, and will hold 700. E. W. Sewell, Rector. The other three chapels are small, viz. St. Matthew's, or free chapel, in St. John's suburbs. *St. Paul's*, or the Mariner's Chapel, at the base of Cape Diamond, close to the L'Anse des Meres, built of wood, (over a school-house of stone,) and served gratis by the evening lecturers of the cathedral. *St. Peter's*, or the French Protestant Chapel, suburb St. Roch, in the upper part of the *Male Orphan Asylum*, that is supported by the weekly collections of the cathedral. The *Female Orphan Asylum* is in the rooms over the *National School-house*, near St. John's Gate, a plain gothic building within the walls.

The *Scotch Church*, in St. Anne's-street, upper town, enlarged in 1824, is 95 feet by 48, and can stow 1,300, and has a school attached.

*St. John's Church*, St. Francis-street, is connected with the church of Scotland.

The *Wesleyan Methodists* have a chapel in St. Anne-street, upper town, and also a smaller one in Champlain-street, lower town, for sailors and others.

*Quebec Bank*, in the lower story of the neat stone edifice owned by the Fire Assurance Company, in the second story in St. Peter's-street—the former is a Joint-stock Company. *Office of Discount and Deposit of the Montreal Bank*, is on the corner of St. Peter and St. James'-streets, near the Exchange.

*Chasseur's Museum*, in St. Helen's-street, in the upper town, near St. Patrick's Church.

The *General Hospital* is a nunnery, with a superior, 45 nuns, a few novices and postulants. The front is 228 feet ; its form nearly square—the main edifice 33 feet deep—the range on the south-west is 133 feet long and 50 broad—(a separate house is for the insane, and there is another at Three Rivers under the Ursulines.) The chapel is neat, and has a gallery connected for the sick and indigent.

The *Hotel Dieu* is one of the largest edifices in Canada, 390 feet long and 51 wide, three stories high, situated between Palace and Hope Gates, with a wing on the north-west side, 150 feet long and two stories high. A superior and 33 nuns, two novices and a postulant devote themselves to the gratuitous care of the sick and the afflicted poor. There are some pictures here by Stella, Corspel, and Eustache La Seur, the Raphael of France.



The *Ursuline Convent* is a plain but commodious edifice of stone, two stories high, 114 feet front by 40 deep—that, with its gardens and out-buildings, covers seven acres of ground within its own fief of St. Joseph. The rest of the site, except the court, is occupied by a kitchen-garden, and is surrounded by a stone wall. The chapel and choir of St. Ursula is 95 by 43 feet; plain exterior, but its altars are splendid, and the interior is venerable; the grating separates it from the convent, and it opens to the public towards Garden-street. The remains of Montcalm here repose.

The *Ursuline Chapel* has several pictures that may be examined by asking the chaplain; they are by Van Dyke, Le Seur, Restout, painter to the king in 1750, and Champagne, a Flemish painter to the Queen of France in 1674. The family consists of a superior, 42 nuns, and some novices. The rules are rigid and exclusive, and their convent is not open to public inspection beyond the chapel and parlor; the whole is neat and well arranged. The school here kept is one of the best in the province, and the branches are the useful and ornamental.

The *Seminary of Quebec* is an immense pile of buildings, of 210 feet on three sides, and 42 feet wide, three stories high. Corridors of great length traverse each story, leading to the halls, dormitories, refectories, classes, apartments of the priests and of the Bishop, who resides in the seminary, with the portraits of his 12 predecessors in his ante-chamber. There are 260 pupils, 120 of them boarders, that pay £17 10s. yearly, and deductions made for all absences of eight days or more—to others *tuition is free*. The commencement is on the 15th August, and is attended by the governor and all distinguished characters; after this is a vacation of six weeks. The library consists of 8,000 volumes. The hall or chapel is adorned with Ionic columns. The cabinet has a choice collection of instruments, antiquities, and a cabinet of mineralogy, from Abbe Hauy, Paris; fossils, petrifications, shells, insects, ores from South America, and an imitation of the Falls of Niagara. The *grand entrance* to the buildings is from the Market-square, and the vestibule conducts to the chapel, and to the best collection of paintings to be seen in this country, of the French school and eminent masters, 14 in number.

The *garden* is 510 feet long and 600 feet broad, and has seven acres of ground facing the grand battery and overlook-

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ing the harbor, and includes, besides several rows of fruit trees, a bocage of forest trees and a terrace, from which the view of the basin and distant landscape is truly splendid.

The *Castle of St. Louis*, the seat of provincial power and government for the two countries, and the *xyz* of Quebec, was destroyed by fire the 23d January, 1834, when the thermometer was 22 below zero, and a fierce westerly wind was blowing. It broke out in a room on the upper story, about noon, and soon spread the whole extent of the roof, and burnt downwards; and though the alarm was given, and the tocsin sounded, all was useless; the engines were instantly frozen, and warm water could not be procured in quantity to arrest the fury of the flames—all efforts were powerless. The length of this edifice was 210 feet, its width 40 feet, its height above the lower town 200 feet; and apart from the painful sense of the destruction of an ancient and celebrated building identified with the colonial history, the sight in the day was deeply impressive, and at night grand in the extreme. The extent of the structure, the numerous windows and openings, its great elevation and peculiar position as to the lower town, actually overhanging its streets, so that the burning flakes fell upon the roofs of the houses below, combined to make this triumph of the flames almost a scene of wonder and admiration; from the lower town it was in the highest degree picturesque, and at a distance the view of the fire, and its reflection on the ice and snow, were singularly beautiful, it being many hours before it was consumed.

The Chateau, as it is called, yet remains in its blackened, naked walls, as does the firm floor of the gallery or balcony that overlooks, at a giddy height, all below. The gardens also, formed in terraces cut from the face of the precipice, though called *hanging gardens* by a common misnomer, are yet perfect in their arrangement.

Founded by the French in 1623, under Champlain, it partook of the fluctuations and fortunes of those early days, in being alternately captured by the English, and given up again; of being bearded even by the ferocious Iroquois, those indomitable enemies of the French, who more than once massacred some friendly Indians in sight of its walls, and threatened the fort itself, to the great terror of the French, then weak and powerless; but at an epoch more recent, after years of repose, when the gristle of its youthful days had been hardened into the bones of mature manhood, and the

power and pomp of the Gallic kings was transferred and wielded to this remote Siberian shore and climate, then it was that the proud occupiers of this castle let the full measure of their strength and hatred be liberally bestowed upon the English colonies of North America; then this castle was the focus from whence emanated the mandates that swayed an immense territory, the extent and vast importance of it then being little known or appreciated, reaching, as it did, up the noble St. Lawrence and the shores of its immense lakes almost to the seat of perpetual frost, and down the endless Mississippi to the balmy region of a constant summer.

The ancient ceremonies that were here witnessed, and the acts of arbitrary power inflicted by the viceroy of France, in the strict exaction of those forms of servility and submission, by the minute fulfillment of which the noblesse and military retainers held their lands and places in the province under the crown, and that originated the class of rich seignors and poor habitans or peasants of this day, were all enacted in this castle, that has been so recently and lamentably destroyed.

Few Americans are aware that, the English having succeeded to the rights of the French government, this ceremony is still maintained, as a real and substantial obligation, not to be violated without forfeiture and dishonor.

Fidelity and homage is rendered at this day by the seigniors, to the governor, as the representative of the sovereign, in the following form: his excellency being in full dress and seated in a state chair, surrounded by his staff, and attended by the attorney-general, the seignior, in an evening dress, and wearing a sword, is introduced into his presence by the inspector-general of the royal domain and clerk of the land roll, and having delivered up his sword, and kneeling upon one knee before the governor, places his right hand between his and repeats the ancient oath of fidelity; after which, a solemn act is drawn up, in a register kept for that purpose, that is signed by the governor and seignior, and countersigned by the proper officers.

It may be well to state, that the old castle and fort of St. Louis, near the Sault au Matelot, were separate structures, the one in the other, and the fort also comprised a magazine, guard-room, and barracks for the soldiers, and a large area in a rampart.

The exterior of the last castle was plain, the interior well

adapted for its purposes. The apartments on the first floor, occupied by the family of the governor, were furnished in an elegant and tasteful manner, and with paintings, drawings, and prints, and objects of vertu. Though not large as those of the nobility, yet the coup d'œil of the rooms on the reception days was pleasing. Here were given the parties to which the gentry of the city and vicinity were invited during the winter—always in Canada the season of hospitality.

In the *old* chateau are paintings, by Sir Joshua Reynolds, of George III and Queen Charlotte, and in the ball-room is a good copy of Sir Thomas Lawrence's full length portrait of George IV. As to the rebuilding of the castle on its former site, on a new enlarged plan, in the present disturbed state of Canada, it is quite problematical.

The public offices are in a large building on the corner of Fort-street, south of the site of the castle, and in it also is the *Museum* of the Canadian Society of Arts, and near by is the

*Monument to Wolfe and Montcalm*, on the west side of Des Carriere's-street, leading from the Place d'Armes to the glacis of Cape Diamond; in front is a broad walk overlooking the castle garden, the harbor, and the shores of Orleans. The *obelisk*, including its surbase and sarcophagus of 13 and 7 feet, and shaft of 42 feet 8, is 65 feet—dimension at the base 6 feet by 4 feet, and tapering conically to the apex to 3 feet 2, by 2 feet 5. On the sarcophagus is a Latin inscription, and on the north side "*Montcalm*," and on the side towards the river and place of his ascent, "*Wolfe*."

At the corner of St. John and Palace-street, in a niche at the angle of the wall of a public house, "*General Wolfe's Hotel*," is a dwarf statue of painted wood, depicting him in a coat, cocked hat, and knee-breeches, that has had undue importance bestowed upon it. The much admired and invaluable bust of Wolfe, that was placed on a pedestal in the castle, at the head of the principal stair-case, was most fortunately preserved, as were the most valuable furniture and effects, during the progress of the destructive element. The spot where the hero Wolfe died, is indicated on the field of battle on the Plains of Abraham, by a broken column of black marble.

## **Ride to Beauport and Montmorenci, nine miles.**

No traveler of taste should omit making an early visit to this exquisite waterfall. The way to it leads out of the north-west side or gate of St. John, through the street and extensive and populous suburbs of that name, never tiring, or ending and crossing a large wooden bridge, the interminable French village is entered, that presses closely upon the road, and has a goodly-looking large church, with a dome of two spires coated with tin, bright and dazzling.

The traveler having passed over the River St. Charles and the rich meadows north-east of the city, will observe the cheap and simple method of dividing the small enclosures by stakes driven into the earth and fastened at top by a rail with withes, and the herds of cattle, and the light carts and sturdy, hardy ponies of the true Norman breed, dragging to market wood and other articles, and perhaps the owner with his pipe and woollen cap, the costume of the Bourgeoise, and in a few miles, after attaining the more elevated ground, will be in the village of Beauport, that is built, as usual here, on one street, four miles long, reaching to the vicinity of the Falls of *Montmorenci*.

Arrived at this spot, eager with expectation to view the cataract, that the tourist is aware, from the thundering sound, is close upon him; a ladder near by, securely placed against the rock, that, if possessed of strong nerves and a good grip, may be laid hold of to descend 70 feet, will place him on the table rock, exactly on a level with the torrent, and at the fearful verge whence it makes its wild leap into the mist-covered abyss, 240 feet beneath. A race-way abstracts a portion of the water before it reaches the cataract, and is conducted along in a channel of plank down the hill till it acquires a fearful velocity, and acting upon the wheels in the mill at the base, it gives the power that is used for various purposes to a great amount, such as sawing lumber, wool carding, &c.

Ladies, and others, not wishing to descend the ladder, as above, will cross the bridge over the Montmorenci, 100 feet wide, to the east side, and keep along the same towards the front of the falls. The width here does not exceed 50 or 60 feet, unless under heavy rains and spring floods. The fall does not vary more than five degrees from perpendicular, but

touches some projections in the rock as it falls, that breaks it, and diffuses into foam and spray, that is increased by its falling upon other rough ledges as it descends to its deep reservoir.

The admiration of the traveler will increase as he completes his descent to the foot of the falls, and takes an upward view, and beholds such a sheet of water, the width of two common house fronts, shaking in mid air like a gigantic white ribbon held aloft and displaying its changing snaky folds to the admiration, awe, ecstasy, and terror of the beholder. No one should boast of having seen Montmorenci without having attained this position.

By the attrition of the river in the course of ages, it has worn into the bowels of the rocky precipice a semi-amphitheatre of 600 feet, back from the St. Lawrence, amid steep side walls of near 300 feet, of limestone, quite rotten, that has in places an appearance of slate or sand-stone. The Coliseum at Rome, large as it is, might be received in this excavation, and two more placed on top of it.

From the hill east of the falls is a fine view of the island of Orleans, 20 miles long and 5 wide, cultivated like a garden to supply the Quebec market, presenting a pleasing slope to the west, and skirted by a clean sandy beach, as is the main land; the arm of the river between is shoal, the channel for men-of-war and merchantmen being on the other side. The view also of the harbor from this direction, and of the slender masts and spars of the distant shipping, appearing diminished to toys, contrasted with the black frowning back ground of the precipices of Cape Diamond and Point Levi, and the bright radiance from the pure dazzling tin covered roofs of the dwellings, public edifices, spires and domes, calls for the renewed expressions of admiration.

*Rafts of lumber* engross the attention, as many are counted on the surface of the water, and as they are moored in all the coves and nooks of the shores below and above the city, not only from the herculean labor bestowed in preparing and wafting several hundred miles, over rivers and rapids, such unwieldy masses to a distant market, a voyage of weeks, or perhaps months, but also at the immense quantity of shipping employed in its transportation to Europe.

Before quitting these lovely falls, it is recommended to take a short stroll along its bank, at some distance above the chute, where the river flows between lofty rocks, and with

accelerated current, till it passes the geological curiosity called the *Steps*, a work of nature with the appearance of art, that, aided by the romantic, tree-crowned, castellated, rocky summits, and the raging current that is seen to dart under the bridge, and over the steep inclined plane of the rock to its final plunge into the bosom of the St. Lawrence, is a good finale of the excursion to Montmorenci.

On the way back to the city it may be noticed where the black rocks have been exposed by quarrying; thus they have the aspect of beds of coal, but as seen in Beaufort are the fœtid limestone, in strata of mason-like regularity, the seams being vertical and horizontal. It is used in the village for building, and also for making lime. Some of the most gratifying views of Quebec are obtained on returning from Montmorenci, when passing through *Lorette*, a village of half-civilized aborigines, that occupies a conspicuous eminence on the north bank of the St. Charles, seven miles, from the city, that presents new features in the landscape, the rapids of the St. Charles, and the north-west side of the city of Quebec and suburbs in bold relief.

The *Chaudiere Falls* are four miles above its embouchure into the St. Lawrence, and nine miles from the city. The river rises near Lake Megantic, bordering on the United States, in the chain of highlands south of the St. Lawrence, and has a circuitous course of 162 miles, and a breadth of *four hundred to six hundred yards*, and a bed so incommoded by rocks as to be unfit for navigation. In its descent from the mountains it is almost a continual succession of cascades, but at the *great falls* alluded to the stream is 400 feet wide, and falls 130 feet down a chasm wild, irregular, and fearfully grand. Masses of rock divide the falls into three parts, but they are again concentrated into one grand volume ere they reach the receptacle beneath. The evergreen foliage of the woods that overhang the rocks and river are in fine contrast with the snow-white brilliancy of the foaming and roaring waters. The most varied and charming effect is produced by the revolving bodies of water and foam issuing from the deep globular excavations worn in the rock, and the spray and mist that is thrown off reflects in the sunshine pillars and arches of prismatic colors and rainbow hues in perfection.

*Point Levi* must be visited *en route* to the Chaudiere if the land route is adopted, though it can be approached within a short distance by boats. Notwithstanding its nearness to the

city, the woods on the banks of the river are so impervious as to render a guide requisite for all strangers visiting the falls.

Arnold in his celebrated expedition, in 1775, to attack Quebec, followed up the Kennebec and down the Chaudiere to St. Lawrence, 370 miles from Boston. A good road extends from Point Levi up the Chaudiere to the De Loup settlement, and also one from Kennebec to the boundary line.

### Canadian Laws and Customs, &c.

The old French laws prevailing in 1663, viz. the "*Pays du droit écrit*," the written law, or Roman law, slightly modified as the common law of the land, and the "*Pays coutumier*," or law of custom, the feudal customs of the Franks, and of the tribes that overrun France, yet have a governing influence in Canada—lands possessed *en fief* as manors with feudal rights and privileges, or "*en roture*," with servitude from vassal to the *seigneur*, as the maxim was in those days, "no seigneur without land." Fines are still levied on all sales of land, and pre-emption, in certain cases, reserved to the vender; these have had marked influence in the results in degrading the population and character, and retarding the enterprise, and prosperity of the people of Lower Canada, where these customs only prevailed, and their effect in deadening improvements and checking the resources, the transfer of property chaining down the habitans to their birth-places, and producing a fixed, permanent, and increasing population on the banks of the River St. Lawrence only, while the boundless interior is left to run waste from the inbred gregarious taste of the ignorant peasantry for village frolics and dancing, will ever depress the Canadians in the estimation of the world far below that standard of self-esteem and independence in thought, word, and action, that prevails in such a marked degree south of the line that separates Canada from a great nation governed and influenced by free and unshackled, well known, and printed laws, aided by unbounded activity, civil and religious freedom, with institutions that are impressed on a people of such different languages and descent.

In Canada there are no recording offices, as in the States, for registering the sales and transfers of real estate, but a system of secret laws, hypothecations, mortgages, and myste-



ries, difficult and almost impossible to trace or develope, that renders it extremely difficult to obtain a good and perfect title to an estate in Lower Canada.

Half the earnings of the husband during coverture, may, after the death of his wife without children be claimed by her next of kin in his life time, is another of the ancient usages derived from the old French law of custom in by-gone ages, that from its injustice, odiousness, and singularity, would not be tolerated here in the United States for a moment.

### Lower St. Lawrence.

Adequate impressions of the magnitude and grandeur of the magnificent St. Lawrence cannot be fully attained by the casual visiter without devoting a little time to a trip down to Mal Bay, or *Tadoussac*, at the mouth of the *Saguenay* River, 100 miles below Quebec, or along on the south shore to *Kamouraska*, nearly opposite Mal Bay, about 75 miles—a watering or sea-bathing place, that is a favorite place of resort in summer; here are one or two inns and the manor house of M. Taché: a wood is on the north to Mal Bay, and on the south to Kamouraska.

At Quebec the greatest depth of water is 28 fathoms, and the tide rises 17 to 18, and at the springs from 23 to 24 feet. At the basin the St. Lawrence is two miles across, and increases in width to Cape Rosier and the Mingan settlement on the Labrador shore, where it is 105 miles wide.

The island of *Orleans*, at four miles from Quebec, is 20 miles long and five broad, and is in three properties, *Drapeau*, *Poulain*, and *Dupré*. The shores slant gradually to the beach, with only a few rocky cliffs; next the slopes are large spaces of low meadow land, with patches of arable. Bordering the north the beach is flat and muddy, with reefs of rocks; on the south it is a fine sand with a few pointed rocks. The highest part of the island is by the church of St. Pierre, four miles from the west end, fronting the Falls of *Montmorenci*, and also just above *Patrick's Hole*, abreast of St. Pierre on the south, at the second telegraph of the chain from Quebec to *Green Island*. The centre is thickly wooded, the trees small. The soil is fertile; the uplands have a light earth, with sand and clay; the lowlands a fine black mould, and near

the shores blended with sand; it is poorly watered. There is a good road round the island, and several crossing it. The churches of St. Laurent and St. Jean are near the south shore, but six miles apart from each other.

The way is through excellent and well cultivated lands, richly diversified with orchards and gardens; the grounds rising with an easy slope from the road, displays the surface to the eye. The houses, in the Canadian style, are close by the road side, at short distances from each other. Pat's Hole is a cove and anchoring place, and on the point is a neat group of houses, where visitors may board that wish to explore the island for curiosity or amusement. The market of Quebec is furnished with grain and most sorts of provisions from the industrious cultivators of this fertile island; the population may be 7,000.

Beyond the island of Orleans are *Goose and Crane*, and many smaller islands; the two named are cultivated. At Riviere du Sud the St. Lawrence opens to 11 miles in width, and the country increases in its appearance as to beauty, fertility, and population; many churches, telegraph stations, and villages of whitened houses, give life and animation to the scene; and the contrast is observed of the dark thick woods covering the rising grounds behind them to their summits, and the lofty ranges of the distant mountains terminating the noble back ground.

At the *Traverse* the St. Lawrence is 13 miles across, yet the Isle aux *Coudres*, the shoal of *St. Roch*, and that of the *English Bank*, interrupt the fair way, and limit the channel used by the pilots to not more than 1,800 yards between the buoys, and here the most intricate part of the river, from the strong, irregular, and numerous currents. Passing the *Traverse*, a very agreeable view is seen of the settlements in the Bay of St. Paul.

The Bay of St. Paul is three miles in depth and two miles wide; it receives the waters of Riviere du Gouffre, a stream of considerable size, flowing from some lakes in the second range of mountains in the interior. From the cape the ridges of high land describe a circuit before they close upon the river; their lofty and craggy summits form a grand amphitheatric back ground to the picturesque and highly romantic settlement, guarded by the well cultivated Isle aux *Coudres* at its entrance.

*Cape Tourment* is a precipitous head land 1,800 feet high, next below the island of Orleans. The rock formations of the north shore of the St. Lawrence from this to the Mal Bay, and below, are of a similar character. They rise into mountains of magnificent features that bound the river in lofty capes and escarpments, and at distant intervals break into rich but narrow valleys of alluvion, the outlets of streams tributary to the St. Lawrence, and admitting glimpses of the interior villages and churches, and of the far away, rude, bleak, and gigantic mountains.

Continuing down the river, the next in succession are the islands of *Kamourasca*, the *Pilgrims*, *Hare Island*, and the cluster of small ones called the *Brandy Pots*, 103 miles from Quebec, the place of rendezvous for convoy. *Green Island* and the lighthouse is next passed, and then *Red Island*, and abreast of it, on the north shore, is the *Saguenay*, a river remarkable, even in America, for the immense body of water it pours into the St. Lawrence.

*Bic Island*, 153 miles from Quebec, is near good anchorage, and next comes *St. Barnabe* and the *Point aux Peres*, and the place to discharge pilots, as from this to the gulf the river is clear. Below this are two very extraordinary mountains close to each other, the *Paps of Matane*, and nearly opposite to them is the bold and lofty promontory of *Mont Pelec* where the river is little more than 25 miles wide, but the coast suddenly stretches almost north, so much that at the seven islands it is increased to 73 miles. The settlements on the south side reach down thus far, but to the east of *Cape Chât* the progress of industry is no longer visible; on the north side the cultivated lands extend only to Mal Bay.

Taking the land route on the north side to Mal Bay, or on the south to *Kamourasca*, or rather going down on one side, crossing the river at the mouth of the *Saguenay*, where the St. Lawrence is 18 miles wide, and ascending by the other, you will pass in review almost the entire population of the oldest part of the province, and have exhibited from many elevated positions, extensive reaches of the great river in all the vivid and clear distinctness so desirable and gratifying to the artist and lover of the picturesque. The vast lake like expansions, dotted with cultivated islands that are ornamented with white tenements sprinkled thickly over the land, the pretty, dense clusters, and villages of the peasantry gathered around their tin-covered churches, and lofty turrets now seen

in the lowly vale, or surmounting the distant hill or mountain, with the native forests ever in view, amid a people attached to the habits and customs of their Norman ancestors; the magnificent forms of the mountains, the beauty of the secluded but populous valleys, and the affectionate simplicity and primitive character of their inhabitants, is, to a citizen of the United States, a source of deep musing at the marked contrast in manners, customs, language, and the scenery around him, with that he has been accustomed to, and that he will probably most willingly and eagerly, in a few hours, be desirous to resume.

The river *Saguenay*, that unites with the St. Lawrence at Point Alouettes, or Lark Point, is the largest tributary to that stream. It may be traced to its source in Lake St. John, and a collection of waters in north latitude  $48^{\circ} 20'$ , and  $72^{\circ} 30'$  west longitude, receiving many large rivers that flow from the north and north-west from an immense distance in the interior, such as the *Pickougamis*, the *Sable*, and the *Pariboaca*. At its eastern extremity two large streams, one called the *Great Discharge*, and the other the *Kinogami*, or Land River, issue from it, that after flowing 57 miles and encompassing a tract of land of the mean breadth of 12 miles, unite their waters, and form the irresistible Saguenay; thence it continues its course in an easterly direction for 100 miles to the St. Lawrence.

Throughout its course the banks of this river are very rocky and immensely high, varying from 531 feet to 1,020 feet; its current broad, deep, and overwhelming; in some places where precipices intervene, there are falls from 50 to 60 feet, down which the entire stream rushes with indescribable fury and tremendous noise. The general breadth of the river is from  $2\frac{1}{2}$  to 3 miles, but at its mouth it contracts to one mile. The depth of this enormous stream is also extraordinary. At its discharge attempts have been made to find the bottom with 500 fathoms of line, but without effect; about two miles higher up it has been repeatedly sounded from 130 to 140 fathoms, and 60 to 70 miles up its depth is 50 to 60 fathoms. The course of the river, notwithstanding its magnitude, is very winding, owing to many projecting points from each shore. The tide runs about 70 miles up it, and on account of the obstructions caused by the numerous promontories and hidden reefs, the ebb is much later than in the St. Lawrence; in consequence of that, at low water in

the latter, the force of the descending irresistible stream is felt for miles, although just across its bed, near the mouth, is a ridge of rocks buried 120 feet beneath the surface; *within*, or north of this reef, the water is 8 to 900 feet deep, while *outside* of it the St. Lawrence is but 250 feet deep. This extraordinary barrier of the mouth of the Saguenay, preventing the simultaneous action of the tides in the two rivers, causes a conflict in the waters that is, at times, productive of alarm and terror to navigators.

*Tudousac* is just within the mouth of the river, and well sheltered by the surrounding high lands, and is a safe anchorage for large ships. *Chicoutinu*, 75 miles above the mouth, is a post for the fur traders, and here grain ripens sooner than it does at Quebec—a singular anomaly of climate. The Point aux Bouleaux is an alluvial deposit, and is perhaps the richest soil in the world, being composed of a species of gray marl of 30 or 40 feet in depth. This may be the attraction that draws hither many new settlers.

### **Tour through the central parts of New England, via New Haven, Meriden, Hartford, and up the valley of Connecticut River to the White Mountains of New Hampshire.**

The passage from New-York to New Haven from the Beekman Slip, is usually made in six hours; distance, 73 miles—fare, \$2. in steam-boats of the first class. The first hour or so, while gliding rapidly by New-York, Brooklyn, the Navy Yard, and Marine Hospital, Williamsburgh, the Penitentiary, on the long, low and rocky island, and the richly studded shores, near Hallet's Cove, Hurl Gate, and onwards to Throg's Point, should, if pleasant, be spent on deck, to view the rich and rapidly shifting scene.

Leaving behind us the last mentioned point, that is memorable from its being, during the revolutionary war, the place of landing of the British troops, when they made a foraging and plundering expedition into the interior of Connecticut, we open at once upon the broad expanse of Long Island Sound, that extends to the north-east for a hundred miles to

Fisher's Island, and is every way safe and favorable for navigation; but as the boat advances, and increases its distance from the shores on either hand, it becomes uninteresting from indistinctness, except the prominent headlands of Sand's Point, Lloyd's Neck, and Huntington or Eaton's Neck, light houses on the Long Island shore, and the low islands on the north at New Rochelle and Norwalk, with the prominent isthmus of Shipan and Stratford Point jutting boldly beyond the general line of the Connecticut shore.

In advancing up the harbor of New Haven, the west and the east rock, two eminences of trap rock, of about 400 feet high, a mile or two back of the city, form a bold feature, and are the terminations of the green-stone ranges of mountains, that extend from the interior of the State towards the sea coast, and that bound on the north-west and north-east the comparatively low plain that contains this beautiful city, its gardens, villas, public squares, shaded streets, churches and colleges.

The trap rocks above referred to have a reddish hue, from a trace of iron that, during the decomposition of the hornblende and feldspar, gives a rusty tinge to the face of the mountain—this red appearance forms a marked characteristic in approaching the town, or while in the middle of the sound.

Like all similar formations of columnar trap, there are numerous fissures and cracks, that admit snow or water, and in winter the formation of ice, that causes the disrapture of the exposed front, when heavy portions of these mountains are seen to fall with a thundering crash, bringing down quantities of debris, that in time have formed a slope at an angle of 45 degrees, that reaches from the base nearly half way up; this process is aided by the hand of man, as the material is valuable for building, and as such is used in the adjacent city and country.

Legends assign the recesses about the west rock, as the places of concealment of Goff, Whaley, and Dixwell, some of the judges of King Charles the First, that made their escape to this country in 1660, and skulked about this neighborhood to evade the pursuit that was made for them by the officers and myrmidons of Charles the Second.

## New Haven.

The city is at a distance of four miles up from the mouth of the harbor, that is opposite to the broadest part of Long Island Sound, here 25 miles across; the harbor is shoal, having but 15 feet in the channel, and but seven and a half feet on the bar, and is fast filling up by the marsh mud, as formerly vessels were built and launched where there are at present meadows and gardens.

The town plat was originally laid out in nine squares, each of 53 rods on a side, and streets of four rods wide, forming a quadrangular area of 160 rods—the central square being judiciously reserved for public and ornamental uses, and now called the Green—this at present forms the pride and ornament of the town, being intersected centrally by an avenue that is shaded with a double row of elms, that form, by the overarching and mingling of their branches, a verdant avenue, that to aid its extent and effect is prolonged into the adjoining squares, thus giving a vista of half a mile from north-east to south-west.

Similar rows of elms adorn the sides of the square—the east and west, and three of the principal churches are ranged on the west side of this beautiful central avenue, in a way that aids the general effect, the western half of the Green sloping or rising gradually towards the college edifices, that occupy the entire western side of the square, with their own spacious walk or court-yard in front, with groves of trees, giving still more breadth and beauty to the outline of this eminently fine and classical position.

The eight remaining square plats of 53 rods long, were also subdivided by cross streets into 32 smaller squares, but leaving abundant room for gardens in the interior of the blocks, and for ornamental yards in front. From the tasteful and liberal method pursued in laying out and adorning this town, it has become a desirable residence to those fond of a rural and quiet abode.

Much of the interest of a visit to this city, to all intelligent strangers, is derived from its literary, classical and scientific associations and enjoyments; and much of its life and animation, and a portion of its prosperity, also may be attributed to the extensive and well known university establishment, as it is otherwise a tame and dull place, having but a limited trade to

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the West Indies and the southern States. It is considered healthy, and from its local situation and proximity to New-York, has attractions as a permanent residence.

### **Yale College.**

Besides the five college buildings, each 104 by 40 feet, and four stories high of brick, with the chapel and lyceum, exhibiting a respectable facade of 850 feet, with the intervals, there are edifices for religious worship and exhibitions, and the library of 20,000 volumes, and the recitation-rooms, an ætheneum, a chemical laboratory, and a stone dining hall in the rear, and over it a long-room for the Gibb's cabinet of minerals, unequalled in value and extent by any other in the United States; a dining hall for theological students, a neat fire-proof edifice, for the valuable historical paintings and relics of Col. John Trumbull of Connecticut; a house for the President, and a stone building for the medical lectures and students.

There are professors of didactic theology, of divinity, rhetoric, and oratory; chemistry, mineralogy, and geology; Latin language and literature, mathematics and natural philosophy, Greek language and literature, natural history, law, surgery, theory and practice of physic, materia medica and therapeutics, anatomy and physiology, obstetrics, sacred literature; eight tutors in mathematics, Greek and Latin, an assistant in chemistry, and instructors in the French and German languages

Four years are occupied in the whole course of instruction. The senior class is instructed by the president and professors. Each of the four classes attends three recitations or lectures in a day, the three younger being divided, and having a tutor to each section. Examinations in public are in May and August, four to six days each. A vacation of six weeks from Commencement; two weeks in January, four weeks in May.

There are usually 400 to 500 students in Yale College, and in the theological and medical schools; viz. of divinity, 74; law, 32; medical, 46; under graduates, 411; senior, 95; junior, 102; sophomore, 106; freshmen, 108. The daily exercises in term, begin by early morning prayers in the chapel at five o'clock, at which all the students are rigorously required



to attend; this occupies but a few minutes, when each class or section files off to the recitation-room, where the tutor officiates for an hour; the breakfast in the long hall again assembles the entire number of the students and tutors in due order and propriety, and five or ten minutes only are allowed to partake of this meal, when at the well-known tap of the presiding officer, the whole rises, grace is pronounced, and the students are dismissed until nine o'clock, when each pursues his studies in his allotted room for two hours, and then resorts to the recitation-room, as before, for an hour; dinner again assembles the mass of students in the college dining hall for a brief period, when they disperse for exercise and recreation until two o'clock, and then retire to their rooms for study until four—pass another hour in the recitation-room, or in hearing a lecture from a professor—again assemble in the chapel for prayers at six, and after the evening meal are required to be in their respective rooms at study for a certain time, when the lights are to be extinguished.

This uniform routine may be varied, but the custom of partaking of the meals together, under the management of a steward of respectability, that makes all the purchases of provisions at the lowest cash price, is, that the students may, by this arrangement, be provided for at cost prices and at a trifling remuneration for the labor of the cooks and purveyors in addition; the average price of weekly board, on striking the quarterly balance, may be put down at from \$1 50 to \$2. The tuition bills are \$10 per quarter.

Strangers that may happen to be in this city on Sunday, and think proper to attend the divine services at the college chapel at the usual hours, ten and two, and in witnessing the assemblage of young men from all parts of the United States, but principally from the eastern and middle States, and in hearing the theological lectures of the morning and afternoon, may be highly gratified.

The lectures of the celebrated and highly gifted Professor of chemistry, mineralogy, and geology, can be attended by procuring cards of admission, and the magnificent collection of *minerals*, before referred to, occupying the room above the dining-hall, and consisting of 50,000 specimens, displayed in glazed cabinets scientifically arranged, and worth, at a moderate estimation, 30,000 to 40,000 dollars, and (when taken in connection with the Trumbull gallery) would, of itself, most richly reward the visiter.

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The annual commencement is on the third Wednesday in August.\*

### Yale College Expenses.

The college bills are made out by the treasurer and steward three times a year, at the close of each term, and are presented to the students, who are required to present them to their parents, guardians, or patrons. If any student fails to comply with this requisition, he is not permitted to recite till the bills are paid. The annual charges in the treasurer's bill are,

For instruction, . . . . .	\$33 00
For rent of chamber in college, from \$6 to \$12—average, . . . . .	9 00
For ordinary repairs and contingencies, . . . . .	2 40
For general damages, sweeping, &c. about, . . . . .	3 30
For wood for recitation-rooms, about, . . . . .	1 30

Total, . . . . . \$49 00

Besides this, the student may be charged for damages done by himself, and a small sum for printing catalogues and other occasional expenses.

Board is furnished in commons by the steward at cost, about \$1 27 a week, or \$73 a year, not including vacations. It varies, however, with the price of provisions. Wood is procured by the corporation, and distributed to those students who apply for it at cost and charges.

The students provide for themselves bed and bedding, furniture for their rooms, candles, books, stationary, and washing. There are also in the several classes, taxes of a small amount, for the fuel in the recitation-rooms, catalogues, &c. If books and furniture are sold when the student has no further necessity for them, the expenses incurred by their use will not be great.

The following may be considered as a true estimate of the necessary expenses, without including apparel, pocket-money, traveling, and board in vacations:

Treasurer's bill as above, . . . . .	\$49 00	\$49 00
Board in commons, 40 weeks, . . . . .	from 70 00	to 80 00
Fuel and light, . . . . .	8 00	16 00
Use of books rented and stationary, . . . . .	5 00	15 00
Use of furniture, bed and bedding, . . . . .	5 00	15 00
Washing, . . . . .	8 00	18 00
Taxes in the classes, &c. . . . .	5 00	7 00

Total, \$150 to \$200

No students are permitted to take lodgings in town, except when the rooms in college are not sufficient to accommodate all.

Students who wait in the hall are allowed the board, and those who occupy the recitation-rooms save their room-rent and fuel in winter, and receive a small compensation in summer. A cheap boarding-house is opened, under the direction of the steward, for those students who wish board at a lower rate than it is furnished in commons. The price of board here is about \$1 25.

By a resolve of the corporation, a sum not exceeding \$1,000 a year is appropriated to the relief of indigent students, and the encouragement of merit.

There are in this city two Episcopal, six Congregational, two Methodist, one Baptist, and one Roman Catholic churches, a State house and court rooms of elegant and correct Grecian architecture, on the upper green; an extensive hotel or tontine, and a jail facing the lower green; a state hospital of stone, stuccoed on the outside, and with a portico of four columns, the edifice being two and a half stories high, with an attic, and is 118 feet front and 48 in depth, with 20 rooms, besides the basement; the erection is on a hill in the south-west, with a view of the city and harbor, and does honor to the State, and to the citizens that contributed to its formation, it being a strictly charitable and free institution for all that may so require it; a custom house, four banks, 10 printing-offices, one daily and three weekly papers, four religious publications, and the American Journal of Science and Arts, edited by Professor Silliman, that has for 20 years sustained, in the most praise-worthy and honorable manner, the scientific reputation of this country, and identified himself with its far-famed prosperity.

The population in 1838, is estimated at 12,500, and about 1,600 houses, usually of wood, two stories high, neat and comfortable, but not expensive; there are some of brick, and the area occupied by the city and the intermingling of gardens, public squares, on a most liberal scale, causes an apparent expansion to the ground plat, adequate to a much greater population. The natural surface is sandy, dry, but by cultivation makes good gardens, and is quite productive.

The steam-boat landing is at the bridge crossing to East Haven at the head of the harbor, and near the depôt and rail-road leading through the town to Hartford, a distance of 34 miles—time, two hours—fare, \$2. Stages and hacks are always in attendance to take strangers.

Here are 12 coach makers, some of them doing a large business, and the total estimated at half a million of dollars annually, besides the auxiliary branches of plating, coach spring and step making. Boots and shoes, ready made clothing, cabinet work; chairs are made to a considerable amount, also carpeting.

The beautiful residences and villas of many of the citizens, and a glance at the squares and at the churches on the green, and at the neat and extensive burial-place in the north-west part of the city, with its monuments and shaded walks, may all be viewed and comprised in an agreeable ride or promenade.

President Dwight, of Yale College, the author of the work on theology; Eli Whitney, the inventor of the Cotton Gin, and the "Arkwright" of this country for ingenuity; Noah Webster, the philologist and author of the best and most extensive Dictionary of the English language, that engaged him 40 years in the compilation; Roger Sherman, one of the signers of the Declaration of Independence, and author of the decimal currency of U. S., were residents of this place for many years.

Two miles north-east from New Haven, as we proceed by the old turnpike on our route to Hartford, we arrive at *Whitneyville* that was selected by Eli Whitney as the site of his celebrated gun factory in 1793—the situation at the base of the East Rock, with a good water power at command, is judicious; large quantities of fire arms were here manufactured; it at present belongs to — Blake.

Mr. Whitney, by the invention of the cotton gin, a machine to separate the seeds of the cotton from the filaments, has conferred inestimable benefit on his country, as previous to this simple but ingenious contrivance, the slow method of picking out and separating the seeds by hand was used; and one pound of cotton, thus imperfectly cleaned, was said to be a day's work, but with the use of the gin a *thousand pounds* a day may be done, and more effectually.

Cotton could not profitably be exported under the old system of hand picking, but at present forms the principal item of our foreign export trade, to the amount of \$80,000,000 to \$100,000,000, besides the quantity consumed in the United States, about one-fourth as much; this inconceivable amount of our national resources and means of barter with foreign nations has arisen entirely since 1788, and is the result of Mr. Whitney's perfect invention, that at once trebled in value the lands and the labors of the old southern States and planters. But Mr. Whitney never reaped any essential benefit from his patent, from the multiplicity of persons that infringed upon him on every side, and that set at defiance all his claims and the constituted authorities.

This neat village, that presents its row of substantial stone houses, of two stories, stuccoed and whitened, and the spacious factory and workshops adjacent, that yield employment to the population, is a fair sample of many such places that will be encountered by the traveler in his progress through the eastern States. The stream that is here passed yields numerous sites for mills and machinery, and at the Carmel

works, six and a half miles from New Haven, is a factory for making coach and elliptic springs, steps, and axletrees, one carriage, one brass factory, one paper-mill, and others of a minor kind, besides an orchard of mulberry trees, of 100 acres, and silk making therewith connected.

Mount Carmel, eight miles north of this city, is of a conical shape 6 or 800 feet in elevation, and is of a very conspicuous and striking character in its outline as the city is approached, and has a rather precipitous front towards the west. At its base is a contracted gap, through which passes the Mill River, the old turnpike, and the *Farmington Canal*, here cut in rock. This canal extends from the sea side at New Haven, near the head of the long wharf, and passing through the centre of the city, winds round to the west, near where the traveler crosses it on leaving the city, not far from the new burying-ground, and the mansions of James Hillhouse, Esq. and of Professor Silliman, and is continued, in a northerly direction, through Hampden, Cheshire, Southington, and Farmington, where it crosses the river of that name, and pursues its valley north to Simsbury, and thence to Granby, and in Massachusetts, Southwick and Westfield, where it crosses the two rivers of that name, in Hampden county, and thence into Southampton, in Hampshire county, terminating at Northampton.

That part of the canal within the Massachusetts boundary, and of the charter of that State, is the Hampshire and Hampden Canal, and the total length from New Haven to Northampton is 63 miles, with a rise of 140 feet. This may, at a future day, be valuable stock for the proprietors, but it is at this time difficult to say what pecuniary motives could have operated to prompt or urge the construction of this work.

### **The Rail-road to Hartford**

extends from the eastern part of New Haven, called the New Township, round in front of the East Rock before described, and then assumes a route up the valley of the Quinnipiac, through Northhaven and Wallingford to Meriden, and thence to Berlin.

The grade is highly favorable, and crosses the Quinnipiac River two miles east of New Haven, near the village of Fairhaven, where there is a bridge, and a village of a thousand inhabitants, and a Methodist and a Congregational church,

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and an academy. The oyster trade is the principal business of the inhabitants from October to April. They are brought here in great quantities, and planted in beds in the salt water, and when fattened or fit for market, are taken up and sold, employing many boats. Twenty vessels, amounting to 1,180 tons, are owned here; six trade to the West Indies, the others engage in coasting. The procuring and selling of building stone, with which this town abounds, is another source of attention, also the making of lime from oyster shells.

In proceeding through North Haven, the most important feature of the landscape is the wide and beautiful tracts of salt meadows along the Quinnipiac River, studded with stacks of hay in the summer season, and only removable during the thick ice of winter. The northern part of the valley is sand, subject in small places to be drifted, but the other parts have a thin covering of loam, of a reddish cast, and better in quality. Millions of brick are here made for the city. The learned *Ezra Stiles*, the President of Yale College from 1778 to 1795, was born in this town; and Dr. Trumbull, the historian of Connecticut, was the minister of the Congregational church here for near 60 years, and his regular salary for that period was only four hundred dollars a year: he died February 2, 1820, aged 85. His residence was the house south of the Episcopal church. New edifices of brick have lately been erected for the two churches above.

The road proceeds up the valley to Wallingford, on the east bank of the Quinnipiac, 13 miles from New Haven, and along the Wallingford plains, that are four miles long and three-quarters of a mile wide, one of the most sterile and extensive tracts of level land in the State. The prevailing surface of this township of land, however, for seven miles east and west by six in breadth, is moderate hills and dales, and mountains in the east. There are several mills and factories on the river; at Yaleville is one of britannia and tin ware, and one for wood screws. The principal village occupies an elevated site a mile east of the river, on two parallel streets on the ridge of the hill; the one on the west is over a mile long. There are three churches, and only one with a steeple.

Lyman Hale, one of the signers of the Declaration of Independence, was a native of this town. He graduated at Yale College in 1747, and at first made theology, and after

that medicine, his profession, and went to Georgia and resided at Midway; went to the continental Congress in 1775, and was afterwards Governor of Georgia, and during several years resided at Savannah, and after, in the upper part of that State, where he died in 1790.

It has been suggested that the Connecticut River formerly had one of its outlets along the wide vale extending from Durham and to the Sound at New Haven.

*Meriden* is 17 miles from New Haven and from Hartford, and is thus the half-way house, and boasts of having one of the best houses of entertainment on the road.

At a distance of three miles to the west is seen another considerable mountain range and peak, of the trap or greenstone formation, that Dr. Dwight states in his travels was some years since called Mount Lamentation, from the singular circumstance of Colonel Chester, one of the principal inhabitants of Wethersfield, having been lost in wandering in its vicinity. It is certainly the most elevated point in the range, and is conspicuous for miles, and is probably over a thousand feet above tide.

The manufactures of this town have made the people wealthy, viz. two for patent augurs and augur-bits, three for ivory combs, six for tin, and four for britannia ware, three for block tin spoons, one each for coffee-mills, clocks, door latches, wood combs, skates and iron rakes, gridirons, and two iron founderies—the value of the aggregate production being \$800,000 to \$1,000,000 yearly; a bank capital of \$100,000. There is an Epi-copal, a Baptist, and a Congregational church.

On the road from Meriden to Berlin is a narrow and romantic glen, between two ridges of the Blue Mountains, of a mile in extent, known as the *Cat Hole* or *Len* of the ferocious catamount, the former tiger and terror of this fearful pass, that in some parts yields scanty pathway, from the falling down of small angular pieces of rock from the precipices, forming the usual slope of 45 degrees. A few yards to the south, by examining the impending face and angles of the precipice, the profile of a human face can readily be detected, having the lineaments of General Washington. A much more remarkable profile is described in this volume, in Franconia, in New Hampshire, (see Index.) In 1784 the first stage in Connecticut ran through here, on the old road to the west, now occupied by the rail-road. At a certain part of the Cat Hole pass, ice may be obtained at all times, beneath the huge masses of

rock that lie heaped around in confusion, as they have been precipitated from the surrounding crags and eminences.

A spring beneath sends forth its water of an icy coldness, and a handsome village extends about a mile on the road, where it occupies a beautiful eminence, and has agreeable views.

*Berlin, or Worthington*, is our next settlement, and is 23 miles from New Haven, 11 from Hartford, and 8 from Wethersfield; has 80 dwelling houses, five stores, a Congregational, a Methodist, and Universalist church, and an academy. The southern termination of the green-stone range of mountains is within a short distance. Ten thousand boxes of tinned plates have here been made into culinary vessels in one year.

The manufacture of tin ware has been for a century past the chief employment of the people in this township, but this is now especially the case in the parish of New Britain, that is situated five miles north-west of Berlin, and three west of the rail-road, and that is only 15 years since the first house was built, around a marshy spot, that has since been drained, and now the village contains from 1,500 to 2,000 inhabitants, with three places of public worship, a Congregational, Methodist, and Baptist, and 45 factories of brass, and some of tin, employing 700 hands, and a capital of \$650,000. It is 10 miles from Hartford, and 28 from New Haven. If the curious traveler can spare time to step aside to visit this industrious place, the seat of industry from whence proceed those welcome messengers of household comfort throughout the land, the pedler's wagon, loaded with utensils and implements of tin, brass, &c., he can examine the germs and the details, or minutiae, of this noisy, bright, and profitable trade, that has contributed essentially to the fame and prosperity of a worthy class of men, that have been much traduced abroad, but at home are much respected.

Newington, a village of 650 inhabitants, and a Congregational and a Methodist church, is situated in a vale at the west of Cedar Mountain, that is passed by the traveler in a short distance east. About a century and a half since, the first settlers built a dwelling that was used for years as a fort, and had a high wall to guard against surprise from the aborigines, that were very numerous, and resided near a pond for the facility of fishing. The fort was resorted to at night by all the whites.



**Hartford,**

upon the Connecticut River, has about 12,000 inhabitants, and is 50 miles from the mouth of the river, and 123 from New-York, and is alternately with New Haven the seat of the Legislature; and has a *State House* on the principal square, and a *City Hall*, of elegant appearance, with a portico of six columns at each front. The neighboring country is fertile, and the whole county ranks with Hampshire and Hampden in Massachusetts, in fertility, wealth, population and intelligence.

The *American Asylum* for the deaf and dumb, the first of the kind established in the United States, was founded in this city in 1815, and the present edifice was built in 1820, and is 130 feet long, 50 wide, and four stories high, besides a dining hall and workshops for the males; there are 10 acres of land for cultivation, and ample room for exercise. From the small beginning of seven pupils it now has an average of 140 on the premises. They usually remain four or five years, and pay \$100 each a year; are in nine classes, with a teacher to each, and a principal, (Mr. J. H. Gallaudet,) that has the supervision and instruction of the whole, and a steward and a matron, to manage the household. It has partaken of the bounty of the State and of the nation, in a valuable township of land in Alabama, 27,000 acres, and the proceeds safely invested. This, and the other benevolent establishments that reflect so much honor on the enlightened citizens of Hartford, are all well located in the vicinity of the city, and draw hither the philanthropic and intelligent stranger on the afternoons of Wednesday, when *all* the classes of deaf and dumb may be seen, and the process of instruction by signs; and at other times two of the classes only are visible.

The system pursued is the French, modified by Mr. Gallaudet and his assistants, and is the natural language of signs, or those that a dumb one will use before coming here, combining pictorial, descriptive or conventional, and in the school room is used natural and systematic signs for language, and the manual alphabet and written symbols, to express the grammatical relations of words.

The *Retreat* for the *Insane* is an extensive edifice of un-hewn freestone, covered with water-proof cement, white, and consists of a square centre edifice of three stories, and 50 feet

in front, with two wings of two stories, containing the corridors, each of — feet, and terminating at each end in three stories, of the proper proportion. It is situated one mile and a quarter from the city, in a south-west direction, on an eminence that overlooks the beautiful vale of the Connecticut, and sufficiently near the public road to have a degree of animation imparted to the inmates and beholders, from the liveliness of the moving carriages and vehicles, and the agreeable composition of the landscape.

Extensive gardens and walks, covering 17 acres, are attached to these premises, for the recreation and health of the inmates that are indulged with this liberty, and to others are allotted court-yards, so arranged and guarded by high walls and fences as to allow the benefit of fresh air and exercise to those whom it would not be safe to permit to roam in the more open grounds.

Riding and other amusements out doors, and a copious library and reading-room within, furnished with light and amusing works, and newspapers and periodicals, form an easy method to beguile them into a temporary forgetfulness of their unfortunate condition.

The mild and tender means here used have been crowned with the happiest success; and when contrasted with the harsh and unfeeling way formerly exhibited, before the adoption of this christian system, in the retreats of the present day, every generous and feeling heart cannot but mark and bless the change.

*Washington College* is an institution of twelve years standing, under Episcopal influence and management, and has a president, six professors, and two tutors, and 80 students, with a collection of eight or nine thousand volumes, a garden and green house, and a cabinet of minerals, philosophical apparatus, and laboratory. Its buildings are of the sandstone of this region; one of 148 feet by 43, and four stories high, contains 48 rooms for dormitories and study; and one 87 by 55, and three stories high, with a tower, and colonnade, and portico, for the chapel, library, cabinet, lecture, and recitation-rooms. It is in a flourishing condition; the annual commencement the first Thursday in August.

The city presents a tolerably compact front of about a mile on the river, and extends back three quarters of a mile, and has many handsome and attractive private residences, and keeps in employ a daily line of first-rate steam-boats to New-

York, the price of passage being very fluctuating, from one to two dollars, and the time occupying about 12 hours. There are also two steam passenger-boats employed between this and Springfield, and several others in towing flat boats of 15 to 30 tons to Wells' river, 220 miles up, and to the intermediate towns on the Connecticut. There is also a limited foreign and coasting trade in sloops, &c.

The manufacturing industry of this place produces, by recent computation, near a million of dollars annually, from the tin, copper and sheet iron, block tin and pewter; boots and shoes, hats, soap, candles, printing-presses, ink, books, saddlery, carriages, paper-hangings, looking-glasses, umbrellas, stone ware, cabinet furniture, machinery, wire-cards, webbing, foundries for iron castings, clothing; twelve weekly, two semi-monthly and one monthly newspapers. There are five Congregational, one Episcopal, two Baptist, one Methodist, one Universalist, one Roman Catholic, and one African places of public worship. The Episcopal, and some of the other churches, are tasteful edifices. There are five banks, a bank for savings, three insurance offices, two markets, a museum, arsenal, &c. There is a bridge of 1,000 feet in length, cost \$100,000, that crosses the Connecticut River to East Hartford, and another bridge of one arch, of sandstone, over the Mill River, of 100 feet width, seven feet in thickness at the base, and three feet three inches at the centre, and 30 feet above the bed of the river.

*Wadsworth's Tower*, at Monte Video, about seven miles in a westerly direction from Hartford, on the summit of Talcot Mountain, is a conspicuous object for miles around, being about 800 to 1,000 feet above the river, and having a very extensive panorama and a bird's-eye view of the Farmington Valley, river, and canal, and village, and the mountain lake, and the elegant residence and grounds of the tasteful owner, D. Wadsworth, Esq.

At West Hartford is another instance of a clergyman (Dr. N. Perkins) having officiated for near 70 years in the same pulpit.

*East Hartford.* The *causeway* connected with the Hartford bridge over Connecticut River, extends about a mile in a direct course across the meadows to the main street in East Hartford, and on reaching this position, near the new and elegant Congregational church, the traveler cannot but admire the noble range of elms that adorns and distinguishes

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this town, and with the other ornamental trees at the side of this spacious street, forms a vista of great extent and depth of shade, that, in the heat of summer, and the season of full verdure, must render this a most desirable residence.

Due praise should be awarded to those towns and cities where the inhabitants have exhibited such a praiseworthy example of taste and liberality, in planting, and cultivating, and preserving these venerable trees for a series of years, such being the best, cheapest, and most efficient and gratifying way of endearing a town to the residents and visitors, and elevating and ennobling the public taste.

Most of the inhabitants in this town reside on one street, about three-quarters of a mile from, and parallel with, the river, and it extends north and south for 15 or 20 miles, from Glastenbury to East Windsor.

The meadows along the Connecticut are proverbial for their inexhaustible fertility, caused by the annual inundation, or freshet, in the spring, and occasionally by heavy rains in summer. After rising fifteen or twenty feet, by a steep bank, these meadows extend three miles to the east. The Hockanur River, a fine mill stream, enters this town from the north-east, and abounds in water-power; and at Scotland village, two and a half miles distant, are five large paper-mills, where the paper used by Congress is by contract manufactured.

At Rocky Hill, three miles south-south-west from Hartford, on the old road to Farmington, is an open quarry 44 feet deep, affording a gratifying facility to the geologist in beholding the junction of trap-rock and sandstone. This trap ridge trends north-east and south-west, like a fortification. The trap is 28 feet thick, and the sandstone 16 beneath, in horizontal layers, and this extends for nearly a mile in this quarry, exhibiting a splendid section of both rocks, the red, and the green, or gray, in fine contrast. The scene here, too, is remarkably fine, presenting on the east the rich valley of the Connecticut with its city and villages, and on the west the lovely vales of Newington and West Hartford, with a distant frame-work and border of hills and mountains on the north and south.

*Dutch Point*, at the mouth of Mill River, near the steam paper-mill, is memorable as being the site of the fort erected by the orders of the Governor of New Amsterdam, when a

small force was sent to protect the settlement here attempted in 1638.

The venerable *charter oak* yet exists, at the foot of Wyly's Hill, near the south meadows, and can be seen from the main street. Its trunk is 21 feet in circumference, the tree is vigorous, and with care may yet outlive many generations, although 200 years since it was in its prime. The *cavity* where the charter was concealed, after it had been adroitly withdrawn from the council-board, in 1687, in the dusk of the evening, where Sir Edmund Andros, the English Governor, was at the time presiding, and had come here expressly to annul and take away this charter so precious in the estimation of the people of those days, was near the roots of the tree, and large enough to admit a child; but within ten years past this cavity has miraculously closed, no doubt to the disappointment of thousands that will hereafter visit it, as pilgrims, from all parts of the republic.

The Wyly family, in succession, that here resided, held the office of Secretary of Connecticut for 80 years or more, from 1740 to 1820.

Stages daily communicate with the towns up the river by good roads on either bank, or to Litchfield and Albany on the west, to New London and Providence on the east, or to Worcester and Boston by rail-road at the nearest point at Springfield.

The accommodations for travelers, in continuing north up the valley for 250 miles, are ample and satisfactory, by the river, or by stage and by steam passage-boats, to Springfield and onward.

Five miles from Hartford, on a hill, is a complete view of the valley, and ten miles on, the houses are at regular distances, as it were a continued village of decent comfortable residences. The land has three grades above the river, the lowest subject to freshets, the next is just beyond this limit, and the last is hilly, and clad with pines.

Bissel's Farm, eight miles from Hartford, is seen in going to the ferry to East Windsor, and is a well managed and extensive property.

Warehouse Point is at the head of sloop navigation, and is a considerable village, 13 miles above Hartford, on the east shore.

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the Connecticut, may be considered as a fair sample of the entire valley to the Canada line, and we are sure that all travelers, seeking for amusement and change of air, and the most attractive mountain scenery in the eastern states, will derive much pleasure from continuing their route onwards as far as the Gulf Road in Vermont, to Lake Champlain, or up the vale to the White Mountains of New Hampshire, and there taking the road to Portland and Boston. The roads throughout are uncommonly good, and traveling expenses moderate, and the fare satisfactory, and the hotel and tavern-keepers solicitous to please; and as there are bridges and ferries at short distances, both sides may be alternately traveled, amid a dense population of intelligent and well-informed inhabitants, and a succession of neat and pleasing rural abodes, villages, towns, and cities.

*Windsor.* The first settlement of this town was in October, 1634, near the mouth of Farmington River, two miles south-east of the bridge and church, and the house was fortified against the Indians and the Dutch barely in time to guard against their attack, and to protect the settlers from an early and severe winter, that on the 15th November set in with severity and closed the Connecticut.

The population, consisting of about 1,900, is scattered in farm houses along the public road.

Oliver Ellsworth, Chief Judge of the Supreme Court of the United States, in 1796-9 resided in this town, a mile north of the church, in the house with two pillars and a grove of elms in front, with one of the primitive cedar trees near; he was an eminent jurist, and eloquent at the bar and in the Senate of the United States; he died in 1807.

Roger Wolcott, Governor of the State from 1751 to 1754, was also born in this town, 1679, and rose, by the force of his intellect and native talents, to the highest honors; he was a poet also, as may be seen in the collection of the Historical Society relative to the Pequot wars; he lived to the venerable age of 89.

At Pine Meadow, opposite Warehouse Point, are the locks and the beginning of the canal round the Enfield Falls.

Farmington River, the principal tributary of the Connecticut, is crossed as we proceed. It rises in Berkshire County, Massachusetts, at the base of the Hoosack range of mountains, and runs south-east to Farmington, and then turns abruptly to the north-east.

East Windsor is a town of one continuous street, with the houses straggling for miles on the first elevation above the meadow, about a mile east from, and parallel with, the river. The *Theological Institute*, eight miles from Hartford, here located, is under Presbyterian influence, and was established in 1834. A large edifice of brick, and 4 stories in height, contains rooms for 52 students, with stoves and fixtures; tuition and room-rent free, and also the use of the library of 3,000 volumes. A farm of 60 acres, and workshops with tools, give adequate exercise, and preserve the health of the students.

Rev. Jonathan Edwards, the most celebrated theologian in the country, was born in this town in 1703, a mile north of the First Congregational Church, near Staughton's Brook. His father was also a distinguished clergyman, and a relic of his house is worked, or placed, in the wall of the Theological Institute, from the homage and respect that attached to the distinguished fame of the family. Eight volumes octavo comprise the labors of his life as a writer on theology, and his literary celebrity is as extensively known in England as in America.

John Fitch, the undoubted inventor and constructor of the first steam-boat in this country, was also a native of this town, but at middle age removed to New Brunswick, (N. J.) and engaged in clock-making, engraving, and as an armorer during the war of the revolution. In 1785 he first had the idea of using steam as a power to propel a boat, and in 1788 he had matured it and acquired a patent, and with the aid of 20 friends, that lent \$50 each, a boat was built, and propelled by steam eight miles an hour. He went to France, saw Mr. Vail, our consul at L'Orient, and with him left papers and drawings that were exhibited to Fulton, or Livingston. The revolution there, and the want of confidence in the invention here, and of capital, compelled him to drop the matter, and it was forgotten. But even then, (such was his remark to Dr. Rittenhouse,) "*This will be the mode of crossing the Atlantic in time.*"

Unfortunately this man lived an age too soon, and he went to Pittsburgh, where his long series of disappointments embittered his life and brought it to a premature close, by his precipitating himself into the Alleghany.

The Connecticut River, at Enfield, is 1,000 feet wide, and the first bridge over it in this State was made in 1808, on six

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stone piers, on the rocky bed below; it was 30 feet wide, and cost \$26,000. This not sufficing, in 1832 the present one was put up on the plan of Ithiel Town, Esq. of New Haven, and like the one over Farmington River at Windsor, at a cost of only \$15,000, on the diagonal or cross-timbered diamond arrangement.

A mile from Enfield Bridge, and 18 from Hartford, and eight from Springfield, is the manufacturing village of *Thompsonville*, that in 1828 was commenced for the making of carpets; 120 looms are employed, and 800 yards daily finished. Population 800, of whom 300 are employed in this business.

Like other towns bordering this river, Enfield is possessed of an endless street, more or less dotted over with houses or farms, and on a parallel with the river. The making of ploughs is a business here.

The *Shaker Village*, five miles north-east, can here be visited if convenient. They compose about 200 persons that live in celibacy; have 50 houses, work-shops, stores, &c. all having an aspect of neatness, comfort, and convenience, differing from the world around them. A thousand acres of land, of the best seen, is, under their industrious management, made a source of wealth; they are in every respect similar to their brethren of the same principle in Niskayuna, New Lebanon, and other places, though not as numerous or well known. Their gardening, horticultural, and manufacturing employments and productions are in high repute. Their mode of worship and of dancing, or skipping, is the great source of attraction to visitors wherever they are; they are under the influence of artful and zealous bigots and leaders, and are steeped in ignorance and superstition.

The Podunk and Scantic rivers are small streams that run from the elevations on north-east, and have a south-west course of 10 or 15 miles, with falls, mills, &c. and join the Connecticut at and below Windsor. On the former was a large tribe of Indians, and their burying-ground was near where the Podunk crosses the main road.

*Suffield* township is considered to be one of the best tracts of land in the State, and adjoins the Massachusetts line. The principal street is over a mile long, contains two of the churches, Congregationalist and Baptist, and the *Connecticut Literary Institution* belonging to the Baptist Education Society, that is centrally situated 16 miles north of Hartford, and 10



south of Springfield. In 1835 it was incorporated; it is a brick edifice, 72 feet long, 34 wide, and four stories high, and has 24 rooms. There is a dwelling house for the steward, and 16 acres of land, and he furnishes board and washing for the moderate sum of \$1 25 per week to the students that reside here to prepare for the ministry of this sect, the most extensively diffused of any in the Union. There are about 60 or 100 students.

The street alluded to occupies a slope, rising gradually from the south to the north, and has many neat houses and grounds, gardens and fences, that betoken the thrift and taste of the proprietors. The *Sulphur Springs*, south-west one mile, are in a low tract of land, and have but limited accommodations.

Gideon Granger, a lawyer and politician of distinction, and Post-master General of the United States, from 1801 to 1814, was a native of this town, and a most active person in forming the fund, now estimated at over two millions of dollars, that the interest of is distributed in the various towns for the support of the district schools, in which are taught nineteen twentieths of the entire number of children—and here no one is exempt. An equal amount to that received from the State bounty, must also be raised in each town by a tax; and this is the simple and efficient school system of this State, that enables the humblest to acquire the elements of reading, writing, arithmetic, &c. &c.

Oliver Phelps was a native of Windsor, but was raised in this town, and in Granville, Mass.; and after making a fortune, during the war, in the Commissariat department, and by trade, he and Gorham, in 1789, bought of the State of Massachusetts a tract of land of 2,200,000 acres, in what was the Genessee country, but now is part of several counties in the State of New-York; and he subsequently purchased a tract in Ohio of 3,300,000 acres, called the Western Reserve. This gigantic monopolizer of land finally settled in Canandaigua, N. Y. where his descendants are to this time. The result of his land speculations, in whole or in part, fell into the Holland Land Company, who have recently transferred the same to an association in New-York.

On attaining the apex of the street above mentioned, at Suffield, the peak of *Mount Tom* is seen at 20 miles north, forming the next most engrossing object of the advancing traveler; that now leaves behind the land of steady habits,

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and enters upon the sovereignty of the Commonwealth of Massachusetts.

Continuing on through *West Springfield*, 26 miles from Hartford and 17 from Northampton, and its principal street, that has a shaded and umbrageous aspect from the fine elms, in a few miles we cross Westfield River on a bridge, and in a short distance another to the east, if intending to visit Springfield and the United States Arsenal, on the east side of the river, as we would recommend. The road that turns to the right, across the low land, will conduct the traveler to the substantial bridge over the Connecticut, and he will soon find comfortable quarters in one of the hotels in *Springfield*, that is built principally on one street, parallel to the river, two miles long. The houses are well and uniformly built of brick, and the aspect of the town is lively and cheerful, with a business-like appearance. There are three churches, two banks, capital \$250,000.

The *Arsenal*, at this place, is elevated, and commands the city and environs. The buildings, workshops, and the public property of every description that is here accumulated, are of great value, and are surrounded by a wall enclosing several acres, and well guarded—yet fires, &c. have taken place.

There are 300 workmen employed in fabricating guns or muskets, and appurtenances; and their small, snug abodes and gardens, indicate good order and substantial comfort. This ranks with that at Harper's Ferry, in Virginia, as one of the chief armories in the United States; 15,000 stand of arms are made annually, and the expenditures (near \$200,000) consequent must be of vital importance to the town and neighborhood.

Other factories, &c. on Mill River, south of the Arsenal, and on the road that passes on the bank, contribute to the prosperity of this busy, cheerful town. There are three ranges of shops that are attached to the Arsenal, containing numerous water-wheels, trip-hammers, forges, coal-holes, houses, stores, &c.; the whole presenting a stunning, deafening scene of noise and confusion. Distance 27 miles from Hartford, 48 from Worcester, 17 to Northampton, and 87 to Boston.

The *Massachusetts Rail-road* from Boston through Worcester, comes to Springfield down by the Chickapee Valley, crosses the Connecticut on a viaduct, and is continued

on the west, along by the Westfield River, by an easy grade that attains the summit of the Green Mountain range at Becket, and branches to Weststock bridge and Hudson. This is a road that has cost millions, and is destined to unfold great results to the State at large, and especially to Boston.

The Chickapee is a rapid stream, and comes from a small lake in Gerry, forming Ware River, and also from the Swift and Quaboag that unite a few miles to the north-east, and enter the Connecticut four miles above Springfield. The river is crossed on a bridge 350 feet long, on seven stone piers. The village of Chickapee is a mile north, and is on an interval.

*South Hadley Falls*, and the village and canal, are six miles above Chickapee River. The falls or rapids extend for two miles, and the entire fall from the upper dam, (of 1,100 feet long,) is 52 feet. The canal, of  $2\frac{1}{2}$  miles, is cut from 16 to 30 feet through a slate rock, in part, and is a work of great expense, that was aided by a lottery to its completion, after having been the source of warm litigation in its construction and consequences. The lower fall, or pitch, is 32 feet; there are six locks in all. The inclined plane and complex machinery that was formerly here used, has been long since discontinued, and the locks substituted; tolls \$18,000 a year. The river, above the fall, has a south course, and below it turns abruptly to the east, and soon after to the south. The cataract tumbles over a confused mass of rocks 32 feet high and 1,600 feet long, presenting fantastic forms of beauty, force, and wildness, to one standing a quarter of a mile below, with a back ground for the picture, formed of the peak of Mount Tom in the haze of the distance, to complete the grandeur of the scene.

Four miles above South Hadley the river has forced a passage between the rocky barriers anciently presented by Mount Tom on the west, and Mount Holyoke on the east; and such, in fact, was the Indian tradition, and appearances seem to coincide therewith.

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**Northampton.**

*Northampton* was settled in 1654, and such was the superiority of this tract over any in the eastern part of this State, that all the intervening portion was neglected, and the hardy settlers preferred to settle amidst the then distant wilds of this smiling region, attracted by the fertile flats, and undaunted by the hordes of savages; and a great part of the State between Boston and Connecticut River was unsettled for 50 or 60 years after Springfield and Northampton.

The surface of the township is delightful, with orchards, meadows, and a picturesque grouping and harmony of objects agreeable to the eye. There are ten important streets radiating from a common centre or focus, and there are 300 or 400 houses, and 1,600 to 2,000 inhabitants; and of these, from a late census, 120 were over 60 years of age, and 60 over the age of 70; and as an evidence of its general health, the deaths are from one in 80 to 90 each year.

The Indian name of the place was Nonotuck, and the price paid them by the whites for the tract from South Hadley Falls to Hatfield, and 10 miles west of the river, or 90 square miles, was 100 fathoms of wampum by tale, and 10 coats! This land, now composed as it is of the choicest spot in New England, is cheaply valued at half a million of dollars; in 15 years from the purchase it was sold or valued, in lots, at £5 sterling the acre!

The town is on the west side of the plain, and one mile from the river, and is deeply embowered beneath the shade of venerable elms and other shade-trees. Some dwelling-houses, recently erected, are in a chaste and beautiful style of architecture. The majority of the others are neat but not expensive. The principal hotel is agreeably placed on a terrace overlooking the town and surrounding country, a little aside from the centre of the town—it is spacious and well kept; others are in the lower streets.

It is more an agricultural than a manufacturing place, but for five years past it has entered with spirit and success into the silk business, the planting of mulberry trees, and raising and tending the silk worm, &c. by a company with ample capital, and hitherto with distinguished success. Printing-presses, paper mills, bookstores, are in full employment, in the midst of intelligent and well educated communities.

If the character of a people is influenced by the grandeur

of the hills and mountains, and the rich scenery amid which they are born, and dwell, and nurtured, the highly-favored inhabitants of this town must be ranked as the especial favorites of Providence.

Eminent men have abounded or resided in this town—the Rev. Solomon Stoddard, and his son, the Hon. John Stoddard; and the two celebrated divines, Rev. Jonathan Edwards, the great theologian, and his son, both of them Presidents of colleges—the former of Princeton, and the latter of Union College, Schenectady; Caleb Strong, Governor of the State, and Judge Strong.

In Southampton, eight miles, is a tunnel penetrating a considerable distance into a hill, and leading to a lead mine that may be worth visiting by the mineralogist or geologist to acquire specimens of the ore.

*Round Hill* is a beautifully wooded spot with a large airy mansion, and has of late been occupied as a school for boys of a superior grade. It is a short distance west of the compact part of the settlement, and like the hotel in the vicinity, has a capital panoramic view of the mountains, plains, rivers, and all the villages and distant church steeples, Amherst College, &c.

People come far and near on purpose to make the fashionable exploration to the summit of *Mount Holyoke* on the east or opposite side of the river to Northampton. Its summit is about 900 feet above the river; and to visit it pursue the road to the ferry that crosses to its base, where the active pedestrian can easily wend his way up a rather steep ascent by means of the stone steps and platforms that soon enable one to surmount all difficulties and attain the summit of this renowned elevation.

It is by no means for its uncommon or superior elevation to others that this is so much visited, but it is that it rises up in the midst of a level and richly cultivated country, like an Egyptian pyramid in an immense garden, with a river like the Nile or the Ohio serpentine through the lowlands and approaching twice to the very base of the mountain, and again receding and vanishing beyond the gorge to the south, that gives this mountain retreat its popularity and fame.

The Mountain House at Catskill is three times as elevated as this, but is remote from the river and wants the same cultivated foreground and rich meadow that is here seen, and the highlands and points at Fishkill and New Windsor are in

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like manner deficient, and are not so readily accessible as this position. The beholder here is fully aware of the towering height and of the deep plunging view and sweep of the horizon that greets his ravished sight; the formation and gradual rise of the ground as it rises from the western bank of the Connecticut towards the distant elevations in the rear, give one the facility of looking deep down as upon the oblong, open, expanded pages of a volume beneath the eye, and tracing the minute and gorgeous details of this wonderful exhibition. The pencil of Cole, the landscape-painter, has seized upon the most impressive part beneath and beyond the spectator, that of the curves and graceful bend, and the rich and diversified parterres of the farms that on these meadows, subject to regular or sudden inundations, are destitute of fences like the land of Egypt, but have their trees and land-marks both to ornament and distinguish the various domains.

Turning towards Northampton, the peak of Saddle-back Mountain is seen in the remote back-ground to the right, and is near the north-west corner of Massachusetts and the lines of Vermont and New-York. The Haystack and Bare Mountains are more to the north. The eye catching sight of the waters that emerge from the gorge between *Mount Toby* on the east and the *Sugar Loaf* on the west, will follow them in their sinuous course towards Hadley, near the foot of Mount Holyoke, where it makes a graceful Mississippi-like curve to the west of four and a half miles, and again is seen to approach the village on its lower border to the south; and it is across this oxbow, or throat of the bend, that the street of Hadley, one mile long, with its shaded vista of trees, houses, and churches, is bounded at either extremity by the cheerful belt of water.

Fences are not required on this peninsula, as cattle cannot stray far from their owners. The quantity of land here so safely environed by this disportive freak of the river is equal to 2,600 acres of the richest quality, and that in the season produces exuberant crops of maize, wheat, and all the cereal gramina.

Following the river in its course after leaving Hadley, it approaches the base of the mountain on which we now stand, and gives place to the extensive meadows of Northampton, equal to those of Hadley in extent. The circuit of the Hockanur, or Holyoke and Tom Bend, is an exquisitely handsome

curve of three and a half miles, while the neck or throat of the bend is only 450 feet across.

The *Monadnoc Mountain*, in New Hampshire, is seen at a distance of 50 miles to the north-east, towering in its misty indistinctness and grandeur far above all other objects, in comparison, a spur shooting out near the river above.

The valley from *Mounts Tom* and *Holyoke* to *Mount Toby* is 20 miles from north-east to south-west, and is 15 miles wide from the Green Mountains on the west and north to the Lyme or Holyoke range on the east.

The Sugar Loaf is an abrupt cone that terminates the Deerfield Mountains, and between it and Mount Toby is a vista into regions of indefinite extent.

Comprehended in this basin or valley, is North, South, East, and West Hamptons, Hatfield, Williamsburg, and Whately on the west; and Hadley, Amherst, Leverett, and Sunderland on the east of the river, besides parishes on the summit of the subjacent hills and mountains.

The *intervals* in the form of terraced gardens, lowest near the river and rising as they recede by regular gradations, are distributed into lots and squares, with imaginary lines of demarcation formed by difference in the vegetation and color of the crops; a brook or a mill stream here and there winds about the plain. An island of 20 acres, completely perfect in form and vegetation, is directly under the eye in the channel of the river. The *waving outline* of the crests of the hills and mountains composing the frame-work or border of the picture, and the acuminations or peaks scattered within the bounds of the horizon in the remotest distance north and south, in the extreme diameter of 90 or 100 miles, contrasted with the impressive grandeur of the adjacent elevated ranges that trend to the west and east, and embosom vales of rival beauty lower down the river at Middletown, form, as a whole, one of those splendid exhibitions or panoramas that has few parallels in this country.

The *Phelp's Farm*, two miles north of this town on the east bank of the river, has 600 acres, 150 being enriched by annual overflow and deposition of slime and manure. The rest is a rich plain and part of the sides and summit of the beautiful Mount Warner.

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safe-guards of civilized life, we do not imagine there is a spot on earth of equal size that surpasses the valley of the Connecticut.

In returning from Mount Holyoke to Northampton, the road may be varied by continuing on the east bank through Hadley, and crossing the bridge at *Hatfield*. This is opposite to the north end of Hadley, and one and a half miles to the west, and is built on two streets of a mile long, that cross at right angles, north and south, east and west. The 7,000 acres comprised in the township are in part interval, of the first quality, and part valuable upland, and the rest a pine plain. The river formerly ran where houses now are, and half a mile west at the foot of Mill River Hill. This broad lowland has extended over and increased towards Hadley, and considerable tracts have been abstracted, in a hundred years, from the east and added to the west shore, as at Wethersfield and Glastenbury farther down the river. Agricultural wealth is here evinced by the size of the barns and the comfortable aspect of the dwellings.

*Whateley* is north of the last town, and has the same arrangement of interval, plain, and hills. The latter are covered with farms. In traveling over the dull plain, the monotony is relieved by the objects in advance, the *Sugar Loaf* and a part of Deerfield Mountain, separated by a depression. The former is a sharp irregular *cone*, and has on the south a bold precipice with the usual debris of the trap or green-stone in fragments reaching from the base half way to the summit. The vistas before alluded to are here seen with still more impressive effect.

*Amherst* is five miles in a north-east direction from Hadley, and is conspicuous for its elevated, healthy, commanding situation, and for its *flourishing college* under the popular and able direction of President Humphries, also a professor of divinity and mental and moral philosophy; and six other professors; and one of French and Spanish, one of mathematics, and a tutor for the Latin and Greek languages. The edifice is very extensive, with a portico and colonnade of six pillars facing to the south, and is seen and admired for miles around. There are 280 students, and the course of studies similar to Yale College before described at New Haven. Vacations are, six weeks from fourth Wednesday in August, two weeks in January, and four weeks from first Wednesday in May; and the annual commencement on the fourth Wed-



nesday in August. 57 seniors, 48 juniors, 47 sophomores, 37 freshmen, 3 resident graduates; total, 192.

Three miles distant is a large private establishment for educating boys, known as the Amherst Academy.

We can proceed on north from this to *Sunderland* and at the base of Mount Toby, and there cross to Deerfield by the road on the east side, or when at Whateley continue on up the west side of the river as the road and other circumstances may dictate at the time.

Eight miles above Hatfield, at the foot of the Sugar Loaf, a skirmish between the settlers and the Indians took place in August, 1675, the latter losing 26 and the former 10 men. This was at the breaking out of the bloody war with the Indians of New England, that, by the cunning and sagacity of *King Philip*, the Tecumseh and Osceola of his age and generation, had confederated together to destroy the English settlers at a blow, and very nearly, indeed, effected their object. Deerfield, Northfield, and Hatfield were successively assaulted by 800 savages, but after they had done much mischief they were driven off with loss; but in May, 1676, they again pounced unexpectedly down in the day time, when a portion of the men were busy in the fields, and burnt a few houses and barns, and attempted to steal the catls and drive them away, but a rally took place, and 25 young men from Hadley, hearing the attack, crossed the river, forced their way through the savages, losing only five and killing some of the Indians, and with the aid of the people that were in the fortified houses repelled the attack, and the enemy retreated. The battle at *Bloody Brook* was an affair where 90 young men, the flower of the country, were cut off by these foes from being taken unawares off their guard, while scattered in the woods—only seven escaping to tell the tale. The Indians, while busy in plundering the dead, were surprised in their turn by a body of soldiers from Deerfield, under Captain Moseley, who charged boldly and forced them into a swamp. The Indians then attacked his rear, when he wheeled his men and drove them a second time, and fought them in this way for five hours, and drove them several miles, losing two men and killing 96 of their number.

*Deerfield River* rises in Vermont, and has a south-east and then a north and east course to the Connecticut, through a gap in the Deerfield Mountains. It is violent and turbulent, and deeply imbedded in mountains, but these give due place

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to meadows and rich low grounds. The town of Deerfield occupies an elevation at the base of the hill, surrounded by farms, smiling in the abundance of its orchards, meadows, and gardens. The aspect of the houses situated on a street running north and south, indicates thrift to the owners, that are mostly agriculturists of respectability. This town has sustained the most fiery ordeal, having been twice burnt, and as often deserted and repossessed. In 1704 the French Canadians and Indians made an incursion, killed 40 and captured a hundred of the citizens. Those that escaped took refuge in a fort, that was resolutely defended against the enemy. One house is yet preserved near the church that has its door perforated with bullets and marks of the tomahawk.

By reference to the map it will be seen that the *valleys* that contain Deerfield River, and the Otter Creek of Lake Champlain, have a direction from north-west to south-east, and lead for 100 miles exactly in the course for an enemy to pursue coming in their canoes from the north down Lake Champlain, and debarking at the mouth of the creek as above. This is no doubt the cause why Deerfield was selected for destruction so repeatedly, from the facility thus afforded to overwhelm the unsuspecting inhabitants; and the early history of this settlement was made amid the blood and tears of its victims.

Continuing on three miles and crossing the Deerfield River, of 200 feet width, on a toll bridge near the Deerfield Mountains, we arrive at *Greenfield*, at a remarkable bend of the river as it comes here from the north-east. The road on the margin of the same lowland as heretofore ascends a slope on the borders of Green River before it enters this town, that, like others on this route, is built on a single street, east and west, on the bank of Deerfield River. This town ranks next to Northampton or Springfield as a place of business, and has an air of vivacity and life that is quite prepossessing. A bridge crosses the Connecticut at the south-east of this town. Much of the land hereabouts is an extensive plain twelve miles by five, with a continuation of the Deerfield Mountain on the east side. The land of the plain is indifferent, but that of the border along Green River is first rate.

*Bernardston* lies on the same plain as the last mentioned, and the adjoining township of *Gill* is a series of slopes ascending by easy gradations to a crest or roof towards the west, and the whole forms a charming tract.

*Falls* occur in the river four miles east of Greenfield; and

here was the scene of another battle with the Indians, who were formerly seated along here in large bodies in hopes to live unmolested. But on the 17th May, 1676, a company of 160 whites marched secretly and fell on the copper-colored race, after a debauch, when they were gorged, and stupid, and sunk in sleep, and attacked their wigwams, forced them to take to the river, and in their confusion of jumping into their canoes, without paddles, and in the profound darkness of the night, many were carried over the falls and perished, and others ran into the river and were drowned, and others skulked into the bushes and hiding-places, but were ferreted out and killed. The Indians, who at first supposed they were attacked by their old enemies, the Mohawks, soon found their error, rallied and attacked the whites by a much superior force, and drove them back into Hatfield, killing 37 of them, but losing 300 of their tribe in the pursuit.

The aborigines after this severe loss never appeared in much force in this neighborhood, and appeared to be effectually depressed and disheartened for ever afterwards.

*Northfield* township adjoining the New Hampshire line on the east side of Connecticut River, and the town or village, like others before described, is a mile long on one street, on an elevation ranging with the river, and has a few comfortable houses with the characteristic neat and plain eastern appearance. The Toby chain of highlands bounds it on the east and envelopes the settlement, while the arrangement of the landscape in front exhibits the river in its meanders for miles among teeming and rich meadows and low grounds. We now enter the State of New Hampshire.

From Northfield to Brattleborough in Vermont is one of the loveliest rides in New England, along either shore of the river. *Hinsdale*, on the east of the Connecticut, is pleasant and romantic, and is in part a narrow and level tract by the river, and the rest higher and irregular, rising and uniting with the Toby chain below. *West River Mountain* is in the north of this township, and is a bold river bluff 800 or 900 feet above the water; and 150 feet from its summit is an excavation 70 feet deep, made formerly by the inhabitants hereabouts, with the vague expectation of finding some valuable mineral. As the wonderful story is related, about 60 years since an explosion proceeded from this elevation like that of a cannon of heavy calibre, causing much alarm and the fear of an earthquake. On visiting the place a hole six inch-

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es only in diameter was found as the effect of fire proceeding from the bowels of the earth like a blast, and a pine tree near was covered by a black mineral substance ejected from the aperture, and consisting of melted or calcined iron ore like the scoræ of a forge, violently forced out in a partially fluid state, and adhering to the tree that remained in that state some years; the same vitrified substance was also found on the rocks and earth, that it required a violent effort to separate. The cliffs are of granite. The same kind of vitrification and yellow ochre has been dug out of the pit before alluded to, and perhaps it yet abounds, and may by digging be procured.

At *Turner's Falls* is a dam, and a canal of three miles for passing boats and rafts. Here are some mills. The water is compressed between two rocks at the falls, and produces a fine cataract, and not destitute of wildness and interest.

*Vernon*, the first town in Vermont north of the Massachusetts line, was called *Fort Dummer*, and here was a block-house, or fort, to guard the lower country against French Canadian and Indian hostilities.

*Chesterfield* and *Westmoreland* are the next in succession to *Hinsdale* on the left or east side of the Connecticut. The first is a grazing and elevated region, and the second is blessed with an excellent soil and has no waste land. *Walpole* is the next in order, and was first settled by *Colonel Bellows*, a commissary stationed here in 1754, and then bore his name as did a fort here. Aided by his office he acquired wealth and consideration, and his name to distinguish the celebrated falls on this river will go down to posterity. The town occupies a level tract of two intervals. (A lofty hill 750 feet rises near, and is under grazing and cultivation.) At the foot of the hill, on a plain, is the most important street, extending north and south, and is a bustling business place, and the thoroughfare from Boston and through *Bellows' Falls*, over the Green Mountains to *Rutland*, *Middlebury*, and *Burlington*, and by *Lake Champlain* to *Montreal*.

The *Bellows' Farm* of 700 acres is three miles north, and the mansion house is on the site of the old *Fort Dummer*, and on a ridge that is conspicuous for miles around. This valuable estate was in colonial times granted to *Colonel Bellows* by *Governor Wentworth*, for his bravery and services as a frontier settler. *Bellows* being a shrewd man, and fearing that the Governor would not grant the exact tract asked for,

told the Governor he wanted such a tract, naming it, in the north-west part of the township, on the top of the falls mountain; but as he expected and wished, this the Governor told him could not be conceded, but that any other part of the township might be selected; and as he could not do better, the Colonel of course selected the best tract of interval in the country, and had the grant fully confirmed—it being probably the one spot of all others the Governor would have retained for himself.

Continuing on through the upper part of Vernon, and by a village with mills, &c. we pass a large slate quarry on the right hand, and approach *Brattleborough* in Vermont, that occupies an elevated table land, and is an important stopping-place, and has a good hotel and stage house. North of the town are seen the effects of water, that at some period has by its abrasion produced a series of steps or terraces. There is a small creek tumbling over the rocks here, that gives water-power for several factories and mills.

*Bellows' Falls* are three miles north of Walpole and ten from Brattleborough, and are a series of *riffs* and *rapids* nearly one mile in extent, at the base of a mountain 600 feet high. The river that, above and also below the falls, is 650 feet wide, is here contracted within 20 feet, and of course has intense velocity. A canal of three-fourths of a mile long, breadth at bottom 18, and at top 60, and depth 20 feet, has been constructed on the west side, and a dam across the river turns the supply of water into the canal; there are seven locks, including a guard lock, of seven feet four inches each, or forty-four feet. By taking advantage of the old bed of the river, several feet above the present one, much deep rock cutting and expenditure has been saved. The entire cost was \$50,000.

The road in Claremont and Cornish is close on the banks of the river, and the hills on the east exclude any view beyond them to the interior, but the pastures and acclivities, and the elegant summits, and the abundance of cattle and agricultural wealth is witnessed. This and all the river country above Charlestown and Bellows' Falls has been settled since 1763.

The first bridge ever built over the Connecticut was at this spot, and cost \$2,700. The present elegant and durable structure belongs to Mr. Geyer, that owns the mansion near by on the slope of the mountain on the east side, in a very

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romantic, but seemingly insecure position, from the impending rocks of this vast precipice.

There are four mills near the south point of the canal, and a few neat houses, a church and stores to the west of the canal, and between that and the river.

Circular excavations in the hard granite rock, made at former years, by the attrition of the water and pebbles, are here seen, as at all similar spots, where abundant evidence exists of the waters having been at a higher level.

Sexton's and William's Rivers are small streams rising in the Green Mountains a few miles north-west, and entering the Connecticut, the former below, and the other above, Bellows' Falls. Cold River, coming from the Sunapee Mount and the Cold Pond near its base in New Hampshire, enters from the east.

*Charlestown*, on the east side of the Connecticut, is the next above the falls, in nine miles, and the river is pleasant and the road hard and good, with the Toby range close at hand on the right; and at a spot where the hills recede and sweep round to the north-east, this delightful village is placed, and has two streets on a parallel to the river, and the others at right angles, with the streets overshadowed in summer, and presenting a most attractive aspect with its white houses and green blinds, court-yards, shrubberies, and gardens. Here are near 2,000 acres of rich bottom-land, with orchards and trees that, in June and July, have a most captivating appearance.

Another of the celebrated farms, that of Jarvis', may be seen at the *bend*, termed the *ox-bow*, in Wethersfield, on the west side of the river. The extensive brick mansion and out-buildings, and the style of the fences, &c. indicate the good management and wealth of the possessors.

The *Black River*, a small stream coming from the Hawk Mountain due west, and from ponds in the recesses of the Green Mountains, passes through the adjoining town on the south. The *Sugar River*, that has a long chain of bottom-land, coming from the *Sunapee Lake*, of 10 miles long, on the New Hampshire range of mountains, also falls into the Connecticut above the bend and farm above mentioned, and nearly opposite the *Ascutney Mountain* in Vermont, below Windsor. This mountain is 2,000 feet high, and is the barometer of the surrounding country, and one of the *giants of the valley*. The Indian name means three peaks. A road leads up

to near the summit, and the view there beheld is quite worthy the trouble of the ascent.

*Windsor* ranks as the second town in Vermont. It has the county buildings and also the *State Prison*, the latter being of the gray granite of the country, and is situated on the upper plain, or hill, that overlooks the town, that is situated partly on the lowland, or the bottom near the river, and partly on the plain next the hill. It consists of a street side by side with the river, two miles or more long, and many of the houses have pretensions to style and good taste more than others in this part of New England. There are numerous mechanics and traders, good hotels and stage houses. It is distant from Boston 109 miles, from New Haven 167, from Portsmouth 105.

The traveler while at Windsor may diverge from his route up the Connecticut, and take the route up the White River through the gorge called the Gulf Road, towards Montpelier, the capital of Vermont, and by the Onion River to Lake Champlain at Burlington, and thence to Canada. The road and the conveyances are safe and good, the scenery indescribably sublime, passing up one valley and down the other by very gradual and easy planes, well engineered, and through villages of a lovely and healthy aspect.

*Lull's Brook*, that is passed north of Windsor, has cut a channel in the earth of 50 feet deep, in which mills are erected that are below the level of the banks.

The *Waterquechee*, a small stream 200 feet wide, coming from the lofty mountains a few miles to the north-west, is next crossed, and in a quarter of a mile before it reaches the Connecticut is a half circular or horse-shoe fall over a ridge of rocks of 40 feet, that at certain stages of the water exhibits a diversified and fascinating appearance. Fine farms, and houses neat and snug, are seen as we go through *Hartland* to the mouth of the *White River*, 16 miles above Windsor.

The stage road takes to the north shore in the valley of the White River, if the traveler wishes to see the remarkable gulf alluded to, through Hartford, Sharon, Tunbridge, Randolph, Brookfield, Barre, at the summit level, and thence down the Onion River valley through Montpelier, Middlesex, Waterbury, Bolton, Richmond, and Burlington. The magnificent gorge, or *ghaut*, as it would be called in India, between the *Camel's Rump* on the south, and the *Mansfield Mount* on the north, is one of the mighty and impressive scenes and

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wonders of the Green Mountains, 25 miles west of Montpelier, and the same north-east from Middlebury. At a distance it has a resemblance to the back of a camel. The ascent may be effected in four hours, from the west or on the north slope. In half the way up is a winding passage gently ascending round the base of a high mountain west of the Rump, and that can be attained without much fatigue; but there the elevation begins rapidly to increase until it rises to an angle of 60 degrees to the top. Rivulets of surpassing transparency, purity, and coolness, wind down the side of the mountain, and are most grateful to the weary traveler. The apex is a bare rock of several acres, on the east and west skirted with a thick growth of low balsam fir. The extreme top is a nearly level surface of a few rods in width from north to south, with a precipice on the south of several hundred feet. From the foot the slope extends to the bottom of the valley, an immense distance below. The descent on the north to the Onion River is more gradual. The highest point is 4,000 feet above Lake Champlain, 20 miles to the west, that with the intervening hills and valleys is looked down upon.

*Potato Hill*, in Lincoln, 16 miles south, is not much inferior in height to the Rump, and is divided from it by the deep broad chasm at the south, while on the north, beyond the deeper gulf of the Onion River, rises in its pomp and proud superiority *Mansfield Mountain*, 4,400 feet above the lake. The mountains in New-York, on the west of the lake, rise with infinite majesty, as do the White Hills in New Hampshire, to a still greater elevation and glory. They are seen to the best advantage from this central range, intermediate between those in New-York and New Hampshire.

The grandeur of the scene is heightened to perfection if the wanderer can see the clouds sweep across the summits of some of the neighboring hills or mountains, partly concealing the exquisite landscape that extends to the limits of the State; or if he can, after spending a night on the summit, in June or July, witness the dawn of day and the sea of fog 2,000 feet below, appearing like an ocean beneath him, with the capes, islands, and promontories formed by distant peaks and ranges piercing above the vapors.

An earth-slide and a torrent of water of tremendous volume, weight, and impetus, that occurred 1827, 29th June, may, in *its effects*, be seen on the side of a mountain in Addison county, in the township of Lincoln, Vermont, 20 miles south-



west of Montpelier and of the Rump, on the lofty peak of the Green Mountains. Fayston is on the road leading to it. It was heard in the forenoon, and made a jar and noise like a peal of thunder, a thick fog enveloping the mountain—at the time it was far from the abode of man. The hemlock, the spruce, and the other giant trees of the forest were taken off and snapped and ground to splinters.

*Plainfield* and *Lebanon*, on the east side of the river, follow in course. At the upper extremity of the plain, where the river is 200 feet wide, the falls or rapids are seen to good advantage. The descent in three-fourths of a mile is but 30 feet, of which two-thirds is at the last ledge where the waters plunge into a deep reservoir. On mounting to the brow of the hill is seen another plain of several miles to the north, of an irregular surface, and formerly covered with pines.

*Dartmouth College* is on the plain before mentioned, two miles above *Lebanon Falls*, and half a mile east of the river. There is a bridge leading to *Norwich* in Vermont, on the west side, 344 feet long. The college was established in 1769, through the exertions of Dr. Wheelock, for educating missionaries, and for the Indians also, one of whom, Samson Occum, graduated here, was ordained and licensed to preach, and was sent to England, where the king and nobility treated him very graciously and liberally; and the *Earl of Dartmouth* was the principal benefactor. Donations of land, of little present value, have been made to it by the State. There are 150 to 200 students, in four classes as usual in New England. The commencement is on the fourth Wednesday in August, and is a *fête day* to the literati of the State and to strangers that then assemble; after which the long vacation of six weeks and two days is taken; another occurs of five weeks and five days from the fourth Monday in February. The first college building was destroyed by fire; two others have since been erected, and the few houses around the public square. The expenses of tuition per year is \$33, exclusive of the medical lectures. The Professors are, of history, divinity, mathematics, natural philosophy, chemistry and medicine. Seniors 61, juniors 56, sophomores 83, freshmen 101, medical 78, total 371.

*Lyme*, *Orford*, and *Piermont* are the next townships in succession on the east side of the river, close by which is the road. Intervals and forests alternate. *Orford* is on a plain and interval on the west. The expansions of the lowlands

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are a mile and a half broad and three miles long. Two hills on the west of the river, *Coney's* and *Sawyer's*, each 450 feet high, forming bold bluffs of granite near the road, are fine objects, as they are situated at the narrowest part of the amphitheatrical or bowl-shaped interval.

*Orford* is a village-street of two or three miles, straggling along the river, as in other places. Soap-stone, or steatite, so useful and indispensable for grates, stoves, jambs, and furnaces, to withstand the intense heat of the fires of anthracite coal now so extensively used, is here quarried and sent to New-York and other places. *Piermont* and *Haverhill* next occur, the former rough and unpleasant. At *Haverhill* the distant glimpses of the *Moose Hillock* and other giants of the valley that we are approaching, give a zest to our progress. The situation of the town is elevated, and there are good hotels in the village on the upper part of the town. The *Sulphur Spring* in Newbury, across the west of the river, is of some note. The great *Ox-bow*, a tract of rich lowland of only 500 acres, enveloped by a bend in the river, is but an imitation of those in Massachusetts.

At the mills, four miles above *Haverhill*, is a small village; the ride thus far is delightful, a good road and soil, handsome surface, and the Connecticut clear and sparkling, and this continues till we arrive at the entrance of the *Ammanoosuck River*, a rapid and powerful stream that comes down in a north-east direction from the western slopes of the highest mountains in the Eastern States, and is 50 miles long; its waters are cold and pure; its bed rocky or gravelly; its valley is from one quarter to three quarters of a mile wide; its borders at times rude and solitary, or more open and cheerful, and where it runs at the base of the hill on its north shore, the cliffs and woods that impend over the stream are wild and gloomy; this only continues for a few miles, when the scenery changes, and softens to a chain of rich low grounds and cultivated farms. A good tavern is found at *Bath*.

After crossing the *Ammanoosuck*, the road as well as the river forks to the north-east and south-east. The former crossing the rough *Littleton* mountains, and continuing on, past the Fifteen Mile Falls, to Dalton and Lancaster, 40 miles. At the falls and lower bar in Lyman, 10 miles north from the mouth of Wells River and the *Ammanoosuck*, the Connecticut takes its long southern course to the ocean at Long Island Sound, 300 miles from its origin in Lake Connecticut

above, latitude 45°. The upper bar is at the north-east corner of the township of Dalton, above the long rapids or Fifteen Mile Falls.

The road, that (as above) forks to the south-east, goes through *Franconia*, (see index, and old man of the mountains,) and to the iron-works—but the road to the *Notch* of the White Mountains strikes off directly east, at the forks first mentioned, in Littleton, and goes through Bethlehem.

From Dalton to Lancaster is 14 miles, eight being rough, and so covered with stones that for three-quarters of a mile no footsteps of man or animal is seen. At the northern declivity of the mountains that bound Dalton on the east, is a long and narrow flat.

*Lancaster*, our *ultima thule* to the north on this road, is built on a plain the north side of *Israel's River*. The street is half a mile long, and of commendable width.

*Israel's River* pervades the township centrally, has its origin in the recesses and glens of the White Mountains; is 30 miles long, and abounds with choice mill sites. Intervals, plains, and hills are the general features of its banks.

The meteorology of this quarter is modified, influenced, or governed by the proximity of the lofty mountains on the east, the storms or falls of rain or snow generally coming from the north-west or west.

At *Lancaster* are three *remarkable vistas* or prolonged vales, diverging from this as the focus. The *first* is in a south-west direction, or down the Connecticut for 30 miles, where for 20 miles of the lower part the mountains compress upon the river, and form the long rapids or Fifteen Mile Falls, and above them at Dalton, eight miles south of Lancaster, the expansion begins, and soon becomes six miles wide, and is of that width for 15 miles up. The *second* is to the south-east, and is 20 miles long and 12 wide, and leads the eye to the Little Moose Hillock and the Littleton ranges, and terminating with the White Mountains, rising majestically and filling the horizon in grand style. The *third* is to the east, up the valley of the upper Ammonoosuck, 20 miles long and eight broad, also terminating on the grand sierra of the White Mountains.

These long mountain-galleries, all seen in succession, with lofty walls or sloping sides, give to the whole a frame-work and a finish that is unrivalled in its noble character and effect.

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The vista up the Ammonoosuck is very fine, being in the form of an inverted arch or bow, traced with beauty and taste, up the river to the mountains. The peaks of this range are two regular cones of singular beauty. The whole magnificent range of the Moose Hillock is completely exposed to view for 20 miles, its summits sculptured, shaped, and diversified by the masterly hand of nature.

The next towns north, on the west of the river to the *Canada line*, are Guildhall, Maidstone, Brunswick, Minehead, Lemington, Averill, Canaan, and on the east of the river next to Lancaster, is Northumberland, Stratford, Columbia, Colebrook, Stewartstown, and in 12 miles is the beautiful lake, four miles in extent, that forms the extreme source of the river that we have been tracing upwards, step by step, from its mouth.

*Bethlehem* is 15 miles west of the White Mountains, as we advance up by the side of the Ammonoosuck. The view from the hill in this place is extensive and pleasing; on the east, *Mount Washington*, and the nest of peaks assembled beneath and around, fill up and form the most imposing outline in the horizon.

Our way leads us through the *Breton Woods*, an extensive tract of primitive forest for five miles to a tavern.

In a mile we again arrive on the banks of and cross the Ammonoosuck; after passing through dense woods and bushes, and a narrow road, the ascent then begins on an easy slope up the base for two miles, where the Ammonoosuck is crossed for the last time; in a few rods we are on the dividing ridge, and meet the waters of the Saco taking a direction to the south-east and joining a small reservoir on the north; the outlet soon crosses the path, and creeping by the skirts of a meadow, enters the *Notch*. The nest of mountains to the eastward here unfold their grandeur suddenly.

The *Notch* or Gulf that is here entered upon, extends for two miles, and is, strictly speaking, an immense sundering or parting of the stupendous barrier of rocks, caused, probably, by an earthquake or upheaving and *wrenching* motion, caused by the internal fires of the earth. For one quarter of a mile the crack or parting of the cliffs is narrow, not over 25 feet at first; but from the rapid slope or fall of the road, as the valley parts before us in two miles, the first farm occurs, and on casting back a glance at the entrance of the *Notch*, the closing in of the vast walls on either side is an effect both

new and impressive, ending in a rocky apex, acute and pointed. The house kept by the late Mr. Crawford is five miles west of the Notch.

Proceeding six miles, we behold the magnificent amphitheatrical oval sweep of the mountain, 15 miles long and three wide, where the population of a world, almost, might be congregated and arranged, and command a full view of the vast arena beneath.

The most impressive and striking portion of this grand *Thermopyla* of America extends for five miles in a labyrinthine defile, constantly opening and closing, with magical effects and rapid transformations, as we wend between these huge granite walls and double barriers of mountains of half to three quarters of a mile in height, with its pinnacles and castellated turrets soaring proudly above the lofty sierra, and diminishing a casual passenger to a minute size, like a fly on a side-wall in comparison, compelling man to shrink into insignificance before the overwhelming power of nature's works.

The Saco, as it roars and tumbles along its rocky bed, barely yields passage-way for carriages and vehicles without encroaching on the mountain, and claims the narrow valley as its sole domain, and has already become a mill stream.

Soon as the traveler scans the prospect and panorama that bursts upon him on entering and passing slowly up or down the glen, he is struck with amazement at beholding, among other wonders, the effects yet so startling in its mass of ruins of the looser parts of the mountains, brought down by the great slides or masses of earth and stones, in the night of August 28th, 1826.

The most distant ages will have before them the deep furrows and scars then made by the oceans of water that for a few hours fell on these devoted mountains, and that now compose such an interesting and evident feature in their appearance.

These *avalanches de terre et de pierre* are in stripes from the summit to the base, increasing in width and depth as they descend down to the bare and solid rock; a long drought had preceded this catastrophe, the earth was exceedingly dry, and the rain being also accompanied by a very high wind, that twisted, and thrashed, and acted upon the trees with irresistible and lever-like mechanical force in loosening the roots and earth around them, no doubt caused this event and the loss of life that ensued.

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The victims to this calamity have their most enduring monuments and memorials engraved on the face of the mountains, that allured them within its grasp but to destroy.

One of the slides measures three miles long and one quarter wide. It destroyed a bridge and filled a river, and yet presents a scene of ruin unparalleled. The declivities in the Notch have furrows, where acres of the surface, trees and earth, were carried down. No similar event had ever been noticed of that magnitude in this country before, although, upon examination since made, such places and effects in remote ages past, no doubt, have transpired.

Two water-falls of indescribable beauty are seen on the south or right hand, within a half or three quarters of a mile after entering the Notch; the first is seen to leap forth 800 feet above your head, and at two miles distance, and over a rock facing the sun, and sparkling, and foaming in its beams. The second comes from a height of 250 feet, over three steps or precipices, and has worn a smooth square channel in the solid rock, like a race-way or trough of a mill, and at the bottom is received into an excavation or bowl in the solid rock—here also the magical effect of moving water is exhibited in its most fascinating forms.

The gate to the palace of nature is passed and left behind; the curtain is drawn aside, and we are surrounded by the majesty of the Creator's works, and as we proceed in our examination of the details, the effect becomes more overpowering; the imagination, excited to a phrenzy of enjoyment, gives loose to the fascinations and glories of the world around. We feel that we are in the presence of a superior being.

Advancing slowly through this enchanted and solemn valley, wide and yawning chasms, and narrow and irregular paths of great length, attest the power and influence of the long-continued winter's cold, and the torrents of the dissolving snows and ice in spring, in wearing down the face of the mountain, with a resistless and gigantic force rending asunder rocks and hurrying them to valleys beneath. The vast cliffs, hoary with age and the moss of centuries, preside with frowning dignity over the desolate and deserted, yet most impressive scene.

From the Notch the descent to the east is quite steep, not to say even dangerous, and for 16 miles the Saco is a brawling, tumbling cascade, and very rapid, having seven falls; two of 40 feet high—its whole course may be 110 miles.

*Conway* is about 25 miles from the Notch, towards the south-east, on the road to the coast and Portland or Portsmouth, and occupies the first low ground or bottom that occurs on the Saco fit for agricultural purposes on a bend of the river.

*Fryburgh* lies in a remarkable bend of the Saco, that encompasses the township on the north and east for 20 miles; the town is about six miles north-east of Conway, and is on a sandy level.

*Hiram* is 20 miles from Conway to the south-east, on the side of the Saco, and is formed of swells; on a hill is a fine view of the White Mountains, 42 miles; here the oaks begin to appear once more since leaving Bath on the Connecticut.

From Fryburgh to *Standish*, on the Saco, to the south-east of the Sebago Pond, is marsh, swells or hills, easy to cultivate, or pine plains of stiff loam, cold, but capable of improvement.

Between Hiram and Standish are the cataracts of the Saco, here a large stream, rushing over a rocky ledge 40 feet high, tumultuous and wild.

Standish to Gorham, nine miles; Falmouth, at the mouth of the Saco on the north, seven; thence across the river to Portland, three miles. Gorham is a large township of farms, its surface formed into hills and dales, with a good soil.

The *Sebago Lake* is about three miles north of Standish, and is 13 miles long and 9 broad; its outlet forms the Presumpscot River, that after a short run of 12 miles to the south-east, empties into Casco Bay, at its south-west side, near Portland; there is also a short canal leading direct to the latter place. The *Sebago* waters abound in fish, such as trout.

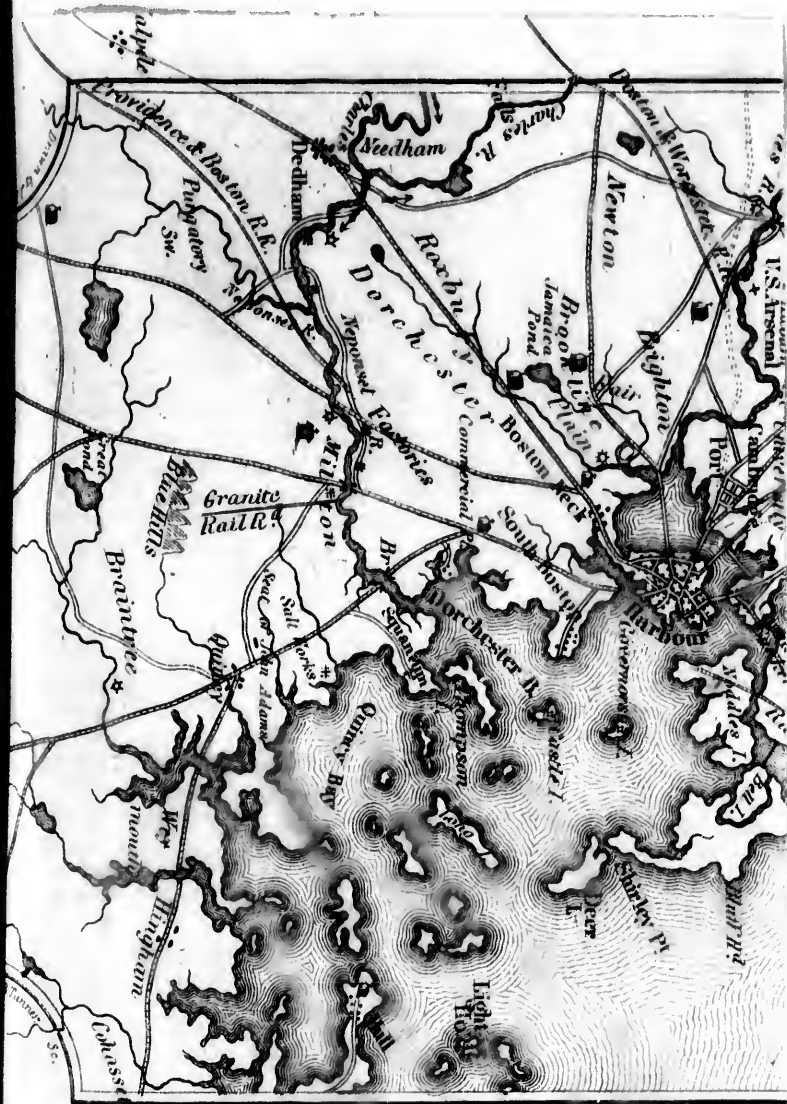
Portland is 123 miles north-east from Boston, and 61 from Portsmouth, &c.

## Boston.

*Boston*, the commercial emporium of the New England States, and the third in population and wealth in the United States, is centrally placed on the eastern border of the commonwealth at the head of Massachusetts Bay, and admira-



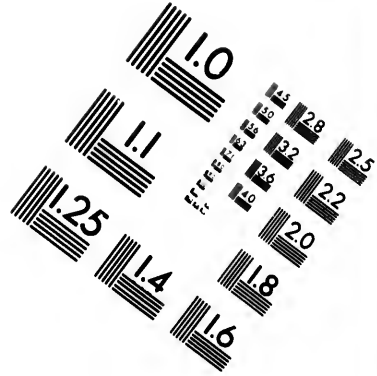
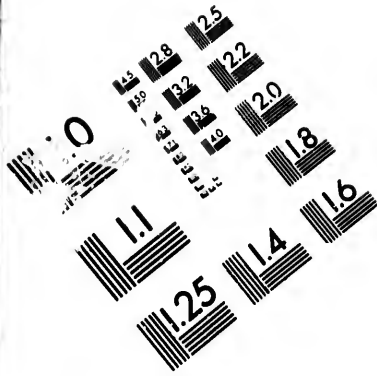
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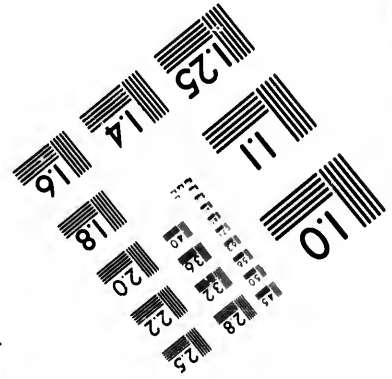
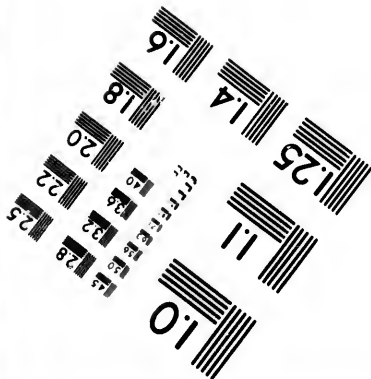
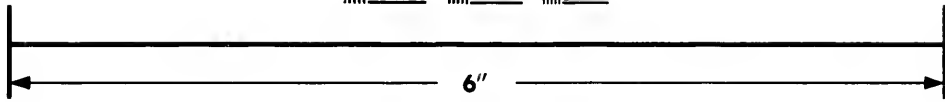
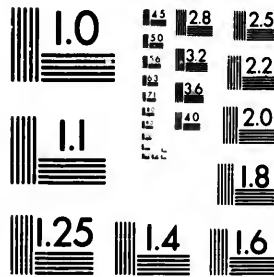
The State House, is a massive construction of stone and earth,  $1\frac{1}{2}$  miles long, and 60 to 100 feet wide and 13 high, 21\*







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



**Photographic  
Sciences  
Corporation**

23 WEST MAIN STREET  
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# BOSTON, and Adjacent Country.

## Explanation.

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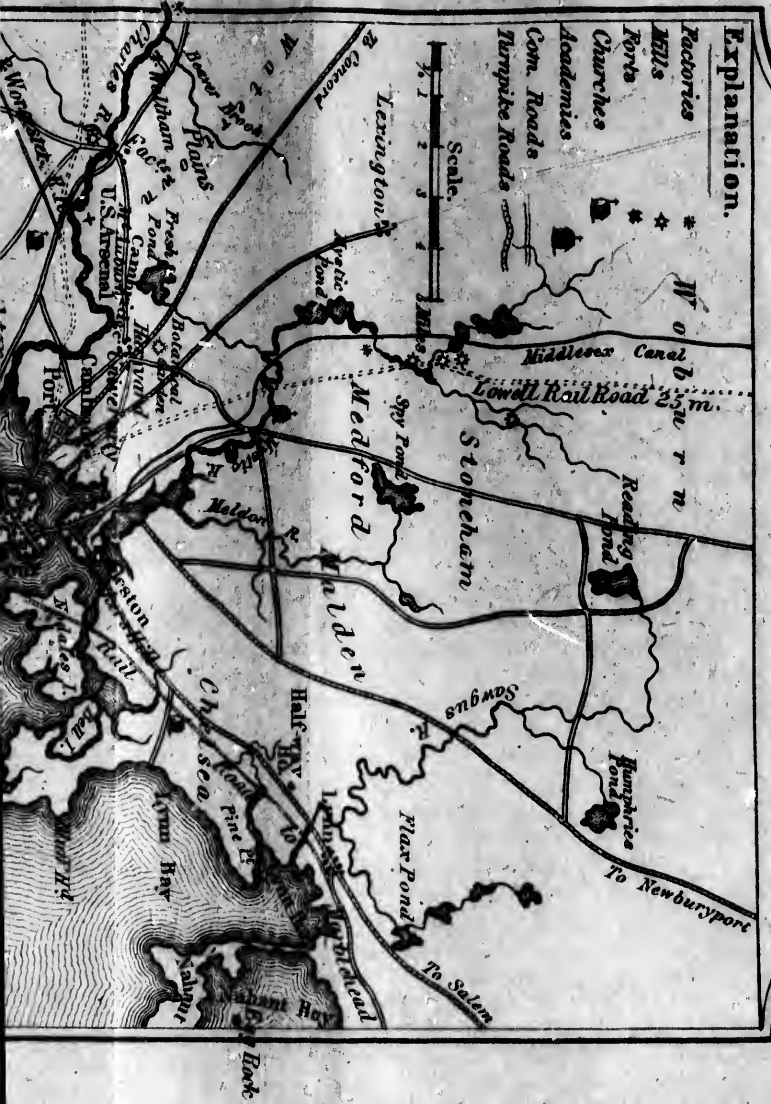
Ports

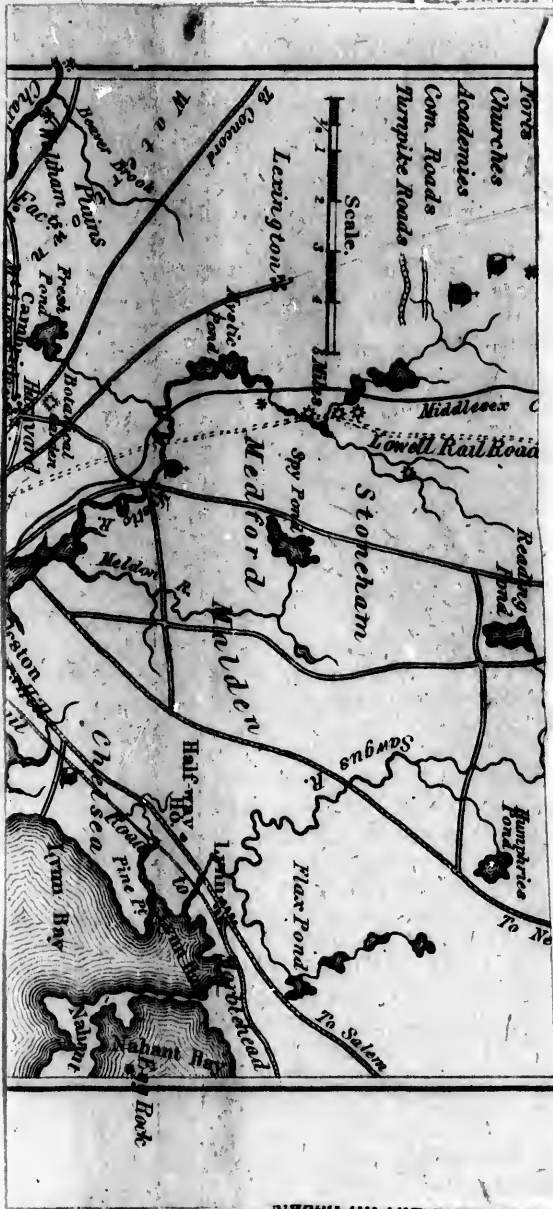
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Academies

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States, is centrally placed on the eastern coast of the Commonwealth at the head of Massachusetts Bay, and admira-

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bly situated for trade and inland commerce, being on a peninsula, with a capacious harbor and deep water, and well protected from the sea, with a narrow entrance that is well fortified by the works on Castle and Governor's Islands, forts Independence and Warren. There are 40 islands and rocky islets included between the outer prongs of Nahant on the north and Alderton on the south, the two points that form the bulwarks of the outer harbor; and that, with Long, Deer, and other islands, the Brewsters and Point Shirley, shield the inner harbor from the heavy swell and tides from the Atlantic, and form one of the safest naval and maritime depôts on the entire coast of North America.

The city is exhibited to the best advantage, either by coming in from sea, or on approaching by one of its noble bridges or grand avenues leading from the main, and that form such a striking feature to all strangers, more especially at night; when lighted up by the numerous lamps that form long starry vistas on the waters, and indicate, at various angles and converging points, the great metropolis of the east, a Venice rising out of the deep; the effect in the day is also very imposing from the clustering of domes and steeples, and the masts of shipping, and the lofty outlines of the various prominent ranges of buildings of a style that, even at a distance of miles, prepares the eye to enjoy the excitement and gratification of the near approach.

At Roxbury the traveler finds himself entering upon the main avenue to the city, amid associations glowing with the most intense historical interest, from the remains of revolutionary field-works, and pursuing the route for a mile over the Neck, plunges into the centre of the city, that extends by the principal thoroughfares, Washington-street and Hanover-street, for two miles to Winisimot Ferry, at the extreme north-east part of the city; such is the entrance in arriving from Providence and the south-east parts of the State, or else through South Boston. This old entrance is 5397 feet in length, and at the narrowest part of the Neck it is only a few rods wide, and approaches close to the water on the east, but has been filled in, and extended on the west, to form several streets or blocks of ground.

The *Western Avenue*, leading from Sewell's Point, in Brookline, to Beacon-street at the north side of Boston Common, and past the State House, is a massive construction of stone and earth,  $1\frac{1}{2}$  miles long, and 60 to 100 feet wide and 13 high,

and encloses 660 acres of flats, over which the tide formerly flowed; and a lateral or cross-dam leading to Roxbury divides this enclosure, and by flood and ebb-gates forms a receiving basin, and gives great water-power. The cost of this substantial work was \$700,000; the income only 6 to \$7,000.

*West Boston Bridge*, connecting Cambridge Port and Boston, has 180 piers, and is 6,190 feet long, including abutment and causeway, and 40 broad, and cost \$76,667—income, 13 to \$15,000. This bridge will revert to the State in 40 years.

*Cragie's, or Canal Bridge*, from Lechmere Point to Boston, is 2,796 feet long and 40 wide, floored with earth; a lateral bridge extends from this to Prison Point and Charlestown, and is 1,830 feet long and 35 wide—income, 3 to \$4,000; and this also will belong to the State in 40 years.

*Warren Bridge* leads to Charlestown, and is 1,390 feet long and 44 wide—income, 16 to \$20,000, and belongs to the State.

*Charles River Bridge*, from Boston to Charlestown, is 1,503 feet long and 42 wide, and has 75 piers, and cost, originally, \$50,000, but the present owners, \$300,000—all the first owners have vacated. This will belong to the State in 1856; the income is about 10 or \$11,000.

*Bridge from Sea-street to South Boston* is 500 feet long and 38 wide, and is free, and was built by land-owners in the neighborhood.

*South Boston, or the Neck Bridge*, is 1,550 feet long and 40 wide, and cost \$50,000, and is now free and city property. Total, seven bridges; length, 23,669 feet; cost, over 1½ millions of dollars.

There are also viaducts over the Charles River for the railroad to Lowell, and also one for the rail-road to Worcester.

There are *two hundred docks and wharves* surrounding the city; the most important are *India Wharf*, near Fort Hill, 980 feet long, 280 feet wide, with a splendid range of 39 stores, four stories high, size 22 by 80 feet, built in 1806.

*Central Wharf*, built in 1816, 1,379 feet long, 150 feet wide, with 54 stores, four stories high, and 23 by 50 feet; an observatory or signal-station on the summit, to telegraph the shipping and communicate with the outward station. From this elevation strangers can obtain a fine marine and city view that ought not to be omitted.

*Long Wharf*, from the end of State-street, 1,800 feet long;

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200 wide, 76 stores, with a well of good water 90 feet deep.

*City Wharf*, Mercantile, Lewis, Hancock's, Scarlet, Union, the Marine Rail-way, Battery, Holmes, Weed, Winnisimmet, Carney's.

*Commercial Wharf*, 1,100 feet long, 160 wide; 24 granite stores, 25 by 60 feet; cost \$500,000, and in grandeur and convenience are unrivalled. The above are north of Indian Wharf; on the south is Foster's, Liverpool, Russia, Bull's, Francis', Wale's, Lloyd's, Amory's, Davis', Baxter's, and Cobb's, near South Boston Bridge.

The *population* of Boston is about 85,000, and if the towns within five or seven miles should be included, the aggregate would be 120,000.

The Indian name of this place was Shawmut, and that of the first English settlers Trimount, for its three hills; the size of the peninsula was then estimated to embrace 700 acres; it is now about 1,000, by filling in the low grounds and docking; the hills having been reduced and graded, and adapted to the wants of a large city, yet leaving some elevations of 50 to 110 feet.

Boston has been settled 209 years, and originally was distinguished by three hills, one of which occupied the present site of the State House, and soared up to an acute point as high as the apex of the lantern above the dome of that building, from which all strangers can behold the panorama of Boston and its environs at an elevation 210 feet above the harbor, that when once seen and studied, will not soon be forgotten; it cannot be exceeded by any city in the United States.

Many of the islands in the harbor are attractive, and 15 afford pasture, and are visited in summer by parties of pleasure. The rivers that empty into this harbor are the Mystic, Charles, Neponset, Mananticant, and around its borders are Charlestown, Chelsea, Cambridge, Brookline, Brighton, Roxbury, Dorchester, and Quincy: and the bays, coves, and inlets that open into the interior, add much to the beauty and attraction of the environs.

There are in Boston upwards of 200 streets, lanes, &c. besides courts and squares; 28 banks, with a capital of \$18,000,000; 27 Insurance Companies, with a capital of \$7,600,000, and a Life Insurance Company, of \$500,000. The bank charters in this State all expire in 1851; those of the Insurance Companies are optional with the Legislature.

There are more than 50 places of public worship, besides Mission Chapels, Halls, Bethels, &c. There are 12 large Public Schools, including the Latin and English High-Schools, opened to, and frequented equally by, the poor and rich, besides primary or minor, and Sabbath-schools. The school system of this State, and especially of this city, is perfect, and 20,000 children of this city are kept at school at a yearly expense of \$200,000.

The true American spirit and feelings of a predominant population of native born citizens is the characteristic of this city; and it is unrivalled in its literary institutions and its richly-endowed hospitals and asylums, that the munificence of its citizens has delighted to establish. In wealth, enterprise, public spirit, and patriotism, and the enlightened intelligence of the people, Boston has ever been pre-eminent.

Of its public buildings, *Faneuil Hall*, or the Cradle of Liberty, in Dock Square, at the head of State-street, and fronting on Washington-street; or Cornhill, deserves the first and most honorable mention, as where the great men of this city, and state and nation, have made its walls resound with thrilling flashes of eloquence. It was presented to Boston in 1742, by Peter Faneuil, Esq and after various alterations, is now a plain brick edifice of 100 feet by 80, and three stories high, the lower part used for stores; the hall for public meetings is 76 feet square, and 28 feet high; and has deep galleries on three sides, and paintings of patriots, warriors, and statesmen, with an armory above.

The *State House* is the most conspicuous edifice, and on the highest ground in the city, fronting Beacon-street, and looking down upon the beautiful public square, mall, or common, of 48½ acres, with its noble elms, the growth of a century; the structure is brick, and the style plain—length 173 feet, breadth 61, with a paved court in front, and an area on the rear of the first floor, where is seen Chantry's statue of Washington. The dome of the State House is 52 feet in diameter and 230 feet above tide level, and of course looks down and lords it over the city, harbor, and the country surrounding it; as the ascent is arduous, so is the view most magnificent. The legislature of Massachusetts, a numerous body of 500 or 600, meet in the halls of this edifice, that also comprises the various official rooms.

The *City Hall*, formerly used as the State House by the

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Colonial and State governments, is on State and Washington-streets, and occupied by the city government, post-office, and reading-room, is 110 feet long, 38 wide, and three stories high.

The *New Court House*, between Court and School-streets, in Court Square, is a noble building for the courts of law, record offices, &c. and is of Quincy granite, 176 feet long, 54 wide, and 57 high, with two porticos, each of four fluted columns of 25 feet in length, and four feet five inches in diameter, and 25 tons weight. There are four court-rooms 50 feet by 40; the cost of the building, without the land, was \$150,000.

The *Massachusetts Hospital* is also of granite, and occupies an area of four acres on Charles River, between Allen and Bridge-streets, in the west part of the city, and is 168 feet long and 54 broad, and is a monument of taste and beneficence; the cost of the land and building was \$144,500; the funds of the institution, including the donations of John M'Lean, Esq. and Miss Mary Belknap, is \$120,000. About 45 sick on an average—cost each \$4 62 a week. There are two acting surgeons and three physicians.

The *Massachusetts Medical College*, connected with Harvard, is a spacious edifice of brick, in Mason-street, near the Mall, and contains a medical library of 5,000 volumes.

The *M'Lean Asylum for the Insane* is at Charlestown, and is a branch of the Massachusetts Hospital, and occupies a charming site of rising ground near East Cambridge,  $1\frac{1}{2}$  miles from the City Hall, and has 16 acres of land for courts and gardens. The buildings (that cost \$186,000) are large and well adapted to aid in the cure and conduce to the comfort of the inmates. The grounds are well laid out, and the walks gravelled; and there are summer-houses, groves of ornamental trees, shrubbery, and flowers; a road for riding, and a pond with gold and silver fish, and every suitable provision made to beguile the patients into a forgetfulness of their sorrows and melancholy situation. Such an institution is an honor to its founders and to human nature.

The *New England Institution for the Education of the Blind* in Boston, is another philanthropic emanation of benevolence begun by the Hon. Thomas H. Perkins, who presented a valuable and splendid building in Pearl-street, and the citizens of Boston, by one zealous impulse, consummated the gift by raising the requisite funds. Dr. S. G. Howe is the director.

E. Trencher, teacher; Lowell Mason, professor of music. The expense to pay-scholars is \$150 a year; there are 50 inmates.

The Eye and Ear Infirmary, by Drs. Jeffries and Reynolds, is also in good repute.

The *Houses of Industry, of Correction, and for the Reformation of Juvenile Delinquents*, are all in South Boston, on the margin of the harbor, and are stone buildings of 220 feet by 43, and make a conspicuous appearance from Boston. They occupy 60 acres of ground on the famous heights of Dorchester, where field works were thrown up by the American forces, that caused a speedy evacuation of Boston by the British troops.

The poor, old, and infirm, and those able to work, are here supported in the first; and the convicts under eight years in the second house mentioned; the latter on the plan of seclusion, silence, and single cells; there are here about 300 confined, half of them foreigners; and of the paupers, (841,) 550 are natives. There are about 100 in the juvenile delinquent department. The whole under overseers, with a superintendent, physician, and chaplain to each house.

The *Faneuil Hall Market*, that was planned and completed under the mayoralty of Josiah Quincy, Esq. in 1825-'27, at a cost of \$150,000, exclusive of land, is 536 feet long and 60 wide, and is entirely of granite, with a portico at each end of four pillars, 23 feet high, and extends east from Faneuil Hall; the lower floor is the market for meat, fish, and vegetables; the second story is occasionally occupied for large sales of dry goods and American manufactures, and for ware-rooms. Over the centre of the building, from a base of 74 by 55 feet, springs a dome of fine proportion. North Market-street 65 feet, and South Market-street 102 feet wide, are at the respective sides of this splendid edifice, and warehouses with uniform granite fronts line the street.

There are other markets of smaller dimension in various parts of the city, such as the Boylston, corner of Washington and Boylston-streets.

*Hotels.*—The *Tremont House* is three stories high, and 160 feet long, on Tremont-street; and the wing on Beacon-street, four stories, and 84 feet long, 34 wide; and the wing on the south, fronting an open square, is four stories, and 110 by 40 feet, and there are 180 rooms—cost of the edifice, without the land, \$69,000—the dining-hall is 70 by 31 feet, and 14 high.

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The construction is of Quincy granite, with a portico of four fluted columns 25 feet high, enclosing a recess 37 feet by 7. This establishment occupies an airy, pleasant, and commodious situation near the Mall and opposite to the Tremont Theatre, and has hitherto been extremely well kept, and filled with fashionable society and strangers.

The *American House* in Hanover-street contains 125 rooms, and is well arranged in modern style, lighted with gas.

The Shawmut House and Earls' Coffee House, also in Hanover-street; the New England in Clinton-street, and the Exchange Coffee House, Congress Square; the Pearl-street House, the La Fayette, and the Marlboro' Hotels, the latter being a temperance house in Washington street; the Franklin in North Market-street; Commercial Coffee House, Broad-street; City Tavern, Brattle-street; Blackstone House in National House, Elm-street Hotel; Mansion House, Milk-street; Eastern Stage House, Ann-street; one in Howard-street; and the Albion and the Shawmut; the two latter are on the European plan.

The Maverick House, East Boston; the Mount Washington House, South Boston.

The *American Traveler and Stage Register*, published at 47 Court-street, will be useful to possess, as it notices the various rail-roads, stages, and steam and canal-boats.

A *Steam-boat* for Portsmouth starts Mondays, Wednesdays and Fridays, at seven in the morning, and for Hingham, daily from Foster's wharf, at nine A. M. and five P. M. and for Bangor and Portland, from Lewis' wharf, Saturdays and Thursdays, at five P. M. and one from Foster's wharf, Mondays and Fridays, at five P. M. and one for Nahant, daily, at nine.

The *stages* for the interior, depart from Nos. 34 to 42 Hanover-street; and from the City Tavern, Brattle-street, and 11 Elm-street; those places being the head-quarters and old established stage-houses, where every requisite information can be obtained.

The *Middlesex Canal* may be viewed by taking a passage in a canal boat on Tuesdays, Thursdays, and Saturdays, at eight A. M. or from No. 9 Elm-street, in a stage that takes passengers to the canal basin. The canal extends through Charlestown to Medford, 5 Woburn, 10 Wilmington, 14 to Lowell, at the locks and on the Merrimack River; total, 29

miles. It cost \$828,000, is 30 feet wide at top, 20 at bottom, and four feet deep; the summit level being 104 feet above tide water, and 32 feet above the Merrimack. It was incorporated in 1789, and finished in 1808, and was the first made in the United States, and for several years lay dormant, but of late has been more used. The locks are 12 feet by 80.

The *Post-Office* is on the first floor of the west end of the City Hall, on Washington-street and State-street—33 mail stages arrive and depart daily. The office is open from seven A. M. to eight P. M. and from five to six P. M. on Sundays. The income is \$78,000 to \$90,000 per year.

The public debt of the city is \$1,147,399—the receipts per year, \$1,316,624—expenditures, \$1,316,290—income for rents \$44,000. The city owns 7,000,000 square feet of land on the neck and basin, and also the various public squares—the Mall or Common, and other lands of great value, and much exceeding the city debt.

The *Mall or Common*, that is justly the pride of the citizens, has ever been preserved inviolate for the enjoyment and health of the city, for parades of the militia, and as a promenade, and has a sheet of water near a remarkably fine old elm tree, coeval with the beginning of the last century. This park or common has been recently enclosed by an iron railing, at a cost of \$35,000—there are 48½ acres.

The *Boston Athenæum*, in Pearl-street, has a library of 40,000 volumes, and a rich cabinet of coins, medals, relics, &c. an extensive reading-room, replete with all the periodicals and best newspapers of this country and of Europe—open from eight A. M. to nine P. M. to subscribers, and to visitors that they introduce.

Connected with the above is a suite of rooms for lectures, the Academy of Science, &c. the Massachusetts Medical Library, and a large gallery for the exhibition of paintings.

The *Massachusetts Historical Society* have published a series of very interesting volumes, and have their library of 3,000 volumes at the room in Franklin-street. There are several valuable libraries in the city, the Boston Library Society of 10,000 volumes; and the Columbian, of 5,000; Law Library, 2,000; Mercantile, 3,000; Apprentices, 3,000; Theological, 2,500; American Academy of Arts, &c. 2,000. There are three valuable museums.

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in Framingham and Natick, that cover 885 acres, to a reservoir in Roxbury, two and three quarter miles distant from the city hall, and 110 feet above the marsh level.

The *shipping* belonging to this port, 200,000 tons; the foreign arrivals, 1,200; coastwise, 4,000; imports, 18,000,000; exports, 10,000,000; duties on imports, 6,000,000. 60,000 hogsheads of molasses yearly imported, and also 60,000 bales of cotton received, of 300 to 400 pounds each, and 450,000 barrels of flour, and one and a half million of bushels of grain.

A line of *four new and splendid steam-ships*, of 1,250 tons each, and 460 horse power, 200 feet long and 34 wide, will be established in 1840 by Mr. Cunard, to run semi-monthly from *Liverpool to Boston*, viz. Halifax, with smaller boats to keep up a communication between Pictou and Quebec. The East Boston Company have provided berths or wharves gratis, near the depot of the Eastern Rail-road, on Noddles Island.

There are several large glass manufactories, brass and iron founderies, rope-walks, and of hats, candles, paper hanging, and soap.

The immensely valuable manufactories at Lowell (see page 266) are principally owned in Boston.

In some parts of the city, the streets are narrow, crooked, and irregular, and there are many houses of wood that have been spared by the numerous fires, that have desolated parts of the town in 1711. 1760, 20th of March, when 350 dwellings, shops, &c. were burnt in the centre of the town, Cornhill, State, and Congress-streets to Fort Hill—amount of damage, £100,000 sterling; 1787, 200 buildings, seven rope walks—loss, \$200,000; 1818, 3d November, the Exchange Coffee House, seven stories high, with 210 rooms—cost half a million of dollars; 1824, April 7th, 53 large warehouses in Doane-street, and 7th July, 15 costly dwellings on Beacon, Charles, and Chesnut-streets; 1825, 20 stores and shops, and 35 lawyer's offices on Court-street; in 1833, 71 fires occurred; and in 1839, in January, was a large fire in Hanover-street.

The fire department at present is very efficient, and has 25 engines, 20,000 feet of hose, with hooks, ladders, carriages, buckets, and an active body of 15 engineers, and 1,500 firemen.

The modern buildings, stores, &c. are all of brick or granite, and vastly improved as to the style of architecture, materials, &c. Streets have been widened, and old houses sup-

planted by thousands within a few past years, and things have by no means been quiescent or in repose, but constantly going ahead; and the present remarkable epoch in rail-road construction is, no doubt, destined to give to Boston that impetus to its trade and prosperity that the inhabitants little imagine, and will cause every foot of land above and beneath a moderate depth of water to be usefully occupied.

Besides the expensive public buildings that have been enumerated, some of the banking edifices are of very chaste and elegant architecture, such as the Suffolk, the Washington, and the late United States Bank; and the same may be said of a few of the churches, and of hundreds of private dwellings, many of which are spacious and princely.

The Boston Academy of Music, and a religious assembly, called the Franklin-street Church, now occupy the old Boston theatre on Federal and Franklin-streets, that was erected in 1798, on the ruins of the former, that had been destroyed by fire the same year. The present edifice is of brick, 61 feet wide, 152 long and 40 high, and is now well appropriated in the same way as the Chatham Chapel in New-York.

The Tremont Theatre is of granite, fronting on Tremont-street, 79 feet, and 136 feet in depth, and is neat and ornamented, and receives a tolerable support.

*Churches.*—The Congregational Church in Chauncey Place, out of Summer-street, has at this time for its pastor, N. L. Frothingham, the 16th in descent since the first house of worship was built in 1630, corner of State and Devonshire-streets, and John Cotton, and John Davenport, and Dr. Charles Chauncey, were some of its distinguished ministers. A stated lecture has been preached at this church on Thursday, since 1633, by the clergy of Boston and vicinity, when all intended marriages in this city are given out and the banns declared.

The Second Church on Hanover-street is the oldest meeting-house now standing in the city.

The old North Church was in North Square, and was built in 1649; burnt, 1676; rebuilt, 1677; and was destroyed by the enemy in 1776, after it had existed nearly a century, and had for its pastors the celebrated Mathers, Increase and Cotton, Dr. Samuel Mather, and Dr. John Lathrop, and others.

The old South Church in Washington, corner of Milk-streets, is 88 by 61 feet, and being central and having two tiers of galleries, is used on public occasions where large

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audiences are expected. It was built in 1730, and in 1770 Warren here delivered, in defiance of threats and the presence of foreign mercenaries, his memorable address on the anniversary of the massacre of the 5th March. The present pastor, S. H. Stearns, is the 12th in descent since the establishment of the original church at Charlestown in 1669. Among the distinguished clergy of former days, here was Fletcher, Willard, Pemberton, Dr. Joshua Sewall, from 1713 to 1769—and the celebrated Thomas Prince, the historian of New England, who died in 1758—Dr. Joseph Eckley, Joshua Huntington, and Dr. B. Wisner, the lamented Secretary of the American Baptist Foreign Mission.

First Baptist Church, corner of Hanover and Union-streets, first constituted at Charlestown 1665; the present edifice erected in 1828-9.

Second Baptist Church is in Baldwin Place.

Third Baptist Church, Charles-street.

Freewill Baptist Church, Sea-street.

South Baptist Church in South Boston.

Federal-street Baptist Church.

First Methodist Episcopal Church, North Bennett-street.

Second Methodist Episcopal Church, Bronfield-street.

Third Methodist Episcopal church, Church-street.

First Universalist Church, corner Hanover and Bennett-streets.

Second Universalist Church, School-street.

Central Universalist Church, Bullfinch-street.

Fourth Universalist Church, South Boston.

*Episcopal Churches.*—The King's Chapel, (Unitarian,) corner of Tremont and School-streets, a substantial stone edifice, was erected 1754, on the site of the original structure. The present rector is F. W. P. Greenwood. Christ Church, in Salem street, near Copp's Hill, has a peal of eight bells, with an inscription, "We are the first ring of bells cast for the British Empire in North America, A. R. 1744." "God preserve the church of England." "Gloucester; Abel Rudhall cast us all, 1744."

During the battle on Charlestown heights, a smart cannonade was kept up from Copp's Hill on the Americans; a carcass was thrown that set fire to an old wooden house, near the ferry on the opposite side, and it being all fired in other places by order of the British officers, the town was speedily wrapped in flames.

Trinity Church, Summer-street, is of unhewn granite, and one of the most elegant churches in the city. Among its former rectors have been Dr. Parker, from 1774 to 1804; George W. Doane, the present Bishop of New Jersey; and Dr. Wainwright, now of Trinity Church, New-York.

St. Paul's Church, Tremont-street; former rectors, Dr. S. F. Jarvis, Alonzo Potter; John S. Stone, present minister.

St. Matthew's Church, South Boston.

Graco Church, Temple-street; Zachariah Mead, rector.

Brattle-street Church, (Unitarian,) S. K. Lothrop, present minister. The former ones, Dr. Benjamin Coleman, 1699 to 1747; Wm. Cooper, Samuel Cooper, Peter Thatcher, Joseph S. Buckminster, Edward Everett, John G. Palfrey.

New North Church, (Unitarian,) corner of Hanover and Clark-streets. Dr. Francis Parkman, minister. Former clergy, J. Webb, P. Thatcher, Dr. Andrew Elliott, from 1742 to 1772; Dr. John Elliott, 1779 to 1813.

New South Church, (Unitarian) on Church Green, at the union of Bedford with Summer-street. Alexander Young, present minister. Former ones, Samuel Checkley, 1719 to 1769; P—— Bower, J. Howe, O. Everett, Dr. John T. Kirkland, 1794 to 1810; S. C. Thacher, 1811 to 18—, F. W. P. Greenwood, now at King's Chapel.

Hollis-street Church (Unitarian.) John Pierpont, present minister. Former ones, Dr. Mather Byles, 1732 to 1777; Dr. Samuel West, 1789 to 1808; Horace Holly, late President of Transylvania University in Kentucky.

Federal-street Church, (Unitarian,) formed by Irish Presbyterians in 1727, and adopted the Congregational order in 1786, and in 1788 the Federal constitution was adopted in the old church built in 1744, on the site of which the present edifice was erected, 1809. The pastors have been, in succession, John Morehead, Robert Annan, Jeremy Belknap, J. S. Popkin, Dr. Wm. E. Channing, and Ezra S. Gannett.

West-street Church, in Lynde, near Cambridge-street. Pastors in succession since 1737, Wm. Hooper, Jonathan Mahew, D. D. Dr. Simeon Howard, 1767 to 1804, and Dr. Charles Lowell.

The Park-street Church, (Congregational,) corner of Tremont-street, was built in 1809-10. Its steeple is 218 feet high. Dr. Edward D. Griffin, S. E. Dwight, and Edward Beecher, have been the former pastors. Joel H. Linaley is the present minister.

- Union Church, Essex-street. Nehemiah Adams, pastor.  
 Phillip's Church, South Boston. Jay H. Fairchild.  
 Green-street Church. Dr. William Jenks.  
 Chamber-street Church. S. Barrett.  
 Bowdoin-street Church. Dr. Lyman Beecher was the first pastor; Hubbard Winslow is the present minister.  
 Purchase-street Church. George Ripley.  
 Pine street Church. Artemas Boies.  
 Salem-street Church. George Blagden.  
 South Congregational Church, Washington. Mellish J. Motte.  
 Hawes Place Church, South Boston. Lemuel Caper.  
 Franklin-street Church.  
 Church of the Holy Cross, (Roman Catholic,) Franklin-street.  
 Church of the Holy Cross, (Roman Catholic,) Pond-street.  
 St. Augustine's Church, (Roman Catholic,) South Boston.  
 Friends' Meeting, Milton Place, Federal-street.  
 African Baptist Church, Belknap-street.  
 African Methodist Chapel, May-street.  
 New Jerusalem Church, Tremont-street. Thomas Worcester.  
 First Mariners' Church, Purchase-street. D. M. Lord, minister.  
 Second Mariners' Church, North Square. Edward D. Taylor, minister.  
 Masonic Lodge, or Temple.  
 The Medical College in Mason-street near the Common is a branch of the Harvard University.  
*South Boston* occupies an area of ground of several hundred acres, bounded south by Dorchester Bay, and north by the bay that separates it from old Boston; and from its general elevation there is a fine view of the city and harbor. Two bridges extend across the bay and unite it to the main city. The improved manner of laying out the streets and squares makes this a very desirable residence.  
*East Boston*, or Noddle's Island, has about 660 acres of land, besides flats, and is 1,980 feet north-east from the city, and the same from Chelsea, with a bridge spanning this arm of the harbor, and a ferry to connect it with Boston, requiring but five minutes to pass. The new rail-road to Salem crosses this island, and here is the depôt.

This is likely to be wanted, from its vicinity to Boston for

cheap private residences, with the advantage of gardens, and ample space for mechanical operations. And here is the East Boston Timber Company, and the Sugar Refinery, Merchant's Marine Rail-way, and the Boyden Malleable Iron and Steel Works, and the Mayerick Hotel, a spacious building; also the large steam-packets for Liverpool. The population is 1,700.

*Mount Auburn Cemetery.* This lovely, cheerful, and sacred enclosure, so well chosen and tastefully arranged to receive its silent tenants, and to prepare and admonish the living visiter, is in the towns of Cambridge and Watertown, about three miles from Boston, and one west of the University, and 125 feet above Charles River that winds near its base, and is easily approached by the road or river.

The grounds comprise 100 acres that are under the charge of the Massachusetts Horticultural Society, and, as if designed happily for this exact purpose, we here find hill and dale, streams and meadows, ponds for aquatic plants, the remains of the ancient forest, the lofty oak, the beech, the rustling pine, and trees and shrubs of almost all descriptions that grow in this vicinity; we also find the lofty hill crowned with forests; the sheltered valley; the abrupt declivity; the deep glen; the grassy glade; and the silent grove:—and what nature has so admirably prepared, the art and skill of man has been liberally bestowed to polish and improve, by winding labyrinthian walks, thick shrubberies, and emblematic flowers to shield the fresh upturned earth and new-made grave. Consummate ability and taste is evinced in all the masterly arrangements.

Plots of ground of 300 square feet, at suitable distances along the winding passages, are sold by the Society at \$66 each as family burial-places, with the perpetual right to purchasers of enclosing, decorating, and using them for that purpose. The cemetery was entered upon and dedicated in 1831, and attracts, to behold its romantic and graceful charms, thousands of admiring and contemplative travelers.

*Cambridge* contains the University of Harvard, is three miles from West Boston bridge that divides Cambridge from Boston, or rather connects them, and has eight churches and 5,000 inhabitants.

*Cambridge Port* is quite a bustling, condensed, and prosperous village, midway between the college and the bridge.

*East Cambridge* is also a thriving place of more recent growth, and has the county courts and buildings, and is united

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to the capital by the canal bridge and the viaduct of the Lowell Railroad over Charles River. The Cambridge Bank and the Charles River Bank have each a capital of \$100,000, and the Middlesex Bank of East Cambridge one of \$150,000, and an Insurance Company of \$100,000, with various and extensive manufactories, and one of crown glass of unrivalled quality.

*Harvard College*, founded in 1636 and incorporated in 1638, receives its name from its earliest benefactor, the Rev. John Harvard, who gave it a legacy of £779 17s. 2d. sterling. It has since enjoyed many large donations, and the constant protection and munificence of the State—its funds exceeding half a million of dollars. The number of alumni, or graduates, exceeds 5,000, and its students 396, viz. divinity, 19; law, 78; medicine, 82; under graduates, 217; its library, 42,000 volumes, is rare, valuable, and complete in the American historical department. There is a botanical garden of seven acres, and a professor, (*late* Nuttall,) and a very valuable philosophical apparatus, chemical laboratory, anatomical museum, and cabinet of minerals. The annual commencement is on the last Wednesday in August, when crowds of fashion and beauty throng the assemblage. The president is the Hon. Josiah Quincy, LL. D. There is a corporation and a board of overseers, and a host of distinguished professors; viz. on divinity, law, and medicine, in all branches; of Greek, Hebrew, Spanish, and French, Italian, German, and Portuguese languages; of mathematics, natural philosophy, rhetoric, and oratory, and belles lettres; of chemistry and mineralogy; of intellectual, natural, and moral philosophy.

The medical lectures commence in Boston in November, by Dr. J. C. Warren and Dr. James Jackson, and at the college between April and July. The theological department is under Professors Ware, senior and junior, and Professor Palfrey. The Hon. Joseph Story, of the United States Supreme Court, is the professor of law, and S. Greenleaf, coadjutor.

There are six large halls, of brick, four stories high, a new stone chapel, the president's house, and three others of wood for students, that are situated on and around a spacious public square, or green, amid academic groves, with an air and aspect of seclusion and repose.

*Charlestown* is on a peninsula extending from north-west to south-east for several miles, bounded by Charles River on the south-west and Mystic on the north-east, with a narrow

isthaus uniting it to the main, and two bridges to Boston, and one to Chelsea and Malden over the Mystic River. It has three banks of a capital of \$150,000 each, and a population of 9,000; five churches, a town hall and market-house, a large alms-house, the Massachusetts State Prison, and the Hospital for the Insane on Pleasant Hill, (see page 249) the ruins of the convent shamefully destroyed by a mob in the night, on Mount Benedict. The United States Navy Yard and Dry Dock, and Bunker's Hill and the monument, are all comprised within the precincts of this town, and immortalized in history.

The *State Prison* yard is 500 feet by 400, at the west end of the town, on a point of land, and encloses, by a lofty wall, the prison, that is built of granite, 200 feet by 44, and five stories high, with single cells, on the modern Auburn plan of rigid silence, hard labor, and solitary cells. 300 convicts are in the walls.

The *United States Navy Yard* has 60 acres within a high wall of stone or brick, and contains three large ship-houses, with two 74's, and a frigate of 44 ready for the launch; warehouses, officers' quarters, and garden, a rope-walk, marine barracks, and guard-house, and an immense amount of naval stores and timber, live oak, &c.

The *Dry Dock* is 341 feet long, 80 wide and 30 deep, and is constructed of hewn granite, of exact and elegant masonry, resting on piles driven three feet apart from centre to centre, on which is laid a massive floor of oak planks. Owing to some defect, when nearly completed, a rupture took place in the wall, and a thundering rush of water came in and filled the excavation, but it was soon pumped out and efficiently repaired. The cost was \$670,000. The Ohio, Constitution, and the Delaware have entered and been coppered and repaired.

The Naval Hospital and Magazine are at Chelsea, three miles north-east of Boston, at the mouth of the Mystic River; and Winisimmet Landing, ferry, or village, that has flared up recently into some importance from its vicinity to the Chelsea beach, a frequented and popular bathing-place in summer.

Fifty years after the battle of Bunker Hill, (that took place on 17th June, 1775,) General Lafayette being then in this country was invited to assist in the solemn ceremony of laying the foundation-stone of an obelisk to commemorate that event; and the old surviving soldiers of that day were on the spot to add all possible interest to the event. Daniel Web-

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ster on that occasion made one of those astonishing displays of eloquence for which he is so famous.

The hill overlooking Charlestown, Boston, and a vast extent of marine and land scenery, is 62 feet above tide water. The foundation of the base or substructure is a square of 60 feet, and 20 below the surface, where it is 30 feet square, and is to rise 220 feet to an apex of 15 feet square; its total elevation above the harbor, 282 feet, with a winding staircase in the interior. The structure is of the blue Quincy granite, and some of the masses are 11 feet long, and two feet eight inches deep, and 15 tons weight; cost \$100,000.

The traveler, if desirous of tracing the scanty remains of the military works thrown up by the American forces while the enemy held possession of the town, can begin at Roxbury and go round to Dorchester and Nook Hill, near South Boston Bridge, or to the fort at Brookline or Sewell's Point, that commanded the entrance to Charles River, also a fort with three guns, on the north shore of the same above the marsh; but the works in the best preservation are those on Butler's Hill, Cambridge, and Prospect Hill, and Ten Hill Farm, commanding the Mystic River. The works on Winter Hill, that were very extensive, are nearly destroyed. The fort at Lechmere Point, and the causeway in the marsh, and covered way on the hill, and lines on Willis' Creek, may readily be traced.

Bunker's Hill, on the summit and face toward the north, yet retains the impress of the enemy's strong and extensive military works; but at Breed's Hill, where the bloody struggle took place, misnamed the Battle of Bunker's Hill, all traces of the hasty works thrown up in the night before the 17th June, by the American militia, are obliterated, but a monument indicates the spot where Warren fell; also some remains of the British works on Boston Neck may be discovered.

### **Excursion to Nahant through Lynn.**

This may be effected by taking the eastern or Salem railroad, at East Boston, as far as Lynn, and thence walking or riding a distance of three miles along the hard, sandy, and pebbly beach, in full view of the open sea, and with a chance of a sight at the sea serpent, that has an attachment to these shores.

In the warm season a steam-boat offers the readiest con-

veyance, as one plies daily, starting from Boston at 9 A. M. and returning in a few hours, to give visitors time to examine the island and dine at the capital hotel. The peninsula is divided into Great and Little Nahant, and Bass Neck. On Great Nahant, the east and largest division, containing 306 acres of land under cultivation, there are several dwellings, and the hotel, an edifice of 120 rooms, with a piazza on each floor, and a promenade that commands the most enchanting and boundless coast view.

During the sultry heats of June, July, and August, crowds of the wealthy and fashionable resort hither to enjoy cool and refreshing breezes, and commune with the magnificence of nature.

The rocky peninsula projects boldly out into the Atlantic several miles beyond the general line of the coast, and its shores are a barrier to the fury of the angry and majestic waves that exhaust their force upon this iron-bound headland; and after a long prevalence of easterly winds and storms, the succession of foaming and dashing waves that impinge and burst against the precipitous, rude, and craggy rocks, 40 to 60 feet high, and completely drowning them in a milk-white foam, and with its roaring and heavy thundering crash, shaking the very foundations of the deep-toothed rock, is a sublime spectacle.

On the south side of the Great Nahant is the dark cave or grotto, called the Swallow's House, 10 feet wide, 5 feet high, and 70 long, that increases in size, in a few steps, to 14 feet in breadth and 18 or 20 in height. At low tide, at the east end, in the holes among the rocks, is found the animal flower or rose-fish, adhering to small stones in water four or five feet deep. 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, and forces a jet of water through an aperture in the rock to a considerable height in the air, to the surprise and confusion of novices and those uninitiated in the mysteries of old Neptune.

Billiard-rooms, and baths, both warm and floating, and bowling-alleys; bathing in the surf, and riding along the beach, may all be enjoyed in perfection; and also fishing, sailing, and a variety of amusements.

The Nahant Hotel, open for the reception of boarders and transient visitors, is situated at the extremity of the peninsu-

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la, extending three miles into the ocean south from Lynn, and is distant from Boston 12 miles by water and 14 miles by land.

The superior advantages of this watering-place are too well known to require a particular description. Suffice it to say, that for pure and bracing air, commanding and beautiful prospect, good bathing and excellent fishing-grounds, it has not its superior in the Union. A good steam-boat is employed to run between Boston and Nahant, leaving each place twice every day, and omnibus coaches intersect the Salem rail-road from Boston, at Lynn, four times every day, for the conveyance of passengers over the beach to and from Nahant. The passage, either by land or water, is made in one hour.

A short distance from the hotel are private boarding-houses and rustic cottages to please those seeking more retirement than a large public house, or that intend a continued residence. The beach, on the north-east side, at low water, is firm as adamant, and yields to no course in the world for a ride.

*Salem, Marblehead, and Beverly* may all be visited with gratification, especially the first and last, but the other being a little distance out of the road, may be omitted. It is remarkable as a port owning 100 fishing, coasting, and merchant vessels; tonnage 7,200; population 5,150. It has two banks, with a capital of \$120,000 and \$100,000, but its best banks and main dependence are the fishing banks and the hardihood and intrepidity of its marine population. The buildings are antiquated, unpainted, and time-worn. The harbor is easy of access and commodious.

*Salem* is 14 miles north-east of Boston, on a considerable bay or indentation of the coast 20 miles south-west of Cape Ann, and is a safe harbor, and has 12 feet draft of water at the wharves; 30,000 tons of shipping, eight banks, capital \$1,850,000, and insurance of \$950,000, and a population of 15,000, imbued with a chivalric and enterprising spirit of commerce and sober and industrious habits, that in past years has raised the people to a high state of wealth, and rivalry even with the metropolis.

Nathaniel Bowditch, the eminent astronomer and mathematician, was born in this town, in March, 1773, and resided here until 1823, when he was invited to Boston as actuary of the Massachusetts Life Insurance Company, and there spent the last fifteen years of his life, and died in 1838, hav-

ing lived to witness the near completion of his translation of *La Place's Mecanique Celeste*. The East India Marine Society, and their curious and valuable museum in this place, the result of the combined efforts of mercantile and seafaring men, voyagers, and captains, is well worthy of examination, and is open free of expense. There is an Atheneum, a Court House, an Asylum for Orphans, and 13 churches. The public square is pleasant; has many elegant residences fronting it.

*Beverly* lies north of Salem, and is united to it by a bridge of 1,500 feet in length, built in 1788 over the north bay; it has 50 sail of fishermen and 20 coasters; large manufactories of shoes and cabinet ware, a rope walk, and two hairfactories, and a bank with a capital of \$100,000. Population 4,000.

*Danvers*, two miles north-west of Salem, has a population of 4,228; its 32 tanneries, and the manufacture of shoes and leather is computed at \$750,000. It has a rolling and slitting mill, 14 nail machines, a foundery, and considerable water power; bricks and pottery ware are also made here; granite is quarried. Two banks, the *Danver's* and *Warren*, with capitals of \$150,000 and \$120,000 respectively, and insurance capital of \$100,000.

*Lynn*, nine miles north-east of Boston, on the road to Nahant and Salem, is a thrifty town of 6,500 inhabitants, who have made themselves wealthy and famous by their persevering industry in the manufacturing of shoes, that appears to engross the population more exclusively than any other branch of business, if a traveler can judge by the snug workshops that abound. The road to Nahant leads out to the east opposite the *Lynn Hotel*. The *Lynn* and the *Nahant Bank* at this place, have each a capital of \$150,000, and two Insurance Companies \$150,000. There are several neat churches.

The *Andover* and *Haverhill Rail-road* branches at the 15 mile post out north-east from the Boston and Lowell Rail-road in *Wilmington*,  $7\frac{1}{2}$  miles to *Andover*, thence to *Bradford* on the south bank of the *Merrimac River*; five miles thence it crosses the *Merrimac* by a new and handsome bridge and viaduct of several hundred feet in length, to *Haverhill* on the north shore. Thence it is continued north to *Exeter*, in New Hampshire, and to *Dover*; thence to *Portland*, with a branch to *Portsmouth*.

The cost of construction to *Haverhill*, and thence to the

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Massachusetts line, was \$375,641. Receipts in one year for passengers, \$42,952—for freight, \$12,664, and from other sources, \$1,780. Total, \$57,396.

*Merrimac River* is navigable for vessels of 200 tons to Haverhill, and for boats to Concord, New Hampshire, by the *Bow Canal*, near Concord; the *Hooksett Canal*, six miles lower; *Amoskeag Canal*, eight miles; *Union Canal*, south of the preceding; a canal round *Cromwell's Falls*, near the mouth of *Sauhegan River*, and the *Wicasseo Canal*, 15 miles below, and three miles from the entrance of the *Middlesex Canal*, and the great manufacturing town of *Lowell*.

The *Merrimac River* originates in the most lofty part of the *White Mountains* in *New Hampshire*, in ponds near the *Franconia Notch*, and in the extensive lakes and reservoirs of *Winnipiseogee*, *Squam*, &c., and has its course of 150 miles entirely in *New Hampshire* and *Massachusetts*, passing by the towns of *Plymouth*, *Concord*, and minor towns in *New Hampshire*, and *Chelmsford*, *Lowell*, *Haverhill*, *Bradford*, *Amesbury*, *Salisbury*, and at *Newburyport* in *Massachusetts*, where it terminates in the broad *Atlantic*. It is one of the most important streams in the *Eastern States* for its falls; it runs through a granite region, and in many places has worn a deep rocky dell in the solid rock.

### Excursions from Boston to Lowell, 25 miles, and on to Concord, Centre Harbor, and Conway.

\* The rail-road from *Boston* to *Lowell* crosses the *Charles River* to *Charlestown* on a viaduct on the west of the *Warren bridge*, and thence proceeds in a north-westerly direction 25 miles to the flourishing town of *Lowell*, on the *Merrimack River*, through *Medford*, *Woburn*, and *Tewksbury*, on a parallel not far distant from the *Middlesex Canal*; the country passed over is uneven, but the average of inclination does

\* *Rail-road*.—*Boston* to *Worcester*, 45 miles, fare \$1 50. *Boston* to *Lowell*, 25 miles, \$1. *Boston* to *Andover* and *Haverhill*, 88 cents. *Steamboat*.—*Boston* to *Bangor*, *Maine*, \$7. *Boston* to *Hallowell*, \$4. *Boston* to *Portland*, \$3. *Boston* to *Nahant*, 25 cents.

not vary over 10 feet in a mile, so well is the grade preserved.

There are two tracks, and stone and iron are the basis of construction. This is one of the *best*, though not the most costly, roads in the United States, the expense having been \$1,575,663. A branch to *Andover*, of seven and a half miles, leads out to the north-east from *Wilmington*. (For *Andover* and the *Theological Seminary*, see page 274.)

Primary rocks of granite, gneiss, mica slate, &c. are prevalent and in place, and in boulders, in 10 or 15 miles. Granite is prepared by hewing and shaping in large quantities in the vicinity of *Lowell*, and at various places on the *Merrimac River*, for distant markets, *New-York*, &c. The boulders, that in some places cover the surface, are split for building purposes.

The most expensive and *singular feature* of this work, is the *deep rock cut* near the entrance into the city, of one fourth of a mile long, and in some parts *thirty to forty feet deep*, of *mica slate*, in nearly perpendicular strata, with *injected veins* of trap, distorted or broken off; and to the geologist the idea is at once suggested that this must have been caused by the action of intense heat and fire from below acting upwards on masses in a state of fusion.

*Boston and Lowell Rail-road.* Receipts for one year for passengers between *Boston* and *Lowell*, \$94,569. For freight between *Boston* and *Lowell*, \$76,236. For passengers for *Andover* and *Haverhill*, \$14,514. For freight for *Andover* and *Haverhill*, \$3,482. For passengers on *Nashua* and *Lowell road*, \$1,976. For mail, *Boston* to *Lowell*, \$1,000. Total receipts, \$191,777. Dividend in one year, \$90,000, or near six per cent. The company have also land for sale that cost \$48,635; and cash on hand, \$23,339; besides notes and debts due them to the amount of \$36,511.

The population of *Lowell* at the present time is estimated at 20,000, entirely dependent on the vast manufacturing industry that is here exhibited in its *twenty-five large brick and stone edifices*, each being over 150 feet long and 5 stories high; total number of spindles, about 100,000; and of looms, 4,000; and of operatives, 4,000 females and 1,500 males; using up over 20,000 bales of cotton in a year, making sixty-three millions of yards of cotton goods! besides wool, 60,000 yards, and as many pounds made into carpets of all kinds, rugs, &c. and as much also made into cassimeres and other cloths.

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The amount of capital required to carry on these gigantic operations is nearly ten millions of dollars.

The inexhaustible resources and falls of 33 feet in the Merrimac River, give the water power at this place, by a canal one mile and a half long, 60 feet wide, and 8 feet deep, that taps the river above the falls, and is drawn from, by minor canals, ducts, or race-ways, by each factory, and discharged into the river below the falls.

The *machine shop* is of brick, four stories high, 220 feet long, and 45 wide. In 1813, the first impulse was given to this place by a factory, and the war, and the high tariff. The place has increased with rapid strides, and the Boston capitalists are the prime movers. Here American ingenuity and industry shine unrivalled, and in the finish, beauty, snugness, neatness, method, order, quietness, and in the many guards against fire: and in vomitories, doors, and windows, nothing is omitted. The *operatives* are all *natives*, and are from the surrounding towns, and earn about one million and a quarter of dollars in wages annually.

The mechanics have erected a large hall, and public lectures therein are given on useful and amusing topics, by talented persons and men of science; it has a library and cabinet, and has done much to elevate the character of the population, and will continue to effect much good.

There are 20 churches of various denominations, and a high tone of order, police, and morality is sustained in this town.

From Lowell the road runs along the south shore of the Merrimac for 10 miles, and there it crosses the river *Nashua* to the town of that name, a village of upwards of 3,000 souls, and of several factories and a canal, and a rail-road leading to Lowell and Worcester; thence it pursues its course up by the shores of the lively Merrimac for 33 miles, to *Concord*, the capital of New Hampshire, the river being navigable for boats from Chelmsford to this place; and from Boston to Chelmsford is the canal of Middlesex.

The town of *Concord* is on a plain, with hills to the west; has 300 houses, and about 2,000 souls. The views on the river are pleasant. It is laid out near a bend of the river, on two streets, one of two miles long. The *State House* and *State Prison* are both of granite; several churches, a bank, &c.; the first mentioned are elegant erections.

From Concord to *Centre Harbor*, on a branch of Lake Winnipiseogee, is 41 miles, passing through Canterbury,

Northfield, Sanborton, Gilmanton, Gilford, and Meredith, and passing at *Gulford*, on a peninsula, over the outlet that comes from Winnipiseogee Lake, in a powerful stream, known as the Aquedachton, with a vigorous current over a clean stony bed, its water pellucid and cold. On the shores of the Merrimac River, for 18 miles, is a sandy road, then 14 of hills and dales. Boscawen is on a single street parallel with the river and north of the Contoocook, that comes in from the southwest. The next town is Salisbury, and here a bridge extends over the *Pemigemusset*, (the name given here to the branch of the Merrimac from the north) and another is soon crossed over the Aquedachton, and Sanborton is entered, a fine tract near a small lake, or bay, of that name, ten miles long and two broad—in fact, it is a branch of the Winnipiseogee Lake. The road goes on the south border of Sanborton Bay, in Gilmantown township, amid fine farms.

Gulford is a sprightly, busy-looking place, has a neat church and about 100 houses, on a low level spot on each side of the outlet, with mills. The aspect of the country as we advance is rich and luxuriant, the hill slopes declining to the south-east; views extensive in all parts, and that over the *Sanborton Lake* peculiarly fine; and the smaller lake on the north-east is also attractive; the former prepares one for the scene that bursts upon the sight on arriving at the *point* where the large lake is completely unfolded to the enraptured sight of the traveler.

### Lake Winnipiseogee.

This lake is 20 miles in extent from north-west to south-east, and from five to 10 miles wide, being of irregular form, and is of great depth, and has an abundance of delicious fish. It must receive its principal fountains of supply from the deepest sources beneath, as there is not any stream of consequence pouring into it. Its purity has but one rival, that of Lake George, in New-York. This lake, perhaps, in some points of view, has even the preference over that, but nature has a thousand charms here in reserve for its votaries and admirers, and we shall not pretend to influence their opinions in this respect.

Not even Lake George is more richly and gorgeously studded with the most beautiful islands, of all sizes and forms,

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than this, from tufted rocks of a few feet to those of 500 acres. As to the exact number, report assigns, as usual, one for every day in the year. 14 or 15 are large enough for farming purposes.

A steam boat plies in summer from Centre Harbor, in the north-west angle, to *Merry-meeting Bay* or *Allon*, in the south-west extremity, arm or head, that yields facility in beholding the groups of islands and the surrounding shores, that is invaluable to the stranger and the lover of the picturesque. The peaks of the White Mountains are among the grand outlines of this lake voyage. The view, under favorable circumstances, of this sheet of water, is most enchanting, either from gliding over its bosom in a boat, or in looking down on its glassy, blue, and ethereal and transparent surface from any of its prominences, peaks, headlands, or summits, when the haze and hues of a bird's-eye or plunging view adds vastly to the unspeakable illusions of the scene. The Red Mountain to the north-west, Mount Mnjor to the south, the Ossapee to the north-east, the Gunstock Mount to the south-east. The hill at Centre Harbor head presents a complete and magnificent view of the lake in all its glory. The peculiar limpid brightness and radiance of its waters is the admiration of beholders, and a constant theme of eulogy. The breaks and jagged irregularities of the outlines of this transparent inland sea of fresh water, is one of its striking and picturesque features.

*Squam Lake* is seen to advantage in going from Centre Harbor to Plymouth over hills and dales; its indentations, points, and coves—islands occasionally gleam forth with unexpected lustre from Holderness on its west, and Sandwich on its east border. This sheet of water is eight or ten miles long; and three to five wide.

From Centre Harbor is 24 miles to Eaton, at the head of a pond or lake that has its outlet through Ossapee River to the Saco. This route is for the most part through a secluded valley amid lofty ridges, and 14 miles farther to the north-east brings us to Conway. (See page 244.)

Another route from Boston to the Winnipiseogee Lake and the White Mountains, is by the north-eastern rail-road through East Boston, Salem, and Ipswich, to Newburyport, and thence to Exeter or Portsmouth, Dover, and Alton, at the south of the lake, and by steam-boat thence to Centre Harbor, as before.

At *Plymouth* a road extends up the valley of Baker's River for 30 miles, through the Franconia Gorge, passing the Moose-hillock Mountain on the left, and the Profile Mountain. (See page 283)

Baker's River is the remote north-west branch of the Merrimack, and is a large mill-stream bordered by hills that at times soar to mountains; the settlements are few and far between; and on the summit level is an inn, with the ground rising to the north-east and south-west, but a free passage is left in a direction north-west and south-east to the country below, with, on the north, a lake  $1\frac{1}{2}$  miles long and three quarters wide; the inn was formerly kept by Tarleton. In this vicinity the *mountain ash* grows in abundance.

From Dover to Norway, or Pine Plain, the road is, in part, excessively stony, and the rest good to Middleton and to *Wolfboro' Bridge* on the outlet of Smith's Lake, and here joins the Winnipiseogee, where is about 50 houses. A bay or arm of the greater lake below, six miles long and two broad, reaches up to this spot; the shores are winding, the waters of the most transparent imaginable clearness and purity—shore varied and sloping gracefully to the edge of the water—soil rich and covered with verdure. The outlet is a large sprightly stream; peach trees grow—other fruits prosper; spring is cold and backward, from the ice in the lake; at the *bridge*, and at *other parts of the big lake*, are caught *trout* of the weight of one to 20 pounds! pike one to four, perch one to three, roach one to two, cuss one to four, pout eels, &c.

John Wentworth, Governor of New Hampshire, before the revolution, had his residence on this road, five miles east of the *bridge*, when this was all a wilderness. Such was his opinion at that remote period of the *beauties* and charms of this lake, that has, until within a very few years, remained almost unknown, unvisited, and neglected by Americans, from its being heretofore off the regular track to the "Springs and Falls." It now begins to be appreciated as it ought, and the "time has come" when the purlieus of the cities are avoided, and sites are sought for on our most secluded lakes, as the residences of the wealthy and tasteful, the literary and refined.

Arms of the lake, yielding fine views, extend far up into Tuston and Moulton, and a good road is found to Centre Harbor.

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*Lake Wentworth.*\*—The ascent to the summit of Red Mountain is steep and arduous, and can be effected in a carriage or on horseback a considerable portion of the distance. The south-east face of the mountain gives the entire coup d'œil of the lake and of the country subjacent and panoramic. The great Ossipee in the south-east, Mount Major in the N. W. Moose Mount in the S. W. and the Alton Range, are all seen to an advantage infinitely exceeding one's expectations.

The Red Face Mountain is not less, probably, than 1,800 or 2,000 feet, jutting out boldly into the lake, that from its immediate base deep down beneath our sight, stretches 23 miles, its various prongs, before and on each side, deeply scooped out of the lofty hills in the most elegant forms. The islands are from this spot seen in groups on each side of the mid channel, their length at right angles to that of the lake, as though the chains of hills had been absorbed in the depths of the lake, only leaving out a portion of the rotund summit or apex—45 of such may be counted. The points or peninsulas intruding into the lake from the sides are ample, and ready to become, with little expense, favorite and cherished residences of the wealthy.

*Monadnock Mountain*, 70 miles to the south-west, is a grand feature in the dim distance, and on the north the range of *Sandwich Mountains*.

The elevation of this lake above tide is about the same as Lake Eric, over 500 feet. A survey for a canal to connect the north-west arm of this lake by the outlet of Squam Lake, and up the valley of Baker's River to the Connecticut, and the south-east arm at Alton to the Conchecas at Dover, and thence to tide water of Portsmouth harbor, has been made and found practicable,

*Boston and Worcester Rail-road.*—This was begun in September, 1832, the year after the incorporation was granted. It commences at the south cove on the margin of the harbor, near the free bridge in the south-east part of Boston, and passes under Washington-street, and emerges at and proceeds west over the viaduct, and through Brighton, Newton, Needham, Natick, the south part of Framingham and Southborough, the north part of Hopkinton, the middle of Westborough, the north of Grafton, stopping in each place at the depôts for passengers and merchandise. The road is of the

\* Or Winnipiseogee

iron edge rail on cast-iron chairs, on cross sleepers of wood, the foundation of stone rubble in a trench, out of the reach of frost; length 42 miles. The cost, including the branch of three miles from Grafton to Millbury, and the depôts at Boston and Worcester, and on the route, the cars, engines, &c. &c. is \$1,260,000, or \$30,000 per mile, opened from Boston to Newton in April, 1834, and to Westborough, 32 miles, in November following. The fare to Worcester is \$1 50—time three to four hours. Amount of capital stock paid in, \$1,700,000. Receipts for one year, \$212,325. Passengers, \$112,000. Dividend 6 per cent. per annum. After proceeding to Cambridge, it crosses the Charles River on a handsome viaduct of solid granite piers, and goes into *Brighton*, five miles south-west of Boston, where is the famous mart for cattle, and a pleasant town on the south side of Charles River, and a bank with a capital of \$150,000. Monday is the market day.

*Newton*, seven miles from Boston, is both an agricultural and manufacturing town, and is beautifully disposed into hill and dale, and having the Charles River within its borders for several miles, and falls of considerable extent. There are manufactories of cotton and woollen cloth, paper, iron, machinery, chemicals, &c. There is a Theological Seminary. There are numerous bridges over the Charles River in this township, and by a viaduct the rail-road again crosses to the west side of the stream, and passes through the centre of the town. Paper and iron are manufactured here.

*Natick*, 16 miles west of Boston, is also bordered by the Charles River, and contains numerous fish ponds and factories of shoes, paper, &c. Its name, as applied by the Indians, means a hilly region. The first Indian church in New England was established here in 1660. The road now leaves the water of Charles, and passes over the hills to the Concord River by the head or around the south side of a pond.

*Framingham*, 20 miles west of Boston, and the same from Worcester, has the Sudbury River and many ponds famous for the sports of fishing, fowling, &c. and for its factories of cotton, wool, carriages, &c. It has a bank of a capital of \$100,000, less \$550.

*Southboro'*, 25 miles from Boston, is passed in a direction to the south-west, that in three miles after passing out of Middlesex County, introduces us to the county of Worcester, and in four miles more to *Westborough*, 32 miles from

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Boston, and  $3\frac{1}{2}$  north-west of *Hopkinton Springs*. It has the head waters of Concord and Sudbury rivers, and several large ponds and factories of shoes and edge tools.

The *Mineral Spring* in Hopkinton is much visited by the Bostonians. It contains carbonic acid and carbonate of lime and iron, and is near Whitehall Pond, a famous place for fishing; and it has the attractions of a good hotel, and is seven miles from the canal leading from Worcester to Providence by the Blackstone River, 30 miles from Boston or Providence.

*Grafton* is the next settlement, and is 36 miles south-west of Boston; its exports in leather, boots, and shoes amounts to \$700,000 a year, and of cotton and woolen goods and scythes, \$415,000, besides tin ware, &c.

For description of Worcester see Index.

*Leicester* is six miles from Worcester, and 46 from Boston, and is on the highest ground between Boston and Connecticut River, and has an academy that is flourishing and in extensive repute, with ample funds, buildings, and airy accommodations. There is a bank with a capital of \$100,000.

The road now crosses a chain of hills, and attains to 950 feet above tide at Boston, and descends to *Spencer*, 12 miles from Worcester. Here are powder mills, cloth, shoe, and scythe factories, and the head waters of the Chickapee River, several branches of which, coming from the north, are crossed as we proceed to *Brookfield*, eight miles west of Worcester, and 68 miles from Boston. It is a capital township of land, and has several large ponds with plenty of fish, and a mineral spring—raises fine cattle—has a salinet factory, a furnace, and makes shoes in quantities.

From this point we descend the valley of the Chickapee River, past *Western*, out of Worcester into Hampden County, and cross the Chickapee into the town of *Palmer*, 70 miles from Boston, and again crossing the Chickapee we arrive, in a further progress of 20 miles in a south-west direction, at *Springfield*, on the Connecticut River, that is described at page 223.

After crossing the rail-road bridge to *West Springfield*, the road ascends by the valley of *Westfield River*, and in five miles crosses that stream, and also the *Hampshire* and *Hampden Canal*, that extends from Northampton to New Haven, (see page 210,) and enters the town of *Westfield*, one of the pleasing settlements of this county, that has an academy of

high standing, and a bank (the Hampden) with a capital of \$100,000. The manufacture of whips here employs a considerable population.

*Russell* is five miles from Westfield, and 100 from Boston. *Blanford*, 104 miles from Boston, is next passed, and has a cotton factory and paper mill, with soapstone, &c. The road from Westfield has been in a north-west direction, and so continues to *Becket*, in Berkshire County, and soon crosses the Hoosick range of mountains to Washington, where is a deposit of burr stones, from whence we descend the Housatonic valley to *Dalton* and *Pittsfield*, and to West Stockbridge, whence the rail-road is continued into the State of New-York through the Canaan gap, and terminates in 30 miles at Hudson.

### Eastern Coast Route.

*Continued from page 264.*

*Andover* in Essex County, Massachusetts, has a population of 6,000, and is 20 miles north of Boston, 16 from Salem, 20 from Newburyport, and has two parishes, the northern one being first rate farms, large meadows and undulations of much beauty, with groves scattered and disposed, composing a landscape varied, rich, and delightful, and is thought to be one of the best farming towns in Massachusetts. *South Andover* is a large village on the Shausheen River near the eastern bank, on a street north and south over a mile long, and has a number of manufacturing establishments.

The unbounded liberality bestowed by the Phillips' family and others, in founding and endowing the celebrated academy in this place and in Exeter, and the Theological Institution here, deserves particular notice. In 1778, the Hon. Samuel Phillips and the Hon. John Phillips, sons of the Rev. Samuel Phillips, former minister of Andover, gave 141 acres of land in this place and 200 acres in Jaffrey, New Hampshire, and \$5,380; the land to be let, and the proceeds invested on good security, and the profits for ever to support a public free-school or academy in South Andover. In 1789, the first donor again gave a sum of \$20,000, and one third of the estate at his death, for the benefit of charity scholars of superior genius and good moral character, pious, and for the as-

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assistance of youth liberally educated, designed and studying for the ministry, under a calvinistic teacher, until a divinity professor in this academy or Exeter should be supported; to this last fund, the Hon. William Phillips gave \$4,000. The plan of this academy was drawn by the Hon. Samuel Phillips, late Lieutenant Governor of Massachusetts, when only 21 years old; at his solicitations, his father and uncle gave those large sums that founded both the Andover and Exeter academies; he being the natural and rightful heir, and an only son, and his uncle had no child, but doated on this nephew, and therefore the gift may be so considered as his.

The object of this institution is instruction in the English, Latin, and Greek languages, writing, arithmetic, music, the art of speaking, geometry, logic, geography, and such other of the liberal arts and sciences or languages as may be practicable, and the trustees shall direct.

To extend the design above, last alluded to, the trustees in 1807 applied for and received a charter, to receive and hold donations for a Theological Institution. Immediately after this act, Mrs. Phœbe Phillips, relict, and the Hon. John Phillips, son of Lieutenant Governor Phillips, caused two buildings to be erected, with rooms for 50 students, a dining-hall, chapel, and lecture-room, and library, and room for the stewards' family, and a kitchen:

Samuel Abbott, of Andover, then gave \$20,000; Moses Brown, \$10,000; William Bartlett, \$20,000; both of Newburyport, and the Hon. John Norris, of Salem, \$10,000; all for supporting professors of Christian Theology and students in divinity, as the statutes direct; Mr. Abbott and Mr. Bartlett reserving to themselves each the nomination of a professor. A Board of three visitors was appointed by the original and associate founders, for the purpose of having their intentions fulfilled; this Board elects its own successors.

The Theological Seminary began in October, 1808, under two professors, with 36 students—the present number are 150, and four professors. A course of three years study is required.

The buildings of the Theological Seminary are situated on a hill, half a mile east of the village, on a handsome shaded area, commanding a fine prospect; the Divinity College is of brick, 98 by 40, four stories high; there are two other edifices, four dwelling houses for the professors and officers, and a library of 10,000 volumes.

The entire amount given from first to the present time is \$350,000, by six families.

*Bradford* is on the south of the Merrimack, between Andover and Haverhill, on the same pleasant undulating country as North Andover, and in drawing near the river, are a succession of interesting landscapes, with some abrupt and singular hills on the north-west; the land on the opposite side of the river, ascending gradually with variegated eminences; the town of Haverhill, its fine bridges over the Merrimac, as seen in each direction, as a wide and really imposing river, forms a pleasing combination.

*Haverhill* is on two streets on the north bank of the Merrimac, 15 miles west of Newburyport, 33 north of Boston, 34 south-west of Portsmouth, is on an acclivity, and makes a good appearance. One street ascends from the bridge, the other runs east and west along the bank of the river. The bridge is 864 feet long and forms a noble object. There are seven bridges over the Merrimac, one at Essex, Lower Haverhill, Upper Haverhill, Andover, Dracut, at Patucket Falls, Amoskeag Falls, and Concord. /

*Canals on the Merrimac*—First, two miles from Concord, Turkey Falls, and dam. Bow Canal, one mile, west side, dam, 450 feet long, 10 feet high; the canal 560 feet in rock, 30 feet wide, 8 deep; then 360 feet across a gravelly embankment, 12 feet high; then a rock cut 320 feet, 16 deep, 12 wide; then 200 feet to the three locks, with falls of 27 feet. From the Bow Canal to Hookset is six miles to the island dam, &c. falls 17 feet, two locks. From Hookset to Amoskeag is eight miles of smooth water. The canal round Amoskeag Falls is next to Middlesex in importance. The Union Canal is nine miles of the river, with six falls and six locks; then is five miles to Cromwell's Falls; then 15 miles to Wicassee Canal, a natural passage from Tyng's Island to North Shore, deepened and improved, with lock and dams; then three miles to Middlesex Canal, and forming with that a chain of water communication to the interior of New Hampshire for 150 miles, that may be extended to Connecticut River, near Windsor, Vermont, by the north branch of Contecook River, Sunapee Lake, and its outlet Sugar Creek.

*Exeter*, New Hampshire, has a population of 2,750, and is at the head of tide near the falls of Squamscut or Exeter River, that branches from Piscataqua, 14 miles from Portsmouth, up to a ridge of rocks where the tide rises 11 feet. Here are

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also manufactures, grist, saw, oil, chocolate, fulling, paper, snuff, and slitting mills, and a furnace. Granite is also worked.

*Phillips' Academy*, founded in 1781, with funds to the amount of \$80 000 to \$100,000, is a handsome structure, 76 feet long, 30 broad, wings 24 by 38, with ample ground attached, and is extensively known and celebrated for many years, as having produced many eminent classical scholars and pious men, and is yet eminently prosperous; has seven trustees, a preceptor, and assistant, and 80 to 100 students, part are aided in their education by the fund left by the Hon. John Phillips. The site is low, flat, but healthy.

From Haverhill to Kingston is rather a poor country, a pine plain, thin soil. The road from Newburyport to Portsmouth is nearer the coast.

*Rowley* is noted for its tanneries and shoe-making to the value of half a million of dollars a year. It is near an arm of the sea between Ipswich and Newburyport, with large tracts of salt marsh, and includes a part of Plumb Island. *Bald Pate Hill*, 392 feet high, is the most elevated land in Essex County. A small cut through the salt marshes extends from the Merrimac to Hampton.

*Newburyport* occupies a mile in length, by one fourth wide, is on the south bank, near the mouth of the Merrimac River, and is *one of the handsomest towns* in the *Eastern States*, having suffered from several awful conflagrations, and been rebuilt with improved beauty; it is on a gentle declivity facing the north-east—has a population of 6,000 to 7,000; three banks, capital \$700,000, an insurance company of \$200,000, six churches, Presbyterian, a court-house, jail, four school-houses. It is engaged in the whaling and fishing business, and has a tonnage of 20,000. Combs are here made in large quantities. Distance, 34 miles north-east of Boston, 20 of Salem, 24 from Portsmouth, and two miles south-east of Essex Bridge, 1,030 feet long, leading across the Merrimac to Salisbury, Hampton Falls, Hampton, and Portsmouth. During the American Revolution, ships of war were built here, and at Salisbury, the *Alliance*, so celebrated under Paul Jones. The *hotel* at *Essex Bridge*, its grove of pines, group of islands, and the surrounding scenery, make it a favorite place of resort.

Jacob Perkins, the ingenious mechanic and engineer, engraver, &c. hails from this place.

The view, from one of the elevated spires, of the interior

and coast scenery should be seen if practicable, reaching from Cape Ann on the south, to the Isle of Shoals on the north-east, and a long, low, fantastical sand beach skirting the sea-coast for 10 miles, and looking down on the gardens and elegant residences beneath the spectator. The mountain called Agamenticus bounds the landscape on the north.

*Salisbury*, three miles north of Newburyport, has two villages, Webster's Point, near the sea-shore, and the upper village, connected with *Amesbury*, with the Pawaw River between. It is united to Newbury and Newburyport by a couple of elegant and substantial bridges. *Salisbury Beach*, on the Atlantic sea-shore, is much resorted to in summer. The manufactory of *flannels* here employs 500 persons, and a capital of half a million, and produces annually about two millions of yards—a tannery, carding and fulling-mill, and candle factory also are here—population 2,600.

*Amesbury* is seven miles north-east of Haverhill, 40 from Boston, six from Newburyport; is on the north side of Merrimac, and has a population of 2,500, the most of them being employed in manufactures, that of flannel being the chief; also satinet, carriages, and ships. An area of 1,000 acres, covered with water, near the town, and 90 feet above tide, gives a fall and the requisite power to its machinery. From Exeter through Stratham and Greenland for the first 10 miles, is a series of beautiful hills and vales, with a good road, rich soil, and pleasant scenery; from thence to the *Piscataqua Bridge* is repulsive, unanimated, barren; the bridge is 2,600 feet long, and with its auxiliary features of islets, rock arches, &c. stretching over the river, connects the east and west shores of the river by a road from Portsmouth, leading to Concord and the interior of the State. This *arm of the sea*, from a half to three miles wide, is seen for a long distance, and is of irregular form, receiving from the north-east, north-west, and south-west, several small streams, the Salmon, Cocheco, Lamprey, Squamscut, Winnicut, and others, that are received into this *salt water lake*, that has scooped out a deep bed with the aid of tides and floods, trending in a direction south-west to north-east, and from north-west passing Portsmouth to the south-east, forming its capital harbor, including some islands, with a fort and light-house, and the town of *New Castle*.

*Portsmouth*, the only sea-port in New Hampshire, has 8,500 inhabitants, two Presbyterian, one Episcopal, one Baptist,

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one Universalist, one Independent, one Sandeminian Churches, and an Atheneum; and occupies a handsome peninsula near the mouth of the Piscataqua, connected with the main by an isthmus, and with Kittery, in Maine, by two bridges on the north. In December, 1813, a fire here destroyed 400 wooden houses; brick ones have taken their place. The harbor is deep, safe, and never freezes, from its high and strong tides. A navy yard is here, also a handsome market, and a town hall, occupying the second story. The shipping and fishing vessels are the principal sources of employment. Distant 24 miles from Newburyport, 56 from Boston, 54 from Portland. Sir Ferdinando Gorges and Capt. John Mason, began the settlement in 1623.

From Portsmouth we cross the *Piscataqua* to Kittery in Maine, and proceed onward, in proximity to the sea-coast, through York, Wells, Kennebunk, Arundel, Biddeford, across the *Saco River* to Saco and *Portland*. The *Saco River*, coming from the *White Mountains*, sixty miles north west, has been noticed before, at its source in the *Notch*, (see page 241.) The marine views along the coast of Maine must be eminently gratifying, though from Kittery to York it is stony, bleak, and naked of trees.

*York*, that is a quiet place as to trade, is on an arm of the sea, spanned by a bridge of 270 feet, and that it is healthy, the fact that one in seven that die are of the age of 70 years and more, and that many reach near 100, must be considered as important. The Rev. S. Moody began his ministry in the first parish in 1700, and died in 1748, and was succeeded by Rev. Isaac Lyman, who retained it sixty years. In 1692, the savages and French invaded this place, killed 75 persons, and burnt all the houses except four that were garrisoned. *Wells'* township extends 10 miles along the coast, and includes *Bald Head*, a prominent foreland, and the *Wells' Rock*. Much of the face of the country is a continued plain, with scattered houses along the road, only relieved by occasional glimpses of the majestic ocean. The northern portion of the road is on a sandy, unproductive plain, with the yellow pine as its only occupants.

*Kennebunk* is reached by crossing the bridge over Mousun River, a small stream heading in small lakes near the Lake Winnipiseogee. In 1692 it was attacked by the same infuriated bands of savage French and Indian demons under Mockewando and Labroozee that destroyed York, and after fighting

two days, the enemy retired from the bold defence made by the brave inhabitants. This is quite a lively place—has a population of 2,500, a church, and a compact village surrounding.

Arundel, or Cape Porpoise, is the next settlement, and from Kennebunk to Biddeford all is desolate, cold, and barren, amid stunted pines and rocky roads, with squalid huts inhabited by fishermen.

*Saco*, or *Pepperelborough*, on the east, and *Biddeford* on the west of the mouth of the River Saco, is five miles from the Atlantic. A bridge extends from each side of the river to an island; at a short distance above a ridge of rocks crosses the Saco, and produces a cataract of 40 feet, winding and foaming down its tortuous channels with much violence, noise, and grandeur, and furnishing fine power for the saw-mills here established at the head of navigation for sea vessels. Salmon and shad, in their season, are here caught. The *Pool* is a good harbor on the west side, near the river's mouth.

Portland is 115 miles from Boston, 54 from Portsmouth, and is on a peninsula that has been likened to a saddle in its appearance, enabling the inhabitants to overlook the harbor and distant panorama of ocean and land. The harbor is capacious and of easy entrance, and seldom frozen. There are six banks, one insurance office, a custom and court house, a library, academy, schools, &c. There are handsome private and public edifices; its tonnage about 60,000; two forts, Preble and Scammel, defend the harbor; a bridge extends to the main. The place dates its origin from 1670, and was assailed by the Acadian French and Indians in 1689, and ruthlessly destroyed in October, 1775, by a British vandal who was in command of a few vessels.

### Portland Scenery.

The scenery in and around Portland, for variety, beauty, and extent, exceeds every view of the class in the United States. The town itself, built in a neat and tasty manner, containing 12,000 inhabitants and 10 churches, stands on a narrow peninsula that rises to a high bluff sea-ward, with a deep bay and wooded shores on either side. From the signal tower and observatory, built on the highest point

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of the peninsula, the view is superb, and extends to the westward and north-east from the misty forms of the White Mountains, distant 60 miles in the interior, to the light-house at the entrance of the Kennebeck, 36 miles across Casco Bay. The surface of the latter, that forms the outer harbor, appears spotted and broken up into a labyrinth of lakes and islands clothed with wood, of which between 200 and 400 lie between Portland and the Kennebeck of all shapes and sizes, from a rocky islet to those of 10 or 12 miles in circumference. The nearer islands, with their pretty shores and forests, enclosing the sheltered roadstead and the various passages between them, the little forts and light-house, and the shipping passing in or out, form a lovely middle ground to the eastward, and over them expands the even sea-line of the blue Atlantic. Vessels are descried at the distance of 20 miles from the port, the elevation of the gallery of the observatory being 237 feet above the sea. The view inland is also verdant, varied, and extensive; comprising a wide expanse of forest and open land, interspersed by many villages and farms. The Kennebec is a beautiful stream, whose banks, like that of its rival to the eastward, the Penobscot, are adorned with many flourishing towns.

A short canal connects Portland with Sebago Lake and its smaller branches or satellites, and it cannot be long before the rail-road from Boston to Salem, Lynn, Newburyport, and Portsmouth, will be extended at least as far as Portland, and be united with the great Kennebeck and Quebec rail road, thus completing an immense chain of rapid communication between the Gulf of St. Lawrence and the Gulf of Mexico—that might easily be traversed in five to seven days, and with very little fatigue and loss of rest.

From Portland via North Yarmouth and Freeport to Brunswick, and across the bridges to Topham, on the Androscoggin, is 26 miles, following the road along the west side of Casco Bay; from thence to Augusta on the Kennebeck, is 30 miles via Bowdoinham, Richmond, Gardiner, and Hallowel; from Augusta, through Norridgewock to Anson, is 50 miles, from Augusta to Belfast on the Penobscot is 41 miles, or from Augusta to Bangor direct, via Vassalboro, China, Albion, Unity, Troy, Dixmont, Newburg, Hampden, is 67 miles.

*Brunswick* contains 4,000 inhabitants, and is the seat of *Bowdoin College*, and one of its professors (Cleveland) pub-

lished the best work on mineralogy in this country. It is possessed of some trade, and its water-power from the falls on the Androscoggin, aid the mill and factories.

*Augusta*, on the Kennebeck, is the seat of the State government; has a court-house, jail, and an elegant bridge over the Kennebeck, of two arches, each of a span of 180 feet, and to this point the river is navigable.

By the *lower road, along the coast*, from Brunswick to Bath, is eight miles; thence across the Kennebeck to Woolwich, five miles; thence to Wiscasset, eight miles, across two arms of the sea, with the Sheepscut River on the east forming its large, deep, and excellent harbor, enclosing several considerable islands.

From Wiscasset stages run around the head of Sheepscut Bay via New Castle, 12, and over the bridge at Damariscotta River, (another of the deep inlets extending to the north from the Atlantic Ocean for 30 miles,) to Waldoboro, nine miles on the Muscongus River and bay; thence in five miles and across the St. George's River to Warren; thence to Thomaston eight on the Penobscot Bay.

Phippsburg, Georgetown, Edgecomb, Booth Bay, Bristol, Friendship, Cushing, &c. occupy positions nearer the coast, south of the stage route on different points of the peninsulas jutting into the Atlantic; and nothing can be more grand and picturesque than some of the marine views presented from numerous elevated positions along this entire coast, so strikingly different in its outlines from that prevalent from Long Island, along the southern coast, to the Gulf of Mexico.

*Thomaston* has a population of 4,500, and a Congregational and Baptist Church, and is noted for the vast exports of lime, to the amount of 200,000 or 300,000 barrels a year, produced in part from the convict labor in the *State Prison* here established, that is built of granite, and is surrounded by a yard enclosing several acres, including the lime quarry. It is 190 miles north-east of Boston, 30 miles south of Belfast, and 60 from Bangor. *Castine* is on the east side of Penobscot Bay, opposite Belfast, 12 miles across, or 35 by land round the head of the bay.

The road up the Penobscot on its west shore, from Thomaston to Bangor, via Camden, Lincolnville, Northport, to *Belfast*, yields some fine views of the bay and islands, and of the interior. *Belfast* is a place of trade, with a population of 3,000, and is at the upper extremity of an arm of Penobscot Bay on the north-west.

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*Bangor*, since the mania for speculations in wild pine lands in 1835 and 1836, and the Aroostock war, relative to the disputed boundary with New Brunswick in 1838-9, has attracted public notice to its situation on the west bank of the Penobscot, and the north of the Kenduskeag River, at the head of tide and navigation, 35 miles from Castine, five above Hampden, on the Sowadubrook, and 12 above Frankfort; to the last place only can vessels ascend in winter. Bangor has a population of 5,000, and one of the *best hotels* in the country.

In the entire route through the Eastern States, the best of accommodations may be safely relied upon, and the charges and expenses of every description, moderate as could be desired or expected.

### White Mountains of New Hampshire— the Notch—Profile Mountain, &c.

(See also page 244.)

The *Profile Mountain* is near the road leading from *Franconia* by the foot of the Haystack Mountain to Plymouth and Concord, five miles from the lower iron works in Franconia, and about three miles south of Mount La Fayette. The elevation of this mountain is about 1,000 feet. The road passes very near its foot, and the mountain rises abruptly at an angle of 80° to the profile rock. The bare rock on which the profile is delineated is granite, and having been long exposed to the atmosphere, its color is a dark reddish brown. A side view of the 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 are conspicuous. But after passing the mountain to the south, the likeness is immediately lost.

The White Mountain range passes through the eastern part of Franconia, and presents numerous elevations and sublime mountain scenery. Mount La Fayette, that forms the northern boundary of the Notch, is 4,000 feet in height.

The White Mountains and lakes of New Hampshire, and the numerous lakes and rivers of the State of Maine, and the ocean inlets that deeply indent the coast, are the boldest features in the topography of this portion of the United States, and are worthy of a visit in the warm season intervening between May and October.

That region is easily approached from New-York via Boston, and thence north-east to Salem, Portland, Bangor, and by cars, stages, or steam-boats, or by ascending the charming vale of Connecticut River by steam-boat to Hartford, and from thence by cars or stage, for 200 miles north to the *Ammonoosuck* River, and along that stream to the Notch, and descending along the Saco to Conway, and thence to *Portland, Bath, Belfast, and Bangor*; or return to Boston via Portland and Portsmouth, Newbury Port; or go by stage one hundred miles easterly to Calais, Robbin's Town, and St. Andrews, at the left bank of the St. Croix River, at the head of *Passamaquoddy Bay*, and thence 70 miles to *St. John's*, at the mouth of the river of that name, or along the lower road from *Belfast* or *Castine*, to *Machias, Lubec*, a busy mart of trade on the main land, East Port being on an island four miles east-north-east, and *East Port*, the *ultima thule* of the United States on the north-east border; and thence to *St. John's* by the coasting vessels, or through the British Province of New Brunswick from *St. Andrews*, as before mentioned.

If time admits, we would recommend an extension of the jaunt to Eastport and Passamaquoddy Bay and *St. John's*, at the entrance of the Bay of Fundy, where the phenomena of the enormous rise and fall of the tides that characterise that part of the coast, to a curious or philosophic mind, will be a source of unusual interest and reflection. The solitary island of *Grand Menan*, at the southern extremity of the Bay of Fundy, is an immense rocky bulwark presenting itself boldly, just beyond the eastern extremity of Maine, to receive the rude assaults of the Atlantic.

The whole interior of Maine is one immense wilderness of lakes of every size, and noble forests of pine and maple; of course it will require the further attraction of good roads and hotels to be plentifully interspersed throughout this wilderness before the course of fashionable summer travel can be drawn far from the coast or the general range of the White Mountains, and the nearest lakes to their base, *Winnipiseogee, Sebago*, and others. Steam boats run frequently between Boston, Portland, and other towns further east on the coast of Maine to *Belfast, Bangor, &c.* by which a rapid excursion may be made to the most remote points in the north-east part of the United States, and to the British possessions of New Brunswick and Nova Scotia, via *St. John's* and *Halifax*.

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*Mount Katahdin*, in Penobscot County, in Maine, is about 5,000 feet high, and is the most elevated point in that State; and *Moosehead* and *Chengunkook Lakes*, in the adjoining county of Somerset, are considerable bodies of water, forming the sources of the Kennebeck and Penobscot Rivers.

All these numerous lakes, both great and small, abound in fine trout, and other fish in abundance, as also do most of the pure mountain streams of this elevated region; and this alone would, to the votaries of angling, and the enthusiastic disciples of old Isaac Walton, be inducement sufficient to warrant an excursion to those parts, fully prepared with the requisite apparatus.

Guides, boats, and canoes can readily be procured on the spot for trips of this description, that, to give a further zest to the intrepid and enterprising explorer, have hitherto been so little known or frequented.

A good road extends from Brunswick and Bath, near Casco Bay, north, along the Androscoggin River for 80 miles or more, to Phillips, in the south-west part of the County of Somerset, and also along the Kennebeck River to *Augusta* and *Norridgewock* and Anson to Moose River, and the tributary waters of *Moosehead Lake*, and from thence over the dividing ridge to the head waters of the Chaudiere River, and along side of that stream to the *St. Lawrence River* and *Quebec*.

The foregoing extended route through Maine and Lower Canada is the probable route of the projected rail-road between those extremes, and has been surveyed and pronounced upon favorably—and if matured, will become the great thoroughfare between the lower British Province and the north-east part of the United States.

### The Chaudiere Valley Scenery, and new route to Quebec.

From Anson is five days' travel to Quebec—first towards the sources of the Kennebec and Penobscot, and then over the mountains, forming the frontier to the valley of La Chaudiere, a tributary of the St. Lawrence—the route followed by General Arnold in his campaign against Quebec in the revolutionary war. As we approach the frontier,

the country becomes more mountainous; densely forested at times with birch, pine, maple, and beech, and abounding, in common with the whole of the northern States, with ponds and lakes. The frontier line runs here over a range of mountains of medium height, and a few hours of further travel brings you to the "head-waters" of La Chaudiere. That fine pastoral stream runs for 50 miles through what may be called a continued village; so numerous are the little farms that border the line of wood, and thicken in the vicinity of the various parish churches. The fields are extremely narrow, separated by fences, and run up from the river bank far into the country. The inhabitants of these valleys are much in the same condition, both moral and political, as they were in the days of French rule.

Nothing can be more striking than the difference of the customs, manners, and the appearance of the population on either side of the boundary. To the north, a savor of ancient simplicity and lazy contentment is remarked, that contrasts drolly with the busy speculative department and brisk movement of their neighbors of the United States. You seem to have dropped from the top of the hills into the old world. An air of repose reigns in the landscape. There is an aspect of quiet contentment, and the tracts of uncleared and unappropriated land in the vale, indicate another state of things. You proceed hour after hour without seeing a newly constructed house. Crucifixes are reared at the road-side; pretty white-washed churches after the true French model—with plainly tinned roofs and steeples, and faded interiors, appear rising over the grey roofs of the village.

The gait and demeanor of the peasantry of both sexes—their language and costume—that retain much of their French uniformity and coloring—the unfeigned politeness of the people to one another and to the passenger—the constant salutations that you are invited to return—the rows of neat little cottages, enclosed by walls like driven snow—conveniently situated with respect to one another, so that daily compliments and gossip may reign unbroken along the whole line—the orchards and little strips of gardens, often but the breadth of the house, and a couple of yards across, full of roses, violets and pinks, lying sheltered from the north-east wind—the cheerful-looking girls tripping to mass with a flower compressed between the folded pocket handkerchief and the

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prayer-book. These and a thousand other details remind the traveler of the fields of France. There you have an idea of the general appearance of the villages and scenes of Lower Canada, both up and down the St. Lawrence and in the converging valleys under long cultivation.

From the crest of the ridge forming the frontier, you gain a glimpse of the Montmorenci Mountains, 60 miles distant, though they are subsequently lost sight of until within 30 miles of the St. Lawrence, when they begin to form a prominent feature in the landscape. Advancing from the south you see nothing of the river till you are close upon it, and then the view that bursts upon you is one of the most enchanting you can conceive.

You gain the brink of the deep ravine down which that mighty flood glides towards the yet distant ocean, and at once Cape Diamond, the city of Quebec, the port and river above and below; with the distant mountains, and wide slope of beautiful country sweeping up to their base, open before you.

Your first glance will hardly enable you to realize the vast proportions of the river gliding at your feet, so well is the great breadth supported by the height of the wooded banks, that arise on both sides nearly perpendicular from the margin. The sight of the fortress, the Ehrenbreitstein of the west, will hardly aid you, for its proportions are also colossal; and it is not till you look to the detail; the numerous vessels of all burdens, crowded round the foot of the promontory, and spotting the water far and near; the city surrounded by its walls; its churches, convents, and public buildings, and the distant fields and villages, that you conceive the true sublimity of the scene before you. The beauty of the wide tract of country lying beyond the city, with its thousand farms and villages; the appearance of the long line of white cottages stretching down the shores right and left, as far as the eye can reach; the aspect of Orleans Island lying in mid-channel a few miles below the city, and of the double range of Montmorenci Mountains, coursing obliquely to the course of the river, till 30 miles below the city, when they terminate in the bold promontory of Cape Tourment, can only be conceived by those who have gazed upon this landscape.

Near Lubec and Eastport veins of lead occur, extending up for some distance from the water; they are from one to six feet in thickness, of the crystalline mineral character.

Zinc also is here found in abundance, and specular iron. Plaster of Paris sells at the quarries in Nova Scotia at 70 cents per ton; 1,800 vessels loaded with it, averaging 100 tons each, arrived at Eastport in one year.

St. John's, in New Brunswick, is 70 miles from Eastport, passing Dead Man's Head Point, Lapreau, and the Mahogany Islands. The falls at the mouth of the St. John's are a curiosity. A reef of rocks extending across the river is covered at high water deep enough to admit vessels of all kinds, steam-boats, &c. to pass over, and penetrate 90 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. John's 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.

The population of St. John's is 13,000; it stands on a rocky bluff of grey-wacke slate, that rises from the north-east extremity of the harbor.

### Scenery of the St. John's River, New Brunswick.

Proceeding from the Bay of Fundy, in a northerly direction, up the St. John's we arrive in a few miles at the falls that form the barrier to the further progress up the river of large vessels, excepting at the top of high tide, though above this obstruction the river is navigable for steam-boats 90 miles, to Frederickton. A new and excellent road, of 64 miles in length, on the west side of the river, also connects St. John's and Frederickton.

Crossing the narrow neck of land that intervenes between the harbor below the falls and the steam-boat wharf above, at *Indian Town*, the traveler will find a new and convenient steamer at the appointed hour in waiting, and will here commence his trip by the boats, entering upon the deep and tranquil waters of the St. John's, that here glide smoothly to the very edge of the cataract, a short distance; we next pass through a narrow channel, with rugged, bold, and lofty banks, casting their dark shadows over the river, and emerging from

this, the river shores are high, and the banks are steep, and the water is of the wildest beauty, and unites with the rocks in a manner that is admirable for sight, and there are many rapids through which

The residence is attractive with the growth of trees and the beauty, thus the want of timber in the region about should, and

Long Reach extends 19 miles, and is a tract, and is a summit is a Sussex Vale. The mountains are delightful to

The hills are only a few in appearance, but they are called the Hills of St. John's, and themselves, their tandem

We now pass the *Jemseg*, a deep, long and narrow trout-fishing short portage Lawrence.

The long, narrow parishes of St. John's with the river

Oronacton

This river is

this, the river in a few miles expands into Grand Bay. The shores are here less elevated, and have a more cultivated aspect, and the settlements relieve the eye from the monotony of the wilderness, and soon the Kennebeckeis from the right unites with the St. John's. It is a considerable stream, navigable for sloops 40 or 50 miles; its banks are well settled, and there are some quarries of plaster of Paris in the valley through which it flows.

The residence of General Coffin, on the left as you proceed, is attractive from its neatness, standing on a sloping bank, with the grounds around judiciously laid out, and clumps of trees and shrubbery allowed to remain in all their natural beauty, thus forming a most striking contrast to the general want of taste that appears in most of the settlers in this region about such matters. One such beneficial example should, and no doubt will, have its influence upon others.

Long Reach commences 12 miles from St. John's, and extends 19 miles to Bellisle Bay, and above the river again contracts, and is overhung by bold, precipitous rocks. On their summit is a block-house that guards the important pass into Sussex Vale; through it runs the main road to Nova Scotia. The mountain ranges hereabouts roll backward in successive ridges from the river, loaded with a richness of drapery that is delightful to behold.

The hills gradually disappear 50 miles above St. John's, or are only observed in the distance, the farms improve in appearance, are well stocked, islands and rich intervals occur, and there appears more thrift. At the inn near here, called the Half-way-house, the British officers from the garrisons of St. John's and Frederickton meet in winter to enjoy themselves, and glide back to their respective quarters in their tandem sleighs, 63 miles, in six hours.

We now pass *Gage Town* on the left, and on the right the *Jemseg*, a deep inlet that leads to the *Grand Lake*, 30 miles long and nine broad; a district famous for coal mines and trout-fishing, with streams falling into it, by which, with a short portage, communication may be had with the Gulf of St. Lawrence.

The long, unbroken intervals of rich alluvial soil, in the parishes of Sheffield and Mangerville, are almost on a level with the river's banks, and are ornamented with rows of trees.

Oronacto River and village is 12 miles below Frederickton. This river is very deep, and ships are built here and in many

other places on the St. John's, amongst meadows and corn-fields.

On rounding a projecting point, *Frederickton*, the metropolis of New Brunswick, appears with its tiny spires rising from the bosom of the waters—a city of the woods, new, white-washed, and unfinished. It 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. Many neat and pleasant cottages are scattered over the town, that give it a pleasing sylvan aspect. It stands upon a flat sandy tongue of land formed by a bend of the St. Johns; the plain is three miles in length, varying in breadth from a narrow strip to half a mile; the river is 1,000 yards across, winding past in front, with an amphitheatre of richly wooded hills for its back-ground. 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. The site of the city is low, and exposed to the inundation of the river in spring, and to the easy approaches of an enemy.

The public buildings, with the exception of the government house and the college, both massy stone edifices, have little to recommend them. The population is about 4,000, including many families of great respectability, chiefly refugees and loyalists, or Tories, that settled here during and after the American Revolution.

Should, in the course of human events, in the final settlement of the boundary question between Maine and New Brunswick, an exchange of territories in part be carried into operation, it may happen that the portion of British territory south and west of the river St. John's, and along the sea coast, may be ceded in lieu of that large tract north of the St. John's, at the great falls, as proposed by the arbitration of the King of Holland, to be the adopted line; in this case Frederickton would be included in the extreme north-east territory of the Union, and *St. John's City* would be excluded by the intervention of the noble river of that name.

Whatever decision may happen, a quiet and peaceable settlement of this vexed and agitating subject is much to be

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desired; and perhaps a complete transfer of British title to all their claims to any part of this continent, may eventually be effected by purchase.

## **Scenery and Excursion around the Bay of Fundy, and Mineralogy of Nova Scotia.**

Nova Scotia offers a rich field to the mineralogist. Beginning at Digby Neck, in the south-west part of the province, we will proceed north-east towards the head of the Bay of Fundy.

Digby Neck affords peculiar facilities to the researches of the mineralogist and geologist.

Long Island and Brier's Island, and the extreme south-west of Nova Scotia, is composed of columnar green stone; there are veins of jasper, chalcedony, and a little amethyst, and at low water the amygdaloid, on which the columnar green stone rests, is accessible.

That part of Digby Neck, six miles from Petit Passage, called Little River Settlement, is remarkable in its geological features for the wonderful symmetry of form in the prisms of trap. They here present a lofty precipice to the sea where the river enters St. Mary's Bay, composed of regular prismatic columns of three, five, and nine sides, frequently broken horizontally, thus resembling in a striking manner the basaltic rocks of the Giants' Causeway. These prismatic blocks are usually two or three feet in diameter, and sometimes of many yards in length, unbroken; others have been dashed from their pedestals, and tumbled in confusion against each other, forming irregular gothic arches, and by their rude forms give an additional wildness to the scene. This trap is very heavy, tenacious, and sonorous; its color varies, but is generally greyish black.

The next place that will interest the mineralogist is Mink Cove, four miles east from Little River; here red, yellow, and ribbon jasper traverse the precipices in veins from eight to twelve inches wide to a considerable extent through the rocks, and is rendered more beautiful by zones of various colors winding in concentric circles through the mass. They are fit subjects for the lapidary's wheel, and when polished are ornamental specimens.

The next considerable indentation upon this coast is *Sandy Cove*. This cove is the largest on the coast of St. Mary's Bay, and from its favorable situation affords a safe harbor to mariners. The surrounding wall consists of tabular greenstone, rising from the base of the precipice in huge sheets, vertically inclined, and sometimes divided into separate blocks that lie one above another, with their reposing surfaces perfectly flat.

Laumonite is here found traversing the amygdaloid in veins a foot wide, in vertical, inclined, or zig-zag directions. Into the cavities of these veins the laumonite projects in beautiful groups of crystals—they are colorless and transparent, and frequently an inch in length; interspersed with these are brilliant spangles of specular iron ore, that give much additional beauty to the specimens. To preserve the transparency of these crystals, they should be prepared with a strong protecting solution of gum arabic in which to immerse them, otherwise they will crumble into dust.

About one mile east of Sandy Cove, the specular iron ore appears to the mineralogist in more important veins, affording specimens not inferior in beauty to those from the island of Elba. Crossing from Sandy Cove to the Bay of Fundy, about the distance of one mile, we come to an indentation called *Outer Sandy Cove*. Between this and the inner cove is a small but extremely beautiful lake of fresh water, with a sandy bottom, and having a very diminutive outlet into the Bay of Fundy. These two coves are nearly connected by this little lake. The rocks at this cove present no remarkable peculiarities of structure. The shore is composed of immense sheets of greenstone of the amorphous variety, that shelve or dip towards the Bay of Fundy, at an angle of  $10^{\circ}$  or  $15^{\circ}$ , and finally disappear beneath its waters.

The most interesting features of this place are the large veins of red jasper that appear in parallel ridges, resembling more than any other thing the brick battlements upon inclined roofs of houses; and extending from the highest part of the shore to low water-mark. These ridges stand as monuments to show the continual effect of a turbulent sea, that has worn away the rock they traverse with comparative facility, and left them entire, or slightly polished, as obstacles to its further encroachments. They contain in some places geodes of quartz, amethyst, and rich specimens of agate, formed by narrow threads of red jasper traversing white

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transparent chalcedony in a zig-zag manner, and when polished, constitute pleasing specimens.

Following the shore of St. Mary's Bay eastwardly as we leave Sandy Cove, and examining at low water the fragments that have been detached from the precipices above, and profusely scattered along their base at the water's edge, agates of various kinds and of great beauty are found in abundance; some are of that variety called fortification-agate, from a resemblance to military works on the polished surface of the specimen; varieties of it are found in small nodules on the shore, polished by attrition, and resemble the Scotch pebble.

Brecciated agate, composed of angular and spheroidal masses of red and yellow jasper of fine texture, cemented by transparent and amethystine quartz, after enclosing in geodes beautiful crystals of pure amethyst, that, covering the whole interior of the cavity with protruding crystals, vie in beauty with any specimens brought from the banks of the Rhine. A large geode was found near the estate of Mr. Titus, on the shore of St. Mary's Bay, that weighed more than 40 pounds, and was composed almost entirely of the richest purple amethyst—the mass having but a thin coat of fortification-agate externally.

On the coast of the Bay of Fundy, six miles east of Sandy Cove, is an indentation called *Trout Cove*; the situation of the rocks is picturesque, having been tumbled in great confusion against each other, forming rude, irregular passages under their walls. Here are found some varieties of agate, that do not occur elsewhere on Digby Neck. They have a ground of highly translucent chalcedony of a blue color, with angular fragments of red jasper included; it has slender threads of blood-red jasper twisted in zig-zag directions, a singular combination of fortification-agate and blood-stone in the same specimen.

*Gulliver's Hole* is a cove of the largest indentation that the seas have been able to effect in this iron-bound coast. It penetrates three-fourths of a mile into the land, and being narrower at its entrance, and protected by massy columns of trap rock, it affords a secure retreat to the small fishing vessels when the wind is too violent for them to ride on the unsheltered coast. Here is a curious variety of stilbite, that incrusts the walls of narrow but deep fissures in the trap—the color is white, with a tinge of grey. Long sheets are easily

detached from the rock by the hammer and chisel, and are remarkably fine specimens of this singular mineral.

On the shore of St. Mary's Bay, a vertical section of sandstone is presented of 160 feet in height, spreading its broad face to the sea; and being the natural barrier to buffet its violence, it has received the name of Sea-wall; the entire precipice is rapidly acted upon from the usual causes of decay, and large masses are frequently falling. The tide here rises to the height of 35 feet, or a foot in ten minutes.

*Annapolis Basin* is the most capacious and secure harbor for large vessels in Nova Scotia—a thousand vessels may ride in it in safety, secure from every wind; the entrance is very narrow, between rocky precipices, with a light-house to guide to the entrance, and to the town of Annapolis and Digby, at the upper part of the basin. The site of the light-house is on a projecting rock of columnar trap, and the fury of the waves is such in boisterous weather, that they dash completely over the precipice to a great height. The gut is half a mile wide, and appears as if it had been separated by violence, and not worn away by the action of the water.

As the voyager is coasting along the bold and elevated shores of the south-eastern side of the Bay of Fundy, he is suddenly brought to a narrow passage; through it the tides rush with great violence and rapidity; the banks rising on either side with almost perpendicular ascent to a mountainous height. In a few minutes he is swept through into a wide, calm, and sheltered bay, large enough, it would seem, to hold the navies of the world. The circuit of the horizon is traced on every side by ridges of mountains, richly wooded to the very summit; the lowland is spread out in wide prairies, and there is no visible outlet to the sea, the narrow strait being entirely concealed by the projecting hills and lofty forests. At the head of this noble harbor, the *Annapolis River*, after having flowed through an extended valley of uncommon beauty and amenity of aspect, and watered as rich a soil as any in this part of the continent, alternately pours itself forth in a rapid current with the retiring, or yields to the irresistible power of the advancing, tide. Here, in 1605, was laid the foundation of the *first permanent settlement* in all British North America:

Under the name of *Port Royal*, this ancient town was the scene, for more than a hundred years, of the most interesting and romantic military adventures and vicissitudes. And now, under the name of *Annapolis Royal*, it presents, in its

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beautiful and expansive scenery—in its apparent seclusion from the world—in its historical recollections—in its ancient fortresses—its deep and verdant moat, and narrow draw-bridge and moldering batteries—in its rich and prosperous back-country—in its peaceful tranquillity, and above all, in its amiable and intelligent population, one of the most interesting villages in North America. It is probable that no place in the new world has passed through so many and so remarkable changes as the little town of Annapolis. It was twice deserted by its inhabitants in the earliest years of its history; it has been invested by hostile forces ten times; five times had surrendered to the prowess of the English, and again been restored to France, when, by the treaty of 1713, it was finally ceded to Great Britain. It has repulsed five assaults, the Indians having invested it unsuccessfully three times, and the French twice.

Passing from Annapolis gut or entrance, we arrive, in 20 miles north-east, at *Chute's Cove*, the intermediate being an exceedingly dangerous part of the coast, and presents a line of interrupted precipices of trap rocks, affording the mariner but few places of landing, and the coves that occur are not of sufficient magnitude to ensure protection from the sudden gales that are here sometimes occasionally encountered.

*Chute's Cove* forms a wide interval in the prevailing abruptness of the coast; its bottom presents a great extent of surface, and on examination at low water it appears to consist of distinct columnar green-stones, whose individual faces are probably the summits of long columns rising vertically from deep foundations.

Leaving *Chute's Cove* and proceeding about six miles east, we arrive at *St. Croix Cove*; at this place the rocks resume their abruptness, and present lofty precipices of columnar trap, resting on amygdaloid. A few miles east native copper has been found.

From *St. Croix Cove*, pursuing the coast easterly, the amygdaloid, crowned with columnar green-stone, continues and forms an abrupt precipice for five miles, where it is again interrupted by *Martel Cove*. The rocks at this place, and the ruins that the neighboring shore presents, cannot fail to reward the labor of those who may visit this locality, as scarcely a week passes without the downfall of some impending steep that scatters its treasures along the shore before shaded by its brink. Here the heulandite exists in veins

six inches wide, extending vertically from the base of the precipice to its extreme verge; some have a pearly-white appearance; it is usually colorless and transparent, and very rarely of a red color like those from Scotland and Germany. Analcime with native copper is here found—a rare association.

*Hadley's and Gates' Mountains* are the next places of mineralogical interest; they are situated near each other, rising gradually from the Bay of Fundy to the height of 300 feet. They are formed of amygdaloid, and the included minerals are peculiarly large and abundant, and in obtaining specimens the labor of digging, or even using a hammer, is here entirely avoided, for masses of thomsonite and mesotype are found abundantly scattered over the fields.

The next place of interest to the mineralogist is *Peter's Point*, a promontory that projects into the Bay of Fundy and forms a shelter on the west to a small creek and saw-mill, called *Stronach's Brook*. The amygdaloid has here been washed away from under the superincumbent columnar trap, that presents an overhanging precipice, threatening to crush the traveler that may venture beneath its frowning brink, from whose summit large masses of rock, detached by the frosts, are almost continually falling and disclosing valuable treasures of rare and beautiful minerals, laumonites, &c. which the cavernous recesses here display in abundance and perfection.

At *French Cross Cove*, 12 miles east of Peter's Point, the precipice rises to the height of 300 feet perpendicular. The entire front of this precipice can only be examined at low water; the laumonite and mesotype are again found here, and heulandite in the most beautiful crystals.

*Cape Split* is the bold promontory terminating the north-east limit of the mountain range on the east side of the Bay of Fundy, into which it projects in a south-west direction, the extremity of the cape having been detached from the main land by the undermining of the amygdaloid by the tumultuous waves and tremendous force of the tides, rising sometimes to the height of 50 or 60 feet, that has caused the weighty mass to fall from the contiguous rock into the sea beneath, leaving a wide chasm through which the tides form a rapid and dangerous race-way, the *Hurlgate of the Bay of Fundy*, and the entrance into the *Basin of Mines*, a large body of water extending 60 miles eastward, and 10 to 20 miles in width, and receiving Windsor and Gay Rivers on the

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south side, besides numerous small streams heading in the interior lakes. Windsor, on the river uniting with the Basin of Mines at its south-east prong, is a fine village 30 miles south of Parrishoro', and 45 north-west of Halifax; the expenses of traveling and the fare and accommodations are like the United States. The road to Halifax is through a poor, rolling, hilly country, thinly peopled, and of forbidding aspect, scathed by fire; spruce trees are seen, and, few and far between, a neat dwelling and well tilled farm; and three miles from Halifax is seen, at the head of *Bradford Basin*, the ruins of a costly mansion, formerly Prince Edward's.

*Cape Split* forms the southern boundary of a strait called by the inhabitants the *Gut*. It presents a lofty mural precipice, and gradually increases in height till it finally reaches the elevation of 500 feet above the sea at *Cape Blomidon*, 15 miles from Cape Split, and facing towards the Basin of Mines. Heulandite here occurs in crystals of uncommon size. Horn-stone, masses of agate, &c. occur scattered among the ruins of the trap rocks, that become entirely inaccessible as we approach Cape Blomidon. This cape forms an abrupt termination of the north mountain, or *Cornwallis Mountain*, as it is termed, and presents us with the outcropping of the sand-stone, that here give support to the trap rocks, and constitute the chief part of the precipice, in a projection called by the inhabitants the *Offset*.

The *Mines Basin* will be interesting to the traveler, not only on account of the delightful villages seated on the banks of some of the many rivers that empty their waters into it, the picturesque and imposing scenery on its borders, and the enormous tides that here rise to the height of sixty to seventy feet, and with fearful rapidity; but also for the remarkably fine illustrations of the geology of the country, and the interesting relations of the different formations that are here presented in an unusually distinct manner. The geologist will delight to circumnavigate its coast the whole extent, and explore the connections of the different series of rock formations, the highly curious and important junctions of the trap with the sand-stone, shale, &c. The collector of specimens in natural history will also be richly rewarded for the perils he may incur by the acquisition of many of the rare and beautiful productions of the mineral kingdom.

The most eligible and only efficient mode of exploring this coast, although not free from danger, is by means of a boat,

not so large as to be incapable of being rowed, in case of failure of wind; for besides the difficulty of transporting specimens, the traveler is constantly in danger of being caught beneath the insurmountable precipices by the rapid influx of the tides; an accident of this kind having once caused the writer to make his escape by clambering up a precipice of 300 feet in height, to the imminent risk of his life.

*Cape Chignecto* is a bold headland that projects into the Bay of Fundy for about forty miles, forming a bulwark between Chignecto Bay on the west, and the Basin of Mines on the east, and is an immense barrier of high and inaccessible cliffs of green-stone trap rock, destitute of any landing-place, and a constant source of dread to the mariner in these turbulent seas, and iron-bound, forbidding coasts. This cape forms the south-east extremity of the County of Cumberland, and near Apple River is an abrupt termination of the trap rock, where the sand-stone comes boldly into contact, without dipping beneath it.

*Cape d'Or*, situated at the mouth of the *Basin of Mines* on the west side, presents a mural precipice of 400 feet elevation above the level of the sea, and is composed of trap, resting on amygdaloid and trap tuffa. Deep caverns and irregular arches have been formed beneath the superincumbent rock, by the beating of the angry surges against the walls. The crevices in this rock are occupied by irregular masses of native copper, of two or three pounds weight, and, where exposed to the action of the waves, it is always bright, and may be seen for some distance beneath the water, and was supposed to be gold by the first French settlers, and thus originated the name. At Wilmot, 25 miles south-west on the other side of the bay, is also found copper ore in veins, in a similar direction. On the eastern side of *Cape d'Or*, the precipice assumes a concave form, and is named *Horse Shoe Cove*.

Leaving *Cape d'Or*, we pass *Spencer's Island*, that is situated a mile from the cape. It is composed of columnar trap and adds much to the picturesque scenery of this region. The altitude of this island considerably exceeds the diameter of its base, and standing alone, like a tower in the midst of the waters, it breaks, in a degree, the violence of the surge that rolls into the Basin of Mines from the Bay of Fundy.

Proceeding along the coast towards the east, up the basin 15 miles, we arrive at *Cape Sharp*, a promontory of amor-

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phons trap, forming a precipice or bluff in advance of the low sand-stone hills, and thus protecting them from the ravages of the sea. Near here is observed the junction of the sand-stone, shale, and trap—the two former dipping beneath the trap an angle of 25 degrees.

*Partridge Island*, in crossing the Basin of Mines six miles from Cape Sharp, after passing the majestic Blomidon, is the first elevated object that meets the eye. It consists of amygdaloid and columnar greenstone, that on its south-west side presents a precipitous and overhanging front of about 250 feet, rendering precarious the situation of those who may pass beneath its brow. Stationed near the verge of this precipice, the visiter beholds beneath him rugged, insulated towers, rising abruptly from the sea almost to a level with his own standing, and having withstood the frequent commotions of the sea, that during the stormy winter months is thrown among them in the most frightful billows, yet remain as firm and immovable barriers to resist the force of these repeated attacks, and to prevent the more rapid decay of the island. Their summits are crowned with a thin but luxuriant soil; from it spring up a few scattered hemlocks and a low underbrush, that nearly obscures the face of the rock, but at the same time furnishes the sea bird a safe retreat beyond the reach of any invader; but at low water a scene of a different character is presented. The visiter, now on the shore beneath, beholds the stupendous objects above him. The towers and precipices seem more lofty than before; and in addition to the wildness and picturesque beauty of the scene, the naturalist will find before him a field so richly stocked with interesting minerals, that he will delight to remain on the spot and gather these objects of science.

Of the many interesting minerals to be found at this place, stiltsite associated with calcareous spar is the most abundant. Agates of various kinds, jasper, and chalcedony, may be found in the columnar rock, and along the shore in polished fragments; but the substance that this island has long been known to possess is amethyst, that occurring plentifully in crystals of fascinating beauty, draws hither the passing traveler, who seldom departs without a handsome specimen for his cabinet.

Six miles from Partridge Island, pursuing the northern shore of the Basin of Mines, we arrive at the Two Islands, consisting of amygdaloid and columnar green-stone, rising

abruptly from the sea, and accessible at their bases only at low water. On the main land near Swan's Creek, and opposite to these islands, is a locality of uncommon interest of the conversion of shale, red sand-stone, and compact trap, first into a coarse, and afterwards compact breccia, and finally by gradations into amygdaloid. The shore is fronted by a steep bank about 100 feet high; from the base a slope of debris, detached by the frost, inclines down into the sea.

The next places to be noticed along the northern shore of the Basin of Mines are the *Five Islands*, and an eminence known by the name of *Tower Hill*, 100 feet high; Shell Islands form a group, situated in a direction 12 miles south-east from the Two Islands. They rise abruptly from the sea in lofty fronts of a picturesque character. The island most noted is the one standing in advance of the others, and forms a conspicuous object to the eye of the mariner, from its having been undermined by the action of the surges as in other instances before mentioned, and thus presents the curious phenomena of a leaning tower ready to tumble into the sea from the overhanging weight of its summit.

The sand-stone constituting so large a portion of Nova Scotia is of various appearances, differing greatly at different places. In the immediate vicinity of the trap, as at Cape Chignecto, Cape Sharp, and Swan's Creek, it is of a dark *brick-red* color. Where the trap and sand-stone pass into the shale, they are so gradually blended that the eye cannot distinguish the line of division, and when exposed to the action of the waves it becomes polished on the surface.

Near *Diligence River* the shale is almost black, and includes a large bed of compact limestone; a section of it is formed by the encroachments of the water. A little beyond Fox River towards Cape d'Or, the sand-stone is of a gray color, and is seen to alternate with strata of greyish black shale; both are filled with relics of the vegetable kingdom of a former world.

The whole northern coast of the Basin of Mines, with the exception of the capes and islands of trap, before described, is composed of strata, of sand-stone, and shale, alternating with each other, and presenting to the sea the edges of their strata, that are finely exhibited by this natural section. Their elevation is about 100 feet, and the shale being worn away by the violence of the waves, exhibits the bold ridges of sand-stone strata, contrasted with the deep furrows occasioned

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by its decay. Near the village of Parsborough the red shale appears to predominate, and constitutes a bed more than 100 yards thick, that is beautifully spotted with green, and contains crystals of yellow iron pyrites.

Beds of *gypsum* occur near the head of the Basin of Mines, in the vicinity of the *Shubenacadie River*, but much larger and more valuable beds occur in the County of *Hants*, in the vicinity of *Windsor*, south side of the basin, and great quantities are sent to the United States. This gypsum is of a blueish color, and although valuable abroad as a manure, it here does not contribute to the fertility of the soil.

The gypsum in the vicinity of *Windsor* abounds in those conical or inverted, funnel-shaped cavities supposed to have been occupied by salt or other substances. In one of these caverns the bones of a human being, supposed, from the relics of arrows found with them, to have been those of one of the aborigines, were discovered in opening a quarry. It is presumed that this unfortunate individual, while pursuing his favorite occupation of the chase, was precipitated to the bottom of this frightful dungeon, and being confined by its inclined walls, was unable to reach its summit and regain the light. Thus incarcerated, he perished by hunger. His bones are preserved in the library of King's College at *Windsor*.

The most extensive beds of gypsum in the County of *Hants* occur in *Newport*, on the north-east side of *St. Croix River*, where it forms a precipitous wall rising from the river, and extending along its course; it is more extensively wrought than any other locality in *Nova Scotia*.

On the banks of a small but romantic stream, that empties itself into the *St. Croix*, called *Montague River*, a remarkably beautiful locality of siliceous breccia, passing into gray-wacke, presents itself to the traveler—it consists of angular fragments of quartz and feldspar, and a few spangles of mica; the feldspar being of a flesh red color, gives it an appearance at a distance resembling red sand-stone. The precipice is about 60 feet high, and rises from a base of the same rock forming the bed of the stream, that has excavated numerous deep holes into the bottom, forming beautiful reservoirs of limpid water; the direction of the strata is north-east and south-west, and the dip  $10^{\circ}$  to the north-west, forming a declivity down which the water rushes, and falling from the broken strata produces an agreeable effect. This place, adorned with overshadowing trees, is a favorite place of resort for the

visitors of the *Montague House*, and has tempted the pencil of a noble lady to portray its beauties.

The shores and islands bordering on Cumberland Basin and Chignecto Bay at the north-western fork and head of the Bay of Fundy, abounds in that peculiar kind of sand-stone useful for grindstones and very extensively quarried at *Apple River*, the *South Joggin*, at *Meringuin* and *Grindstone Island*. They are always taken at low water, and as deep as possible from the surface.

The Joggins are celebrated for the quarries of grind-stones that are produced (without the aid of blasting) from the natural stratification and cleavage. When lifted, a pair of compasses with iron points makes the circle, and the hammer and chisel are then used to finish. The grind-stones are then sold at three shillings a stone, of 24 inches over and four thick. Some contain 10 or 12 times that size.

At *South Joggin*, where the coal occurs the stratification is very beautiful; the lofty sea-wall rising from 100 to 150 feet, and striped by lines drawn with precision at an angle of about 30°, separating the shale, coal, and gray-wacke slate, that the body of the cliff is composed of. The coal at *South Joggin* is bituminous, of good quality, but is not quarried extensively.

The isthmus connecting *Nova Scotia* with *New Brunswick*, situated between Cumberland Basin and Bay Verte, on the Gulf of St. Lawrence, is but 12 miles wide from one shore to the other, and being composed of a friable decomposed sand-stone, opposes a feeble resistance to the rushing waves of Cumberland Bay, where the tides rise to the height of 60 to 70 feet, while on the shores of Bay Verte they scarcely attain the elevation of eight or ten feet. One would suppose such frail barriers would give way before the pressure and violence of the conflicting tides; it is, however, a remarkable fact, that the same waves that cause so much devastation along the rock-bound coast of the Bay of Fundy, undermining and tumbling in confusion the lofty trap-rocks, roll harmless against these shores, protected by the bold promontories of Cape Chignecto and Meringuin, depositing their spoils taken from the opposing rocks quietly on the shores of Cumberland Basin, and thus fortifying the isthmus in its weakest point. The inhabitants assist the process, securing by dykes the soil deposited on their lands, and profitably use the bounties heaped at their door by the tumultuous sea.

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slate forming the County of Cumberland, extend to the waters of the Gulf of St. Lawrence on the north, and stretching eastwardly towards the County of Sidney, constitute a part of the district of *Colchester* and *Pictou*. Salt springs have been found in various places near the shores of the Gulf of St. Lawrence, near the River Phillip.

Occasional beds of coal are met with eastward, on the north bank of the West River. In the eastern part of Cumberland County, where the *Kempt Bridge* crosses this stream, a bed of bituminous coal, with lignites about four or five inches wide, occurs in the cliff of sand-stone; a section of it is formed by the bed of the river. At this place, on the vicinity of the road from Truro to Pictou, and accessible to travelers, are many relics of culmiferous plants.

*Carriboo River*, in the township of New Philadelphia, seven miles north of Pictou, presents a field of great interest to the mineralogist and miner. On the banks of this stream, two miles from where it enters into the Gulf of St. Lawrence, is a bed of copper-ore, included between the strata of sand-stone, passing into coarse conglomerate. It is associated with lignites of enormous size, that generally lie over the copper ore. These rocks rise from the river 15 or 20 feet above its level, and from banks precipitous to its stream; the lignites are black, and resemble common charcoal; some are fibrous and take a good polish.

### **Banishment of the Acadians.**

The most remarkable event in the history of Nova Scotia, is the *seizure and transportation of the Acadians*, or the original French settlers, for refusing to take the oath of allegiance to the British government.

That an entire mass of people, to the number of several thousand, should suffer themselves to be entrapped, kidnapped, and ordered out, scattered and transported away, is only equalled in its atrocity by a very recent occurrence of a similar nature within our own borders, relating to our hordes of aborigines. But the case with the Acadians is more inexcusable, and productive of more cruel oppression and hardship, the French being a quiet, simple, and religious people, and for a long time had lived peaceably under English domination.

A proclamation was issued by the Governor, requiring their attendance at specified places in their several settlements, on the same day; but it was so framed that the design could not be discovered, and so severe in its penalties that none dared to disobey, and by this cunning contrivance nearly the whole population was surprised simultaneously throughout the whole province on the 5th September, 1755, when the cruel order of the British government was made known to the thunderstruck and miserable inhabitants, viz. "That your lands and tenements, cattle of all kinds, and live stocks of all sorts, be forfeited to the crown; with all other your effects, saving your money and household goods, and you yourselves to be removed from this province."

They were then declared the king's prisoners; but as some of these wretched inhabitants escaped to the woods, all possible measures were adopted to force them back to captivity. The country was laid waste to prevent their subsistence; houses, barns, mills, churches, all were burned indiscriminately.

In consequence of their earnest entreaties, the men were permitted, ten at a time, to return to visit their wretched families, and to look for the last time upon the beautiful fields of their loved and lost homes.

When the appointed day of embarkation at last arrived, the 10th of September, overwhelmed with gloom and despair, and with a keen sense of their miseries, they were drawn up, and the young men were ordered to go first on board the vessels. This they instantly refused to do, declaring that they would not leave their parents, but expressed a willingness to comply with the order, provided they were permitted to embark with their families. This request was immediately rejected, and the troops were ordered to fix bayonets and advance towards the prisoners—a motion which had the effect of producing obedience on the part of the young men. The road to the shore was crowded with women and children, who, on their knees, greeted them as they passed with their tears and their blessings, while the prisoners advanced with slow and reluctant steps, weeping, praying, and singing hymns. This detachment was followed by the seniors, who passed through the same scene of sorrow and distress. In this manner the whole male population were embarked and guarded by troops. The women and children followed in other transports at intervals.

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After the hurry and excitement of this embarkation and banishment had subsided, the appalling effects became obvious to the English provincials, in the smoking and desolated hearths of the peasant's humble cottage. Without a foe to subdue or a population to protect, the novelty could not but force itself upon the attention of the unreflecting soldiery. For several days the cattle assembled around the smouldering ruins, as if in anxious expectation of the return of their masters, while all night long the faithful watch-dogs howled over the scene of desolation.

The whole population, amounting to 18,000 souls, were thus suddenly and violently torn from the fertile fields that their ancestors had cleared and cultivated, and on which they were born and hoped to die, were robbed of their most valuable property, separated from their families and friends, crowded, as in slave-ships, into small vessels, at the rate of two persons for each ton, transported to distant provinces, and scattered in humiliation, in poverty, and with broken hearts, in communities hostile to their religion and country, and averse to their manners and customs, without knowing each other's fate, and without the least ground of hope that they should ever meet again on earth.

While the traveler contemplates the noble dikes reared by their industry, by means of which whole regions have been won from the rivers and the seas—while he walks beneath the shade of their abundant orchards, and stands over the ruins of their cottages, or muses among their groves, his imagination goes back to a scene of rural felicity and purity in which the fables of antiquity were realized; his heart melts in sympathy with the sudden misfortunes and the dreadful fate of the poor Acadians.

**Height of the Tides at important points  
in the Bay of Fundy and vicinity.**

	<i>Feet.</i>
Advocate Harbor, . . . . .	50
Andrew's, St. (on north-west coast of Bay,) . . . . .	25
Annapolis, . . . . .	30
Apple River, . . . . .	50
Basin of Mines, . . . . .	60
Chignecto Bay, (north part of the Bay of Fundy,) . . . . .	60
Bell Island Straits, . . . . .	30

	Feet.
Cape Blomidon, . . . . .	60
"  D'Or, . . . . .	50
"  Split, . . . . .	55
Cumberland, at the head of the Bay, . . . . .	71
Digby, . . . . .	30
Eastport, . . . . .	25
Green Islands, . . . . .	16
Gut of Annapolis, . . . . .	30
St. John's, (New Brunswick,) . . . . .	30
Louisburg, (Cape Breton,) . . . . .	54
Moose River, . . . . .	30
"  Island, (Maine,) . . . . .	25
Partridge Island, . . . . .	55
Passamaquoddy River, . . . . .	25
Penobscot River, . . . . .	10
Seven Isles Harbor, . . . . .	31
Shubenacadie River, . . . . .	70
Truro, (head of Mines' Basin,) . . . . .	70
Windsor, . . . . .	60
Yarmouth, (on the south-west coast of Nova Scotia,) . . . . .	12
Bay of Chaleur, (Gulf of St. Lawrence,) . . . . .	10
Bay Verte, 12 miles north-east of Cumberland, on the shore of Northumberland Strait, and facing Prince Edward Island, . . . . .	8

The *Isle of Sable*, the scene of so many shipwrecks, is 85 miles south-east from Cape Canseau, the nearest point of Nova Scotia.

The bore, or rush of water at the spring-tide, is proverbial for its violence in places bordering on this bay. At Chignecto Bay its effect is occasionally terrific on the smaller craft, and is frequently productive of accidents, and an unwelcome visiter. Soon after midnight I was once awakened by the shout of the boatmen to prepare for the approach of the bore; presently I heard a distant roar and the surging of waves, gradually but rapidly increasing, until every other sound was lost in it. The boat now gave a sudden and heavy lurch, and quivering with the violence of the shock, was borne upon the surface of a huge body of water. Then succeeded a pitching and rolling that lasted for ten minutes, when all was still again.

There is no danger to be apprehended on these occasions, if the boat is kept in deep water, and with sufficient cable paid out; otherwise, from a neglect of such a precaution, when the wave, or bore, strikes, it will make a clean sweep of the deck, and swamp and bury the boat and all on board.

I once witnessed on shore its approach in the day time. The noise of it was audible long before any thing was visible.

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At length, at the extremity of the reach that bounded my view, appeared a huge wave or wall of water, that rapidly approached with a curled and foaming crest. A sand bank, half a mile in length, occupied the middle of the river; in two minutes not a vestige of it remained: the wave sweeping over it with irresistible violence, now gained some boats moored near where I stood; these were lifted upon high, and descended into a troubled vortex of bubbling waters, sand and mud, whilst the unbroken wave passed on, and disappeared round a projecting bend, or angle, in the bank of the river.

A miniature representation of this effect, or scene, may be witnessed during the rapid passing of a large steam-boat along the bank of a strait or stream of contracted dimensions and shallow depth—as on the Hudson near Albany, or in passing the straits near *Hurlgate*, and the Kills, an arm of the sea between Staten Island and New Jersey. But to be witnessed in its utmost grandeur and extent, the observer should be at the head of the Bay of Fundy, or on the banks of the Severn, or the Sands near Liverpool, the Garonne in France near Bordeaux, or the mouth of the Hoogley near Calcutta.

The *Bay of Fundy* is about 50 miles wide, and 180 miles long, and 25 to 50 fathoms deep in mid channel. Cape Split is accurately named, from its weather-beaten aspect, its crumbling, isolated basaltic pillars, of a sharp pointed or needle appearance, as torn by the irresistible fury of the tides and storms; also the Five Islands, separated by narrow arms of the bay. Partridge Island, and its covering of pendant evergreens.

## Halifax,

The capital of the province, is one of the most convenient sea-ports and beautiful cities on the Atlantic coast. Its public and private dwellings present an aspect remarkably neat and agreeable to the eye.

The Province House is a fine structure, and the Navy Yard is extensive and complete in every respect.

Some parts of Nova Scotia are barren, but a large proportion is rich and fertile. There are few, if any, better agricultural townships in America than Cornwallis and Horton. There is an abundance of the best bituminous coal in *Pictou*,

mined to the best advantage by English capitalists ; iron ore and lead are also found.

*Pictou* and *Sydney* both furnish inexhaustible supplies of coal for the English and American Atlantic steamers that may touch there on the voyages to and from Europe.

The quartz rock, in the township of Halifax, constitutes those dreary and barren hills surrounding that city, that have been falsely considered fair specimens of the soil of Nova Scotia. From the nature of this rock, this part of the county must, for ages, remain sterile, and will never compare with the rich loam of the valley of Annapolis, or the garden of Acadia, Cornwallis.

*Halifax*, fortunately, is not dependent upon her soil to yield her bread ; but situated at the head of one of the most beautiful and safe harbors in the world, with the romantic *Bedford Basin* in the rear, she possesses commercial advantages to which those of no other place in the country can be compared—being the chief rendezvous and naval depôt for the British navy on the North American station.

The entire eastern coast of Nova Scotia is formed of primitive rock, and is deeply indented by inlets from the Atlantic ocean, similar to the State of Maine, and a large number of the inhabitants are supported by the fisheries, cod, herring, &c.

The traveler proceeding from the United States to Halifax, who is desirous of examining the principal rock formations of Nova Scotia, can easily arrange his route, viz. if he goes by the way of St. John's, (New Brunswick,) and takes the steam-boat to Annapolis, he may examine to advantage the green-stone trap-rocks of the north mountains, and the clay-slate of the south mountains, in his journey along the valley of the Annapolis River, in which he will travel between the two ranges to Windsor, and then take the country across the south mountains and the borders of the sandstone formation to Halifax. We should, however, were it not for the convenience of the steam-boat, prefer making our entrance beneath the lofty portals of Cape Split and Cape d'Or, by taking passage from St. John's to Windsor in one of the packets that stately perform this voyage. Passing up the basin of Mines, the tourist will behold some of the most sublime and beautiful scenery that this country affords, besides the most striking geological phenomena.

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runs back from it about a quarter of a mile. The site is an inclined plane, rising from the water, and commanded by the fort that overlooks both town and harbor. The fort is bomb proof; magazines, dwellings are all under ground. On the opposite side of the bay, a little farther down, is another fort, and another still on an island a mile and a half below the town. Nature has done much toward making Halifax a place of strength, and art has done all that is necessary to render it secure. The Province House is one of the handsomest public buildings in the provinces. It is built of brown colored free-stone, handsomely polished, with five massive pillars of the same material on each of the fronts, and on one front are surmounted with the British coat of arms, carved in the stone. There is a small green, with shrubbery around the building, the whole enclosed with an iron railing. The lower story is occupied by the warden and a number of different officers. The assembly room, court room, and council chamber occupy the second and third. A cabinet of shells and corals of great beauty and value is in the possession of Mr. Star, of this place.

### **Ride from New-York, along the Connecticut and Rhode Island shore, to Newport and New Bedford.**

The *Harlaem Rail-road* is the only one that penetrates the centre of the city of New-York, and is destined eventually to be extended on through Westchester, Putnam, Dutchess, and Columbia Counties, to the city of Albany. The road is finished to Harlaem River, eight miles, and extends from the City Hall, at the junction of Centre and Chatham-streets, through Centre-street and the Bowery, and the 4th avenue; and at 32d-street, or Murray Hill, enters the first deep cutting into the solid rock—a work of immense labor and expense, that, in connection with the high embankments, the great tunnel under Prospect Hill, of 700 feet in length, 30 in width, and 25 in height, that alone cost many thousand dollars and some lives, and years of labor, made the aggregate cost of this road to be about a hundred thousand dollars per mile. The capital is now \$1,150,000; the number of passengers yearly carried upon it is 800,000—principally as a plea-

sure jaunt for the citizens, to whom it offers a cheap recreation; fare only 25 cents for the eight miles, and rateably for short distances. The entrance to the tunnel presents a front of 60 feet in height to the top of the parapet in 86th-street. The hotel on the summit of the Prospect Hill gives from its observatory a most charming view of the adjacent gardens, and country seats in the immediate vicinity, occupied by opulent citizens of New-York and of Long Island, near the borders of the tumultuous and angry troubled waters of Hurligate, with the myriads of sloops and coasting vessels, steamboats, &c. passing in review at every change of tide. No stranger, traveler, or sojourner in New-York should omit to visit this spot and examine the tunnel, and the expensive works with it connected; also Hall's Gardens, near the river.

From Harlaem, after crossing the bridge of that name that terminates the 3d avenue, the road enters Westchester County, and follows the old stage and mail route to the Eastern States, for six miles, to *West Farms*, on the *Bronx River*, a small stream rising about 25 miles north, and up the valley of which is located the New-York and Albany Rail-road. The village here at the head of navigation, three miles from the Sound and 12 from New-York, contains about 60 dwellings and several manufactories, and the tobacco works of Lorillard.

Westchester village, on Westchester Creek, two miles from the Sound and 14 from New-York, has a church and 40 houses, a store, and tavern. This town was settled in 1642 by New England people, with the consent of the Dutch. It was called by them Eastdorp. There is considerable marsh on the borders of the Sound and the inlets, and on the Bronx. The East and the Westchester Creeks are good mill-streams. Marble is found here in extensive beds, and much wrought. The manor of *Morissania*, originally containing above 3,000 acres, and two to three miles long, belonging to the Morris family and the descendants of the late Gouverneur Morris, whose mansion may be discerned in passing, as a massive stone house, with a flat roof, one-fourth of a mile south east of the public road, and facing southward towards the waters of the Sound, is passed by the traveler through the centre of the manor grounds, and in full view of the narrow strait each side of the island towards the city.

*East Chester* village is at the head of a small bay, and on

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the fork of a creek 16 miles from New-York, and is a small hamlet and cluster of 15 or 20 dwellings and stores.

*New Rochelle*, 20 miles from New-York, and one mile north of the Sound, has three churches, as many taverns and stores, and 40 dwellings, with a landing on the Sound, where a steam-boat touches daily to and from New-York. There are many pleasant sites and choice residences in this vicinity. Many descendants of the French population, that were forced to emigrate a century and a half since, by the cruel operation of the edict of Nantz, sought and found a safe asylum in this and other towns in this county, and their names still prevail. The distinguished family of the Jays, at Bedford, is one of these, besides numerous others in the city.

*Mamaroneck*, 23 miles from New-York, is on a bay a mile or two from the Sound, and has two churches, two taverns and stores, and two cotton factories and 50 dwellings; and has regular communication with the city by steam-boats and market-sloops.

*Rye*, 26 miles from New-York, and one from the Sound, has three churches and thirty dwellings, and two academies, two stores, and a tavern. At the landing on the Sound, called *Milton*, is also 30 houses.

*Sawpits*, 27 miles from New-York, on an arm of the Sound, has two churches, two taverns, 10 stores, and 100 dwellings, and is regularly visited by steam-boats daily, and has navigation and business that employs eight coasting vessels.

*White Plains*, 27 miles from New-York, and seven miles back from the Sound, in the interior of the county, has the court-house and county offices of stone, an academy, a Presbyterian, Episcopal, and two Methodist Churches, 60 dwellings, principally on one street, four taverns, and a printing-office and weekly paper.

Leaving *Sawpits*, we cross in a short distance Byram River, the boundary of Connecticut, and enter the county of Fairfield, and the township of *West Greenwich*, or *Horse-neck*, so called from a peninsula on the Sound, used as a pasture for horses. The road now enters a tract of country quite wild and savage in its aspect, large rocks being confusedly scattered about. Several inlets from the Sound intrude to the north, and form landings at various places where small streams descend.

Five miles west of Stamford is *Putnam's Hill*, where he rode down a steep descent at full speed, at the risk of his own

and the horse's neck, when pursued by a marauding detachment of the enemy. This daring and celebrated feat was characteristic of the man, and enabled him to escape from the foe, who, when the dragoons that were close upon him, arrived at the verge of the hill, drew back aghast from the pursuit, firing a farewell volley that sent a shot through his hat. The road has been altered of late years, so that the place of his descent can hardly be recognized; but it was south of the present turnpike, where a few trees are seen ranging up the ascent. A small house and church are near by.

*Stamford*, 36 miles from New-York, and also 39 from New Haven, is near a small stream called the Mill River, that has eight feet depth of water, and admits sloops and coasting vessels. It has an extensive iron-foundry, two churches, and a cluster of houses where the road crosses the river, and 700 inhabitants in the village. A short canal of 180 rods long, 30 feet wide, and 7 deep, communicating with the Sound, was made in 1834, for \$7,000, including three stores or warehouses. There are also 10 country stores, an iron-foundry and rolling-mill, a wire factory, two large boot and shoe factories, and a bank with a capital of \$100,000.

*Darlen*, three miles onward, is equi-distant from New-York and New Haven, and is on a small stream and inlet from the Sound. During the war of the Revolution in 1781, a body of Tories and refugees came across the Sound from Lloyd's Neck, in seven boats, and secreted themselves in a thick swamp near the church, and when the congregation were singing their first psalm in the service, the cut-throats rushed out from their lurking-place, surrounded the church, and made prisoners of 40 men, tied them two and two, placed the minister, Dr. Moses Mather, at their head, stole 40 horses, mounted them, and marched them to the water side, and put them on board two armed vessels that came to for the purpose, and that took the whole to Lloyd's Neck across the Sound; from thence they were soon after sent to New-York and confined in the provost or jail, where some of them perished miserably, and others returned after having had the small-pox, and been a long time in confinement.

This cruel and contemptible system of petty partizan warfare could not have any beneficial result; the gratification of private malice and revenge could have been the only object in thus tearing away fathers from their wives and children, and inflicting such enormities.

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*Norwalk* is 48 miles from New-York, 32 from New Haven; has 100 houses, 2 churches, a bank, one pottery, and two newspapers; is an active business mart with the up country and coasting trade, and has a daily communication by steam-boats with New-York and along shore. The valley by the river is handsome, and the hills have fine prospects of the village and of the Sound for a long distance, and of the group of islands that dot its surface.

In the warm season of midsummer, the pleasant farm-houses and agreeable retreats that abound on the borders of the Sound, swarm with the lively denizens of the metropolis, that issue forth to enjoy for a short interval the blessing of pure air and green fields; and this part of Connecticut, from its many attractions, and the cheap, moderate, and simple style of living, receives its full share of city visitors.

The highway from New-York to New Haven passes along close to the head of the bay that opens to the Sound, four miles distant, but the harbor is rather shoal, and vessels drawing over six feet, land at the Old Well, and at the hamlet some distance below; those of lighter draft can get up to the bridge.

There are seven hat factories, three potteries, and one carriage-maker in the village.

The *Old Well* is so called from vessels formerly taking in their supply of water for foreign voyages from an old well or spring near the margin of the water. This is now the principal landing-place for steam-boats for Norwalk. There are two churches here, a cotton factory, and one for carpets, and also the *patent* carpet company, commenced in 1834: they are made, without spinning or weaving, of *felling*, the material that is used for hats.

This town was burnt by the enemy in 1779, in the marauding and plundering expedition under Governor Tryon, when 80 dwelling houses, two churches, 17 shops, 87 barns, four mills, and five vessels were consumed. The loss was estimated by a committee of the Legislature at \$116,238. Fairfield was burnt a few days previous by the same detachment, who had returned to Huntington harbor, Long Island, when they again sallied forth and landed in the evening of the 11th July, between eight and nine o'clock, on the plain on the east side of Norwalk River. Only six houses were spared through tory influence. The officer in command, Governor Tryon, seated himself on the top of Grummon's Hill, a few rods east

of the road and creek, to glut his eyes during the scene with the spectacle of destruction.

After the war, the sufferers by this cruel calamity received a donation from Congress, of land in the State of Ohio, of adequate value, as a remuneration. In surmounting many of the ridges in reaching thus far, the traveler will have enjoyed some of the richest scenery, and had splendid land and marine views of a superior description.

We next encounter the small hamlet of *Westport*. *Southport* is at the mouth of Mill River, two miles south-west of Fairfield, and is a flourishing village of 70 dwellings, 8 stores, an academy, bank, and a church, and is said to own more shipping, in proportion to its *size*, than in any other place between New-York and Boston, having the advantage of a considerably extensive and fertile back country, the produce of which is sent here for shipment. Its harbor is small, and has the merit of being free of ice in winter; and of being accessible to vessels of 100 tons. A breakwater was made in 1831 by the United States, at an expense of \$10,000, to improve and protect its entrance. The New-York turnpike, or main public road, is one fourth of a mile from the village. The Episcopal Church occupies an elevated and prominent position. There are about 500 inhabitants.

The *Pequod Swamp* is in the rear of the village, where this brave and powerful tribe of savages, fierce, warlike, and untameable, made their last and desperate stand, in July, 1637, against the combined forces of Massachusetts and Connecticut, under Captain Mason, when the poor Indians were overcome, and as a tribe were here extinguished. A memorable spot, indeed, on which to muse on the destiny, the rise and fall of man, and of nations—100 of them surrendered. The rest, amounting to several hundred, resolved to live or die together.

*Fairfield* is 58 miles from New-York, 21 from New Haven, and four from Bridgeport. The village has 100 dwelling-houses situated on one main street and round the public square or green; on which is the court-house and jail, an academy, and the Congregational Church. It is a half-shire town, and Danbury, 20 miles distant, is the other.

This village was laid in ashes in the war of the revolution, in July, 1779, comprising then 85 dwellings, two churches, the handsome court-house, 55 barns, 15 stores, 15 shops. While the town was in flames a thunder-storm overspread the

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heavens just as night came on. The conflagration illumined the earth, the skirts of the clouds, and the waters of the Sound with a gloom and grandeur inexpressibly awful and magnificent—at intervals the lightnings blazed with a livid and terrible splendor—the thunder rolled above the crackling and roaring of the burning houses involved in flames, with explosions of cannon and firing of musketry answered and reverberated from beneath, with the shouts of the combatants, and the shrieks of women and children, to form a deep impression. In 1777 the British landed at Compo Hill on the Sound in this town, and marched to Danbury, and destroyed the military stores there collected for the American army.

*Greenfield Hill*, three miles north of Fairfield, is ever memorable, not only for the unrivalled landscape that it commands of the lower surrounding country, that has been immortalized by the Poem of "Greenfield Hill" from the early pen of the eminent President Dwight, but also by his residence here for several years, while pastor of the church. The house that he built, and occupied, is a few rods south of the church, and has since been the residence of Isaac Bronson, Esq. now deceased. From the highest ground in this vicinity, or the belfry of the church, is a surpassingly fine view of land and marine scenery, embracing the spires of 17 churches, viz. two in Fairfield, three in Bridgeport, two in Stratford, two in Milford, two on Long Island, and one each in Canaan, Reading, Northfield, Green's Farms, Southport and Canaan, besides five light-houses, viz. Norwalk Island, Eaton's Neck, Black Rock, Stratford Point, and New Pasture Light; and, in a clear day, the East Rock Mountain near New Haven. There are 1,200 inhabitants in this parish, that is four miles square and includes some excellent farmers, and farms that average 150 acres each, worth, on an average, \$100 per acre.

The assault and destruction of Fairfield was in the beginning of wheat harvest, and of one that was cheering to the farmer. The fleet and army of the foe that had just taken and plundered New Haven, appeared before this harbor at four o'clock the next morning, and the alarm gun was instantly fired from the fort on Grovers Hill, near the Sound. They seemed, however, to be passing by, and at seven o'clock they were steering for New-York, as it appeared, when a very thick fog came on and concealed their movements till ten,

when, the mist dispersing, they were observed to be close on the western shore, near Kensie's Point. They began to land at four o'clock at the Pines, and marched along the beach to a lane opposite the centre of the town, and in an hour paraded on the green, set their guards, and commenced the scene of destruction.

*Black Rock* harbor,  $1\frac{1}{2}$  miles from the Fairfield Green, is a good harbor, having 19 feet of water, with a light-house on Fair Weather Island on the easterly side, with a small fort commanding the entrance of the harbor.

The *Samp Mortar Rock*, three miles from Fairfield in a north direction, is a precipice 70 feet high, terminating a ridge. On its summit is an Indian excavation or cavity like a mortar, used by them for cracking and pounding their corn. The valley at its base was the site of their wigwams; and once was populous. A man once having lost his way, walked off the above precipice in the night, and it is also known as *Owen's Rock* from that circumstance.

*Bridgeport* is 62 miles from New-York, and 17 from New Haven; the harbor extends three miles up, where the Pequannock River, a considerable mill stream, comes in and meets the tide. The harbor is 80 rods wide, but at low water is so nearly bare, there is a channel of but 12 rods wide, with 13 feet on the bar at high water. The bridge is 75 rods long, where it crosses at a mile and a half above the entrance of the harbor. The inhabitants that in 1790 were only 110, amount at this time to 4,500. There are two Congregational, an Episcopal, a Baptist and a Methodist Church. Four of them having spires, and of an aspect of some pretension to taste. This city was formerly called Newfield.

The surface on which the town stands is a plain about 12 feet above high water. A second plain, called Golden Hill, begins north-west of the city and gradually attains an elevation 50 feet above the lower town, and exhibits a space half a mile square, with a fine prospect of the Sound and of the vicinity. There are two banks. The whale fishery is carried on, and there is a large factory of carriages and saddles; great activity in trade, and this busy bustling place is fast increasing in wealth, comfort, and population. A rail-road is projected via the valley of the Housatonic, 85 miles north-west, to West Stockbridge, and another towards Sawpitts, 30 miles west, to be eventually extended to Harlaem, and probably another rail-road east to New Haven, by which the old

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line of land travel from New-York along the Connecticut shore to New Haven, and thence via Hartford and Worcester to Boston, will be fully and agreeably restored, at it has been from New-York through New Jersey to Philadelphia, and thence to Baltimore, and again made the grand mail conveyance.

The number of passengers from New Haven and Bridgeport daily by steam-boat to the metropolis, is estimated at 300 or 400, for a portion of the year of four to five months, and this would be divided between the land and water routes. The travel to Albany by this, though circuitous, would be desirable as a change and novelty for travelers.

*Stratford* is 66 miles from New-York and 13 from New Haven; the principal street is a mile long from north to south, parallel with the Housatonic, level, pleasant, and ornamented with shade trees; it has a quiet rural aspect, and about 200 dwellings and five churches, Congregational, Episcopal, Methodist, Baptist, and Universalist. The Episcopal Church was erected about a century since, and is the oldest in the State. The Rev. Dr. Samuel Johnson was the first rector, and the father of Episcopacy in the state of Connecticut. He was born in Guilford and educated at Yale College, and was tutor for three years, went to London and was there ordained in due Episcopal form, in 1723 settled at Stratford, and in 1754 was chosen President of King's, now Columbia, College in New-York, and lived there nine years, and in 1763 returned to Stratford and resumed the charge of his congregation, and died in 1772. He was a man of uncommon talents and learning, and had the degree of doctor of divinity from Oxford University, in England.

The house occupied by Dr. Johnson still exists about 40 rods north-west of the church.

General Wooster, of the Continental Army, who was killed at Danbury in the battle in April, 1777, was a native of this town. A large tract of salt meadow belonging to this town lies on the Sound and the river.

*Milford* is 71 miles from New-York and nine from New Haven, and contains in the *town plot* 400 houses and 2,800 inhabitants, 480 freeholders and electors. There are two Congregational, an Episcopal, and a Baptist Church. The former are but a few rods apart, and are separated by the *Wepaway*, a mill-stream, passing through the centre of the village.

At the first settlement of this town the Indians were nu-

merous, and had four large clusters of wigwams, one at the creek near the church, one at Poconock Point, one half a mile north from the Washington Bridge, and one at Turkey Hill, that was a strong fortress, with flankers at the four corners, to guard against the Mohawks, their inveterate foes. They soon after retired to Indian Point, and lived there 20 years; and the settlers and planters, to secure themselves against the Indians, enclosed nearly a mile square with palisades, so close and thickly set that a man could not crowd between. This was on both sides of the Wanhaweag, and served to keep the aborigines in awe and submission, for each soldier stood as sentinel every fifth day, and was relieved at sun-set by beat of drum. The men on Sabbath and lecture-days went armed to meeting, and to the field labors at all occasions, but no injury was ever sustained from them by the whites.

*Verde Antique Marble*, of a beautiful quality, has been found here in the east part of the town.

*Milford Island* lies about three-quarters of a mile from the shore, and contains ten acres of land; it was called Poqua-haug by the Indians, and was their favorite summer resort. It is now owned by John Harris, and is a desirable residence. The bar that connects it with the main is bare at half tide.

On *Poconock*, or *Milford Point*, at the south-west extremity of the town, is a cluster of 15 or 20 huts covered with seaweed, and occupied by 60 persons, engaged in fishing, oystering, &c. and is a noted place for the resort of the country people in *salting-time*.

The harbor is not deep; formerly it had water sufficient to admit sea-brigs to Fowler's Mills, but it has since been gradually filling up. A break-water is proposed to be built from Indian Point towards the island, by which a capacious harbor would be formed.

Besides the Wepawany, before referred to, are the Indian and Beaver Rivers, the West End Brook, and Stubby Plain Brook. In 1648 the Mohawks made a descent to attack the tribes on this coast, and while secreted in a swamp a mile east of the ferry, were discovered and attacked by the Milford Indians, defeated, and several of them taken; one of the warriors was stripped and tied in the great meadows for the musketoes to eat and torment. A Mohawk chief was buried on a hillock in the swamp. Many of the Wepawany



eventually went off, and joined the six nations in the west; the tribe is now extinct.

The first settlers here located themselves on each side of the Mill River and West-End Brook, for the sake of water for themselves and cattle, and erected frame houses, covered with rent oak clapboards in the old lean-to style, their lots being laid out in parallel narrow slips of three acres, to keep compact in case of hostilities. A piece of upland and salt meadow was allotted to each family; and as the population increased, the more remote portions of the township were laid out and settled. In 1640 Wm. Fowler was encouraged by a grant of 30 acres of land to build a grist and saw-mill, and this property, now very valuable, yet remains in the family.

Milford is one of the oldest towns in Connecticut, and was begun in February, 1639, and a tract, comprehending about two miles of what is now the centre of the town, was procured of the natives for six coats, ten blankets, one kettle, and hoes, knives, hatchets, and glasses. Subsequently other purchases were made. Wepawany was the Indian name. There are no mountains, and very little broken or high land in the township. The soil is good and productive, but is managed in the old fashion, and is susceptible of vast improvement. The shore bordering the Sound is, as elsewhere, bristled with rocks, and is ragged and iron-bound in general.

Orange, formerly West Haven, and North Milford, is the next intervening town between Milford and New Haven, from which it is distant to the south-west about  $3\frac{1}{4}$  miles. The green at Orange or West Haven, where are the Congregational and Episcopal churches of antiquated appearance, though formerly marshes and covered with elder bushes, is now a pleasant spot, and has a peculiar air of neatness and repose; and one mile south is Savin Rock, a place of resort in the warm or salt-bathing season; and here the British forces landed when they invaded New Haven in 1779, and their Adjutant, Campbell, a man of fine personal appearance, was killed one and a half miles north of the churches. There is a silver mine in this town, owned by Mr. Lambert, and one of copper in the same range of rocks. There are also found coal and asbestos in the southern section of the town, and a variety of minerals.

The building of the *General Hospital of Connecticut* will be passed on the suburbs to the south-west of New Haven, and a new Catholic Church near by, before the traveler en-

ters this beautiful city, that is elsewhere fully described in this volume. (see page 204.)

*East Haven* is reached in three and a half miles from New Haven by crossing the bridge over the Quinnipiac River at the head of the harbor, as we pursue our route along the shore east towards the mouth of Connecticut River.

The first iron works in Connecticut were begun in this town in 1655, and continued 25 years, and then given up on the death of the principal workmen during a great mortality in 1679. The furnace was supplied with bog ore from North Haven, chiefly carted, but occasionally brought from Bog Mine Wharf by water round to the point below the furnace, and from that fact the point is called Bog Mine. Agriculture and fishing are the employments of the inhabitants.

The Congregational Church is of the red sand-stone, 70 feet by 50, erected in 1773-4, and was considered to be a great and honorable work at that day for the inhabitants, and the entire completion was not effected in several years. There is also a small Episcopal church. In 1797, in the month of October, (10th,) the spire of the Congregational Church was torn off by a sudden tornado or whirlwind, occurring in a very remarkable way, at a singular season of the year for such storms. The houses on this road are plain farmers' dwellings. In the Quinnipiac, near its mouth, is a very large and most prolific bed of oysters, that are taken and opened, put in casks and exported over New England; and this affords full employment at the time to the men and boys in raking up, and to the women and children in opening the oysters; and this for a series of years having been found profitable, like all regular employments for an industrious people, it has, together with a little commerce and fishing, enabled the mass of the inhabitants to obtain prosperity, wealth, and comfort, aided by the well known frugality of the community. The market of New Haven also absorbs all their produce at prices sufficiently remunerating.

The hills or ridges that come down from the north and terminate near the Sound, intersect the road as it passes between the Sound on one hand and the hills on the other; and the road exhibits varying glimpses of the Sound, and on the hills many charming prospects; the forests are oak, hickory, and chestnut. The mineralogy of the hills, where penetrated by the high-road, exhibits the trap-rock, jagged, rent, and splintered by the elements, with the usual slope of

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debris at the base, and the red sand-stone frequently to be seen underlying the base in horizontal strata.

*Fort Hill*, on the east side of New Haven harbor, was occupied as a signal-post on the summit, and there was a burying-place of the Indians near the north end. *Morris' Cove*, an indentation of the shore near the base of the hill and Fort Hale, with the rocky projection of Five Mill Point surmounted by the light-house, finishes the outline.

*Branford* is seven miles from New Haven, and has a Congregational and Episcopal church on a large and open area of irregular form, with the burying-ground adjacent. The surface of the township is uneven. The harbor is small, but convenient for vessels of 40 to 60 tons.

A cluster, called the Thimble Islands, and also the Indian Islands in Long Island Sound, belong to this town, and various kinds of salt water fish are to be had. Eight vessels of this town, with 50 hands, are engaged in the salmon fishery of the Kennebec from April to July.

*Momauguin*, the sachem of this place and of Quinnipiac, sold the land to the whites 17 days after that of New Haven, to escape, as he said, the *heavy taxes* laid upon them by the Mohawks, and by the Pequods, a tribe near New London.

The *taxes*, if any in those days as stated, paid by one tribe in subjection to another, must have been paid in the strings of wampum or shell money of those days.

The white fish, a species of herring, so fat and full of bones that they cannot be eaten, are used as manure, and spread upon the ground as they are caught in seines in vast quantities. Ten thousand to an acre is a rich dressing; no manure fertilizes like this, although it is foetid and disagreeable if not ploughed in forthwith.

*Guilford* is nine miles from Branford, and is compactly built, but has a public open square in the centre, on which are an Episcopal and Presbyterian church and four school-houses, and is spoiled by a burying-ground. There are 150 houses, a Congregational and an Episcopal church, and a Town-House. Marks of antiquity, repose, and even decay are but too visible; but there is one gratifying exception, and that is a rarity in this country—we mean the old *stone house*, probably the oldest now standing in the United States, erected by the company that first settled here in 1640. The leader, the Rev. Henry Whitfield, was a minister of the church of England, but a non-conformist, and to please him the stone

was brought on hand-barrows from a ledge some distance off; the cement used in the walls is harder than the stone itself, that has been plastered for its preservation. Mr. Whitfield grew home-sick and returned to England in nine years with several others. It was used as a fort and place of refuge from the savages. The *first marriage* that took place in the town was in this edifice, and the *supper* provided was *pork and peas*. This venerable remnant of the olden time, to their credit be it said, is now occupied and in good repair; long may it remain unaltered and religiously preserved, and it will eventually be a fortune to its lucky owner. The manners of the people are more primitive and pure than in many other places.

*Sachem's Head*, three and a half miles south-west, is a wild and picturesque spot, and is furnished with a good hotel and ample accommodations near where the steam-boat lands its freight and passengers, and in the warm and sultry months of summer no place can be more attractive for the enjoyment of pure air, fishing, and sea bathing, and a lively society such as collect here. There is another establishment a mile and a half from the Congregational Church; both are accessible to steam-boats in short trips from New-York, and the towns along shore, at moderate charges.

The *Great Plains* are passed in going to the harbor, that, it must be truly said, is shallow and encumbered with rocks; but that of *Sachem's Head*, two miles west, is excellent, though small, land-locked on all sides but the south-west, the entrance narrow and well known to coasters. *Uncas*, the sachem, in one of his battles with the Pequods near by, cut off the head of a chieftain and stuck it in the crotch of a tree, a large oak near the harbor, where the skull remained for many years—hence the aptness of the name, *Sachem's Head*—none could be more appropriate.

The vicinity of Guilford affords several fine views. White fish are, as manure, laid in furrows and covered with the plough, or singly on hills of maize or corn, and covered with the hoe, or formed in compost heaps and spread as usual. A single net has taken in a day a quarter of a million of these fish! they are sold for a dollar a thousand, and have a durable effect on the soil that has enriched the farmers on these shores.

*Madison*, formerly East Guilford, is five miles from Guilford, and has a Congregational Church and *Lee's Academy*,

founded by Captain Frederick Lee, that commanded the Revenue Cutter off New London and the east end of Long Island Sound. The houses are on one street, a short distance from, and parallel with, the sea coast.

Quarries for paving-stones are worked near the shore, and ship-building is carried on, and charcoal made, and corn, rye, and potatoes exported. The white fishery begins about the 1st of June, and is lucrative to those employed, and to this much of agricultural prosperity is to be attributed.

*Killingworth*, or Kenilworth, four miles from Madison, 38 south-east of Hartford, 25 from New Haven, 27 from New London, is a neat town of 150 houses, situated on a fine slope, with a gradual descent to the Sound. The street is a mile and a half long and six rods wide, and on its borders the houses are principally arranged with good effect. The Indian name was *Hammonassit*, and every way preferable to its present erroneous cognomen of *Killingworth*. As a strong instance of the beneficial influence of white fish manure in this town, a Mr. Dibbles from five and a half acres of land had 244 bushels of rye, or 45 to the acre. What do you think of that? beat it who can.

Indian River crosses the street about midway, and gives a healthful aspect, and it is in summer a pleasant residence. The Indians long abounded and lingered here as late as 1740.

The south and south-west part is a level soil of loam, sand, and gravel, very productive. On the border of the Sound is a salt marsh of 1,000 acres.

The harbor is a mile off from the street, is safe from winds, and has good anchorage, but a bar of only seven and a half feet water. There are three ship-yards on Indian River, a small stream that enters the harbor; five vessels are built yearly on an average.

Rev. *Jared Elliott*, D. D. an eminent scholar, divine, and physician, and son of John Elliott, of Roxbury, Mass. the "Apostle to the Indians," resided in this town, in the old house opposite the church. In history, natural philosophy, botany, and mineralogy, he excelled; he died in 1763, aged 78.

*Westbrook*, a point of Saybrook, bordering on Kenilworth, is the next township, and is a collection of farms and of sober, industrious inhabitants in comfortable circumstances.

*Saybrook* is bounded on the east by Connecticut River, on the south by the Sound. The hills here terminate one and a

quarter miles from the Sound, and leave a plain on which the town is built. The *point* that was early designated as the site of a town or city about two centuries since, is bleak and naked, and is a peninsula circular in form and united to the main by a narrow neck, overflowed at times by the tide, and was secured from Indian attacks by a pallisade or stockade from the river to the cove. The soil is light and sandy, and 20 feet above tide on the highest spot.

The first building erected for Yale College, when first established, was of one story and 80 feet long, and stood half way from the picket line and the eastern point, and the cellar may yet be traced; 15 commencements were there held, and 60 young men graduated and became clergymen in pursuance of the original design of this college to raise up young men for the ministry; and in conformity to this, *articles* or a confession of faith were drawn up by the clergy in 1708, and known as the *Saybrook Platform*, or public standard. In 1718 the college was removed to New Haven.

In 1632 Lords Say, and Brook, and Seal, and other rich men that were restless and disgusted with the mismanagement of civil and religious matters in England in the days of Charles I. procured a patent under the great seal of all that territory "West from Narragansett River 120 miles on the sea-coast, and thence in latitude and breadth to the South Sea." In 1639 Colonel Fenwick, one of the patentees or owners, arrived to superintend the company's affairs, and remained until 1644, when he sold out his patent to the Connecticut colony, and returned to England, not being satisfied or pleased with the soil or the climate, and the hardships of this country, and having lost his wife, whose monument yet exists 30 rods south-west of the point or site of the old fort. This fort was long garrisoned with care, as commanding the great river of the country, and had two cannon mounted that sufficed to deter the Dutch from their attack in 1635, and was of use in the war with the Pequot Indians to keep them in awe and to protect the inhabitants. In 1675, Major Andross, on the 8th of July, came with several armed sloops to demand a surrender of the charter and this military post to the Duke of York, but Captain Bull, of Hartford, with a military company was on the spot in time, and not to be bullied so easily out of such rights.

About two centuries ago, the land on the point was laid out with care for a mile around, when Hampden, and Crom

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well, and the great men and lofty spirits of that age thought of emigration to this remote spot to escape tyranny and persecution. The principal street is facing the Sound, and is one mile in extent, with some neat and elegant houses, and others that have a more time-worn antiquated appearance. The river steam-boats call at the landing on their way from Hartford to New-York daily.

### **Route up the River to Hartford, 45 miles.**

The Connecticut River is one mile wide between Saybrook and Lyme. *Lynde's Point*, at the mouth of the river on the west shore, is a most valuable property, nearly environed by the waters of the Sound and the river, and only requiring a fence at the neck to prevent cattle straying. The soil is rich from the drift, sea-weed, and fish secured upon its shores; and its surface is pleasing.

The next landing-places for steam-boats ascending Connecticut River, are *Essex*, or *Pettipaug*, 7 miles; East Haddam, 13; Haddam, Higgenam, Middle Haddam, 2; Middletown, 9; Upper Houses, 2; Stepney, or Wethersfield, on the west, and Glastenbury on the east, 4; Hartford, 8.

The steam-boats from New-York generally pass up this route in the night; those from Hartford to New-York in the day time; the usual fare two dollars. The shores, for a few miles near the mouth, are varied in character, from low to hilly and rocky, with here and there islands and meadows, subject to overflow, as near *Essex*, the first landing on the west,—a cluster of houses, a church, &c. on an elevation. This place was attacked, and some damage done by the enemy, in the destruction of shipping, during the war of 1813.

On the 9th of October, 1832, at this landing, the steam-boat *New England*, a new boat with copper boilers, exploded, and above 20 lives were lost.

In stretching across a wide reach of the river to the east side, we approach close upon its borders; and also near a rock that an Indian, a son of the Mohegan chief Uncas, leaped from into the stream to escape pursuit.

At the landing-place at East Haddam is a house belonging to the Champions, that is most curiously nestled among the steep rocks. The *Moodus noises*, a subterranean sound or

shaking, are yet heard or felt at intervals in this vicinity. We next pass in review the landing-places of *Haddam*, *Higgenum*, and *Middle Haddam*, the former being on a slope, backed by a range of hills; the foreground diversified by orchards and cultivation. The latter place is of a similar character, but of more romantic features as we approach the sudden turn to the west, where the river breaks through the mountains at the *Narrows*, and unfolds a new scene, a distant view of *Middletown*, one of the *pleasantest cities* on the river, 31 miles from Saybrook, 15 from Hartford, 25 from New Haven; with a population of over 3,500; seven churches, two Congregational, one Episcopal, one Baptist, one Methodist, one Universalist, one African. The *Wesleyan (Methodist) University* occupies a prominent position, and is seen to advantage as we approach. It has a president and four professors, a valuable library, cabinet of minerals, apparatus, &c. and 152 students. In this city there are manufactories of cloths, cotton goods, combs, axes, tin ware, swords, pistols, powder, paper, mathematical instruments, machinery, &c. There are a court-house, jail, alms-house, custom-house, two banks.

The extensive *quarries of free-stone* are seen on the east shore, in the remote hills of *Haddam*, *Chatham*, &c. The environs of this place are delightful; the heights back, four miles west, are 800 feet, the intervals rich and well cultivated. To *Laurel Grove* and the *Falls* in *Middlesex* is a pleasant ride: also three miles north to the *Upper Houses*, and at this commanding eminence, and at *Stepney*, are beheld a part of those fertile meadows and rich lands that line the banks of the Connecticut for 300 miles. For *Hartford* and environs, see page 214.

### Route to the East resumed.

*Lyne* is built on a single street, half a mile back from and parallel with the river, and is 15 miles from New London and 38 from New Haven, 40 from Hartford and 117 from New-York. Like the opposite town, *Saybrook*, it occupies a plain of a mile that is fertile and agreeable, but the nearest hills are rude and rocky, and as the road crosses these ridges in our course to the east, it is rough and unpleasant, and the soil is scant. There are one cotton and two woolen factories, and one church with a spire. The *Lyne hills* extend north into

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Massachusetts, and form a dividing line between the waters of the Connecticut on the west, and Thames on the east. The salt marshes and meadows are extensive and productive.

There was formerly a reserve of land for the Nahantic Indians, of 400 acres, and a difference arose between the towns of Lyme and New London as to the quantity to be allotted to each town, or as to a line of division, and it was agreed to leave it to the wager of battle, to be decided by two champions from each town. Pickets and Latimer from New London, and Griswold and Ely from Lyme. They met and fought with their fists, till victory was awarded to the latter, and Lyme took quiet possession, and has held it to this time. Matthew Griswold and Roger Griswold, Governors of Connecticut in 1784 and 1811, were born in Lyme.

*Nahantic Bay* is an arm of the sea, and has a bridge that was the first in the State authorized to collect toll—before that it was a rope ferry, and considered troublesome and dangerous.

*Waterford* is three miles from Lyme, and has two woolen factories, and a granite quarry, at which many workmen are employed. There are three Baptist Churches, one of them being of the seventh-day order, observing the Jewish Sabbath, Saturday, instead of Sunday.

*New London* is admirably situated about three miles north of the Sound, on the rocky extremity of a peninsula on the west bank of the river Thames, or Quinebaug, on one of the best harbors in the United States, with ample depth of water, and seldom frozen. It has considerable coasting and foreign trade with the West Indies.

The city has two Congregational, one Episcopal, one Baptist, and one Methodist places of worship; three banks, two insurance offices, and a population of 4,500. The whaling and fishing business is extensively pursued, employing a capital of a million of dollars, and 30 to 40 ships, and a thousand men and boys, and is a capital nursery for seamen.

The Fort Trumbull on the west, and Fort Griswold on the east side of the river, composes its defence; the latter is going to decay. In 1646 the settlement of this town began by the English—among them was John Winthrop, Esq. Governor.

The Indian name of Nameaug, or Towawog, is lost or merged in its present misnomer. *Pequot*, the name of the fierce aborigines that formerly occupied this tract of country, that were so barbarously extirpated at a blow, as mentioned

in page 290, should, in justice to a brave and warlike race, have been preserved in the name of the place as a memorial.

There is a capital view of the city and the vicinity to be obtained from the high ground in the rear of the capacious harbor and waters of the Sound, and the distant shores of Long Island, that appear to great advantage, enlivened by the steam-boats and coasting craft. Daily communication is held with the city of New-York.

A rail-road has recently been formed northward, up the valley of the Quinnaboug to Norwich and the rich manufacturing towns, uniting with the Boston rail-road at Worcester, Massachusetts, 70 miles.

It is a half-shire town for this county, and has the county buildings, but the private residences generally have not much to boast of; the recent ones are more elegant. The city, besides rising like a phoenix from its own ashes, as it has done since the war of the Revolution, is now being built from its own granite that is the basis of the city, and forms the best material that can be desired. It is 53 miles east of New Haven, 42 south-east of Hartford, 13 south of Norwich, and 133 north-east of New-York. Latitude  $41^{\circ} 0' 25''$  N.

The city was assaulted by the enemy under the traitor Arnold, in 1781, who burnt all the stores, and the most valuable part of the town, and some shipping, but the rest were saved by being moved up the river a few miles. The enemy staid but a few hours, and then made a hasty evacuation of the ill-fated town.

*Fort Griswold*, at Groton, was gallantly defended for a time by 200 militia-men, hastily drawn up, under Col. Ledyard, but was carried at the point of the sword, and the colonel and 85 men basely murdered after they had ceased to resist. When the battle and carnage had ended, the enemy collected the wounded and dying Americans and threw them into a wagon and sent it rolling full speed down the long steep hill, firing at it at the same time out of fiendish malice and love of cruelty. 65 dwelling houses, the abodes of 97 families, 31 stores, 18 shops, 20 barns, and nine public and other buildings, the jail, court-house, and church, in all 143, were destroyed.

The monumental pillar on the apex of Groton Hill, that commemorates this bloody affair, is 130 feet above tide-water, and the shaft 127 feet high; the pedestal is 20 feet high and 23 feet square; the obelisk 92 feet high, 22 feet square at the

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base, and 11 at the summit, and is ascended by 165 stone steps inserted in the outer wall, and rising in a circular form, the inner ends by an iron rail and banister. The cost, \$11,000, was raised by lottery, and the erection effected in 1830—a suitable inscription on a marble tablet is placed over the entrance. Every person visiting New London should ascend the monument to the top to enjoy the superb panorama exhibited from the dizzy height.

*Sassacus*, the sachem of the Pequot tribe, had his royal residence on a commanding hill south-east of Fort Griswold, that was their principal fort; another was to the north-west near Mystic River. The *Pequot Hill*, about eight miles north-east from New London, where the first decided battle took place between the English and the aborigines of New England, will be ever memorable.

*Porter's Rocks*, on the shore of Mystic River, are half a mile south of Eldridge's house, and the same distance from the village at the head of Mystic River, where Capt. Mason and his companions in arms lay the night before attacking the Pequot fort, that was two miles to the south-west. The savages were completely surprised, their fort entered, wigwams burnt, and the terror that the name of *Sassacus* and his Pequots had excited, was set at rest by 77 brave devoted men, that fought for posterity, as after the battle the Indians did not give trouble for 40 years. *Sassacus*, *Mononotto*, and their chief counsellors and warriors burnt their remaining fort, and abandoned the land of their ancestors.

From Fort Hill, near Mr. Burrows' house, where the Indians so long held undisputed sway, is a panoramic view that embraces 15 towns, four counties, three States, 20 islands, part of the city of New London, Stonington, Fort Griswold, the lofty monument, seven light-houses, with rivers, bays, &c. Thither resorted the women and children, and non-combatants from the surrounding country, and beheld the appalling sight of the burning of New London, and the destruction of their fathers, brothers, and neighbors.

*Portersville* and *Lower Mystic* are both on the river, the former on the east, and the latter on the west side of Mystic River or inlet, and connected by a toll-bridge a mile below the head of the bay, and two miles from its mouth, and seven east of New London. The river is the boundary line between Groton and Stonington. The two villages contain 150 dwelling houses, 10 stores, two taverns, and a neat church in Por-

tersville, open to all denominations. Vessels of 400 tons can get to the bridge; several whale ships and coasting vessels are owned here, as are many of the wreckers that cruise along the Keys and coast of Florida and the Bahamas, and the fishing smacks that fish off the coast for the Spaniards in Cuba, having the monopoly of that trade for Havana, and this employs 300 men and boys. Ship-building is also here carried on.

*Stonington* occupies a narrow rocky point of land, half a mile long and a quarter broad, and is a semi-ellipsis that from the centre declines every way with a graceful arched slope to the shore, but is inconveniently annoyed by a superabundance of rocks. There are 150 dwelling-houses and stores, 1,300 inhabitants, a Congregational and a Baptist Church, two academies, one bank. Sealing and whaling voyages have been fitted out here, and resulted favorably. The wharves are built of stone, and a breakwater has been made at the expense of the United States, that cost \$50,000. The *Wodawannuck House* is the best hotel.

It is 12 miles east of New London, and 45 south-west from Providence, 145 miles north-east of New-York, from whence the fastest steam-boats can make the passage in 10 to 12 hours, and the rail road trains to Boston in four to five hours. The cost of the rail-road was \$40,000 per mile. The travel on this route is very great, and when the Long Island rail-road is completed, and a ferry established from Stonington for 20 miles across the Sound to Greenport, on the north prong of the eastern extremity of Long Island, much of the travel will be attracted that way. *Fisher's Island*, *Plumb Island*, &c. at the eastern part of Long Island Sound, act as breakwaters from the heavy swells and storms of the Atlantic, that at times render the outside passage round Point Judith insecure.

The marine situation and other causes have tended to affiliate the people to a sea-faring life, and Stonington is famous for having produced enterprising and capital seamen.

The attack and bombardment that this town sustained in 1814, on the 9th August, from a British squadron under Hardy, has given this place a celebrity and popularity, from the brave and successful defence made by the inhabitants and local militia, that it would otherwise not have attained. That a 74 gun-ship, and a 38 gun-frigate, and 22 gun-brig should waste their powder and cannon balls in attacking unawares a

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place so exposed and feebly armed for defence as was this quiet village, appears at this time as rather derogatory to the fame of the attacking force, under such a disparity of physical strength; but happily, the citizens finding the danger imminent, and aided by a hasty call on all capable of fighting, rallied and prepared for a desperate struggle that was to be encountered. Only one hour was allowed to remove the aged and the young, and all non-combatants and such valuable effects as could be secreted or carried off. The attack commenced at 8 o'clock in the evening by a discharge of shells, rockets, and carcasses, that lasted till midnight, and in the meantime the cannonading and the brilliant display of fireworks had alarmed the country for miles around, and the militia poured in to share in the glory of the defence, and after the first panic had subsided, order and confidence began to prevail, and all idea of the landing of the enemy was given up, as the country was aroused, and no fears of a descent after the boats had once been repelled. Few lives were lost on our own part—some trifling damage was sustained by the shot that came on shore.

*Paucatuck River* divides the State of Connecticut from Rhode Island, and at the bridge is a small village in Rhode Island of 50 houses, and in five miles is *Westerly*, and a bank of small capital of \$100,000. The inhabitants are supported by their maritime pursuits; the agriculture is trifling in amount, and grows of less importance as we approach the rocky and sterile shores of the east. Excellent fisheries and fish abound on the river, that in the bay at the mouth of Paucatuck are found in as much perfection as in any part of New England, on this rocky, iron-bound coast, so favorable for lobsters, black-fish, eels, bass, &c. Oysters and clams are in abundance, and, in the season, shad, and all the delicacies of the ocean, tempt and gratify those fond of fishing as an amusement. The land being hilly and stony or sandy, yields but a scanty supply of food, but the deficiency is supplied as above-mentioned.

Many large ponds abound, as Babcock's, Canaguotoag, and Pawwauget, and Charlestown Pond, near Point Judith, all being inlets from the Atlantic Ocean. On the north side of the road, as we proceed through *Westerly* and *Charlestown*, are large ponds or lakes of fresh water, as *Chapman's*, *Fairfield*, *Watchoag*, *Warden's*, and others, yielding fish and aquatic birds, and ample amusement to sportsmen.

The lands in Charlestown are better, and have easy slopes and plains, that are more smooth, fertile, and agreeable to the eye—the inlets on the coast are divided and protected from the ocean by a narrow beach of sand and rocks; on the north side of the road the hills present a face either rocky or sandy, and forbidding, until at *South Kingston* a change occurs for the better in the agricultural aspect of the country; the road turning to the north, proceeding a few miles, then to the east, and across a river and a hill of a fine slope, we are on the *Canonicut Ferry*, an inlet from the sea, part of *Narragansett Bay*.

The tribe of *Narragansett Indians* was formidable for their bravery and their numbers, that at one time was estimated at 20,000, and their warriors at 4,000; their country included the most of the present State of *Rhode Island*, the best fishing grounds, and every desirable requisite to sustain a dense Indian population.

In the war of 1675 between the English and the Indians under the influence of Philip, the *Narragansetts*, out of fear, took a neutral position; but the English settlers, doubting their sincerity, and mistrusting them as friends, determined to be before them in anticipating their hostilities, and resolved on their destruction in November, and raised troops—*Massachusetts* 527, *Connecticut* 315, *Plymouth* 158, and 150 Indians of the *Mohegans* and *Pequods*, the rivals and foes of the *Narragansetts*.

The combined forces being assembled on the 18th of December, the next night was cold and stormy; snow fell deep, and there was no shelter, yet early on the 19th they advanced against the savages that were concentrated in what is yet called *Indian Swamp*, between *Watchoag* and *Cockanhoag Ponds* and *Charles River*, a branch of the *Pawcatuck* joining the ocean at *Watch Hill*, the swamp being four miles north of the traveled road before described between *Westerly* and *Charlestown*. On an island of five acres, in the midst of this dismal swamp, that they had enclosed with palisades and brush, the brave Indians, 2,000 choice warriors, lay in security, and had a thousand muskets, with powder and ball, besides bows and arrows, and had collected all their strength, and their women and children, and stock of provisions.

Guided by a traitor Indian, the little army advanced to the assault, and reached the fort while the Indians were at dinner at mid-day, in deep security, not expecting in the least this

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sudden outbreak of English vengeance and deadly hate. The entrance was only by a log, over a ditch; the palisade was surrounded by a thick hedge of bushes and branches of trees, and as the alarm had been given by a party that was in the swamp, and had been driven in, the approach was guarded, and they tried another, where some trees impeded them, and a block-house in front frowned upon them, and mowed down very fast those desperate heroes that dashed forward; but the Indians drove back the assailants with a slaughter that told tremendously, and would have terminated the conflict in their favor, but the Connecticut troops moving round, and having, while the battle was raging in front of the block-house, effected an entrance, unseen by the Indians, through the palisades, poured in with deadly aim a murderous fire, and the exclamation from an officer, "they run!" gave fresh courage to the English, and after a short struggle they forced the Indians into the open field, where the battle lasted two hours, but the Indians fled, and their fort and wigwams were fired and destroyed. Eight of the captains, and 210 of the privates were killed; and of the aborigines, 1,000 were destroyed, and 600 taken prisoners, and 2,000 escaped and joined the hostiles under King Philip.

Canonicut Island, opposite Newport, is one mile broad and seven long, and is a handsomely formed spot, with a good soil, and affords many extensive views of oceanic grandeur.

The bay of Narragansett is 25 miles long and 15 broad, and is formed by the influx of the Taunton and Pawtucket Rivers, and contains Rhode, Canonicut, Prudence, Patience, Hog, Dutch, Gould, and Hope Islands, besides others of less size and importance. Block Island also is attached to this State; 200 square miles of water in the bay, and 90 square miles of islands, 1,300 in the State—total, 1,600 square miles.

The harbor is deep, and every way preferable to any other in the United States as a naval rendezvous and depôt, and of ample size, and is strongly fortified by new works erected by Col. Jos. G. Totten, of U. S. Engineers. It is never frozen, and is accessible in all winds from any point of the compass, and has the best anchorage, &c. The British and French fleets alternately held the mastery of it for several years of the American war, and gave it up reluctantly.

In fact, the French government, in 1780, made propositions to Congress to have *Newport*, or that island on which it stands, ceded to them in perpetuity, also the jewel of a har-

bor was modestly included; but the Americans were wide awake to its importance to them, and rejected the insidious proposal. What would be thought of a proposal of the United States to France, to cede Brest, Toulon, or Cherbourg!!!

The primitive name of the island was *Aquetneo* when purchased of the Indians in 1637, by Wm. Coddington and 17 others, who took possession in 1639. Roger Williams and his friends settled at Providence about the same period.

The settlers were all of English descent, and the inhabitants have ever continued to preserve the appearance of health and fairness of complexion characteristic of that race. This has doubtless been aided by the native purity of air, and the exposure to the sea breeze, that partially make it warmer in winter and cooler in summer than the interior of the eastern States generally, and have given a very distinct impression of its being a healthy and desirable summer residence.

*Newport* is in north latitude  $41^{\circ} 30'$ , near the south part of the island, and lies north and south on a gradual ascent east from the water, that presents the town amphitheatrically on a hill sloping to the west, with an indentation in the shape of a cove in the line of coast, having an island in its front that land-locks and secures the harbor in the most effectual manner. The streets generally are rather narrow, but are paved; the principal street is a mile long, and of ample width. There are not many expensive private residences, or much exhibition of wealth, the trade of the city having diminished, and been transferred to Providence. From 1800 to 1806 were years of prosperity in trade, and since that it has been on the wane, and exhibits a sad contrast to the bustle and prosperity of a thriving city like that of Providence or New Bedford.

Of churches, there are four of the Baptist, two Presbyterian, and one each of the Episcopal and Moravian sects, a meeting-house for Friends, and a synagogue for Jews; a court-house, jail, an academy, and a remarkably good public library—population 8,000.

The soil on the narrow border of the bay and ocean is good. Ascending the hill in rear of the city, and pursuing the roads and by-paths, the surface of the island is seen to be of a shape and elevation to gratify the eye, and there are many commanding positions overlooking the city and harbor, and as far as the eye can extend to the south-west; and on the other hand, by a change of position to the south-east, is a

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boundless expanse of the pure ocean, dashing its surges against the jagged, rocky shore, and shining in the mid-day sun.

In wandering over the island, we see flourishing orchards of the choice admired varieties of apples, pears, &c. and gardens with an abundance of esculent vegetables. There is more stone than wood used in fencing, the former growth of forest trees having been cut down and used by the enemy in the revolution.

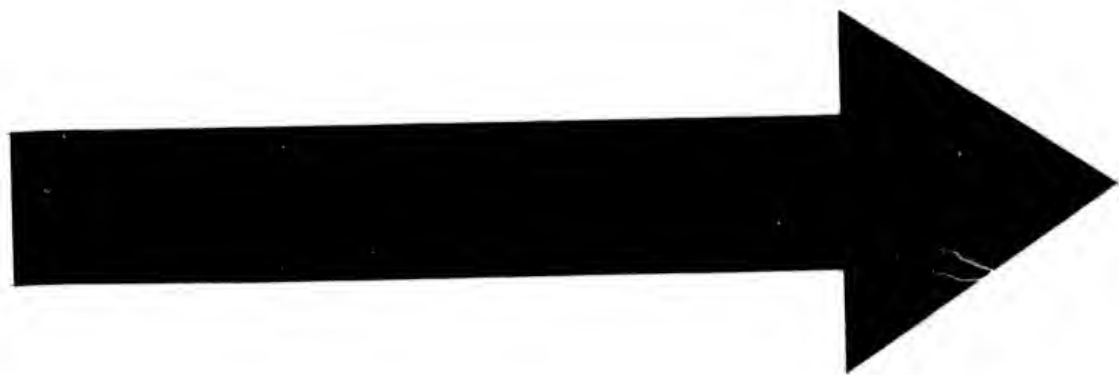
The remains of intrenchments then thrown up are still to be seen scattered around; but the ruins of an old mill, or circular tower of stone, roofless, with arches of entrance supporting the structure, supposed to be two centuries old, is a venerable remnant of the olden time, and has been sketched by artists and introduced in legends; and near it and the summit of the hill is one of the finest panoramic views.

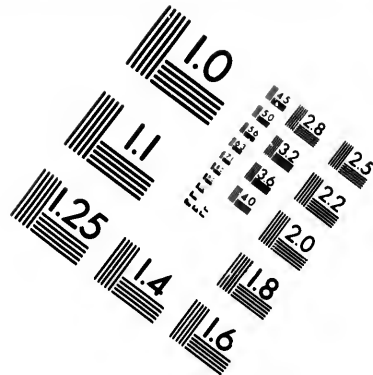
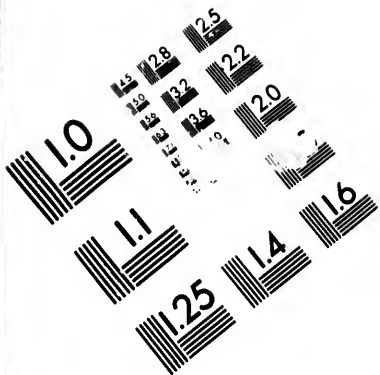
The modern fortifications on *Brenton's Point*, on the east or right side, near the mouth of the harbor, yield ample protection, and are case-mated and bomb-proof, and filled with heavy metaled guns near the water's edge.

The market is superior and much extolled for its variety and ample supply of fish, including 112 kinds, that are drawn from the neighboring ocean in superfluity.

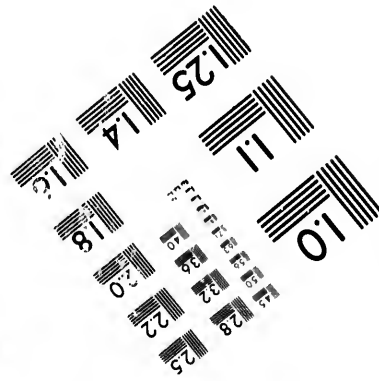
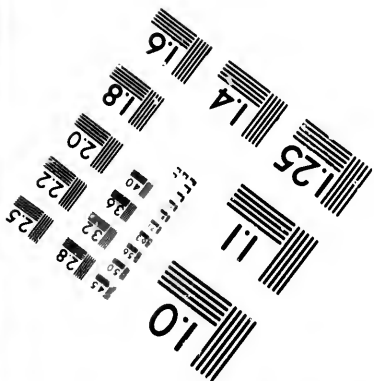
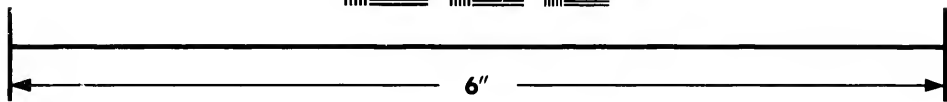
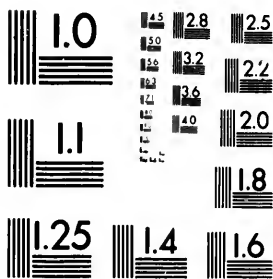
It is five miles from the sea by channel, and two miles overland towards *Purgatory Point*, a range of extraordinary cliffs of puddingstone, 40 feet high, with cavernous or yawning apertures in which is a chasm six feet wide and 150 feet long, and of indefinite depth below the water, with its sides rugged, perpendicular, and from the ceaseless dashing of the sea in a heavy swell, resounding, reverberating in its dark recesses, issue unearthly sounds and moans that are aptly and poetically named. Sea bathing, fishing, sailing, and riding fill up the time to the amusement of strangers and visitors that in summer fill all the hotels and boarding-houses.

The basis of the island is primitive rock, also the islands and shores of the bay; there are no lofty mountains in the State. *Mount Hope*, the reputed abode of *Philip*, the chief sachem, is a hill of only moderate height in the vicinity of Bristol, 15 miles northerly from Newport, on *Mount Hope Bay*, below the entrance of *Taunton River*. *Monthaup*, or *Mantaup*, was the Indian name—the height of the same being about 239 feet, and from it, in a clear day, may be seen every town in the State from Providence to Newport, the





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fertile island of Pappasquart, and verdant and luxuriant fields far and near, and the winding shores and mazes of the bay, form a coup d'œil of remarkable beauty.

The wigwam of Philip was near the brow of the hill, by De Wolf's summer-house, and when Church's men came unexpectedly upon him, he evaded them by alertly rushing out and rolling like a log down the steep precipice without breaking his bones, and with the activity of a tiger ran along shore north-east, and entered a dense swamp, but now firm land, and was ferreted out and shot by one of his own copper-colored foes. *Philip's Throne* is a natural excavation in the quartz rock five or six feet from the ground, near a small grass plat, and a fine and never-failing spring of water, where he used to sit in regal style, his warriors forming a semi-circle before him, and issue his mandates and denunciations against the whites.

Before the revolution Newport was the fourth commercial town in the colony. It suffered severely during the war, and was for a long time in the hands of the enemy.

About 1720, the learned and celebrated *Bishop Berkley*, then Dean of Derry, in Ireland, resigned his office and emigrated to America, intending to establish a college for the benefit of the colonies and the promotion of classical learning, having been promised £20,000 for aiding this object, through the British prime minister, Sir Robert Walpole. Bishop Berkley's arrival caused some sensation, and was duly noticed in the papers of the day. His first step was to purchase a landed estate of about 100 acres, three miles from Newport, to mature his object and confer with influential men, but a tedious delay and disappointment in the receipt of the expected funds thwarted his liberal intentions, and after a residence of three years he gave up and returned to England, and became Bishop of Cloyne, and died while on a visit to Oxford University; bequeathing his property in Rhode Island to Yale College, to endow a professorship of the learned languages, or to give triennial premiums for scholars that resided in the college for three years after graduation, and excelled in classic lore. Such a residence as belonged to this generous donor should not be unvisited by the learned, the patriotic American, as a tribute to worth, and to inhale the atmosphere that surrounds the spot, and tread beneath the shades once graced by such a distinguished scholar and philanthropist.

VERSES ON THE PROSPECT OF PLANTING ARTS AND LEARNING  
IN AMERICA. BY BISHOP BERKLEY.

THE muse disgusted at an age and clime  
Barr'd of every glorious theme,  
In distant lands now waits a better time,  
Producing subjects worthy fame:

In happy climes, where, from the genial sun  
And virgin earth, such scenes ensue,  
The force of art by nature seems outdone,  
And fancied beauties by the true.

In happy climes, the seat of innocence,  
Where nature guides and virtue rules;  
Where men shall not impose for truth and sense,  
The poudantry of courts and schools.

There shall he sing another golden age,  
The site of empire and of arts,  
The good and great inspiring epic rage,  
The wisest heads and noblest hearts.

Not such as Europe breeds in her decay;  
Such as she bred when fresh and young,  
When heavenly flame did animate her clay,  
By future poets shall be sung.

Westward the course of empire takes its way:  
The four first acts already past,  
A fifth shall close the drama with the day—  
Time's noblest offspring is the last.

The Sound steam-boats that ply daily between Providence and New-York, land and receive passengers each trip, and give the resident here constant communication in 10 to 15 hours with New-York and Philadelphia, and in four or five hours with Boston, by the rail-road from Providence.

Leaving Newport we direct our course north, winding among the archipelago of islands in the Nanhagansett Bay, for 15 miles, passing in review before several small towns, such as *East Greenwich* on the south-west prong of *Greenwich Bay*, and *Apponaug*, or *Nassauket*, on the north-west, and *Warwick* on the north-east of the same bay, all on the west shore; and *Bristol*, near Mount Hope; and five miles farther north, *Warren*, on Warren or Palmer's River, on the east shore; and then turning more to the north-west, enter Providence Bay, and passing Pawtucket River, in five miles up at the head of the bay, just before arriving at the

city, the *Pawtucket River*, alias *Sekonk*, or *Blackstone River*, that rises in the centre of Worcester County, Massachusetts, and accompanies the Blackstone Canal nearly to its termination in the city limits. The occurrence of three several rivers of nearly the same name, and all beginning with *Paw*, and all in the same State within a few miles, is puzzling to a stranger, and must be explained and remembered. *Pawcatuck* is the river that divides Connecticut and Rhode Island. *Pawtuxet River* enters into Providence Bay from the west, and branches in the counties of Kent and Providence, near the centre of the State. A small town of the same name is near the mouth. *Pawtucket*, or *Blackstone River*, comes in on the south-east side of Providence, and has two bridges spanning it, the India and Central bridges.

*Providence* ranks next to Boston, and is the second city in New England for population (20,000,) wealth, and manufacturing industry, that is attracted around it by water power and other facilities. It is at the head of the Providence River, and of tide, 35 miles from the Atlantic Ocean, and is a pleasant, well-built, and thriving, active place, with much coasting and foreign trade; ships of large size can reach the wharves, and 2,500 tons of shipping are here owned. The new railroads to Boston and Stonington meet here. Here are *twelve churches* of a style and good taste quite commendable; an *arcade*, or bazaar, of granite of a light color, with a colonnade strikingly fine in proportion; *three colleges* on the hill overlooking the city, and belonging to Brown University, under Baptist influence. There are two bridges over to *Sekonk* on the east, and another; 11 banks, and a host of manufactories, the main-spring of its prosperity and enterprise. The education of youth is well attended to in its schools and academies. The town is built on both sides of the river, and is united by a beautiful bridge 90 feet wide, spanning the river. The usual public edifices, a market, court-house, and jail, are neat and well built. Religious toleration and liberality in religion is here fully understood and enjoyed. Of the sects, four are Baptists, three Congregationalists, one each of Episcopal, Friends, Methodist, Universalist, and Africans. Many of the private residences are unique, elegant, and finely placed, and have extensive views of the city and country.

*Boston and Providence Rail-road*—The capital paid in is \$1,782,000. The receipts the past year were,

For passengers,	\$196,974
For merchandise,	64,148
Mail, \$2,250, rents \$1,741,	3,991
<b>Total,</b>	<b>\$265,113</b>

Dividends for one year, \$136,312.

The *Rhode Island Rail-road Company* extends to *Pawtucket*, or the Massachusetts line, four miles from Providence.

A branch rail-road extends from the Boston and Providence Rail-road to Taunton, 15 miles to the east.

The rail-road cars start at regular hours, and not on the arrival of the boats, as formerly. Fare to Boston \$2, Stonington the same—distance 40 miles.

Leaving Providence from the depôt at *Sekonk*, for Boston, by the new rail-road route of 40 miles, or by a good turnpike nearly parallel with it, we arrive in four miles at *Pawtucket*, at and below the beautiful falls in the river, north-east from Providence. Here a grand sight bursts upon the traveler as he crosses the bridge or viaduct, and beholds the entire body of the large *Pawtucket* or *Blackstone* River, of considerable width (200 feet) and volume, tumbling over the rocks in a variety of foaming, heaving chutes, with a descent here of 30, and in all of 50 feet, that gives immense water power for the variety of manufactories that are here established, viz. 12 cotton factories, with 35,000 spindles and 1,000 looms, five machine shops, and four iron works, &c., the whole employing 2,000 operatives. The river that passes down through, or past, two bridges as before stated, is navigable for large vessels to this village—population 3,000. The *Pawtucket* Bank has a capital of \$100,000. 36 miles south from Boston, 16 west from Taunton, 38 south-east from Worcester. In this town the first cotton factory established in the United States commenced.

*Attleborough* is the next town, and has a branch of the *Pawtucket* and other streams, with fine water-power, eight cotton mills, with 13,000 spindles and 356 looms, employing 420 operatives; also a metal button factory, 75 men, and manufactories of jewelry, glass buttons, straw hats, and shuttles. There is a small village round the church, and there are in the township two Presbyterian and two Baptist congregations.



The Rev. Habijah Weld, pastor of the first church here, from 1727 to 1782—55 years, deserves mention, as a most distinguished example of the purity, zeal, and exactness of the genuine descendants of the puritans of the old school. Mr. Weld's salary was but \$220 a year, and the use of a parsonage lot; with this and a farm of 70 acres, he was enabled to support his family of 15 children, and educate them better than usual, to entertain much company very hospitably, and aid those requiring. His fixed rules were, breakfast at six, dinner at 12, and supper at six—all precise to the minute—no visits made or permitted after that hour. The rigid observance of these arrangements by his children, laborers, and servants with cheerfulness and submission, was the secret of the prosperity and pleasantness of the family. His hired people, no matter how busy the season, or of urgent importance, even if crops were in the open field and threatened by rain, were, according to the custom of our forefathers, dismissed so early on Saturday afternoon as to allow them to reach home before sunset, the beginning of his and the New England Sabbath. Cattle all fed, cows milked, and the family assembled, and spent the evening in reading and prayer until nine o'clock; when they all retired, and on the Sabbath naught but acts of strict necessity and mercy were permitted until sunset.

During his long life he was never once detained from the pulpit by disease, nor from any other of his pastoral duties. His sermons were written, and exactly delivered; but he could extemporize occasionally, but never compromised with error. Not a riot, or dissipation, or violation of order among his parishioners escaped his rebuke in public; and if any one slept during divine service, a sharp and pungent reproof followed. His parochial visits were punctual, to comfort, console, rebuke, or alarm; and stubbornness and impiety quailed at his solemn and severe lessons. Neither by conversation or in public did he allow vice, licentiousness, idleness, intemperance, or profaneness to escape censure; and his own example of virtue caused in others the greatest veneration and complete irreproachability in his character. His manners were dignified and polite, and his family courteous and well-bred, and harmony and good will ever existed. He was below the middle stature, corpulent, of a vigorous constitution and energetic mind; and in his zeal and fidelity in his duties, no one since the apostolic days exceeded Mr.

W. He died of apoplexy, in his 82d year, and so were his secular affairs arranged, that the settlement of his estate cost less than five dollars; and at the time of his death only one of his congregation was living of those who assisted in his settlement. Industry, exactness, economy, and regularity were the true causes of his prosperity, and ability to sustain his large family.

In *Foxborough* and *Wrentham*, Franklin, Medway, and Medfield, large quantities of cotton and straw are used and made into bonnets in the factories. On several streams in *Wrentham*, issuing from a large pond, are five cotton mills and factories of woolen cloth and thread. Anthracite coal has been found in the vicinity, and in *Mansfield*, contiguous, on the south-east. The *Mansfield Coal Company* have sunk a shaft to the depth of 34 feet, from which a drift is worked horizontally, a short distance into a bed of anthracite coal, about 10 feet thick—of carbon, 96 parts; aluminous iron, &c. four; the rail-road from Boston to Providence is within 80 rods. *Sharon* and *Walpole* have the head waters of the *Neponsett River*, and in the latter are a paper and six cotton mills, two woolen factories, and a large one for hoes, and also a furnace—great quantities of straw are also made up—limestone is here found. The *Mashapan Pond* is in *Sharon*.

*Canton*, 15 miles south of Boston, is also on the *Neponsett*, has several large ponds, a manufactory of bells of superior metal and sound, a steel furnace, two forges, two rolling mills, a turning mill, and a factory of sheet lead; also three cotton mills, a woolen factory, making 600,000 yards of cloth annually, three machine shops, and factories of satinnet, thread, wick, yarn, cutlery, and farming utensils; it has good water power, and is easily approached by rail-road. The viaduct or bridge here cost \$80,000, and is of massive hewn granite, 600 feet long, 63 feet above the foundation, on six arches, with a succession of arches at the top, and is an admirable piece of workmanship.

*Cohasset*, on the sea coast of the Massachusetts Bay, is noted for its rocky coast and numerous shipwrecks; it is 16 miles south-east of Boston by water, and 30 by land; has about 100 sail of merchant, coasting, and fishing vessels, and a large tide-water power. Salt is made here. This is a great resort for citizens and strangers in summer, to escape the sultriness of the metropolis, enjoy the sea view, pure and exhilarating air, and the pleasures of fashionable society.

The heavy swell and surf that impinges with great noise and violence on this exposed and dangerous coast, during a long north-east storm, is one of the grandest sights in nature, and equal to Niagara.

*Milton*, on the Neponsett, seven miles south of Boston and six east of Dedham, is near the head of tide; and *Blue Hill*, about four miles east, 710 feet above the sea, is a noted landmark for sailors, and there is a main and land view most extensive and glorious to behold from its prominent and elevated summit; paper mills and cotton factories are at the stream near its base.

A branch from the main rail-road leads two miles west to *Dedham*, a town pleasantly situated on Charles River, as here called, or the Neponsett, 10 miles south-west of Boston. It is the chief town in Norfolk County, and has a court house of hewn granite, three cotton and one worsted factories, a paper mill; lead pipes and pumps are made.

The celebrated orator, Fisher Ames, was born here in 1758, and died in 1808. Dedham Bank, capital \$150,000—population, 3,117.

*Quincy* is eight miles south of Boston, and 10 east of Dedham, or Quincy, or Braintree Bay, and noted as the birth-place of two distinguished Presidents of the United States, *John Adams*, and his son, *John Quincy Adams*, who now resides here, and is the representative in Congress from that county.

The celebrated granite of this region is quarried to a great amount, and taken by a rail-road down to the Neponsett; this was the first rail-road made in the United States. Boots, shoes, and salt are here made. The good schools and pleasant site induce many families to reside here.

*Dorchester* can boast of erecting the first water mill in this county in 1633; it has now a great variety of manufactures, and the soil and face of the country is such as to please and attract the horticulturist, and farmer, and the wealthy citizen. Dorchester and Milton Bank, capital \$100,000; population, 4,000.

*Roxbury*, three miles from Boston, is separated by the celebrated narrow neck or strip of land from the city, and was fortified during the revolutionary war by lines thrown up across the isthmus, and defended by the enemy. The country is rocky and uneven, and by the exercise of good taste and expenditure of money and skill, a residence here is very

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attractive, and it abounds in pleasure grounds and neat mansions—numerous omnibusses ply constantly, to the delight of thousands.

The environs of *Jamaica Pond*, in this town, are very attractive and delightful, and every stranger should make a pilgrimage around its vicinity. The late defunct Norfolk Bank was here, that had a capital of \$200,000. The People's Bank has a capital of \$100,000. In 1827 the first hourly coach from Boston to this place was established, now others run to Charlestown, Cambridge, Dorchester, and other places, to say nothing of rail-roads, and the public convenience is greatly promoted. The rail-road enters Boston, and lands the traveler at the depôt, near the Mall, or common.

Taunton, 20 miles east-north-east of Providence, is a beautiful place, and the shire town of the county, at the head of sloop navigation on the Taunton River, 32 miles south of Boston, and 32 north of Newport; it has much water-power, eight cotton factories, one calico printing factory, a large forge, and factories for nails, brads, wire, hoop iron, sheet zinc, &c. and coach and carriage makers; 30 coasting vessels. A rail-road is made to unite with one from Providence to Boston. Here are three banks—the Taunton, capital \$250,000, the Bristol County, capital \$100,000, and the Cohannet, capital \$100,000; also two Insurance Companies, and a number of moral and religious institutions—population of the township, 6,000. The town is built on the west side of the river, and has two lively-looking verdant greens or squares, the Presbyterian Church being on one, and the court house on the other. The landing is at a village one and a half mile down the river; a great deal of iron is used up here, and the first shovels in the old colonial times were made here by Samuel Leonard.

The bog iron, or ore, that grows in the numerous small lakes in Plymouth County, in Pembroke, Kingston, Halifax, Plymton, and especially on the Assawampsit, and Long Pond in Middleborough, that is raked from the bottom, has given the impetus to the iron trade. One of the first rolling and slitting mills in New England was in this county in 1750.

In Bridgewater, and a few miles north-east towards Scituate, and on a line extending from Taunton towards Rochester and Buzzards Bay, begins the vast body of sand that, pervading the south-east of Massachusetts, forms the peninsula of Cape Cod.

*Raynham*, on Taunton River, is three miles east of Taunton. A number of large ponds exist in this township, producing a good water power, and to which vast quantities of herring resort. On the side of one of these ponds Philip had a hunting house. The venerable house of the "*Leonards*," erected in 1650, an old gothic building, is now standing and owned by the seventh generation; their ancestors were eminent in the iron business, and also for their remarkable longevity, for of 44 males, 30 of them lived to be 74, and between 80 and 90 years, and the rest to be aged; and of 25 females, two to be near 100; three above 80; nine above 75; five near 70; eight were aged. The love of good order that prevails here is proverbial, and it has been said that "among them was never found a tory, a friend to paper money, or an insurgent.

The road from Newport to Boston by land is up the island to Tiverton ferry, thence through Troy or Fall River, and across it to Somerset, and up to Dighton and Taunton.

*Fall River*, so named from being on the Falls of the outlet of the *Wattuppa Ponds*, is an important manufacturing town at the junction of the stream with Taunton River, and near Mount Hope Bay. One of these ponds is 11 miles long and one mile wide; they are produced by deep, never-ending springs, and are two miles east of the settlement; the descent of this river is 136 feet in a regular volume of water, not liable to excess or diminution, and adequate to heavy manufacturing operations. Here are nine cotton factories, 31,000 spindles, 1,100 looms; two printing establishments of 5,000,000 yards of calico yearly; one satinet factory of 250,000 yards the year; one rolling and slitting mill of 700 tons of nails, one iron foundery, two machine shops, 1,768 operatives—paid for labor, \$316,175; the cost of stock and materials manufactured is \$1,122,583 annually. Fall River Bank, capital \$200,000. The harbor is safe, and of easy access, and deep enough for the largest ships that are fitted out here as whalers; a marine rail-way or dry dock exists here. The population in 1834, 5,500. There is granite here equal to any in the Eastern States; a rail-road is to be made to Sekonk, 13 miles, to intersect the one from Providence to Boston.

The *Pocasset Hotel*, built in 1833, is a splendid building, and no house in the country has better accommodations. A regular steam-boat line exists from this to Providence, 28 miles

by water, by which this place can readily be visited by the curious stranger from New-York or elsewhere, and proceed south-east to New Bedford, or north-east to Taunton, or west to Bristol and Mount Hope, and Philip's throne and spring. (See page 336.)

Dighton, a port of entry on the west side of Taunton River, has three cotton factories, a furnace and other iron works, and is noted for the marks or hieroglyphics that remain on a rock as when noticed by the first settlers 200 years since, and supposed to be Danish or Indian.

In proceeding east from Newport to New Bedford, we pass in succession *Westport*, on the Acoakaet, and *Dartmouth*, on the Accushnot River, (two small streams and inlets near the mouth of Buzzards Bay,) both of them owning a few whalers and coasters, and having mills, factories, and iron works; and in six miles arrive at

*New Bedford*, an important place of business, a port of entry on the west side of the Acushnot, a small stream that falls into an estuary of Buzzards Bay. The town is on a hill that faces towards the harbor on the east, and appears to good advantage from *Fairhaven* on the opposite side of the bay or harbor, with which it has communication by a bridge of three quarters of a mile long, besides the abutments, islands, and a bar that extends 200 feet more in a circuitous manner. The water in the channel is more than 30 feet deep. The entrance is narrow, the anchorage is good, the harbor capacious and safe. The whaling business is carried on from this town on a large scale, employing, at this time, 150 ships and brigs, amounting to 70,000 or 80,000 tons. There are 10 oil and candle manufactories, besides much oil and spermaceti sold in a crude state. The population has increased from 700 in 1790, to 13,354 in 1839; much attention is bestowed on education by its excellent academy, and 16 public and many private schools of great excellence. There are four banks, with a capital of \$1,300,000, and an insurance capital of \$400,000. It is 214 miles north-east by east from New-York, 52 south of Boston, 52 north-west of Nantucket, 30 by land north-east of Newport. The streets are too narrow for comfort. Three churches for Presbyterians, three Friends' meeting-houses.

Fairhaven was so named from the beauty of its situation. Mr. Rotch, of Nantucket, was the first settler in New Bedford, in 1764, and bought the land of a Mr. Russel, hence (as

the Duke of Bedford was a Russel) this name of New Bedford, by the whim of the proprietor, was selected and determined. In 1778 this place was burnt, on 3d of September, by 4,000 British troops under Gray, and property to the amount of \$323,266 destroyed.

### Cape Cod.

*Sandwich* is a township that extends from Cape Cod Bay across the peninsula for five miles to Buzzards Bay, and contains streams that have water-power for a cotton, a woollen, and a nail factory, a furnace, and three carding machines. The *glass factory* is the largest and best in the United States, has 225 workmen, and makes glass to the value of \$300,000 yearly. The yards and buildings cover six acres. Two glass houses, one of 10 and one of eight pots, are in operation, and a cutting shop, a cooper's and blacksmith's shop, to make packages for the ware, and there are others for all the purposes required; two vessels also to bring and take the materials used and exported. A rail-road and a canal extend from the wharf to the factory. Of raw materials used annually, are 600 tons of sand from Mauric River, New Jersey, 700,000 pounds red lead, 450,000 of pearlash, 70,000 of saltpetre. There is consumed 1,100 cords pine and 700 of oak wood; 100,000 bushels of coal from Pictou, Sydney, and Virginia; 66 tons hay and straw are used in packing. Order and economy in the use of materials and labor is strict—no loss—a use for all; the fire for the steam engine is made from the chips and refuse coal; the heat is conveyed in iron pipes, under pans filled with sea water, and thus evaporates water and makes 10 bushels of salt a day; all the ashes is bleached and the lye boiled down to potash, thus saving what others lose or throw away. The glass made here is equal, in the clearness and beauty of shape, to the best in Europe. There are 60 houses for the workmen and their families, 1,000 in number.

The large and various ponds afford fine fishing and fowling, and deer are to be had by shooting; and this, and its neighbor Barnstable, for rural sports are celebrated. The harbor is good. There are 18 sail of coasters, fishing vessels, &c. A ship canal, if made over the level route, a mere step from Buzzards Bay to Massachusetts Bay, for sea vessels to pass

through; will save 200 to 300 miles of the most dangerous coast navigation on the coast of the United States, around Nantucket shoals and Cape Cod.

*Barnstable*, at Sandy Neck, on the north side, has a good bay and harbor for vessels of eight feet draft; and *Hyannis*, on the south side, six miles distant, is also good, but the breakwater now being made, will render it safe from all winds. In 1779 the manufacture of salt began here—it then sold for \$6 a bushel; 2,200 hogsheads of salt are made in a year by solar evaporation. This town has 50 coasting vessels, many ponds and extensive salt marshes—population, 4,000—65 miles from Boston, 30 from Plymouth.

*Brewster*, 16 miles east-by-north of Barnstable, and six north of Chatham, has eight fishing and coasting vessels, makes 400 hogsheads of salt, and 300 barrels of Glauber and Epsom. From three ponds, covering 1,000 acres, is a stream of water, on which is a cotton, carding, and other small mills, machine shops, &c.

*Chatham*, on the south side or elbow of the cape, has a good harbor at Pleasant Bay, and 50 sail of coasting and fishing vessels—makes 2,300 hogsheads of salt.

*Dennis*, eight miles east of Barnstable, has 7,000 tons of shipping in the fishing and coasting trade. Bass River and pond gives a small water-power; 60,000 bushels of salt, 500 barrels of Epsom are made yearly. *Scargo Hill* is the highest in the county—extensive salt meadows.

*Falmouth*, or the Vineyard Town, is a pleasant town, six miles north of Holmes' Hole, or Martha's Vineyard; has seven whale ships and 40 sail of coasters and fishers, and 40 ponds, and some water power, a woolen factory, two carding machines.

*Yarmouth* has 75 sail of fishers and coasters, makes 7,500 hogsheads of salt and 800 barrels of Glauber and Epsom. Bass River, the outlet of several ponds, gives a small water power. Barnstable Bank, \$150,000 capital; 72 miles south-east of Boston.

*Pleasant Bay* and Islands is just north of or below the elbow of Cape Cod; between that and *Chatham Beach*, a long narrow heap of sand, as is Cape Malabar, that juts out for 10 miles to the south-west towards Nantucket, forming, with the coast around, the elbow, a break-water for 20 or 30 miles, to receive the furious assaults of the surges and tides of the ocean.



Between Pleasant Bay on the south-east, and Wellfleet Bay on the north-west, or sheltered side of the cape, and on the ridge winding to the north-east, is the public road, leading through *Orleans to Eastham, Wellfleet, Truro, Provincetown, and Cape Cod and Harbor*; passing over the narrowest parts of the cape, and enjoying in the most perfect manner the wild coast view, the raging billows bursting in near proximity, and the deep, fine yellow sands, the sport of the whirling winds and gales, assuming the most fantastic, singular features, even productive of admiration, amusement, and comparison to the snow wreaths of winter, or hills, valleys, or plains; the hills rise to 200 feet, commanding a field of vision of land and water to the utmost extent; in form they are elegant, round, destitute of any richer verdure than the beach grass, or the whortleberry bushes, or small stunted oaks, yet they captivate the eye by the naked gracefulness of their rough, wild, pointed summits.

Cape Cod houses are of one story, with four rooms on the lower floor; shingled on the sides and roofs; the chimney in the middle, in rear of the front door, that has two windows at each side; there are also two larger and two smaller in the gable end; the general aspect is tidy; the appendages neat, denoting comfort; in some instances the houses are placed on wooden blocks; the cellars circular or cistern-formed, of bricks, to resist the inroad of the sand.

Much of the road from Yarmouth to Orleans is hilly or disagreeable, with a lean soil; the forests low, unthrifty, extending for three miles in Dennis, but admitting, at times, views of the bay, to engage the attention of the traveler.

On the entire salt-evaporating region of Barnstable County, from Sandwich to Provincetown, are 136 works, with an area surface of 1,213,138 square feet, yielding 40,438 bushels of salt, 181,969 pounds of Glauber; a trifling yield compared to the vast amount of the salt works in Syracuse, New-York. (See page 102.)

Harwich is on an easy declivity towards the south, overlooking a number of large and small lakes between it and Chatham.

Pocket Neck and Pocket Island, in Pleasant Bay, are in the township of Orleans, where 12 to 15 bushels of maize, and eight of rye, are an average crop. Old men and boys do the field work; the young and active middle-aged do the fishing; wood is scarce and dear, and peat is used also as

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fuel. The granite rocks are not seen beyond this vicinity on the cape.

From Orleans to Provincetown is 30 miles. On the road to Eastham, diverging from the road towards the bay on the west, is seen a large, frightful, sandy waste, where the surface of 1,000 acres has been *blown away* to the depth of 10 feet, the beach grass that formerly protected it having been destroyed by cattle; nothing can be more desolate, abandoned, or sterile than this idea of an African Nubian desert.

At Eastham is a perfect plain, with a view on the narrow peninsula, of the bay on the west, and the ocean to the east, both magnificent, and seemingly prepared to swallow up the narrow, intrusive, insignificant strip of land of only three miles in width; the sterile soil, large, common, unenclosed fields increase for six miles, succeeded by a dwarf forest of oaks and pines, that lasts to Wellfleet and Truro, at first over a high level surface, then, in a few miles, hills and valleys, with a tract of 200 acres of good land; snug houses, with fences and apple orchards, sheltered by a protecting grove of locust or cherry trees, occur occasionally in valleys environed by hills of a size to give the aid sought from the sea exposure.

*Truro* and *Wellfleet*, though on the westerly side of the peninsula near the harbors, are also in valleys, and enjoy a better soil, with more immunity from violent winds. The *Clay Pounds* are a vast body of clay or marl in the midst of the sand hills. *Pamet*, the Indian name of Truro, is on the *wrist* of Cape Cod; Provincetown is on the *thumb*; Wellfleet is a famous place for good oysters, also for *catching gulls* by torch light, and if common report is true, also for a prolific manufacture of twins and trios in the family way; it is 33 miles from Barnstable; Truro, 41. Truro makes 2,500 hogsheads of salt, and has 40 to 50 fishing vessels.

*Race Point* is at the northern extremity of Cape Cod, and Provincetown is three miles south, 52 south-east of Boston, 50 north-east of Barnstable, with a safe, deep, land-locked harbor, open to the south-east, and invaluable for the safety and refuge of coasters, as was first tested in 1620, by the *Mayflower*, with its sacred freight of the puritans and pilgrim fathers of New England. 6,000 tons of fishing and 400 of coasting vessels; a whaler or two are owned here; 5,000 hogsheads of salt are made in a year, employing in all, 1,000 men and boys. There is a sperm candle factory, also an

insurance capital of \$50,000; 45,000 quintals of cod and 17,000 barrels of mackerel have enriched this place in one season.

That fortunes have been made on this unpromising tract, by zeal, industry, or enterprise properly directed, numerous instances might be adduced; let one instance suffice, that of Doane, of Wellfleet, whose estate reached half a million.

For thrift, activity, or perseverance, the men of this peninsula are celebrated as navigators or commanders of merchant ships; the women for economy, management, and good housewifery.

From Sandwich, proceeding north-west to *Plymouth*, the settlements in the forest of yellow pines, are few, lonely, and sad; alternate prevalence of plain and hill; on the shore the scene is wild, even romantic.

*Sacrifice Rock* and *Clam Pudding Pond* should be inquired for, and visited by curious strangers, as memorable places; the former frequented by the aborigines in their religious ceremonies; the latter by the early colonists in their festivals or thanksgivings; the *rock* that received the feet of the pious, hardy pilgrims on their landing, will of course be eagerly sought out near the shore by every descendant of those venerable progenitors of a great and respectable portion of the American population. The *rock* is removed from its *original site* to the centre of the town, to be more prominent.

Plymouth has about 5,000 inhabitants, three Congregational, one Baptist church, a court house and jail; is compactly built, plain, and not expensive; the main street runs parallel with the shore on a side hill, irregular, broken by cross streets; the hill faces to the north-east, is one quarter of a mile wide, one and a half mile long; the pine plain is extensive, connected with those east.

The cemetery of the first settlers, the first house and well, are all to be seen with emotions of a peculiar character, from the chain of events and causes that have thence ensued. It is 35 miles south-east of Boston, with a spacious but not deep harbor, defended by Gurnet Point, projecting to the south from the Duxberry shore. There are numerous fishing and coasting vessels; tonnage, 18,000. A large pond, with its rapid outlet or descent, facilitates manufactories of cotton, iron, shovels, rolling, slitting, and oil mills, &c. The *Old Colony* and *Plymouth Banks* have each a capital of \$100,000. The reminiscences connected with its first settlement or

early history, with the last centurial commemoration here in 1820, have affixed upon it the strongest attention or attachments of the eastern people and their descendants.

The main road to Boston is through Kingston, Hanover, Weymouth, Quincy, Dorchester, Roxbury; a road more to the east from Kingston, passes through Duxbury, Marshfield, (the residence of Daniel Webster,) and over the North River, a deep, navigable stream, to Scituate, Cohasset; thence westerly to Hingham, Weymouth, Quincy, and Boston. This road taken in reversed order, from Boston to Plymouth, Sandwich, Barnstable, and the extreme cape, as described, or to Marshfield and Falmouth, on the east of Buzzards Bay, where are yet remaining a few descendants of native Indians on the coast and around the ponds; and pleasant island scenery may be reached with ease in a short time from Boston, or Taunton, or New Bedford.

In the town clerk's office of Plymouth are the earliest records; the original charter in its old box, &c.

PART SECOND.

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SOUTHERN ROUTES.

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**Route from New-York to Philadelphia, Baltimore, and the Virginia Springs, and through Georgia and Alabama to New Orleans.**

Two daily routes offer, first for \$3, by steam-boat of the Union Line, between the Battery and Morris-street, at six A. M. to Amboy, and thence by rail-road to Bordentown. Second for \$4, by rail-road, through Newark, Elizabethtown, New Brunswick, and Trenton, at eight A. M. and four P. M.

*By the first route* the steam-boats depart from the piers in the Hudson River near the Battery, at six o'clock in the morning in summer, and at seven in the fall and in the cold season; the other line leaves the foot of Liberty-street at eight o'clock.

A busy scene ensues immediately after leaving the dock in New-York, from the crowding of passengers to the office window to pay the fare, \$3, and to arrange for the seats in the rail cars; on this the comfort and pleasure much depend of a party of ladies or gentlemen, and this should, if possible, be attended to immediately, before or after starting, or even the day previous, at the office in Washington-street, as the hurry and press is at times on this occasion disagreeable.

The stranger that is proceeding across the bay and harbor of New-York towards the south and west, will have his attention engrossed and enchained by the admiration of the panorama that is presented as he rapidly advances towards the centre of the lake-like expanse of the open bay, and gazes at the admirable features of the marine portion of the picture, embracing a curve of more than twenty miles of shore bounding the amphitheatrical frame of the picture, with the aperture, called the Narrows, between Long Island

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and Staten Island, leading the eye towards the main avenue to the broad Atlantic Ocean and the highway of nations, enlivened, perhaps, at the time by ships of war at anchor or under sail, and the arrival or departure of the finely modeled merchant ship, all in gallant trim, or mayhap the still more novel and impressive sight of the new and stupendous ocean steamers that have united America and Europe into near proximity of social and commercial intercourse, and introduced a new and important epoch in the intercourse of distant nations with one another, that is destined to have a weighty and a mighty influence in war or in peace, in civilizing and in promoting the happiness of the human family.

The eye instinctively roams from the fast receding city, its tall spires and clustering taper masts of the shipping that skirt its wharves and shores, up to the broad and noble Hudson, that leads, past rocky dikes and lofty mountains, to the complete interior of a great State and nation, thus forming a stupendous, deep, natural canal of more than 150 miles long, and a mile to a half mile in width, that human art and skill could not have effected on such a grand and efficient scale.

The light-house on Robin's Reef is erected on the edge of the channel, on the western side, and rises from a ledge of dangerous rocks so near the usual course of steam-boats and ships that many accidents have occurred thereby, that will now be avoided.

*New Brighton* is next presented on the north-east point of the island before us, arrayed in all its attractions of architectural good taste and eligible position, that commands a capital view of the city and harbor of New-York, its islands, and sweeping and graceful shores.

The *Pavillion* hotel, and the *Sailors' Snug Harbor* a mile beyond, are the most imposing edifices that are presented on this shore. The *Sailors' Retreat*, the *Hospitals*, and splendid and spacious erections for Quarantine, are all on the eastern part of the island, and seen to more advantage by those proceeding to or arriving from sea.

The creative feeble efforts of man sink into insignificance when arrayed on shores, where the natural outline comprehends such massive and sublime features; nevertheless the islands in the harbor, and their crowning forts, castle, and ramparts for defence, together with the many graceful and imposing architectural erections of the few more recent years, that salute the eye of the passing stranger as he urges his

way through the narrow straits between Staten Island and New Jersey, the Kills, are certainly entitled to respectful notice, from the evident and rapid improvement of the taste of the owners of many of the beautiful temples, and palace-like, and pillared, and portico residences that adorn this arm of the sea on either shore, intermixed with the more unpretending yet comfortable abodes and residences of the less wealthy portion of the community.

The whole face of the island, called, by the first Dutch settlers, *Stadt*, or Staten Island, abounds with beauties and capabilities that are destined sooner or later to bring it before the public as a charming resort of the retired and wealthy citizens of the great metropolis adjacent; from the many commanding heights and elevations are the finest views towards the interior, and also of an illimitable expanse of ocean, said to be the finest coast views in the United States.

We soon draw near Amboy, the place of landing on the south shore of the Raritan River, that here unites with the great bay of that name, and by the transition from steaming by water to that of steaming by land, conveyance is effected in a miraculously short time, aided by crosses, pulleys, cranes, &c. to lift and arrange the huge masses of trunks or luggage, or, to use the popular American phrase, baggage.

Before arriving at the landing-place at South Amboy, 25 miles from New-York, the spacious bay and estuary of the Raritan expands towards the east, with a view of the Atlantic Ocean, and of the light-houses on Sandy Hook, and the highlands of New Jersey, and the shipping entering and departing. The route to New Brunswick, 20 miles west, leads up the Raritan River.

On arriving at South Amboy, the cars and locos will be found in readiness on the wharf; the ascent soon enters a line of deep cutting through the sand-hills, and continues in a barren and uninteresting region to Hubertsville, Hightstown, Spotswood, and Centreville, 36 miles to Bordentown, on the Delaware River.

Although uninviting in its aspect, yet this sterile region has important deposits of marl beneath its surface, which is beginning to be used, and is fast improving the lands in this part of New Jersey.

Dreary and dull, sandy and poor, is the characteristic of the face of the country in the part of New Jersey pervaded

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by the rail-road between South Amboy and Bordentown, on the Delaware, a distance of 36 miles, and occupying from an hour and a half to two hours, that if not enlivened by agreeable society and companionship, will pass heavily and wearily, from the tameness and monotony that prevails, and the utter want of excitement in the proximate objects, until, in reaching the vicinity of the Delaware River at Bordentown, the extensive grounds and mansion of an ex-king of Spain, of the Napoleon dynasty, forms an eager subject of attention to the curious traveler, and to all reflecting or well informed persons, a striking instance of the versatility and fluctuating nature of all temporal honors and enjoyments, from the throne of majesty to the simple republican, of retired, unobtrusive, quiet habits, such as Joseph Bonaparte is now said to be, by his friends and neighbors.

The further continuation of the passage onward to Philadelphia is usually effected in the pleasant season of spring and summer, or when the river is open, by steam-boat conveyance for the remaining distance of 30 miles; but the line of rail-road that is continued on the immediate bank of the Delaware, for the most part from Bordentown to Camden, opposite Philadelphia, always offers as a resource in that short period of the winter, when the ice in the Delaware presents an obstacle to the free or safe use of steam-boats.

The cars make a pause at the depôt on the banks of the Delaware, and a change of conveyance takes place usually to the steam-boat, down the river to Philadelphia, although the rail-road is continued on the east side of the river, 28 miles, to Camden. The change in the mode of getting on from Bordentown, for the remaining distance by water of 30 miles, will be grateful, and will, like the part just traveled on the rails, occupy about two hours and a half very agreeably, in passing down the beautiful River Delaware, and past the towns of Burlington and Bristol; at the latter place is the canal leading on the west side of the river to Easton, and up the Lehigh River to Mauch Chunk coal mines, 106 miles.

The *entire and direct rail-road route* that is now completed between *New-York and Philadelphia*, via Powles Hook, Newark, Elizabethtown, Rahway, (Woodbridge,) New Brunswick, (Kingston, Princeton,) Trenton, Bristol, and Frankford, pursuing very nearly the old established revolutionary stage route, avoiding all water or steam-boat transfer from the land, and vice versa, but, in four or five hours, quietly taking



up the traveler in one of the principal cities referred to, at either end of the rail-road, and setting him down and transplanting him in all possible ease and luxury at the opposite extremity, a distance of 94 miles, will undoubtedly be preferred by the majority of timid and careful travelers, to the more circuitous route of circumnavigating Staten Island, and passing over New Jersey and down the Delaware, though, it must be confessed, the difference in point of time between the two routes is by no means great, and, for the sake of novelty and variety, both will no doubt be frequented and receive a fair trial from the impartial traveler.

The first or six o'clock line of passengers from New-York will arrive at Philadelphia at three o'clock P. M. by the steam boat.

By the second route from New-York to Philadelphia, leading by rail-road through Newark, Elizabethtown, and New Brunswick, passage is taken at the office at the foot of Liberty-street, New-York, departing at eight A. M. and four P. M. (and for Newark and New Brunswick, at various hours in the day, as may always be ascertained,) and passing very nearly along the line of the old post-road, more in the interior of the State than the first route, and reaching Philadelphia at an early hour in the afternoon, fare, \$4.

The *New Jersey Rail-road*, incorporated in 1832, with a capital of \$750,000, extends from the Hudson River opposite Courtlandt-street, New-York, through Newark, Elizabethtown, Woodbridge, Rahway, New Brunswick, to Trenton, (and thence to Philadelphia by another charter.) Two and a half miles from Jersey City is the branch leading to the manufacturing town of *Paterson*, and the remarkable Falls of the Passaic.

After passing over the embankment soon after starting, the deep rock excavation on Bergen Ridge will be noticed, as having caused a great amount of labor and expense; and as belonging to the same range that, extending north, forms, for 20 miles, the imposing rampart on the west bank of the Hudson, called the Palisades. On passing through the deep rock-cut and emerging from the ridge, a striking view is presented of the low lands bordering the Hackensack River, and the city of *Newark*, with its clustered spires and houses, and a back ground of hills and mountains. After passing the meadows and the *Hackensack* and Passaic Rivers, on a viaduct, the road rounds to the south, and skirts along the city,

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with a branch leading up to the main street. The *Morris Canal*, (that extends through this State, and passing northward as far as Patterson, there winds around the ridge and assumes a south-westerly direction to its termination at the Delaware, opposite Easton in Pennsylvania,) here has its eastern descent into this city by an *inclined plane*, that raises and depresses boats by iron chains and rollers, over a slope, from the hill above to the level below, of 60 feet, and by locks into the Passaic River.

The canal winds northerly to Paterson 12 miles, thence westerly, across Morris County, for 30 miles, and receiving its feeder from the *Hopatung Lake*, 900 feet above tide, it descends, by the vale of the Musconetung to the south-west, for 60 miles, to *Easton* on the Delaware. It is 32 feet wide at top and 18 at bottom, and four deep; rise and fall 1,657 feet; has 24 locks of a rise or fall, total of 223 feet, and 23 inclined plains as above, in the aggregate of 1,334 feet; cost, about \$2,000,000. It has 200 bridges, 12 aqueducts, five dams, 30 culverts, four guard locks; began in 1825; finished in 1835.

The rail-road to Morristown, 32 miles, begins at the rail-road bridge, and pervades Centre and Broad-streets, and winds through the gorges and vales in Orange, Springfield, &c. and is a pleasant route—fare, \$1.

Newark has 70 or 80 flourishing manufacturing establishments of boots, shoes, carriages, jewelry, hats, leather in all branches, harness, &c. and plating in silver and brass, and an active population of 20,000 souls, 20 churches, and many hotels, &c. four banks, and insurance companies, and 2,500 houses, 150 stores, groceries, &c.; value of exports, \$8,000,000. It has ships in the whaling trade, and the Lehigh coal trade passes through it on the canal, and steam-boats and rail-road cars ply frequently to the city of New-York.

The passenger next arrives at *Elizabethtown* in six, Rahway in five, and New Brunswick in 12 miles; and those who have in times past been obliged to crawl along at a snail's pace on this thoroughfare, with the mud up to the axles of the stage, will now proceed on their way here, rejoicing at improved velocity on the iron tracks and iron wheels beneath them, as forming a very agreeable contrast with the former means of conveyance.

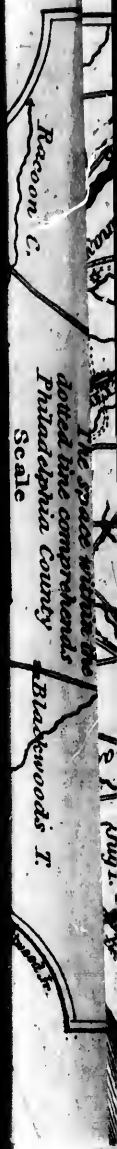
*New Brunswick* has 600 houses, 6,000 inhabitants, seven churches, two banks, 8 or 12 hotels, and over 100 stores, and

is situated at the head of steam-boat navigation on the Raritan River, and is also the seat of Rutgers' College and school, under the patronage of the Reformed Dutch Church; and here also commences the Delaware and Raritan Canal, that extends to Bordentown on the Delaware; it is 42 miles in length, has 14 locks, and 116 feet of lockage. Locks 110 feet long, 24 wide, and navigable for schooners and sloops, and has been very beneficial in its operation, and saves the exposure and risk of a circuitous coast navigation of several hundred miles, and, in connection with the Chesapeake and Delaware, and Dismal Swamp Canals, and Long Island Sound, and the Bay of Chesapeake, and River Delaware, forms a line of safe interior trade from Providence and Newport, Rhode Island, to Norfolk, Virginia, and to the waters of Albemarle and Pamlico Sounds, on the coast of North Carolina, within Cape Hatteras, excepting a short sea exposure round Point Judith. The water to supply this canal is taken from the River Delaware at Bull's Island, and is conducted for 23 miles on the east side of the river to the main canal at Trenton. The cost of the canal, feeder, &c. was about \$2,000,000.

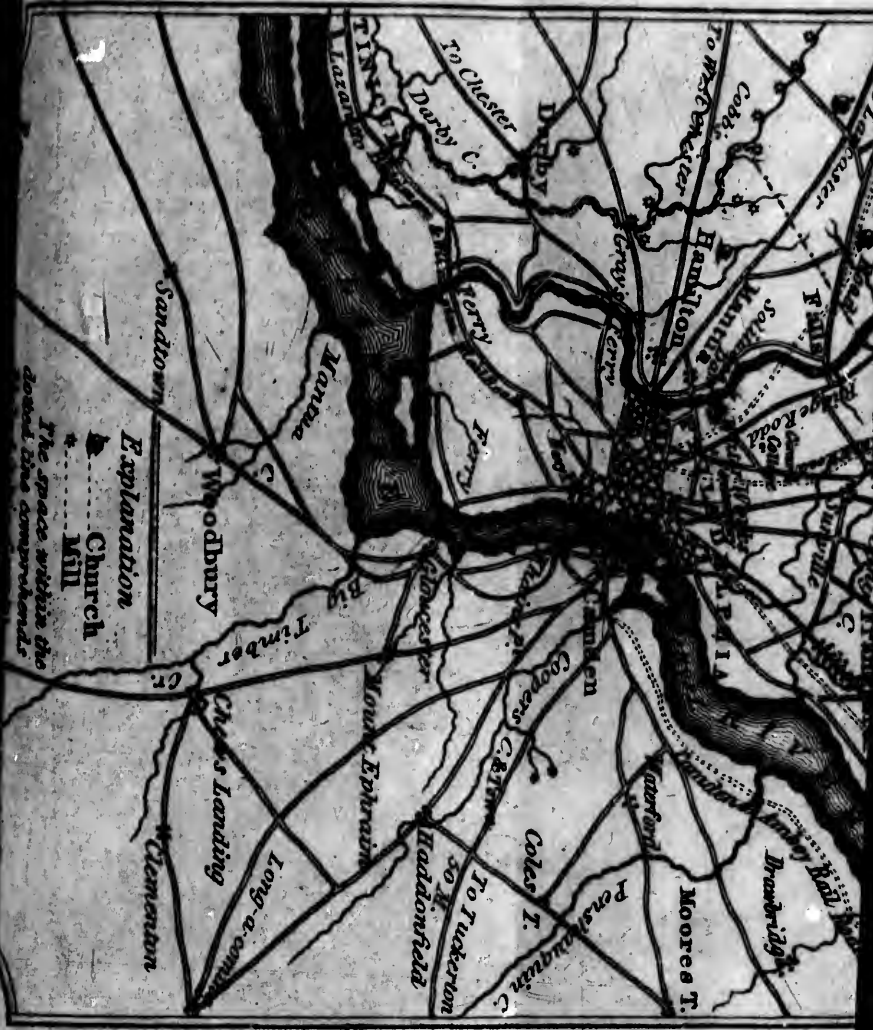
Princeton is the seat of a college, (Nassau Hall,) and of a Theological Seminary, both of great celebrity, and, from its elevation and healthy position, is much resorted to as a place of education. A battle was fought near Stony Brook in this vicinity, during the revolution, between the American forces under General Washington, and those of the British; another action, in 1776, was also fought at and near Trenton, in which General Washington was again the assailant, and succeeded in capturing several hundred men. The rail-road from Trenton southerly, begins at Morrisville, on the west side of the noble bridge over the Delaware, and passing through Tullytown, Bristol, and Frankford, near the banks of the river, forms a beautiful ride for 26 miles, along a most fertile portion of Pennsylvania, and enters the city of

### Philadelphia,

through the northern liberties. The most fashionable hotels are in Chestnut-street, between seventh and eighth, and in Third-street and adjacent. Sanderson's, in Fourth-street, is an airy, capital house. The Exchange is a chaste and ad-







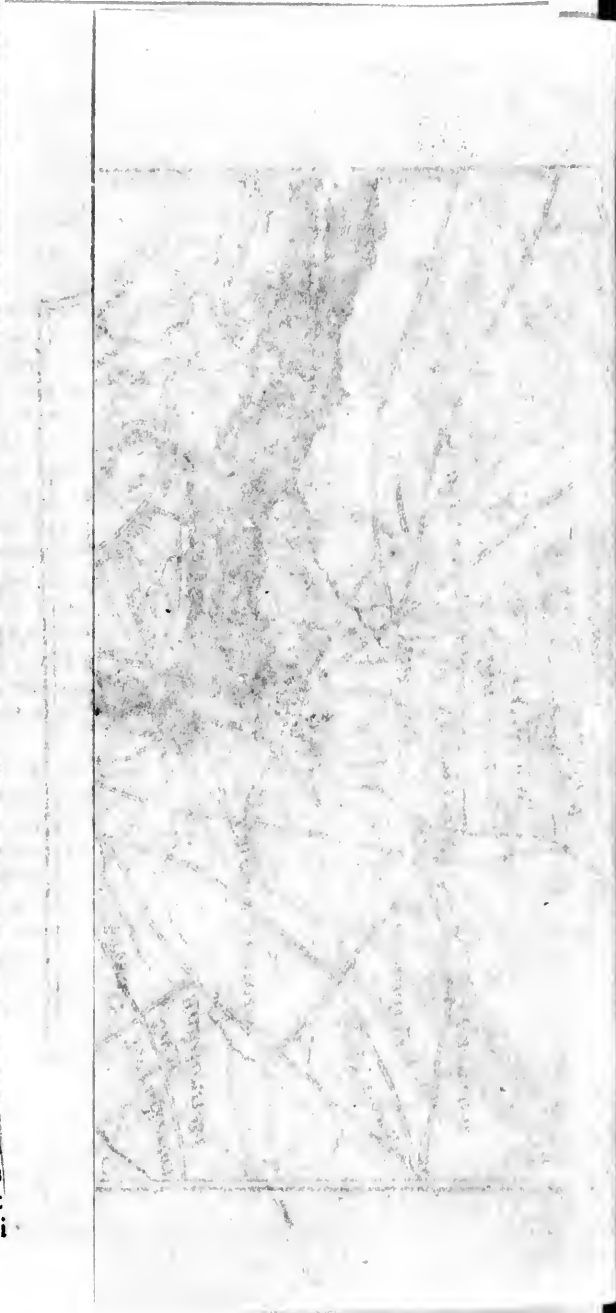
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mired edifice, and comprises the Post Office, a reading-room, to which strangers are freely admitted, and suit of offices for insurance companies, brokers, &c. the great room for the merchants is on the second floor, and facing Dock-street, and opposite is the elegant building of the Bank of Pennsylvania, also constructed of white marble. These, together with that exquisitely-modelled edifice, the United States Bank, and most of the public buildings in this city, are remarkable for a pure and chaste style of architecture, that also pervades the general appearance of the private dwellings, denoting neatness, comfort, and wealth.

*Sanderson's Hotel*, in Fourth-street, for extent of accommodation, salubrity of the situation, and the quiet arrangement and improvements made by Mr. Sanderson, in substituting speaking tubes to the regular domestics on each floor, in lieu of the noisy gongs and bells that in most large establishments of that nature are a great and unceasing annoyance to travelers, are in this entirely omitted, and the self-evident change for the better in this instance is at once seen and noticed, as the mouths of the trumpet-tubes proceeding from the desk of the clerk or overseer, are all under his instant control and hearing.

There are numerous other hotels in Chestnut-street, Third-street, and other parts of the city, of an inferior grade, that charge from two dollars down to a dollar and a half, or one dollar a day; but, on trial of the most noted house in the highest repute, fashion, and notoriety, we prefer decidedly the Merchants' Hotel of Mr. Sanderson, in Fourth-street, between Third and Arch; this is the most recent and deservedly popular establishment; his baggage-cart always awaits the arrival of the cars and boats, and takes charge, free of expense, of trunks destined for his hotel.

### Places to be visited.

The United States Mint, in Chestnut-street, where are coined the silver half dollars and gold half and quarter eagles of the United States, is highly interesting.

The Philadelphia Library, in Fifth-street, founded by Benjamin Franklin, contains 50,000 volumes, and is open to the public at one o'clock P. M. and free to strangers, to whom every polite attention is extended by the Librarian.



The *Athenum* is also an institution that does much honor to its founders and supporters, and here the savans and literary men of this literary and quiet city may usually be found, and like its prototype opposite, the noble library, it abounds with a copious supply of books of reference, periodicals, &c. that enables the stranger or man of business to lounge away a leisure hour or two in the most agreeable manner.

The *luxury of books*, enjoyed, as they may be here, at the fountain head, constitutes one of the highest and most delightful attractions of any place, and, together with the refined society of this metropolis, renders it a pleasant abode to enlightened strangers and men of science.

While lingering in this vicinity, it may be well to remind the stranger that he is in the midst of places rendered interesting to an American by historical associations. The *State House* near by contains the room in which the Congress promulgated the Declaration of Independence in 1776, and where their sessions were held for several years. The *square* in the rear, or south of the State House, is well laid out and adorned with forest trees, as are the other squares in different parts of the city.

The Pennsylvania Hospital is an excellent institution, founded by the venerable Penn, whose statue in bronze is in the court yard in front; the building in the rear contains the large and beautiful painting by West, of Christ healing the sick, and presented by him to this Hospital, as a memorial of his attachment to his native country and the city of his early residence.

Other charitable institutions also abound here, such as alms houses for the city poor, and asylums for the blind and deaf and dumb, for orphans and widows, and for the Friends. The first is a very extensive building on the Schuylkill River, near the permanent bridge and the United States Naval Hospital.

The *lectures* that are delivered at the medical schools by the most eminent professors, and at the *Franklin Institute*, deservedly attract hither a large number of students in the winter season.

The *Academy of Natural Sciences*, and the *American Philosophical Society*, established in this city, enrol among their members many distinguished men, and have both published several volumes of transactions.

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longing to the *Musical Fund Society*, a *Masonic Hall*, and the *Academy of Arts*, that contains some good paintings, statuary, cameos, &c. and several private galleries exist also in this city. The *Chinese Gallery* is of all others the most unique; rare, curious, and valuable.

There is also a *House of Refuge for Juvenile Delinquents*, and a splendid *State Penitentiary* a short distance from the northerly part of the city, on the plan peculiar to Pennsylvania, and matured by some of her amiable citizens, the principal feature being confinement in single cells, and exclusion from all knowledge of or association with other criminals during the term of their sentence.

The *United States Navy Yard* in *Southwark*, and the *Naval Hospital*, *Almshouse*, and *Arsenal*, on the *Schuylkill*, and the ingenious yet simple machinery by which this city is copiously supplied with water by the works at *Fair Mount*,\* are worthy of a ride to visit, and, together with the *Penitentiary* and the *Girard College*, with the *House of Refuge*, in *Francisville*, on the ridge road, and the *Deaf and Dumb Asylum* in *Broad*, near *Pine-street*, may all be comprised in the same excursion; and if it is extended to the viaduct over the *Schuylkill*, and the inclined plane at the *Columbia Railroad*, or a visit to *Germantown*, the remains of *Bartram's* and *Pratt's Gardens*, the unrivalled scenery of the *Schuylkill*, it will not leave any thing on the stranger's part to regret as unfinished in the environs.

In the city, *Peale's Museum*, in the arcade in *Chestnut-street*, the shot towers, the city markets, the scientific lectures, the book and map establishments, public schools, dispensaries, churches, *Friends' Meeting* in *Arch-street*, grave of *Franklin*, scientific institutions, libraries, post office, and exchange, the banks, and bridges over the *Schuylkill*, should all receive a timely visit.

The new hall of the *Academy of Natural Sciences* is a fire proof building, 45 feet front by 85 feet deep, containing an

\* The water-power acquired by a dam across the *Schuylkill* of seven feet in height, gives motion to wheels in the stone house adjoining, by which a heavy column of water is propelled up the hill, and supplies constantly six large reservoirs, of four millions of gallons each, on the summit, from whence iron pipes descend into, and branch under every street in the city. 40 miles of pipe are laid, and 8,000,000 of gallons can be supplied in a day. This is considered a chef d'œuvre of its kind.

ample saloon, with ranges of galleries; in the basement is a lecture-room capable of receiving 500 persons.

Mr. Maclure, the geologist, was the principal benefactor to this institution, having given \$20,000, besides an invaluable library, with many specimens in natural history.

There are 13 Episcopal, 16 Presbyterian, four Dutch Reformed, five Roman Catholic, five Baptist, 10 Methodist, and three Lutheran Churches; one Synagogue, one Unitarian and one Moravian church, and several others in the city and liberties, and in the suburbs.

Twelve principal hotels and numerous boarding houses.

*Philadelphia* ranks as the second city in the Union in population, and the first in regularity and beauty. The streets are laid out parallel with the two rivers from north to south, and crossed by others at right angles from east to west. Water-street is nearest to the river, and directly in rear of the stores that face the Delaware, then comes Front-street, extending three or four miles, parallel with the river; then Second, Third, Fourth, Fifth, Sixth, Seventh, Eighth, Ninth, Tenth, Eleventh, Twelfth, Thirteenth, then Broad-street, that, as being the central street between the Delaware and Schuylkill Rivers, is of uncommon width, and contains the rail-road leading to Wilmington and Baltimore, and to the Susquehannah River, 82 miles to Columbia, 100 to Harrisburgh, (see index,) and also to the Navy Yard in Southwark, and thence along Swanton-street to the public landing, to near Cedar or South-street, and a branch goes east down High-street, by the side of the market, extending eight squares in length, and at the bottom of which is the ferry across the Delaware to Camden, in New Jersey, and the rail-road leading to Amboy and New-York. The next street south of High, or Market-street, and running west to the Schuylkill, is Chestnut-street, at which landing the eastern and southern lines of steam-boats congregate; the next streets are Walnut, Spruce, Pine, and Cedar, all from river to river;—north of Market or High-street is Filbert; then Mulberry or Arch-street, Cherry-street, Sassafras or Race-streets; then Vine; then follows the jurisdiction of city called the *Northern Liberties*, containing Wood-street, Callow-hill-street; then Willow and James-streets, through which is a rail-road to the Lehigh coal dock, and connecting the rails leading to Trenton, through Front and Maiden-streets, and Frankfort road, and also through North Ninth-street, with

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the rails leading to *Germantown* and *Norristown*; thus intersecting the city in the most convenient manner with rail-road communication. Viewing the markets in High-street as the centre of the city, all the great streets leading from it to the north are therefore called North Front, North Second, and so on up to Thirteenth, and all the streets leading south from High-street are called South Front, South Second, and so on to Thirteenth. There are, besides the foregoing, a multitude of interior or second-rate streets, courts,\* lanes, alleys, &c.

Five noble public squares, viz. *Penn* in the centre, intersected by Broad and High-streets; *Franklin* to the north-east, and *Logan* to the north-west, between Vine and Race-streets; *Rittenhouse* to the south-west, and *Washington* to the south-east, between Walnut and Spruce-streets, and *Independence* in the rear of the State House, between Chestnut and Walnut-streets, and the open grounds around the Pennsylvania Hospital, and in other places, constitute very agreeable features in the general aspect of this city. A terrace, or promenade, on the banks of the Delaware, is only wanting to perfect the symmetrical plan; and this, it is hoped, will be realized eventually through the munificent bequest of Mr. Girard. The population of the city is about 220,000, comprised in a circle of seven miles, and with room for expansion; its inhabitants are wealthy, prosperous, and enterprising; peaceable in their habits, and attached to order and regularity in society, which renders it a desirable home to strangers, and a safe and permanent residence to those who are unwilling to behold their ancient domains violated by the ruthless and relentless hands of modern corporations.

A ride of half a day around the city of Philadelphia and its immediate vicinity, within five or 10 miles to the west and north, but more particularly to view the banks of the Schuylkill, its elegant bridges, viaducts, gardens, and promenades, depôts, and the lovely views of and from Fairmount Hill of the reservoir, the water-works, the simple, yet grand and efficient machinery and constructions, that are here brought to bear with such uncommon beauty and skill, to supply the wants of a great metropolis, for its needful supply of water for all the purposes of life, cannot be too much admired and appreciated.

\* In *Letitia Court* is, or was, a house inhabited by *William Penn*.

The large Penitentiary of Pennsylvania, with its gloomy and massive walls and castellated structures, arrest the attention, and require, and will repay the time consumed in the interior examination. The walls, that are 30 feet high, enclose 30 acres of ground.

The GIRARD COLLEGE, a short distance from the water-works of Fair Mount, and the last-mentioned building, offers a pleasing contrast both in the elegance and beauty of the various edifices, and the liberal and humane plan, objects, and endowment of the founder, that will perpetuate his name as one of the noblest benefactors of the human race.

Founded for the support and education of a large number of orphan boys, the various edifices are adapted for both dormitories, studying, and public rooms, and have the modern improvements in every department.

The entrance to the spacious grounds is on the east, from the Germantown road. The main building is of the purest style of Grecian architecture, and is of white marble from quarries in Stockbridge, Massachusetts.

The colonnade on the eastern front has pillars of most imposing dimensions, 72 feet in height, and eight feet in diameter, of the Corinthian order, with capitals of exquisite workmanship.

The *Laurel Hill Cemetery*, on a lofty promontory on the banks of the Schuylkill, promises to be one of the loveliest retreats and of public resorts to all strangers and travelers of taste. Passing a gateway of most imposing structure, is seen on entrance a group in free-stone of *Old Mortality* chiseling an inscription, with *Scott*, the imaginary creator of the fiction, leaning on a tomb, as an auxiliary. The tendency to associate the visits of the living to the resting-places of the departed "more with our pleasures than our duties," as here evinced, or at Mount Auburn near Boston, or Greenwood Cemetery, near Brooklyn and New-York, and the one near Baltimore, is most commendable.

This well-chosen spot is deeply shaded with aged forest trees; the views amid the undulations, or winding of the drive or pathway, through the shady, sombre glades or dells, are full of sweetness, stillness, or repose; the quiet, dark, mirror-surface of the river, with the drooping branches of the shrubbery and forest trailing in its hushed current, is all in keeping with the seclusion here sought.

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## Rail-Road from Philadelphia to Reading, and the Coal Mines in Schuylkill County.

This is a new and elegant route, with some original and uncommon features; the scenery of the Schuylkill, the tunnel, and the bridge, and the approach and entrance to Reading, are in the highest degree gratifying, and the accommodations for travelers are satisfactory. The extension of this road from Reading to Pottsville, 37 miles, completes the entire route of 96 miles to the *anthracite coal region* of Schuylkill County. From Reading to the Delaware is 59 miles.

The important items on this road are easy grades and long tunneling; the grades are 18 feet to the mile, as the highest down to 11 feet and one foot. The road for five miles from Reading, where it winds round the base of the *Never Sink Mountain*, is heavy and expensive, on a narrow ledge cut from the solid rock at the foot of a lofty hill.

The *Black Rock Tunnel*, the longest in the United States, cuts off a bend of the river three miles round. It is 1,932 feet long, cut through solid blue slate rock, 19 feet wide and 17 feet high. It was worked from the ends and from five vertical shafts, one of which was 140 feet from the surface of the ground to grade of tunnel; it cost \$150,000. It is one mile above Phoenixville.

On the same line with this tunnel, and immediately adjoining it, is a beautiful stone bridge across the Schuylkill, with four arches of 72 feet span and 16½ feet rise, each built of cut sand-stone.

At *Flat Rock*, one mile above Manyunk, is another tunnel of 960 feet long, through solid gneis rock: surface of road, 21 feet wide on embankments, and 25 feet in cuts, with side ditches in the latter, one and a half feet deep; its side slopes are one and a half base to one rise, on embankments; one to one in earth, and one third to one in rock cuts. In the wood work of bridges, Irvin's lattice for spans over 40 feet—and for less, the king and queensport truss, and simple joist forms—the lattice bridges of white pine, the others of white oak timber.

*Culverts* of stone, with semi-circular arches of six to 50 feet span. The trail is laid on white oak sills or sleepers, three feet one and a half inches apart from centre to centre; rail three and a quarter inches high; its upper surface two and a

quarter inches, and lower three and a quarter inches wide, with a stem  $\frac{3}{4}$  inch thick; it is rolled in lengths of 18 feet nine inches, and weighs 45 pounds per linear yard. The sill is seven feet long, and seven by eight inches square, laid on its flat side.

The joints of the rails fit into a cast-iron chair, shaped to receive exactly the whole of the under surface, and one side of the end of each rail, that is furnished with a bolt-hole through which, and one in the chair, a screw-bolt passes, nutted on the inside, with a true and level joint, and securing the ends of the rails firmly to the chair. Between the ends, the rail is fastened to the sills by a bill-headed half pound spike, that clamps the rail down to a quarter of an inch notch cut in the sill, no intermediate chairs being used as with most other solid rails. Under every sill, except in rock cuts, a trench eight feet long is dug and filled to the depth of 14 inches with broken stone, well rammed in three separate layers.

This is one of the best constructed rail-ways in the United States, and therefore is more minutely described.

When the unevenness of the country through which the road passes, and the sudden bends of the River Schuylkill are considered, its curves are light; 819 feet and 1,480 struck with the radius, others from 2,000 to 3,000 feet. The cost of this road, with depôts, tunnels, and a double track of edge rails, is \$45,000 per mile. The engineers were Moncure and Wirt Robinson.

This rail-way at Pottsville unites with the Mount Carbon rail-road and Danville and Pottsville, and in half a mile with the Mill Creek and Schuylkill valley rail-roads, and in four and a half miles west the Mine Hill and Schuylkill Haven rail-roads; and at Port Clinton, 15 miles from Pottsville, with the Little Schuylkill Rail-road; by this road the Lehigh Coal and Navigation Company can send their coal to the Reading Rail-road; and the coal from all the above mines brought in cars to the Delaware River, at Philadelphia, at 63 cents expense per ton less than via canal, and with less waste and in much better order.

The capital stock is . . . . .	\$2,000,000
Loan in England at five per cent. . . . .	2,000,000

Total, \$4,000,000

Two millions of tons of coal may be passed annually, at a

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locomotive expense of 17 to 23 cents per ton; other expenses, 50 cents per ton. From the mines the line varies from a level to a descent of 19 feet per mile, and a slight ascent near its termination.

The *Schuylkill navigation and canal* extends from the dam at Fairmount, near Philadelphia, to Port Carbon, on the Schuylkill, 168 miles, being a series of dams and pools; the first pool above the Fairmount dam is entered by a canal opposite the water-works, and is six miles to *Flat Rock*; thence in one and a half miles, the Manyunk Canal connects with and rejoins the stream, and enters the second pool. This lasts four miles, a small canal linking it to a third pool; in three miles a small link of a canal reaches the pool above Norristown; thence by short canals and pools to the *Oaks Canal*, three and a half miles long, that begins half a mile above Perkiamen Creek, and by the north or left side of the river to a dam one mile and a half above Phoenixville, there entering the river. The next pool is five miles long, reaching to the *Vincent Canal*; one mile above begins the *Girard Canal*, 22 miles long, on the right or south side of the river to Pigeon Creek, five miles from Reading, that is reached by a short canal and two dams. From *Reading* to *Hamburgh* is the canal of *Hamburgh*, 10 miles long, and one of three miles, and a series of short canals usually on the left or north bank, and also to the end at Port Carbon. Canals 27; making 58 miles; pools and dams 34; making 50 miles; canals 36 feet wide at top, 22 at bottom, three feet six inches deep, 117 locks, 80 by 17 feet; a tunnel of 385 feet; total rise, 610 feet; nearly all are double locks. Capital stock, *originally* 33,312 shares, at \$50; now increased by loans, &c. to the value of \$3,531,644; present market price of each share, \$150. The interest on the stock and loans is \$201,049; other expenses, repairs, wages, &c. \$121,246; total, \$322,296; needing a transmit of 732,400 tons of coal, at 50 cents per ton, to meet the amount. The freight at present charged on this canal is, for a ton of coal, \$1 28, and other expenses at landings, labor, wastage, screenage, wharves, \$1 03; the canal toll is 92 cents per ton; total, \$3 23½.

A new and short *three days'* route from *Philadelphia* to *Wheeling* or *Pittsburg*, on the Ohio River, can be made by following the great State Rail-road leading to Lancaster, and then taking the branch extending to Harrisburg; and thence crossing the River Susquahanna by a splendid viaduct and rail-road bridge of a mile in length, and proceed-



ing on by rail-road to *Carlisle*, 18 miles, and to Chambersburgh, 32 miles, making 150 miles from Philadelphia; usually run in about 10 or 12 hours, and advancing the impatient traveler so far very rapidly towards his western point. Here the regular stages for Wheeling take up the passengers, and travel day and night, passing by a good and tolerably level road, partially Macadamized through the entire extent of the State to its western limits, touching M'Connell's Town, Bedford, Somerset, Mount Pleasant, Rob's Town, on the Younghiogany, Williamsport, on the Mononghela, and Washington, where it meets the grand national or Cumberland road, that is followed through West Alexandrin to Wheeling. This road saves about half a day in avoiding the route in going from Baltimore to Wheeling, via the rail-road to Ellicott mills, along the Patapsco, and to Frederick, in Maryland; and thence by stage to Hagarstown, Hancock's Town, and Cumberland, and thence by the great national road of 126 miles to Wheeling. The expense by either of these routes should not exceed \$10 or \$12, though \$15 is charged and sometimes obtained by the shrewd stage proprietors—ever greedy and unsatisfied.

Both of these principal routes to the great western country pass over and across the same general chains or ridges of the Alleghanies, that assume different names in adjoining States, or even within short distances, but are all distinguished for their magnificent features and grandeur of outline, as viewed from the most prominent points and elevations, such as the Tuscarora Mountain, Sideling Hill, Back Bone Mountain, Laurel Hill, Chestnut Ridge, &c. &c. Some of these sierras or ranges are seen to rise with infinite sublimity, though gradually, hill beyond hill, Alp on Alp, until an altitude of about 3,000 feet, or perhaps more, and a most extensive and commanding horizon is obtained.

Those choosing the route by rail-road, as above stated, to the western country, via *Chambersburgh*,\* and the centre of Pennsylvania, besides avoiding the expense of going hence to Baltimore, (\$4,) pass directly through the richest agricultural region of Pennsylvania, and on their arrival at Harrisburgh, the capital of the State, can proceed by the canal boats that are constantly passing along by the picturesque valley and banks of the much admired *Juniata River* to *Holidaysburg*, the head of the canal at the base of the mountain ridges; and thence by rail-road, and the 10 inclined planes, for 36 miles to *Johnstown*, on the *Conemaugh River*, where the canal for the west is again resumed, following the valley of the *Conemaugh* and the *Kiskiminetas Rivers* to the confluence with the brisk and lively *Allegheny River*, and pursues the right bank of that stream to the town or suburbs opposite *Pittsburg*, where, by an aqueduct, it is conducted over to its termination in the last mentioned place. For minute description of the great internal improvements of Pennsylvania, see pages 369 to 384.

\* Chambersburgh is a town of about 5,000 inhabitants, and is well, and substantially, and compactly built, near the eastern base of the Tuscarora Mountain, or the grand chain of the Alleghanies, about central or midway from Philadelphia to Pittsburg, 20 miles north of the Maryland line. Here is a law school connected with Marshall College at *Mercersburg*, in Franklin County—terms, \$75 per year for tuition; board, \$2 to \$2 50 per week, in Chambersburgh, where is the law library and school of Judge Thompson, the lecturer.

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Pittsburgh is one of the most attractive and gathering points to the countless number of pilgrims and travelers from all parts of the east, that here are assembled and concentrated as a focus, from whence to choose their peculiar mode of getting on down the Ohio River, and scattering over the vast surface and ramifications of the immense expanse of country that is included between the Alleghanies and the Rocky Mountains. For a further and more minute detail of the scenery and characteristic incidents attending a voyage of 1,000 miles on the Ohio, and between 2,000 and 3,000 on the Mississippi Rivers and their most important tributaries, see future pages, and index.

### **The great Pennsylvania Rail-road and Canal, leading to Pittsburgh, and connecting with the Ohio Canals and Lake Erie.**

To a cursory observer of the map of Pennsylvania, it would appear almost impracticable to form a junction between the eastern and western waters, from the numerous ridges of mountains running from north-east to south-west, at right angles to the route required; but nature has accomplished it in the channel of the Juniata River, that has burst through all the opposing obstacles on the east slope of the Alleghanies, and formed a wild ravine to the valley of the Susquehannah exactly in the direction required; and the only mountain ridges west of the Alleghany are the Laurel and Chesnut Hills; both of those are rent to afford a passage for the Conemaugh, that rises on the west slope of the Alleghanies, nearly opposite to the Juniata, and flows to the Ohio. The first appropriation for the Pennsylvania Canal was made 25th February, 1826, the first contract in June, and on the 4th July the same year it was commenced.

The Pennsylvania canals are distinguished by the names of the *main line*, which is the chain of *rail-roads* and *canals* extending from *Philadelphia* to *Pittsburgh*; and the *branches* that run along the banks of the Delaware and Susquehannah, and its east and west branches, and along the Beaver River and French Creek.

This grand route leading to the Western States is now a formidable competitor of the grand Erie Canal of New-York, and of the Maryland improvements, all of which have for

their ulterior objects the attraction of the commerce of the States bordering on the Ohio, the Mississippi, and the lakes, to their respective commercial emporiums, New-York, Philadelphia, and Baltimore. The State of Pennsylvania has put forth her energies to attain it, and has already 750 miles of public improvements, consisting of 630 of canals and slack water navigation, and 120 miles of rail-ways, the whole costing \$32,000,000, besides other canals, &c. by joint stock companies.

### **Philadelphia and Columbia Rail-road.**

The Philadelphia passengers having previously made their arrangements at the offices of the Company, will be called for at the proper hour by an omnibus, and taken to the place of general assemblage of all those going in the train, at the depôt in Broad-street; the usual hours are early in the morning, and at different intervals during the day. All being in readiness, the train commences its progress, and passes through the suburbs of the city in a north-west direction, past the water-works, and along the lovely banks of the Schuylkill for three miles, just below Peter's Island, where the *viaduct*\* crosses the Schuylkill to the west bank. The hasty glimpse gained of the river in passing over this viaduct, that is 1,045 feet long, 41 wide, and 38 above the surface of the water, induces the traveler to long for its further acquaintance; but onward is the word, and the cars having arrived at the foot of the inclined plane, that is 2,805 feet in length, and the great endless cable of nine inches in circumference—(cost \$2,800, weight eight tons,) that is connected at the top of the plane by machinery managed by steam power, and that is prevented from trailing along the ground by resting upon iron wheels that revolve in iron sockets—

\* This is of wood, four distinct trusses of arch pieces, king posts, and braces—Burr's plan modified; width 49 feet eight inches; three separate passages; two of 18 and a half feet in the clear; one for foot, of four feet; one of the former being for the rail-way, one for common carriages; seven spans; their lengths in the clear, between piers, are two of 122 feet each, three of 135, two of 137 feet; the eastern abutment and piers are solid rock, the others on hard gravel; masonry in courses, hammer-dressed; bridge floor, 38 feet above the usual water line. Cost, including painting, \$133,946.

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having been securely fastened to the foremost of the train, the signal is given, and the train commences the ascent to the summit, that is 187 feet above tide water. And here it may be proper, once for all, to acquaint the traveler that accidents have occurred at this and other planes by the parting of the cable, when the momentum of the descent has dashed the cars to atoms; therefore the timid and the prudent should alight from the cars at the beginning of the plane, and ascend or descend them on foot. Having safely arrived at the summit of the plane, and cast a hasty retrospective glance at the fine grouping of the objects beneath his eye, the traveler is reminded by the hissing and smoke of the locomotive here in readiness that no time is to be lost, when, resuming his seat, the train again starts on a six hours' jaunt to Columbia, and the passenger has full time to enjoy the excitement arising from the rapidly changing scene and objects that he finds himself passing with a speed varying from 15 to 20 miles an hour, and fairly on his route westward.

The road is kept on the dividing ridge to near the West Chester Fork, where it is 254 feet above tide, the grades thus far varied or waving; but now descends the north slope of the South Valley Hill into the great Chester Valley, over the Valley Creek\* to the east, or Big Brandywine at Downington; the descent for 11 miles being 29 feet per mile; (height of rail-road above tide at Brandywine, 250 feet;) thence seven miles to West Brandywine, is ascending; the whole rise being 121 feet; then it *ascends* the southern slope of the North Valley Hill, to the summit of the mine ridge at the *Gap*.

\* The Valley Creek viaduct has four spans, each of 130 feet; piers of rubble masonry, 49 feet high; the first erection was destroyed by fire; the present is a lattice bridge; the rail-way is on the top; cost, \$17,218.

East Brandywine viaduct is 477 feet long, and 30 feet above the water; cost, \$17,523. West Brandywine viaduct is 835 feet long, 72 feet above the water; cost, \$57,916; the rail-way being on the top like the valley viaduct. The wooden superstructure rests on abutments and piers of coursed masonry, with rustic faces or rock work. On the Columbia and Philadelphia Rail-road are 75 culverts of stone, in rubble work, spans of four to 25 feet; 22 rail-way bridges or viaducts, on stone abutments or piers, 61,425 porches of masonry, and 7,212 feet of wooden platform, and 33 bridges across the rail-way, for public and private roads. The *West Chester Branch Rail-way* is 10 miles long, using horse power. The *Harrisburg Rail-way* is 40 miles long, using steam power, both are chartered companies. Total cost of the Columbia and Philadelphia Rail-road, including a new road to avoid Columbia plane, \$4,296,796.

If the season and weather admits of an outside seat on top of the cars, it is preferable in some respects, as presenting an unobstructed view of the best and richest portion of the State of Pennsylvania, that is here an undulating country of fertile valleys and agreeable slopes, thickly dotted and interspersed with houses and villages, giving every indication of wealth and comfort in an agricultural point of view. At the distance of 20 miles from Philadelphia the line is intersected by a branch road to West Chester of nine miles in length; thence it passes by Downingstown, (from whence a branch rail-road diverges north-west to Reading, on the Schuylkill, at the east termination of the Union Canal;) and in 40 miles from Philadelphia, by Coatesville head waters of Brandywine Creek, and over the lofty viaduct, spanning a deep and charming vale beneath, with a bird's-eye view of a stone bridge, mill-pond, and rich lowlands, at 52 miles from Philadelphia, arrives at the Deep Gap Cut at Mine Hill, and to a geologist an interesting section of the road, and at its greatest elevation above tide water in the Delaware of 555 feet. Near this spot great difficulty and expense was encountered in excavating a hill, of a soft, spongy, and yielding nature, of mud of different colors, that had to be planked over on piles, and numerous piles driven down at the side to prevent or keep down the upward pressure of the semi-fluid mass, over which the road passes on a trough-shaped but apparently secure bed or bridge of stout plank and timber.

Hence the road descends, after crossing Pequea and Mill Creeks, the Big Conestoga, and enters the city of Lancaster. The Pequea viaduct is a span of 135 feet; cost \$8,735; that of Mill Creek is 550 feet in the platform, 40 feet above water; cost \$9,273; that of Big Conestoga is 1,412 feet long, 60 feet above water, piers of rubble masonry; the superstructure of lattice work on Town's plan; cost \$31,503; the largest span is 120 feet. The others are on Burns' plan, as is the viaduct over the *Little Conestoga*, (west of Lancaster,) of 804 feet in the flooring, 47 feet above water; cost \$15,359.

The approach to Lancaster is peculiarly fine, winding around among lofty hills, and passing a viaduct over the Conestoga Creek, that has a remarkably meandering course through the rich bottom lands. Since leaving mine ridge, the waters take towards the valley of the Susquehanna on the west.

*Lancaster* has about 9,000 inhabitants, most of German

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descent, and having their newspapers and almanacs in that language. Rifles are made here. There are other manufactories and mills on the Conestoga Creek adjacent, that joins the Susquehannah in nine miles; here is a court and a market house, a jail and large school, two churches for German Lutherans and Calvinists, and one each for Presbyterians, Episcopalians, Catholics, Methodists, Moravians, and Friends.

Scarcely any part of the United States presents a more beautiful succession of hill and dale, verdant slope and gushing springs, than that between Philadelphia and Lancaster; the valley, however, of Chester County, including Downingtown, exceeds every other, except the site of Lancaster, in fertility and rural enjoyment. It is about 25 miles in length by one in breadth, and has a general direction from north-east to south-west. The rock throughout this valley is calcareous, and the soil is consequently of a superior quality. This limestone, that has been assiduously examined by the mineralogists and naturalists of Philadelphia, though not very dissimilar to that of the Western States, except in the high inclination of the strata and the predominance of spar, has never yet been found to contain any kind of organic remains; but Chester County presents to the geologist and mineralogist a rich field for investigation; it has a cabinet of Natural Sciences, with a fine collection of minerals and an extensive herbarium.

The traveler has thus far passed through the counties of Philadelphia, a corner of Delaware and Montgomery, and entirely through those of Chester and Lancaster, and is now rapidly nearing the eastern slopes of the Alleghany Mountains, that he begins to distinguish at a distance from any previously passed, by their superior altitude and wild wooded appearance. He passes through Mount Pleasant, seven miles from Lancaster, and in five more is at the head of the inclined plane, 1,800 feet long, and enters the town of Columbia on the Susquehannah, where the rail-road terminates at 82 miles from Philadelphia,\* under the great bridge. And here a rail-road begins on the bridge, that leads to York,

\* A new route of six miles long is to be made to dispense with this second inclined plane, the grade being only 35 feet per mile. The West Philadelphia rail-way of eight miles long, with 57 feet per mile grade, will also obviate the first inclined plane, at 57 to 43 to the Schuylkill; also the Valley and Norristown route of 33½ miles, only adding two and one-eighth miles to the distance; the grade being 36 to 37½ feet per mile.

12 miles off to the west; from thence is a rail-road to Baltimore, 65 miles. (See page .) If the traveler is not in a hurry to get on, he may linger a few hours in this place very pleasantly—cross the bridge of a mile in length—sketch the scenery, embracing many little rocky islets in the river, and rocky ledges, and the banks of the river bounded in the distance by spurs of the mountain ridges jutting in the stream.

Immense quantities of lumber, boards, &c. are here deposited on the banks of the river, waiting for a market at Baltimore.

### Canal along the Susquehannah.

The transfer of persons, baggage, and of freights, &c. from the rail-road to the canal boats, and vice versa, here takes place, and those who do not end their jaunt here, as many citizens do in the warm season, must prepare for an entire new change of scene and of the style of traveling for the next 70 or 80 hours, until they arrive at Pittsburgh.

Entering into a canal boat that proceeds up the eastern side of the river, where in many places a scanty room has been boldly scooped out of the steep and rocky hill side for the passage of the canal, while on the other the river glides in close contact, and so continues for 28 miles to Harrisburgh, passing Marietta in three miles from Columbia, Bainbridge in six and a half, Falmouth three and a half, and arriving at Middletown in four and a half, at the mouth of the Swatara Creek, and there also intersecting the *Union Canal*,\* leading to Reading on the Schuylkill, 50 miles east.

The inclined plane at Columbia is 1,800 feet long and 90 feet fall; the engine-house at the head is of brick, with a machine of 40 horse power; double tracks pass cars up and down simultaneously here, as is also done at the plane near the Schuylkill.

\* This following up the valley of the Swatara, extends for 50 miles in a north-east direction, to a point on the Schuylkill Canal and river, two miles below Reading; there is a feeder of 24 miles long from near the sources of the Swatara; and also a tunnel of 729 feet, 18 wide and 14 high; two summit reservoirs, containing 12,000,000 cf cubic feet of water, one covering 27, the other eight acres; two steam-engines, each of 100 horse power, and three water wheels for feeding the canal by-pumping, two dams, 43 waste weirs, 49 culverts, 135 bridges, 12 small and two large aqueducts, two guard locks of wood, 92 cut stone locks, and 14 miles of

From Middletown resuming our route, we continue along by the Susquehannah for three miles to Highspiretown, and in six and a quarter miles arrive at Harrisburgh, the seat of government of the State of Pennsylvania.

*Harrisburgh* is a well built brick city, of 4,000 to 5,000 inhabitants, with the elegant edifices of the State-house; public offices, several churches, and a bridge and viaduct, both of an imposing character, and of one mile in extent, here spanning the noble Susquehannah 60 feet above the river, (see page 367.)

The *capitol* stands on a gentle eminence and commands a fine view of the Susquehannah and the surrounding country. The chambers of the Senate and House of Representatives are large, light, and well arranged to accommodate the collected wisdom of the State. The Speaker of the lower house occupies the chair that John Hancock sat in when the Declaration of Independence was signed in Philadelphia.

From the opposite or west bank of the river a rail-road extends to Carlisle 18 miles, and thence to Chambersburgh 31 miles, from whence it will eventually be extended to Pittsburg, and also south to the Maryland line, and intersect the Baltimore and Ohio Rail-road at Hagerstown, 18 miles.

From Harrisburgh we still continue on the east bank of the Susquehannah for seven and a half miles to Port Dauphin, and in eight and a half arrive at the place of crossing to the west bank of the Susquehannah at Duncan's Island, at the mouth of the Juniata, where the Susquehannah is passed by a towing-path bridge.

For the distance of several miles past, the canal is at the base of a mountain that skirts the east side of the river with grand and imposing effect, forcing the bed of the canal to be cut from the rock, and raised above and protected from the floods of the river by a strong, high, and mighty wall or semi-embankment of stone, laid in a solid, masterly, and everlasting style, like the works of the old Romans, and in this way it opens into a spacious deep pool or expanse of water, made to rise to a level with the canal by a dam across the river, and of course causing a wide fall or

protection wall of stone; width of the canal at the surface 36 feet, and 24 at the bottom, and four feet in depth; locks, 75 feet long and eight and a half wide; there is also connected with this canal, a rail-road of four miles in length, extending from the basin at Pine Grove to the coal mines. Cost of the whole of the works, \$2,000,000.



cascade that reaches to Duncan's Island and the west side beyond; the horses cross on a high bridge or tow-path to the island, but this and the dam are liable to be soon and easily destroyed by the heavy freshets and the ice; this is unavoidable. The canal-boat, after passing across above the dam in the manner described, enters a lock of durable, massive, and superior masonry, and continues on up the valley in a westerly direction, side with the wild, rough banks of the *Juniata*, that here disgorges its superfluous floods into the lap or receptacle of the *Susquehannah*.

Travelers so disposed can stop at the hotel on Duncan's Island, that contains 360 acres, and is 25 feet above the river, and in part covered with trees, that shade and conceal the house and the road of two to three miles, that is pleasant for a walk or ride around the green, quiet island, amid patches of cultivation.

The canal skirts the island for a mile to the north-west, then is led over the *Juniata* by an aqueduct made of wood and covered.

From Duncan's Island we proceed in a north-west direction for 10 miles to Newport, on the west side of *Juniata* River, and in six miles arrive at the lower aqueduct, and cross it to the north or left bank of the *Juniata*, and arrive at Thompsettown in five miles, Mexico in seven, Mifflintown in four, Lewistown in 14 miles. This is a thriving place of 2,000 inhabitants, and is one of the new creations arising from the new route of trade and intercommunication of Pennsylvania. The places previously seen, are all of some attraction, but this excelleth. Here the valley of the *Juniata* takes a south-west direction, and passes Waynesburgh in 10 miles, and recrosses to the south bank by the aqueduct, and continues for a few miles, and again recrosses the *Juniata* at a bend in the river near Hamiltonville, and continues on the north shore to Aughweek Falls 12 miles, Huntington 17 miles, Petersburg seven, Alexandria seven, Williamsburg 13, Frankstown 10, and in three more to its point of termination at Hollidaysburg, in a large basin and warehouses, having traveled 171 and three quarter miles of canal from Columbia, and attained here to an elevation of 910 feet above tide water at Philadelphia; passed 111 locks, making 747½ feet lift in all; canal 40 feet wide at top, 28 at bottom, and four feet deep, and having 18 dams, 33 aqueducts, and 16 miles of slack water navigation. A

change in the mode of conveyance again occurs, the canal is left and cars receive passengers, baggage, and merchandise soon as the transfer can be effected.

The city resident that is fortunate in his ability to enjoy the thrilling scenes of wildness and grandeur that are constantly presented in advancing up this gorge amid the bowers and secret penetralia of the Alleghanies, may luxuriate from the deck of the canal-boat for a few hours, in contemplating the rapid and magical changes as they pass in review the primitive face of nature—glens, lofty precipices, and mountains, clad in all the beauty and luxuriance of original creation, contrasted with the intrusions of man into these domains, his bold attempts to form, in defiance of obstacles innumerable, a way to enable him to connect or communicate with facility, extreme and remote places, that nature had apparently defended by ramparts and barriers, to preclude all attempts of man to overcome.

Another transfer in the mode of conveyance now occurs for the next 37 miles, across the ridges of the Alleghanies that divide the waters that run eastward, from those that on the western side seek the channel of the Ohio and Mississippi. The eastern slope is much the steepest, and the traveler will hardly have time here to look around him and contemplate the scene, before he will be summoned to enter the cars, and will soon arrive in four miles at inclined plane No. 10, and in six and a half miles at No. 6, another plane, and in nine at the mountain bridge; in three more at the bridge; in 10 more at the Staple Bend Tunnel; and in four and a half at Johnstown on the Conemaugh or Kiskiminitas.\*

The *Alleghany Portage Rail-road* commences at Hollidaysburgh, and crossing the mountain at Blair's Gap Summit, thence descends the valley of the Conemaugh to Johnstown, (where the western division of the canal commences,) overcoming in its ascent and descent, 2,570 feet, 1,398 of which are on the eastern, and 1,172 on the western side of the mountain. Two thousand and seven feet of the ascent and

\* **Income of 1836.**

Schuylkill Navigation Company, . . . . .	\$490,078
Union Canal, . . . . .	133,025
Lehigh do. . . . .	102,000
Pennsylvania State Canal, . . . . .	860,000
New-York do. . . . .	1,550,000
Open 15th April—shut Nov.	

descent are overcome by planes of various inclinations, and for 163 feet by grading or slopes of the rail-road. There are also on this short but elevated line, four extensive viaducts, and a tunnel 870 feet long and 20 feet high, making a cut through the Staple Bend Mountain of the Conemaugh River. The rail-road is made 25 feet wide for two sets of tracks, and its greatest elevation above tide water is 2,491 feet, and its cost, \$1,526,000.

We now commence the descent of the western division of the Pennsylvania Canal, that at Johnstown is elevated 1,154 feet above the Atlantic, and taking a north-west course, arrive at Laurel Hill; Fairfield, six and a half miles; Lockport, nine and a half; Chesnut Hill, five; Blairsville, eight; Saltzburg, 16; salt works, seven; Warrenton, five; Leechburg, 10; and in three miles reach the aqueduct, that here crosses to the west side of the Alleghany River, and in two miles arrive at Freeport; thence south-west, at 13 at Logan's Ferry; at 12 Pine Creek; and in seven, after passing a rubble aqueduct, arrive at Pittsburgh, and passing through Grant's Hill by a tunnel, emerge into the Monongahela, 104 miles from Johnstown. Exclusive of all side cuts and branches, the canals overcome 1,178 feet of ascent and descent, and the rail-roads 3,416 feet; total, 4,594 feet.

The annexed table may be useful in a topographical point of view. It shows the height of the most important places on the main line above tide, and the differences in level between them. It also gives the distances of the same points from Philadelphia and from each other. The distances are measured by the route of the public works, and the levels are those of the canal or rail-road at the points named.

The mode of using the table will be evident on examination.

Table of elevation and distances on the main line of the Pennsylvania Internal Improvements.

	Philadelphia.	Mine ridge summit.	Columbia.	Middletown.	Harrisburgh.	Duncan's Island.	Huntingdon.	Hollidaysburgh.	Blair's Gap Summit	Johnstown.	Blairville.	Freeport.	Pittsburgh.
		feet											
Philadelphia, . . . . .	miles	56	237	290	312	332	601	928	2327	1151	904	761	680
Mine ridge summit, . . . . .		52	323	270	248	228	44	368	1757	591	344	201	120
Columbia, . . . . .		3	3	53	75	95	367	691	2190	914	667	524	443
Middletown, . . . . .		101	46	19	22	42	314	638	2037	861	614	471	390
Harrisburgh, . . . . .		116	58	28	9	20	32	616	2015	839	592	449	368
Duncan's Island, . . . . .		125	73	43	21	15	272	596	1995	619	572	429	318
Huntingdon, . . . . .		215	163	133	114	105	90	324	1723	547	300	157	76
Hollidaysburgh, . . . . .		254	202	172	153	114	129	39	1399	223	24	167	248
Blair's Gap Summit, . . . . .		264	212	182	163	154	139	49	10	1176	1423	1566	1647
Johnstown, . . . . .		291	239	219	190	181	166	76	37	27	217	390	471
Blairville, . . . . .		321	269	239	220	211	196	106	67	57	30	143	224
Freeport, . . . . .		366	314	284	265	236	241	151	112	192	75	44	81
Pittsburgh, . . . . .		395	313	313	294	285	270	181	111	131	104	71	29

The canal down from Johnstown to Pittsburgh is 104 miles in length, has 64 locks, (and four on a side branch canal to Alleghany,) and 471 feet of lockage, 10 dams, two tunnels, 16 aqueducts, 64 culverts, 39 waste weirs, and 152 bridges. The whole distance by the foregoing routes of rail-roads, canals, and planes between Philadelphia and Pittsburgh, is 395 miles, being just 100 miles *further* than on the old turnpike and stage-road between the two places: the passage costs usually about \$10, which is very moderate; the concourse of travelers on this route is great, and the merchandise and freight also of immense value; the revenue produced by the tolls in 1836, was \$860,000.

Canal tolls in 1836, . . . . .	\$415,631
Rail-road tolls, . . . . .	305,827
Motive Power, . . . . .	237,877
<b>Total, \$959,335</b>	

### Traveling to the West and South.

Distances and expense in traveling down the Ohio to New Orleans, and up the Mississippi to St. Louis and the Falls of St. Anthony. The following table, prepared with care, is as nearly accurate as any such table can be made.

There are contingent circumstances—the low state of the Ohio River, the overflow of passengers, &c. that may vary the rates a little, but in general the following are the uniform charges.

It is proper, however, to inform all those who travel west, that they cannot always procure a passage from Pittsburgh down the river to Louisville, for there are seasons, besides those of winter, when the steam-boats cannot run on account of the drought. Those periods are from about the 15th July to the middle of September, the water then being so low that not more than 12 or 18 inches are to be found on some of the bars and shoals. There are occasionally exceptions; for there may be *swells* from rains, immediate or remote, but in general the fact is as stated.

FROM PITTSBURGH TO	Miles.	Miles.	Fare.
Economy, . . . . .	18		\$ 75
Beaver, Pa. . . . .	12	30	1 50
Wellsville, O. . . . .	20	50	1 50
Steubenville, O. . . . .	23	73	2 00
Wellsburgh, Va. . . . .	7	80	2 50
Wheeling, Va. . . . .	16	96	3 00
Marietta, O. . . . .	84	180	5 00
Parkersburgh, Va. . . . .	12	192	6 00
Point Pleasant, . . . . .	80	272	8 00
Gallipolis, O. . . . .	4	276	8 00
Guyandott, Va. . . . .	36	312	8 50
Portsmouth, O. . . . .	55	367	9 00
Mayesville, Ky. . . . .	50	417	10 00
Ripley, O. . . . .	12	429	10 00
Cincinnati, O. . . . .	53	482	12 00
Port William, Mo. Ky. river, .	80	562	12 00
Madison, Ind. . . . .	20	582	12 00
Westport, Ky. . . . .	22	604	12 00
Louisville, Ky. . . . .	28	632	12 00
Rome, Ind. . . . .	100	732	20 00
Troy, Ind. . . . .	35	767	20 00
Yellow Banks, Ky. . . . .	30	797	20 00
Evansville, Ind. . . . .	50	847	22 00
Henderson, Ky. . . . .	12	859	22 00
Shawneetown, Ill. . . . .	55	914	22 00
Smithfield, Mo. of Cumberland,	65	979	25 00
Mouth of Ohio, . . . . .	65	1,044	25 00
New Madrid, Mo. . . . .	75	1,119	28 00
Memphis, Tenn. . . . .	150	1,269	35 00
Helena, Ark. . . . .	85	1,354	38 00
Vicksburgh, Miss. . . . .	300	1,654	40 00
Natchez, Miss. . . . .	110	1,764	40 00
NEW ORLEANS, LA. . . . .	300	2,064	45 00

The above are the rates of what is called cabin passage, and includes boarding. Deck passengers find themselves, and are carried at about one-fourth of these rates. The part of the boat occupied by these is comfortable enough, has berths and some conveniences for cooking. It is a cheap and rapid, but not very desirable mode of traveling.

The following is copied from a statement compiled from good authorities :

From St. Louis to Missouri River, . . . . .	18 miles.	
Alton, Illinois, . . . . .	6	24
Hamburg, do. . . . .	15	39
Clarksville, Mo. . . . .	60	99
Louisiana, do. . . . .	12	111
Saverton, do. . . . .	23	134
Hannibal, do. . . . .	7	141
Marion city, do. . . . .	10	151
Quincy, Ill. . . . .	10	161
Lagrange, Mo. . . . .	12	178
Tully, do. . . . .	8	181
Warsaw, Ill. near Fort Edward, . . . . .	20	201
Mouth of De Moines River, Mo. . . . .	2	203
Keokuk, Iowa, . . . . .	1	204
Commerce, Ill. head De Moines Rapids, . . . . .	18	222
Appanoose, do. opposite Fort Madison, . . . . .	10	232
Burlington, Iowa, . . . . .	20	252
Yellow Banks, Ill. . . . .	15	267
New Boston, Ill. opposite Mo. Iowa River, . . . . .	15	282
Iowa, near mouth of Pine River, . . . . .	35	317
Rockport, Ill. mouth of Rock River, . . . . .	10	327
Montevideo, Iowa, opposite Rockport, . . . . .		
Senasepo, do. . . . .	4	331
Stevenson, Ill. . . . .	5	336
Davenport, Iowa, opposite Stevenson, . . . . .		
Rock Island, Ill. foot of Rapids, . . . . .	1	337
Canaan, do head of R. J. Rapids, . . . . .	18	355
New Philadelphia, Iowa, . . . . .	40	395
Savanna, Ill. . . . .	20	415
Smithville, do. . . . .	10	425
Bellevue, Iowa, . . . . .	6	431
Fever River, Ill. . . . .	6	437
Galena, . . . . .	8	445
Du Buque, Iowa, . . . . .	30	475
Cassville, Wisconsin Territory, . . . . .	30	505
Prairie La Porte, . . . . .	8	513
Prairie Du Chien, . . . . .	22	535
Falls of St. Anthony, about . . . . .	265	800

Price of passage the same as on the Ohio River, viz. about \$3 per 100 miles for long distances, and four to five cents

per mile for short ones. Deck passengers about \$1 per 100 miles. The usual speed of the boats is six miles an hour up stream, and 10 down.

### **Return Route from Pittsburgh to Philadelphia.**

Find out, if possible, a boat starting in the morning on the canal to see the Alleghany River, and travel by day-light entirely, if it can be so arranged, over the portage or mountain part. Soon after starting, the canal packet enters the aqueduct that leads over the Alleghany River to the west bank, and in north-east course, for 30 miles, passing several villages to the mouth of the Kiskiminetas, that comes in on the east side, again crossing the Alleghany by an aqueduct to the north bank of the Kiskiminetas, and up that large and beautiful stream in a south-east direction, through romantic, varied, and striking scenery, a distance of 100 miles, including the Conemaugh, through a coal and salt region, visible in many places by the seams and strata of the hills, and the deep auger borings through several hundred feet of solid rock, to reach the salt water.

Passing Leechburg and Saltzburgh and a splendid stone aqueduct conducts the canal to a tunnel 800 feet in length, that saves a circuit of four miles. A tunnel of this size, of which 400 feet is cut through limestone rock, and the rest arched with solid masonry, is certainly a great achievement, and the approach to it is so managed, and the attention of the traveler is so engrossed with the beauties of the scenery while passing over the aqueduct, and the imposing entrance of the great archway that suddenly presents itself, that he is overcome with the sudden change as he dives into the gloomy and cavern-like perforation that is soon passed, and the boat emerges upon the bright and beautiful scene beyond, caused by the expansion of the canal into a spacious reservoir, and in 10 miles more arrives at Johnstown, where the canal this side ends and the portage road begins.

First ascent, 101 feet; in four miles in cars with horse power to Plane No. 1, 150 feet; length 1,608 feet; then through another tunnel of 900 feet in rock. The cars then go by steam, 14 miles in one hour, up a gradual ascent of 190 feet, passing the Conemaugh on a viaduct of one semi-circular arch of 80 feet, of most beautiful construction of cut stone, its height 78 feet from the foundation.

Plane No. 2, is 32 in height, 1,760 long; third ascent, 14 feet six inches, and  $1\frac{1}{2}$  miles long—horse power.

Plane No. 3, 130 feet high, 1,420 feet long; fourth ascent, 19 feet, and two miles long.

Plane No. 4, 188 feet high, 2,196 feet long; fifth ascent, 26 feet, and three miles long.

Plane No. 5, 202 feet high, 2,629 feet long, and is on the top 2,397 feet above tide, and 1,400 above Hollidaysburgh, and 1,172 above Johnstown.

The air here is pure and cool. The summit road is  $1\frac{1}{2}$  miles long, and has a stone tavern. The descent on the eastern slope is much greater than the western, and has also five planes, and five gradual slopes, the last being four miles long, ending at the basin at Hollidaysburgh; this is traveled by the cars without steam or horses, by the impulse of gravity,

slow at first, but soon attaining most fearful speed, gradually checked by a slight ascent at the termination.\*

Travelers from the Eastern States who wish to visit the nearer portion of the west, and behold a portion of the glorious *Ohio River*, and that about the best part of it, and afterwards to visit the interior of Virginia, and touch at all the frequented springs, cannot take an easier and more gratifying route than the line of the *Pennsylvania Rail-road and Canal to Pittsburgh*; and thence down the Ohio to the great *Kenawha*, or to *Guyandotte*, and up the valleys of the latter rivers to the *White Sulphur*, a distance of 160 miles, over a good road through a romantic country, and by an established line of good stage-coaches.

\* "The viaduct over the little Conemaugh, at the Horse Shoe Bend, has a semi-circular arch of 80 feet. The height of the abutment walls from the foundation to the springing line of the arch is 29 feet; do. from low water 20 feet. The rise of the arch is 40 feet. The distance from the top of the arch to the top of the parapet is 9½ feet. The whole height of the walls above the foundation is 78½ feet. Ditto above the surface of low water is 69½ feet. The masonry is of the most substantial kind. The stones that form the faces of the walls contain from 12 to 25 cubic feet each; the beds are well cut and fitted together. Width at top of parapet 28 feet. Ditto at foundation 40 do. Cost about \$52,000. The viaduct over the Ebensburg branch of the Conemaugh, one arch; span 40 feet; rise of arch 10 feet; height of walls from foundation to top of parapet 31½ feet; ditto from low water 27 feet; width at top of parapets 25 feet 10 inches. Cost about \$3,600. The viaduct over the mountain branch of the Conemaugh:—one arch; span 40 feet; rise of arch 10 feet; height from foundation to top of parapet 23½ feet; ditto from surface of low water 17 feet; width at top 25 feet 10 inches. Cost about \$6,500. The viaduct over the Beaver Dam Branch of the Juniata:—two oblique arches, each of 40 feet 3½ inches span measured on the skew face, and 33 feet measured at right angles to the axis of the vault; rise of arches 10½ feet; height from foundation to top of parapet 20 feet. Cost about \$10,000.

"*Culverts*.—There are 68 culverts; the spans vary from 5 to 20 feet; they are built of stone laid in lime mortar; the faces of the walls at the ends are built of hammered stone laid in courses; the coping and steps, and the voussoirs that form the heads of the arches, are smoothly cut.

"*Drains*.—There are 80 drains of from two to three feet span; the walls are laid without mortar. The viaducts, culverts, and drains make together 157 passages for water under the rail-road.

"The inclined planes are regular in descent, from the top to a point 200 feet from the foot, and terminate in a circular arc, to which the plane and level are tangents. The descent in 100 feet is shown in the table. The descent in the last 200 feet is the same as in 100 feet above. The inclined planes are all straight in plan.

"The entire cost of the Portage Rail-road, with single track, machinery, and single stationary engines at the inclined plane, is about \$1,155,000. The cost of laying a second track is about \$295,000. The cost of another set of stationary engines is about \$25,000. Total \$1,475,000.

"*Description of the Machinery*.—*First Set of Engines*: The system of machinery adopted at the inclined planes of the Portage Rail-way is different in many of its features from the plans heretofore adopted in Europe and this country. The trade on this road will preponderate in different directions at different seasons of the year; and in consequence it



was deemed necessary to place steam engines at all the planes, and also to arrange the machinery so that they may be self-acting if necessary.

"Two vertical sheaves\* of cast iron, 8½ feet in diameter, and turned in the grooves so as to be exactly similar to each other in form and dimensions, are placed, one in the centre of each rail-way track, about 100 feet from the head of the plane; the tops of them extending six inches above the rails. The shafts on which these sheaves are placed, are geared together by equal spur wheels four feet in diameter, so as to revolve in opposite directions. In the plane† passing through the bottom of these sheaves, and in a pit between them and the head of the (*inclined*) plane, a horizontal sheave, (the diameter of which is equal to the distance between the centres of the tracks,) is placed, the groove of which is also turned smooth. This last is fitted into a strong frame, which may be moved for a distance of 15 feet towards the head of the plane, by means of a weight attached to a chain, and hanging in a well. There is another horizontal sheave 40 feet from the foot of the plane, on the level, which is also fitted into a strong frame moveable 50 feet, by means of a double pulley-block, rope, and windlass. The rope is endless, and is supported by (*cast iron?*) sheaves 18 inches (*in*) diameter, with hardened steel axles, placed 24 feet apart. It passes around the horizontal sheave at the foot of the plane, up the centre of one track until it meets the vertical sheave above the head (*of the plane*), passes half round it, and returning towards the head of the plane, meets the horizontal sheave, passes half round it, returns to the second vertical sheave, passes half round it, and down the other track of the rail-way. The moveable sheave of the head, has the effect of drawing the rope tightly into the grooves of the working sheaves, obviating the danger of slipping, and equalizing the strain, that at the foot will permit the slackness of the rope to be taken up as it stretches by use, without the necessity of cutting and splicing it.

"The steam-engine which drives the above machinery is coupled to the shaft of one of the vertical sheaves. It is a double cylinder, high pressure, slide valve, horizontal engine, without a fly wheel, and drives the working shaft directly without the intervention of gearing. At six of the planes the engines are of 35 horse power, and at the remaining four of 30 horse power. When the number of strokes of the engine is 14 per minute, the velocity of the rope is about four miles an hour. The form of the engine, although somewhat more expensive than the common one, is recommended by its greater safety. Being under more perfect command than a single cylinder engine with a fly-wheel, it may be started, or, in case of accident, be stopped with great facility. When the descending load exceeds the ascending, the hydraulic regulator is thrown into gear. This is a horizontal cylinder filled with water, 14 inches (*in*) diameter, made of cast iron, and having a piston, piston-rod, slides, pitman, &c. similar to a steam-engine cylinder. It has a side-pipe connecting the ends, in which is placed a valve, worked by an elevating screw similar to that of a common throttle valve. A spur-wheel gearing with one on the shaft of one of the vertical sheaves, works a pitman, which drives the piston backwards and forwards through the cylinder. At each half stroke of the piston, the whole of the water in the cylinder is forced through the orifice formed by the valve in the side pipe, and as this may be regulated by hand, any degree of retardation required may be obtained.

\*Wheels.

†Imaginary.

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## Schuylkill Coal Region.

The head waters of the River Schuylkill are situated in the richest coal region in the United States.

Pennsylvania is highly favored in the abundance of her coal and iron, more valuable to her than diamonds or pearls, silver or gold.

The annual consumption is more than 800,000 tons, and rapidly increasing every successive year. The average price at the mines is \$4 a ton, amounting to over \$3,000,000 to the State for this article of export alone, for which the neighboring States will for ever be tributary to her, and when the consumption increases as it will in 20 years to 3,000,000 of tons per annum: it presents the most dazzling vision of prosperity and wealth to the zeal and industry of this nation. The collieries of England are said to produce annually 28,000,000 of tons, and give employment to many thousands of laborers and seamen, and is the principal reliance of her navy as a nursery for seamen, and such also will be the effect here. There are three great coal basins in Pennsylvania.

First, comprising the Lehigh, Swatara, Schuylkill, and Little Schuylkill, being 70 miles long, and ranging north 72° east; one mile wide at the Lehigh, five at the west branch of the Schuylkill, and branching off into two points, one between the Second and Peter's Mountains, and the other in Lykin's Valley.

Second, the Shamokin, Mahony, or Beaver Meadow coal region, six to eight miles north of the first, and likewise extending from the Susquehannah to the Lehigh, and ranging in a similar way: the veins are very large and position nearly horizontal.

Third, the Susquehannah, Wilkesbarre, and Lackawanna region, extending from the head waters of the latter, down the Susquehannah some miles below Wilkesbarre: the beds

"The western approach to Lewiston is remarkably interesting; the landscape possessing every beautiful natural feature that can be furnished by the various combinations of mountain, valley, river, hill, and wood, both wild and cultivated. Passing Duncan's Island and leaving the valley of the Juniata, we glide into the broad bosom of the noble Susquehannah, and entering the canal on its eastern side, arrive at Hurrissburgh, at Wilson's excellent hotel.

are nearly horizontal, and the basin from five to seven miles wide and 80 miles in length.

On the eastern extremity of the first basin are the Mauch Chunk or Lehigh coal mines, and five miles west is the large quarry of the Little Schuylkill at Tamaqua, and four miles west of the latter the Tuscarora mines, which are the first in the Schuylkill region, extending from this 20 miles west, and occupying the broadest and best part of the basin, that includes every variety of anthracite coal, and most accessible to the great markets. West of this is the Swatara or Pine Grove region.

The basins are composed of alternate strata of rock and coal at irregular distances. Tunnels have been made in various parts, and one of half a mile in length. From the uniformity of the coal ranges, whenever a mine of a superior quality of coal is discovered, it can easily be traced to a considerable distance, and the "Spohn" and "Lewis" veins have been identified for 10 miles or more, although there are some dislocations and distortions that evince a strong upheaving force, so that the strata is seen occasionally, vertical, or in other positions. The coal is divided into three classes; that which burns freely and has a residuum of red ashes, another harder and more difficult to ignite, leaving gray ashes, and the third still harder and more difficult of ignition, leaving white ashes.

The Schuylkill mines have the advantage of ready access to the beds of coal by rail-roads, without the application of stationary engines, or self-acting planes, that are much more expensive than other power applied on a properly graded rail-road.

The *Schuylkill Canal* commences opposite the Fair Mount water-works near Philadelphia, and is continued on the west side of the river; has 30 dams, by which is produced a slack water navigation of 45 miles; 125 locks, 80 feet long by 17 in width, of which 28 are guard-locks, 17 arched aqueducts, a tunnel of 450 feet in length, cut through and under solid rock, and 65 toll and gate-houses; the dams are from three to 27 feet in height. Cost \$2,336,380. Length 108 miles; breadth at the surface 36 feet, and 24 at bottom, and four feet deep; lockage 620 feet; it extends to Reading, 52 miles from Philadelphia, (where the Union Canal comes in from the west, and extends to the Susquehannah,) (see index) and from Reading 56 miles to Mount Carbon, and is intersected

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by rail-roads connected with the most important collieries as follows, viz.

First, at *Port Clinton*, mouth of the Little Schuylkill, 87 miles from Philadelphia, comes in the road of the Little Schuylkill Rail-road and Coal Company, who have laid out this town and established extensive landings there for the shipment of their coal, and have made a well graded rail-road of 22 miles in extent ending at Tamaqua. Locomotive steam-engines are used on the whole line; 34,121 tons were shipped by them in 1834.

Second, next is *Schuylkill Haven*, 100 miles from Philadelphia, a place of deposit and shipment for the collieries of the west, and the west-west branches of the Schuylkill River. The Mine Hill and Schuylkill Haven Rail-road Company have a branch leading from this to the Broad Mountain, about 11 miles in length, following the course of the west branch, and a branch of about three miles in length, up the west-west branch. The main road penetrates the coal region about six miles from Schuylkill Haven, and intersects the strata at right angles; and there are several important branches, the property of individuals, the whole calculated for horse power, but admitting steam if required. 41,529 tons of coal were shipped in 1834.

Third, Mount Carbon and Pottsville Landings are 106 miles from Philadelphia, and situated on the edges of the coal basin, in the gap of the Sharp Mountain. The "Mount Carbon and Norwegian" Rail-road extends from this point until connected with the Pottsville and Danville Rail-road, at the foot of their inclined plane on the east branch of the Norwegian Creek, and a branch of their road is also carried for several miles up the west branch of the same creek, giving access to the most celebrated veins of the red ash coal. Horse-power is used, but steam can be. 88,117 tons shipped in 1834.

Fourth, *Port Carbon*, 108 miles from Philadelphia, at the junction of Mill Creek with the Schuylkill River. Mill Creek has formed a deep ravine across the coal region in a direct line, and thus yields easy access to the veins in the basin. Up this stream the Mill Creek Rail road extends from the canal about four miles, to the foot of the inclined plane of the Pottsville and Danville Rail-road, on the south side of the Broad Mountain; with it are connected collieries on the most celebrated veins of the region, furnishing every variety of coal, such as the "Pott and Bannun," "Diamond," "Peach

Mountain," "Spohn," "Lewis," Gate, &c. Horse-power is used, but steam can be. 60,475 tons shipped in 1834 from Port Carbon.

The Schuylkill River takes its rise 12 miles from Port Carbon, and runs along the south side of Sharp Mountain, parallel with the coal strata, and presenting the most desirable grade for a rail-road. The Schuylkill Valley Navigation and Rail-road Company have constructed a rail-road, 10 miles in extent, to Tuscarora. Several streams that take their rise at the north, at convenient distances, intersect the Schuylkill in this valley, and cut the coal strata at right angles, thus giving great facilities for mining the coal, and for roads of a proper grade. Numerous lateral roads, the property of individuals, are by this means connected with the Schuylkill Valley Rail-road, and the mines on most of the approved veins.

In visiting the various ramifications of these rail-roads, near the head waters of the Schuylkill River and the canal, we see Port Clinton, Orwigsburg, Schuylkill Haven, Mount Carbon, Pottsville, Creszona, Wetheull, Port Carbon, New Philadelphia, Tuscarora, Tamaqua, Edgeworth, Middleport, Patterson, Minersville, New Castle, St. Clair, Louisburg, Greenfield, M'Keensburg, and from Tamaqua it is but 12 or 15 miles to Mauch Chunk village, and the mine only six. No where in the United States can such a busy scene of mining operations be seen in such a concentrated and advantageous manner.

To reach Port Clinton from Philadelphia the boats have to pass 75 locks.

To reach Schuylkill Haven, 25 locks,	100
"    "    Mount Carbon and Pottsville Landing, 45	120
"    "    Port Carbon, 4 more,	124

A tunnel and rail-road of four and a half miles from Tuscarora to the mouth of Cold Run Creek, that can be made for \$50,000 for a single track, will much shorten this distance to Philadelphia, and save the circuit via Paterson, Middleport, New Philadelphia, Port Carbon, Pottsville, Mount Carbon, and Schuylkill Haven.

Three miles from Pottsville or Town is the celebrated Klingeberg, or Chiming Rocks; by striking on the stones various sounds are heard equal to a fine chime of bells. There is a cave near also worthy of attention

The *Vaucluse Mineral Springs* are a mile from Lehighton, in a romantic spot, and here was formerly the ruins of an

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Indian sweating-house. The springs are chalybeate and very cold. A mile and a half from the springs on Weiss' farm is a well dug by Dr. Franklin, when stationed at this post in 1756. The war path over the Mauch Chunk Mountain is preserved; minerals, shells, and other objects of scientific research are in abundance, and the neighboring streams and lakes abound in trout and other fish.

### Easton, Mauch Chunk, and Lehigh.

*Easton*, at the confluence of the Lehigh and Delaware Rivers, is an ancient and respectable town, with a population of about 3,000. It is built mostly of stone and brick, and has a substantial and comfortable appearance. The Delaware here, with its bold and precipitous banks, and the picturesque Lehigh and its attendant canal and verdant slopes, are the principal features of the landscape as viewed from the surrounding heights. A roofed wooden bridge leads over the Delaware, resting on two stone piers, and is about 800 feet in length. Over the Lehigh south of Easton, is also a handsome chain bridge, about 600 feet in length, both bridges having separate passages for foot passengers and carriages.

*Easton* is 72 miles from New-York, and 52 from Philadelphia. Passengers can from the former city proceed through New Jersey via Newark, Morristown, and Schooley Mountain, and call at the mineral springs there, and thence to Easton; or by steam-boat to New Brunswick 45 miles, and thence by stage, and arrive the same day by sun-down at Easton.

From Easton, if time permits, there are two remarkable spots which the geologist or the admirers of the wild scenes of nature can visit with instruction and delight; these are the Delaware Water Gap, and the Wind Gap; the former is about 25 miles to the north-east, and the latter 12 miles north-west from Easton, and are wide rents in the chain of the Blue Ridge, evidently made by some great convulsion of nature, and presenting features of rude grandeur and sublimity. The latter gap leads over the Pokono Mountain, and through the grouse region so much frequented by sportsmen, passes near the upper falls of the Lehigh, and thence on to Wilkesbarre and the Susquehannah valley.

*Bethlehem* is a Moravian town, situated about 12 miles

south-west from Easton on the Lehigh River and Canal, and is truly a charming spot, and distinguished for its appearance of neatness, comfort, good order, and industry; and the scenery, as we descend towards the river, winding among lovely hills and meadows, parks, forests, and lawns, is of the first order of rural beauty.

The Female Seminary in this place is a conspicuous object, and it is one of the attractions to strangers and to parents from all parts of the United States.

In the vicinity of Bethlehem the region is of the limestone formation, and the inhabitants mostly the descendants of German emigrants from Wirtemberg, who still retain their language, but not in its native purity. They have their newspapers and almanacs printed in the same language. The Manokisey Creek bounds the village on the west, and empties into the Lehigh; there is a bridge over each stream; the high and wooded elevations opposite the town on the south side of the Lehigh River, the fine state of cultivation that prevails near this settlement, the luxury of wide and shaded walks neatly paved with brick, and the pleasant promenades in every direction, combine to make an agreeable impression on the visiter. There is no community of goods here as in some other German places in Pennsylvania and Ohio. The musical genius of the German nation is here displayed in weekly concerts, and in their public worship on the Sabbath, in the most attractive manner. There are 800 inhabitants.

*Nazareth*, six miles to the north, is another town of 500 inhabitants, belonging to the same society, and has a large school for boys. The road to it passes through a well cultivated district, evincing the wealth and ease of the proprietors; that of Mr. Schlabach, who came over as a redemptioner, is especially worthy of notice.

The road up to Mauch Chunk passes through Kreidersville, Cherryville, Berlinsville, over a most beautiful country, producing fine crops of wheat and grass; the inhabitants being Germans, and here as elsewhere thriving and industrious. The scenery increases in interest as you approach the Blue Ridge, which is seen rising before you like a barrier, and stretching for many miles in a north-east and south-west direction, at right angles to your course, and thickly wooded, with a very steep appearance, and becomes still more beautiful as you approach and enter the gap, by the side of the

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river and canal, with the cleft mountain rising 1,000 feet, and presenting on either side a bold projection of rocks rising very abruptly, and forming an imposing portal to the subsequent scenes. Soon after passing *Lehigh*, we enter a long circuitous gorge that near Mauch Chunk narrows and diminishes in width, and barely leaves room for the river and canal, and for a road partly cut out of the mountain.

In this wild gorge the traveler will find an excellent hotel, that in the rear is overhung by the mountain, while near by in front is the rapid *Lehigh*, and one of the numerous dams for feeding the canal, that extends from its head here to Easton, and along the right bank of the Delaware to Bristol, 18 miles above Philadelphia; total 60 miles, being the channel by which the coal of the *Lehigh* reaches the tide water to the Delaware.

The canal along the *Lehigh* is a creditable work. The banks are firm and lined chiefly with stone; locks 100 feet long and 22 feet wide, of hewn stone laid in hydraulic cement, and lined with plank; the canal is 60 feet wide at top, 45 at bottom, and five feet deep; 364 of ascent from Easton; 54 locks and nine dams. Total distance from the mines to Philadelphia, 124 miles.

The principal object worthy of the examination and enjoyment of the traveler, is the vast deposit of coal in this vicinity, and the agreeable and easy method of reaching the spot by a mountain excursion of nine miles on a rail road, that commences near the hotel by a very steep ascent of 215 feet, in an inclined plane of 700 feet. This part is only intended for the descent of loaded coal wagons and the simultaneous ascent of empty ones, and is managed in the usual manner of inclined planes before described on the Columbia Rail-road, (see Index.) From the summit of this short plane commences the main rail-way to the mines of nine miles, besides several miles of side railing or lateral road. This main road is graded to 100 feet of ascent per mile, and is of timber, shod with flat bar iron on the upper and inner edge, and cost only \$3,500 per mile.

Here the traveler enters the car that is drawn by horses, and for one hour, which is the time taken to ascend, can enjoy the scene without the least fatigue or danger, till he arrives at the summit, and by walking a short distance looks down into the immense excavation, where the miners are busily at work loosening the coal in heavy masses, the whole



having the appearance of an open stone quarry exposed to the canopy of heaven; the superincumbent earth and rocks having been removed in the first stages, and pitched into a ravine at hand.

The coal mine occupies an area of more than eight acres, and the excavation is in the form of platforms or steps of a colossal size, forming an angular area, with roads leading down to the interior. The seams or beds of coal are of great thickness, varying from 12 to 25, 35, and 54 feet, and more, and the perpendicular sections cut through display the contortions and irregularities to the best advantage; rails are laid in the mine for conveying the coal to the main rail-way, and to the chute at the end, where it is precipitated or dumped down the last slope into the coal barges or canal-boats; 146,000 tons were sent from this mine in 1836; and upon the Schuylkill, 436,000 tons; and of the Lackawanna, 102,000 tons; in all, 684,000 tons of anthracite coal; in 1835 the amount was 557,000 tons.

The coal rubbish is conveyed in cars on a rail-way that extends longitudinally along the mountain slope, and by several branches at right angles, reaching over the vale; the coal at the terminations is ejected to a great depth below, and has already accumulated in several black mounds.

An amusing feature of the rail-way operations is presented in witnessing the descent of the mules, that are taken down in pens to the end of the rail-way, to drag the empty cars up the nine-mile slope, and their imperturbable gravity while munching their provender and enjoying their rapid flight, that constant and daily habit has taught them is so much easier than to walk the distance, and that no coaxing or whipping could force them to attempt, that even Cruikshank himself could not have a better subject for his satirical touches.

A visit to the coal basin group of mountains in Pennsylvania is now an established summer route, uniting fine and varied scenery and the benefit of pure air with amusement of the most exhilarating description. The hotel offers every comfort and accommodation to the traveler, and conveyance may readily be procured for Pottsville, Wilkesbarre, and other places.

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## **Valley of Wyoming and Lackawanna.**

The anthracite region of the Susquehanna is 60 or 70 miles long, and about five broad; leaving out of view its irregularities, this valley may be regarded as the lower half of a vast flattened tube lying horizontally, within which are laid a series of sections of smaller tubes whose sides continually diminish in height, and end with the omission of those toward the centre; the bottom of these sections represents the strata in the lower parts of the valley, and the sides those of the slopes of the hills and mountains. The Lackawanna Creek and Susquehanna River flow through a natural canal, scooped out longitudinally in the lower part of the upper strata, winding irregularly in a line nearly but not exactly central, and tending most towards the side which represents the western barrier of mountains.

The figure of an inverted arch gives an ideal section of the strata, as regards their position and arrangement, without any pretension to accuracy in the proportions or number of strata; and the occasional irregularities as well as the steep ascent up the mountains to the extreme right and left are intentionally omitted. The strata are those of the anthracite coal formation; only three will be noticed. At the top a rock composed of the ruins or fragments of other rocks, the parts and cements of which are principally siliceous, the fragments of various sizes from that of pebbles to that of sand, forming sand-stone or pudding-stone, or grauwacke, next argillaceous slate, with vegetable impressions; then anthracite coal between roof and pavement: the direction of the strata is near north-east and south-west; the dip is towards the river, on the eastern side it declines to west, and on the west towards the east.

The strata of particular mines, however, generally copy the form of the upper surface over them, either curved or irregular, saddle-shaped, mantle, or dome; there are irregularities and exceptions arising from convulsions and strange contortions; the coal-beds vary in thickness from one to 27 feet; the lateral extent of the beds is immense, they break out in the precipices and hills, and form in some places the pavements of the river, and appear in the sides and channels of most every stream from the mountains; they blacken the soil in places, and wells are sunk in the coal. The supply is in-

exhaustible, and more important to the country than mines of gold and silver. The Pennsylvania Canal is at hand to conduct to Baltimore or Philadelphia, or to New-York, by the Delaware and Hudson Canal and Rail-road.

The valley of Wyoming is rich in soil and the best agricultural productions, and is unrivalled in fertility and beauty, full of interesting historical association, and the descendants of a high minded race of men; it will ever be one of the most attractive regions to every intelligent and patriotic American.

Its form is that of a long oval or ellipse; the first glance of a stranger from the eastern rocky summit is rich, beautiful, varied, and grand; few landscapes can vie with it; several villages or clusters of houses appear. Wilkesbarre is a well built, rural village, and has 2,500 or more inhabitants.

*Carbondale* is situated on the Lackawanna, a creek emptying into the Susquehannah at the head of the valley of Wyoming.

The mine is situated in the front of a hill; it is quarried in a continuous line for sixty rods, and presents a front of good coal of 20 feet in thickness, besides several feet more of roof coal, stained and shattered by time and the weather. Several steam-engines draw up the coal in wagons, on a rail-way from the mine to the summit level, whence it descends by another rail-way 16 miles long, to the canal at Honesdale, on the Lackawaxen, and along that stream 30 miles to the Delaware, and down the valley on the east side to Carpenter Point; thence it turns north-east and extends to the Hudson at Kingston.

The Lackawaxen is a wild mountain stream running through Wayne and Pike Counties in Pennsylvania, and along its banks the canal is constructed until it meets and crosses the Delaware.

The summit level of the canal is only 80 feet above the Delaware at Port Jarvis, 535 above the Hudson at Kingston; the distance between the two points is 59 miles; and from Port Jarvis up the Delaware to the Lackawaxen, and up the latter stream to Honesdale, 49 miles; total 108 miles; and including the rail-road as above, 124 miles. The New-York portion of the canal runs along the foot of the western slope of the Shawangunk range of mountains between the Hudson and the Delaware, in Ulster and Sullivan Counties, and up the valley of the River Delaware on the New-York side.

The Delaware and Hudson Canal is 32 feet wide and four

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feet deep; ascent and descent 625 feet; 62 locks; cost of the canal \$1,000,000; commenced July, 1825; finished October, 1828. An elevation of 800 feet on the east side of Moonic Mountain is overcome by five inclined planes, each from 2,000 to 3,000 feet in length. In dragging the coal up to the summit level from the mines on the west side of the mountain, accidents have occurred formerly from the breaking of the iron chains extending from the coal wagons to the fixed steam-engine at the top of the hill; when such was the rapidity of the descent, the vehicle could only be seen as a dim streak darting through the air; this is now remedied by the use of hemp cables.

Along the Lackawaxen and the Delaware the canal is in several places supported on the brink of the river by massive stone walls from 15 to 40 feet in height, the rocks having been blasted out of the precipice on the east, and thrown into the bed of the river to form the basis of the canal, which thus for many miles runs side by side with the heavy tumultuous current of the adjoining river, and presenting many imposing views of the rough and wild scenes of nature, in strong contrast with the smooth and peaceful surface of the canal, along which we glide in security, although in such near proximity to what must sometimes be a source of apprehension to the timid or nervous, but more generally causing a state of delightful excitement. To the tourist in search of pleasure or the picturesque, this excursion in summer may be entered upon at either extremity, Carbondale or Kingston, and the coal region of Mauch Chunk on the Lehigh, or at the head of the Schuylkill, near Pottsville and the Union Canal, taken to proceed to or from the valley of Wyoming, as before described.

This excursion can be made in a few days and at trifling expense, either from New-York or Philadelphia; in the former case proceeding up the Hudson and debarking at the entrance of the Rondout Kill near Kingston, and following up the Shawangunk Valley, or in the latter taking the Schuylkill Canal or the rail-road to Reading and Port Carbon, and thence to Mauch Chunk or Easton, or down the Nescopeck Valley to the Susquehannah, as may be readily seen on any good map of the States of New-York and Pennsylvania.

The *Morris Canal* leads from Powles Hook, opposite the city of New-York, through Newark, and thence in a northern direction along the eastern slope of Newark hills towards

the manufacturing town of Paterson, which it overlooks as it winds slowly to the westward round an elevation, twice crossing the Passaic River above the celebrated falls of that name, (which may easily be visited in two hours from New-York, using the rail-road conveyance,) thence winding through the valleys in Morris and Warren Counties, and receiving a feeder on the summit level from the Hopatcong Lake, 900 feet above tide, a clear and beautiful sheet of water, it descends through the valley of the Musconetcong and enters the Delaware River opposite Easton in Pennsylvania, and the mouth of the Lehigh River.

The transportation of the coal that comes down the Lehigh Canal from the Mauch Chunk mines, 36 miles north-west from Easton to the city of New-York, and the east, is the principal source of the business of the Morris Canal, and in time will render it profitable, although it is connected with a bank of the same name, having an office in the city of New-York, and at present more lucrative than the canal stock to the stockholders, under a most liberal charter from the State of New Jersey.

This canal was commenced in 1825. It is 115 miles long, 32 feet wide at the surface, four feet deep, rise and fall 1,657 feet, of which 223 are overcome by 24 locks, and the remaining 1,434 by 23 inclined planes of a very ingenious construction, combining water-power and machinery on the plan of Professor Renwick, of Columbia College, of the city of New-York; there are also four guard-locks, five dams, 30 culverts, 12 aqueducts, and 200 bridges; cost \$2,000,000.

The counties adjoining this canal are rich in iron ore and in valuable minerals, especially Sussex County in the north-west part of the State, and in numerous clear and beautiful lakes and mountain streams, abounding with trout and other fish, and the woods with game, like all similar regions in the United States.

### **Upper Falls of the Genessee in New-York.**

Sixty miles south of Lake Ontario, 23 above Moscow, are remarkable falls, or rather three falls in a distance of three miles; these are very little known from being somewhat out of the range of fashionable travel; they each differ much from the other, and are at present difficult to approach, but this is

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easily obviated. The three falls are 60, 90, and 110 feet high, and are grand objects, but they are almost forgotten in the feelings of wonder, and even of fear, with which the sublime perpendicular walls of the river inspire. They may truly be called walls, for they do not, like the beautiful rocks at Trenton, recede as they approach the top, but are for a great distance perfectly upright or impending, and almost as regular for a great part of three miles as a work of art, and rising from 200 to 500 feet; to this depth the river seems to have worn its circuitous passage in the solid rock, in turns almost as short, and bends nearly as graceful, as if winding through the softest meadows.

A scene of more savage grandeur and loneliness can seldom be witnessed than the view from the top when looking into the deep gulf from one of the highest points, to the very edge of which, by trusting to the boughs of the thick shrubbery, you can approach without apparent danger. Gigantic evergreens stand upon the extreme verge, and they seem from their height to have held their places on this brink for ages.

The region of the Genessee, as well as the Niagara, are remarkable for their very distinct and almost horizontal stratification.

The rocks, consisting principally of limestone, sand-stone, and slate, although greatly indented on the surface, scooped into deep basins and valleys, swollen into high hills, and presenting great variety of outline in the sweeps of bold and beautiful curves, are generally laid down with the regularity of a work of art, and remain evidently in the horizontal position into which they first subsided—the observer is impressed by the grandeur of the piles, by the different colors of the alternating strata of rocks, reposing upon each other in perfect order, as if reared by the mason's art and power; by the mild beauty of the trees, shrubs, and verdure on their summits and edges, and by the enormous masses which time has thrown down in ruins to be washed by the ceaseless wear of a river, always powerful, and at times swollen to an overwhelming torrent.

The *Asphaltic* or slate rock, that is so highly charged with bitumen as to be capable of combustion, is found at the outlet of Honeyoye and Canesus Lakes, and on the Canaseraga branch of the Genessee River.

**Southern Route resumed from page 358,  
From Philadelphia to Baltimore.**

The traveler has the choice of several routes to proceed to the South from Philadelphia:—

First, by rail-road via Wilmington and Havre de Grace; through in about five or six hours.

Second, by steam-boat to New Castle; thence by rail-road for 16 miles, ending by the steam-boat on the Chesapeake, down the Bay 64 miles to Baltimore. The fare by each line is \$4. The canal from the Delaware to the Chesapeake is entered 10 miles below New Castle at Delaware City; this is frequented by schooners, sloops, or steam-boats, as hereafter described.

Those preferring the combined route by river and rail-road will proceed to Chesnut-street wharf, before the boat leaves the city early in the day, at seven or six o'clock; or at noon, on the arrival of passengers by the eastern routes, at twelve to two o'clock, when the boat glides rapidly past the southern part, or river-front of the city and suburbs of Philadelphia. The most prominent building to attract the eye of a stranger, is the *Ship-house* at the Navy Yard, where some of the noblest and best ships in the navy of the United States have been constructed, the Delaware, the Pennsylvania, and others; from thence, passing Gloucester Point, League Island, and the termination of the isthmus, between the Schuylkill and Delaware, the traveler will notice, on the left or east bank, the site of the revolutionary fort of Red Bank, the former scene of strife and bloodshed. Some miles onward, he will pass, on the west bank, the Lazaretto or Quarantine buildings. The banks of the Delaware are generally of but moderate elevation, on either side of this portion of the river; the aspect tame or uninteresting at a distance; but the land is of the most fertile description, the lowlands or meadows protected by embankments from inundation. Two or three hours are occupied before the boat arrives at New Castle, where the land route across the State of Delaware commences. Distant views of Chester and Wilmington are had in proceeding thus far, the former in 15 miles; the latter in 28 miles from Philadelphia, between the Brandywine and

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Christiana Creeks, one mile above their confluence, two west of the Delaware; the population about 7,000; its situation elevated and pleasant. (See rail-road route next described.)

New Castle is 33 miles from Philadelphia; it was settled by the Swedes in 1627, before the arrival of William Penn. The population is 2,500; it has places of public worship for Episcopalians, Presbyterians, Methodists, also a court-house, jail, and an academy. Some remains of its antique houses may perhaps yet be seen; also tombs of the early colonizers, that had a contest with the Dutch for sovereignty, in the infancy of the colony, 1655, when the latter prevailed, but in 1664, were themselves subdued by the English, when New Amsterdam was merged in New-York.

The *New Castle and Frenchtown* Rail-road is now part of the great thoroughfare between Philadelphia and Baltimore; it affords a safe, rapid means of communication between the Delaware and Chesapeake Bays. The road is 16½ miles long, nearly straight; (the curves only adding 2,559 feet.) The greatest variation from a level, is in one section of 4,000 feet long, that has a slope of 29 feet to the mile; in others it is only 10 or 16 feet to the mile. The amount of excavation was 500,000, and of embankment 420,000 cubic yards. There are four viaducts, 29 culverts, all of stone. It was completed in 1833. Total cost, \$400,000, including land, wharves, cars, engines, &c.

The *Chesapeake and Delaware Canal* commences 10 miles below the rail-road, at a place called *Delaware City*, opposite an island of small extent, on which is Fort Delaware, in ruins. The canal extends in a south-western direction, four miles through the marshes to St. George's; it soon after enters upon the *Deep Cut*, that is six miles long, 70 feet in the deepest part, with an arched bridge of 235 feet span, 90 feet above the water, thus admitting steam-boats, schooners, sloops, or barges, to pass beneath, while passengers or carriages may be seen at a giddy height, on the elevated arch above. From this to *Chesapeake City*, at the western termination on Back Creek, a tributary of the Elk, is four miles.

This canal runs three quarters of its distance through the State of Delaware, the rest in Maryland; it is 60 feet in breadth at the surface, 10 feet in depth, has two tide and two lift locks, 100 feet long, 22 feet wide in the clear. The



summit level, that is 12 feet above tide, is supplied by a reservoir, covering an extent of 100 acres, 10 feet deep. It was commenced in 1824; opened for navigation in 1829; it cost \$2,200,000, and is in a great part attributable to the public spirit of the citizens of Philadelphia. It is one of the most useful works in this country, and, like the canal between the Raritan and Delaware, it saves a circuitous and sometimes dangerous, exposed sea and river navigation of 384 miles from Philadelphia, by way of the Delaware and Chesapeake, up to the head of the bay. The trade carried on through the canal is brisk and constantly increasing.

Great obstacles in constructing the canal were encountered in the outset, in the deep tide marshes of St. George's, by the porous, spongy soil, that gave way under the pressure of a heavy embankment, that sank to the depth of 40 or 50 feet; also by the sliding of the earth into the canal at the heavy steep slopes at the deep cut, before it was rendered secure by turf or thatch. The piers forming the harbor, at the entrance into the Delaware, enclose several acres of surface; there is the first tide lock, also one of the moveable bridges.

The *Delaware Breakwater* at Lewiston, near Cape Henlopen, is an immense work of national undertaking, (costing a million of dollars, and yet unfinished,) that has long been required, for the protection of the coasting trade from the north-east storms, and from which this is the only refuge in such cases for a considerable extent of coast.

Steam-boats in the summer season occasionally visit it, as they do *Cape May* on the opposite shore of the bay, and intermediate places up, such as Chester, Wilmington, New Castle, and the *city*, at the entrance of the Delaware and Chesapeake Canal.

At the termination of the New Castle and Frenchtown Rail-road, near the head of Elk, (a short distance below where the Philadelphia and Wilmington Rail-road extends to the mouth of the Susquehannah,) passengers take the steam-boat here found waiting the arrival of the train, and proceed down the Elk, 13 miles to its confluence with the Chesapeake Bay at Turkey Point, where the bay expands northward towards Havre de Grace, at the mouth of the famous Susquehannah; here the glance that is had for a few miles at its bold, upland, not to say rocky outlines to the north-west, reveals sufficient of its beauty to induce the disposition of the passing traveler to behold still more of its

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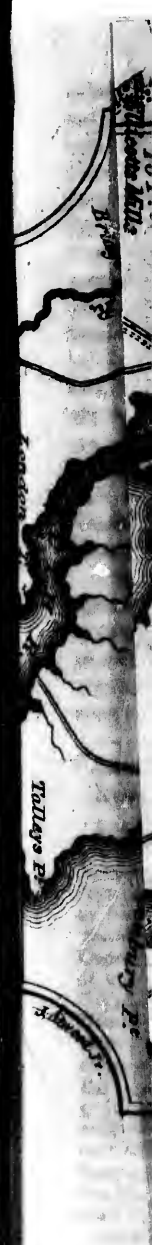
wild, romantic borders, rendered classical, almost immortal, by the genius of the poet Campbell, or the bloody feats recorded of the wily Indian warriors.

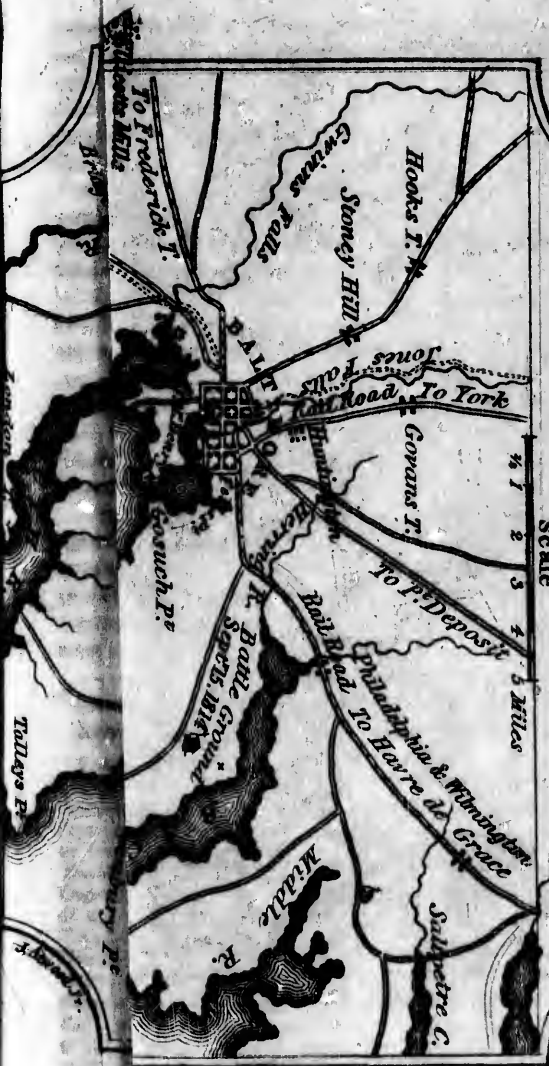
Taking the course down the broad and shallow bay towards Baltimore or Norfolk, we reach, in six miles, Grove Point, Poole's Island in 16, Middle Island in eight, and North Point in eight miles, opposite the mouth of the Patapsco, extending towards Baltimore; and here is usually encountered the steam-boat that has just left the latter city, on its way to Norfolk; therefore all those bound southward or to Richmond, or the Virginia Springs, can embrace this opportunity, and have their trunks, &c. transferred to the downward boat, that comes along side for that purpose, to save time or prevent travelers taking any other interior route, as they may perhaps be inclined to adopt, if they proceed to the city of Baltimore or Washington. After passing Sparrows Point in four miles, Fort M'Henry in six miles, in three miles the traveler is at Baltimore.

The *Philadelphia and Wilmington, or Upper Rail-road route*, must be exclusively resorted to when the navigation of the rivers and bays are obstructed by ice; also at other times by those desirous of avoiding steam-boats, or wishing to pass through the interior of Delaware, near the old stage road, by a diversified, hilly route, that has sufficient variety to please. Leaving the city of Philadelphia by the usual hours at the depôt in Broad-street, the train passes through the suburbs, and soon reaches the Schuylkill River, crossing it by a substantial viaduct or floating bridge to its west shore; thence proceeding rapidly in a south-west direction, it reaches Darby in seven miles, thence to Chester in eight miles. This is quite an ancient place, with a population of 1,000, also the seat of the first legislature after the arrival of William Penn; thence, along the road in the vicinity of the shore of the Delaware, by an embankment over the meadows for some distance, to Marcus Hook five, *Wilmington* eight miles, or 28 from Philadelphia. This is a wealthy city, also a port of entry, owning over 12,000 tons of shipping, and numerous flour mills, that the falls of the Brandywine furnish with power, also for 100 manufactories of various kinds, cotton, wool, paper, powder, iron-castings, within 10 miles. The upper waters of this useful stream are crossed on the roads from Philadelphia to Lancaster, (see page 370.) Here is a town hall, two markets, three banks, 13 places of worship—

three each for Episcopalians, Presbyterians, and Methodists, two Friends, one Catholic, one Baptist. Two neat bridges and the rail-road viaduct span the streams. To the town is 14 feet depth of water; to the mills eight feet. The country around or adjacent is very attractive, and the springs at Brandywine, five miles off, are of the chalybeate kind, and a popular place of resort in the warm season, with ample, spacious accommodations. The capacious stone hotel at the Chalybeate Spring is 460 feet above the Delaware; it can accommodate 300 persons; its halls and chambers are large and airy, the mammoth dining-room has its windows from floor to ceiling, open on both sides, cool as though out doors, (a luxurious feature usually overlooked;) its reading and ball-room are rendered attractive by a full supply of papers, and choice musicians; it has bathing-houses, billiard-rooms, ball pin alleys, ornamented grounds, shaded walks, with cascades, fountains, and embowered streams, imparting a grateful coolness. Extensive stabling, covered carriage-houses, &c. are provided. The Philadelphia and Baltimore Rail-road is in two miles, with omnibusses in attendance; carriages or saddle horses are ready for jaunts to the most interesting sites, either historical or picturesque. There are 40 schools in this city. There is a library of 3,000 volumes, four printing-offices and papers. The two boarding-schools for boys, with one for girls, owned by Friends, are of old date, and very celebrated. The city is furnished with water for families, on the plan of Philadelphia; the streets are likewise rectangular. It is a lively, pleasant residence, having its own steam-boats plying to the metropolis of Pennsylvania.

The Christiana Creek is 20 miles long: the rail-road keeps near its border for five miles to *Newport*, where is a depth of water of nine feet, and to *Christiana Bridge*, five miles on, is a depth of six feet. Here is a small hamlet of about 50 houses. *Newark*, five miles beyond, has the Delaware College and an academy; it is a pleasant, healthy site. In five miles beyond we are at *Elkton*, at the fork of the river, at the head of tide, 14 miles above its mouth at Turkey Point; it has a court house, jail, and methodist church; is a neat quiet place. In six miles we are at the village of North-East, on a stream of that name; in three miles we are at *Charleston*; and in seven miles we reach the eastern or left bank of the noble Susquehannah, opposite Havre de Grace, just above its reception into the ample bosom of the Chesapeake, that ex-





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tends from this point 270 miles to the Atlantic, is two to 20 miles broad below this, and nine fathoms deep; receives many noble rivers, that pervade the remote parts of Pennsylvania, New-York, Maryland, and Virginia, and forms a main artery and a leading feature in the map and geography of the United States. The Susquehannah, Potomac, Rappahannock, York, and James or Powhattan rivers, and others, form its confluent mass of waters, all yielded by the three largest of the old confederated States of the Union; its arms, indentations, winding shores abound in the luxuries of fowl and fish of the choicest quality; the river is about a mile wide, but the daily trains of cars are soon transferred to the opposite shore in Havre de Grace, and the route resumed over the neck for 11 miles below Hall's cross roads, Harford, and in six miles crossing Bush River, Little Gunpowder in seven miles, and in 16 miles we are at the depôt at Baltimore, having finished 98 miles in a style of luxury and ease quite unsurpassed.

\* Baltimore has a population of 90,000; it contains many splendid public buildings, churches, monuments, and spacious hotels; of the latter, the one adjoining the exchange is sufficiently retired, quiet, and desirable for families or traveling parties; it has been erected and fitted up at great cost; it belongs to William Patterson, Esq. Robert Oliver,

**\* Steam-boat Route down the Chesapeake Bay to Norfolk—and up the James River to Richmond.**

Leaving Baltimore, proceeding east past Fell's Point, the resort of heavy shipping, in three miles we pass Fort M'Henry, in six Sparrows Point, and in four North Point at the entrance of Chesapeake Bay; then taking a southerly course down the broad expanse, the *points* or *headlands* passed in view, are Bodkin four, Stony four, Sandy six, Thomas 10, Three Sisters six, Herring Bay seven, Sharp's Island nine, Cove 20, Drummouth of Patuxent six, Cedar four, Point Lookout, mouth of the Potomac, 17, Smith's 11, Windmill, mouth of Rappahannock, 21, Gwynn's Island seven, Point no Point six, New Point Comfort nine, Black river 12, Old Point Comfort 10, Fort Calhoun one, Craney Island eight, Norfolk six, total 197 miles, fare \$8 00; thence to Richmond, down to Craney Island six, Newport nine, Tindrel Shoals eight, Burrill's Bar seven, James Town 12, Dancing Point nine, Tree Point six, Windmill nine, Harrison's six, City Point five, Sharley two, Osborn 10, Warwick 20, Richmond seven, total 116 miles, fare \$4 00; from *Washington*, on the Potomac, to Alexandria five, Mount Vernon nine, Crane Island 12, Sandy eight, Boyd's 18, Matthias eight, Cedar seven, Pope's Creek, near the birth-place of Gen. Washington, four, Blackstone's 15, Peney 12, Roger's 16, Smith's, at the mouth of the Potomac, five, thence to Norfolk 87, —total 206 miles,



John Donnell, and Sons, and Jerome Napoleon Bonaparte, with the intention of making it a first-rate, fashionable house; it has extensive suits of parlors and bed-rooms, baths, reading-room, with every commodious arrangement, and has been most admirably conducted by Mr. Page, in his quiet, attentive way.

The Washington Monument, and the domes of the Exchange and Cathedral, make an imposing appearance in the approach to this city by water; the surrounding country also being hilly, well cultivated, sprinkled with villas and country residences, the eye cannot but be delighted.

The late Barnum's Hotel in Calvert-street, opposite the Battle Monument, is an extensive house, in the vicinity of the Post-Office, Museum, and many of the public institutions, near the busiest streets, stage-houses, &c. The great hotel in Baltimore-street is a new extensive house, fronting on two streets, replete with every comfort in arrangement, such as suits of parlors with adjoining bed-rooms, single or double rooms, baths, with a copious supply of water, conducted up the house in leaden pipes; the upper stories and the observatory command a most extensive view over the city and country to Chesapeake Bay. The views also from the Washington Monument or the Shot Tower, having an extensive field, with a bird's-eye glance over the city, should receive a visit. Besides these, there is the Indian Queen Hotel and several others, and many boarding-houses.

The Washington Monument, a column of white marble, is situated on very elevated ground, in the upper part of the city, with a surrounding park; the shaft, 20 feet in diameter at bottom, 15 at top, rises to the height of 160 feet, the figure at top is 15 feet, the base is 50 feet square, 25 in height, surrounded by an iron railing; the ascent to the top is arduous, but is accomplished by a winding stone stair-case of 230 steps, occupying the interior of the pillar or shaft, that opens at the summit on an area, secured by an iron railing around the exterior circumference.

The Catholic Cathedral is the most splendid in the United States; it possesses two valuable paintings, presented by Charles X, King of France; the green curtain covering them is withdrawn after mass on Sundays; the music and singing here is truly delightful and attractive to strangers. The deep-toned bell of this Cathedral is remarkably fine.

The Unitarian Church, near the Cathedral, is one of the

handsome structures of the city, it is also, with St. Paul's (Episcopal) Church, frequented by the fashionable. There are many other places of worship of various denominations scattered about the city, of less pretension as to style or architecture.

The University of Maryland, the atheneum, two theatres, museum, hospital, court-house, penitentiary, alms-houses, five markets, 10 banks, 50 or more churches, together with the appropriate monument in Calvert-street, to the memory of those brave citizens that gloriously fell in battle in the defence of their city, when attacked in 1814 by the enemy, are, together with the unrivalled cathedral and monument, strong evidences of the existence of great public spirit and activity in the citizens, and a just pride in its literary, scientific, charitable, and religious institutions.

The hotels and public houses vie in size and accommodation with those of the other cities of the United States; the private mansions are many of them handsome, all are substantial, neat, chiefly of brick; the streets are rectangular, the rail-roads and cars are introduced to the centre of the city, in Pratt-street, near the water's edge, for the convenience of trade and travel. Beside the great western rail-road of 300 miles to Wheeling, Ohio, soon to be completed, another of 60 miles extends due north to *York Haven*, on the Susquehannah, that will attract trade and travel from that direction in part; this, with the canal along the river of 40 miles from Port Deposit to the coal regions in Pennsylvania, will conduce much to improve and mature the internal trade and resources of this thriving city. Much of the modern part of the city, and decidedly the most healthy and pleasant in the view of a stranger, is built on the more elevated grounds near and around the Cathedral and Monument; it is fast extending and prevailing in that quarter. The latitude of  $39^{\circ} 17'$  north ensures it a temperate climate and mild seasons, favorable to navigation and early spring trade.

The merchants and inhabitants of Baltimore possess a large share of wealth, industry, and enterprise, as is evinced by the accomplishment of their public works of internal improvement for the securing of the western trade, also by the active, foreign, and domestic business here transacted.

Flour and tobacco being the staple commodities of Maryland, are here exported in great quantities, constituting the leading articles of the State. The harbor is safe, and is formed

by a large inlet extending west from the Chesapeake, called the Patapsco; the upper portion of it forms an extensive commodious basin in the central commercial part of the city, surrounded by spacious warehouses, accessible by steam-boats, coasting vessels, or schooners; the heavy ships come to at Fell's Point, at some distance below.

Steam-boats for Norfolk, and for the eastern route, start from the east side of the basin, foot of South-street. The distance to Norfolk 197 miles, fare \$8 00. Though only 40 miles by rail-road direct to the city of Washington, yet by the circuit of the Chesapeake and up the Potomac it is 204 miles, and to Philadelphia, by a like circuitous conveyance round the capes, it would be 206 miles, that the direct rail-road shortens to 96 miles. By land to Wheeling, on the Ohio, by the nearest route across the Alleghanies, is 279 miles.

Baltimore is well supplied with pure water, leading from Jones' Falls, a small stream that pervades the lower ground of the city, and over which there are several bridges; near by is one of the principal markets; also a shot tower upwards of 200 feet high.

The elevated ridge on the south side of the basin commands a good view of the city, harbor, and of the distant waters of the bay; here are the signal poles, communicating with others, also with the rotunda in the Merchants' Exchange.

The plan of the city is laid out with as much regularity as the ground will admit; the streets are too destitute of shade-trees, are of moderate width, kept in tolerable order, but are not liberally or sufficiently lighted at night; but the general aspect betokens solidity and comfort.

In September, 1814, an unsuccessful attempt was made by the British fleet and arms to capture this city. A detachment of several thousand men, under the command of Gen. Ross, landed at North Point, 12 miles east of Baltimore, but were met by the American troops, principally composed of militia hastily collected from the city and vicinity. A battle ensued; Gen. Ross was killed, and many lives were lost on both sides. There is a handsome monument in Calvert-street, in memory of those citizens of Baltimore that fell in this engagement. Fort M'Henry was at the same time bombarded, but without any effect, when the fleet and army of the enemy retired.

## Susquehannah Rail-road.

From Baltimore this road extends north 56 miles to York, thence east north-east  $11\frac{1}{2}$  miles to Wrightsville, on the Susquehannah River opposite Columbia, with which it is connected by a bridge one and a quarter miles long, and then reaches the Pennsylvania improvements of canal and rail-road to Pittsburgh, of 373 miles, and of rail-road to Philadelphia 82 miles. Thus from Columbia it is 13 miles less distance to Baltimore than to Philadelphia.

It leaves Baltimore from the depôt in Cathedral-street, and strikes the Gunpowder about half a mile above Tyron's mill, and continues along the right or west bank of that stream to the forks; then follows the north branch as far as its junction with Bee Tree River, leaves this last stream at its source, and follows the Codorus to York.

The rails on this road are solid and much superior to some, and will be more durable. The grades are gentle, but in one place, for a short distance, the locos have ascended the unheard-of acclivity of 84 feet in a mile, or in that proportion for a short distance, and a weight equal to 250 passengers, at a speed of seven miles an hour. The curves are slight, being, with but a few exceptions, over 1,000 feet radius.

About five miles south of York, is a tunnel of 250 feet long. The branch of  $11\frac{1}{2}$  miles to Wrightsville, passes through a beautiful and fertile valley, and has gentle grades.

From York there is also a rail-road to Gettysburgh; and at Chambersburgh, 25 miles west of Gettysburgh, is a continuous line of rail-road,—the Cumberland Valley Rail-road, of 162 miles to Philadelphia, via Carlisle, Harrisburgh, and Lancaster, through in 10 or 12 hours, that will soon be extended over the magnificent barriers of the Alleghanies to Pittsburgh, 162 miles west, thus making Gettysburgh the half way between Pittsburgh and Philadelphia, and the transit from the *Delaware* to the *Ohio* thus easily made in 20 to 24 hours.

The engineers have ascertained that a track for this road can be taken over the *Cove Mountain*, at a grade or elevation not over 50 feet to the mile, and that, by the same route, from Bedford to Philadelphia is 227 miles only.

## Rail-road from Baltimore to Washington.

The rail-road from Baltimore to Washington starts from the general depôt in Pratt-street, and follows the same line as before described, in going to Ellicott's mills, but diverges at Elkridge Landing at the mouth of the Patapsco, 10 miles, thence strikes off to the Savage Factory Branch, nine miles, (with the divergence to Annapolis alluded to,) Vanns-ville eight, Bladensburg seven, Washington six,—total, 40 miles; fare, \$2. Here at present ends the progress of the rail-road to the south or west; the present route is by steam-boat down the Potomac to Fredericksburg, Virginia, 60 miles; thence by rail-road through Virginia and North Carolina, a long stretch of 263 miles to Wilmington, on the coast of North Carolina, as more minutely described hereafter.

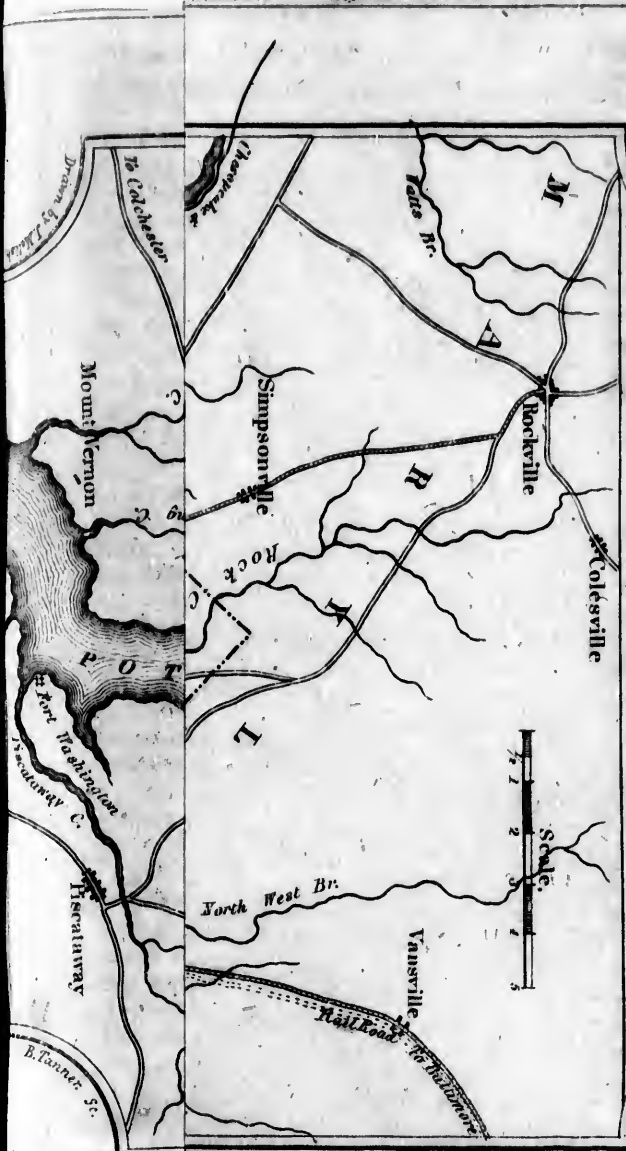
*Washington*, the present seat of the National Government, is comprised in the area of 10 miles square, that was ceded by Maryland and Virginia to the United States in full sovereignty when the archives and government were transferred from Philadelphia. The permanent population may amount to over 30,000; the transient population during the session of Congress adds much life, vivacity, gaiety, beauty, fashion, and display of ostentation and dissipation; at other times, the city is dull, tame, vapid, and disagreeable.

The *Magnificent Capitol*, the head quarters of the Representatives of the People and of the States, with its extensive library of 15,000 volumes, the surrounding and highly embellished grounds, tastefully laid out, and planted with trees, shrubbery, and exotics, native and foreign, guarded by an iron railing, is of itself an immense structure, to be examined in detail from the crypt to the towering dome.

The President's House, the curiosities in the War and Indian departments, the records and revolutionary documents in the Secretary of State's office, and the patents and curious machines and inventions, with a jaunt to Mount Vernon, Alexandria, the Falls of the Potomac, Georgetown, and the battle-grounds in the vicinity, with many attractive views in the environs, are worthy of being sought out by all curious strangers. The navy yard is also entitled to attention.

The *Rotunda* of the *Capitol* under the centre dome is paved with marble; it is 90 feet high and in diameter; the reverbe-





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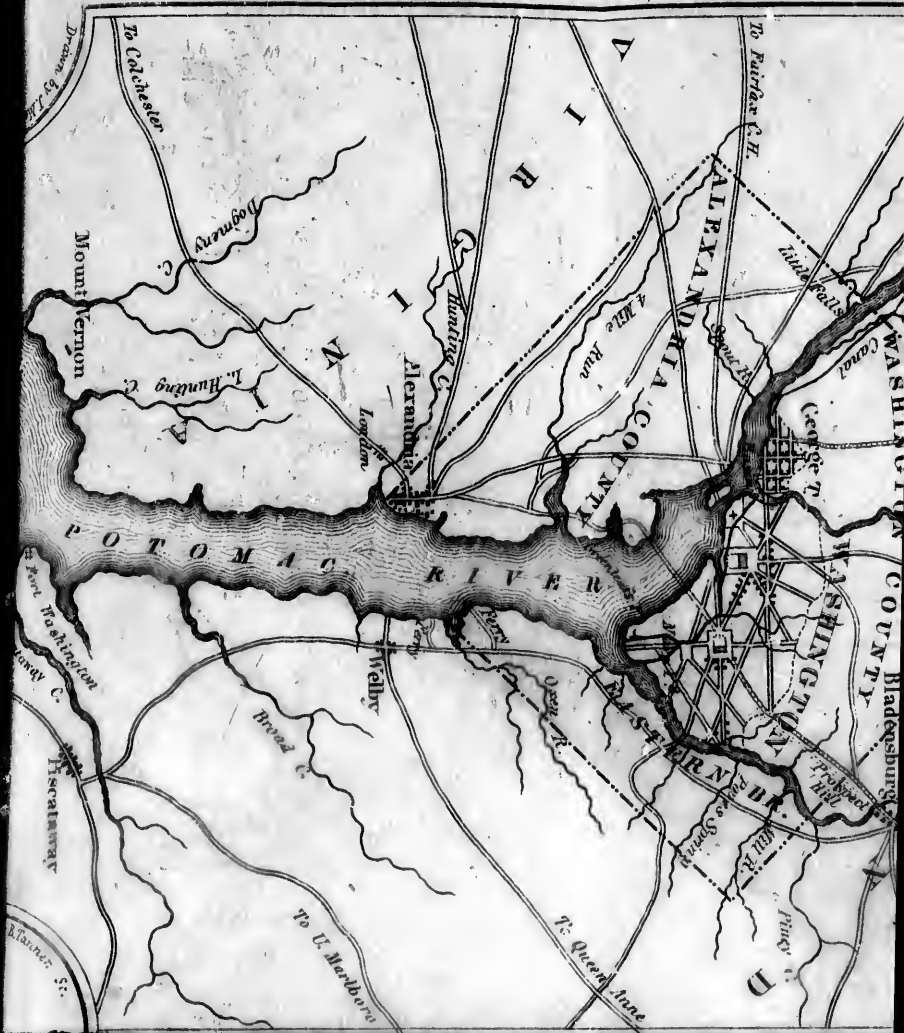
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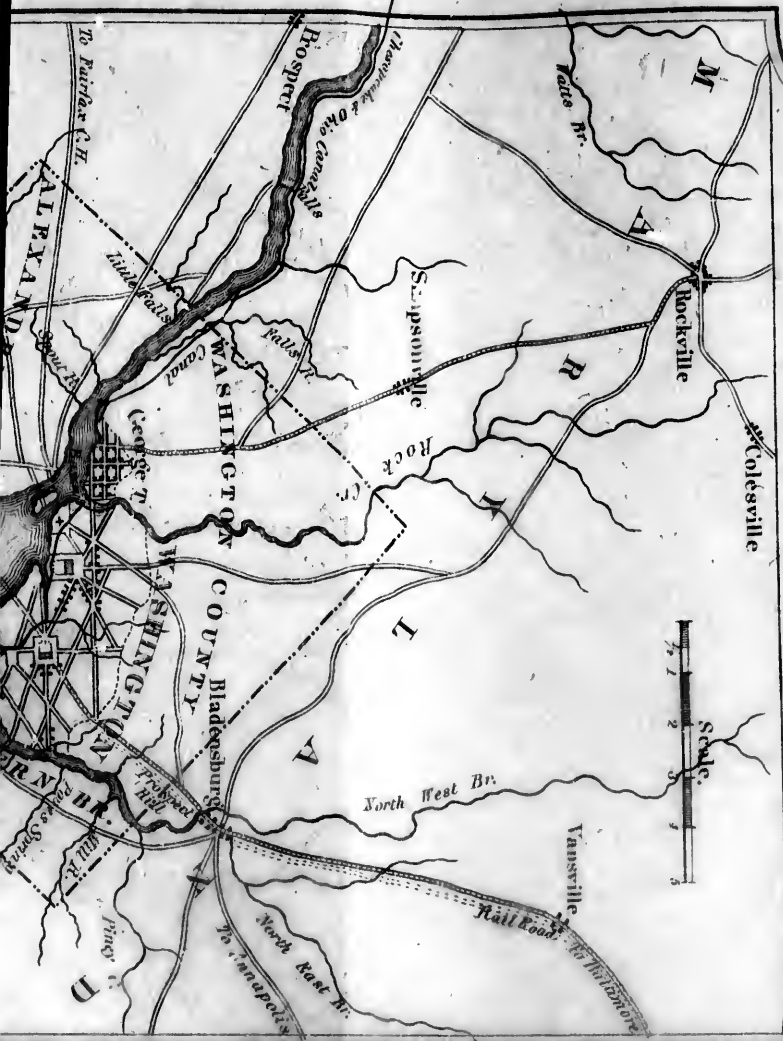
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# DISTRICT OF COLUMBIA.







rations of sound made here have an astounding effect. Four niches over the doors leading out of this room contain each basso relievos of historical scenes; 1st, Of the landing of the *Pilgrims at Plymouth, Mass.* in 1620; 2nd, *Wm. Penn* forming a *treaty* with the *aborigines* in 1682, in Pennsylvania; 3d, *Pocahontas* interposing to save the life of Captain John Smith in Virginia, from the uplifted club of Powhatan, in 1606; 4th, A scene characteristic of the skirmishes of the early settlers of Kentucky—Daniel Boone and others.

Besides the above, here are also Trumbull's painting of the *Declaration of Independence* in 1776, containing exact portraits of all the signers of that immortal state paper; the most prominent figures in the foreground are Thomas Jefferson, Benjamin Franklin, John Adams, Roger Sherman, and Chancellor Livingston, the drafting committee, presenting the same to John Hancock, the President or Chairman of Congress.

The *Capture of Cornwallis* and the British Army at Yorktown, in Virginia, is faithful in its likenesses of Washington and the principal American officers; but those of the British are not attempted by the artist.

*Washington resigning his Commission* is the last and closing scene of the drama of the revolution, as here painted by Col. Trumbull, himself a participator in the stirring scenes he so faithfully represents. Statues of *War* and of *Peace*, sculptured by ——— an Italian artist, are on each side of the main entrance of the east front of the Capitol.

At the *Navy Yard*, a mile from the Capitol, is a *monumental tribute* to the brave officers of the United States Navy that fell in the *attack* of Tripoli.

*Mount Vernon* is a melancholy place of pilgrimage, from its neglected dilapidated condition and its troublesome access, except by water. The remains of *Washington*, now deposited in the new marble sarcophagus and vault, after awaiting nearly half a century the tardy action of Congress, seem destined to be consigned to a more distant posterity to have full justice awarded by the country to his fame, so far as can be exhibited by a splendid national monument.

In the Museum at Alexandria may be seen a few relics that belonged to Washington in his early and latter years.

The population of Alexandria is about 8,000. It has two places of worship for Presbyterians, two for Episcopalians, one each for Friends and Catholics; its streets and squares

are well arranged; much life, fashion, and activity prevail here during the session of Congress in Washington; at other times it is not so animated. The connection or extension of the rail-road from Fredericksburg through this place to Washington, thus completing the only link wanting, is most desirable for the public accommodation, and cannot long be withheld.

*Georgetown* is a suburb of Washington, being separated from it only by Rock Creek, and the basin of the Chesapeake and Ohio Canal, on the banks of the Potomac. The population is about 9,000. It is three miles to the Capitol Hill. The edifices of the *Catholic College* of Georgetown are spacious and have 180 students. There is also a *Nunnery* of 60 inmates, and a boarding-school of 120 young ladies. It is considered healthy; its site is elevated and pleasant. There are four churches,—Episcopal, Presbyterian, Baptist, Methodist,—and a court-house and academy.

A ride to the *Falls of the Potomac*, 16 miles distant, is usually made by strangers in the pleasant season, following the left bank and Chesapeake and Ohio Canal for five miles, and then crossing by a hanging bridge of 116 feet long and 16 wide to the right. The trees seen are oak and hickory. The shores are rocky, with hills of agreeable undulation. Above the falls, the Potomac is a mile and a quarter wide; it soon contracts as it approaches the gorge and alters its direction. The rocks are of slate in strata, glossy, and sparkling. At the Falls the river is 1,160 feet wide, with several chutes raging and roaring in the depths and in various crevices; the descent of the fall being about 40 feet. In the dry season the quantity of water here is very limited. The bed of the river bristling with dark rough rocks of a cavernous tortuous formation, in admired disorder, must in a full stage of water have a grand stunning effect, as beheld in safety from a secure position on the elevated precipice adjacent.

### **Rail-road from Baltimore to Annapolis.**

The rail-road from Baltimore to Annapolis pursues the Washington route to the 18th mile-stone, at a point 168 feet above tide; the line conforms to the waving nature of the ground near the crest or dividing ridge between the Patuxent and Severn Rivers, passing from the Patapsco by Chand-

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ler's or Dorsey's Run, and through Rogue's Run, towards the Severn, spanning the former by a wooden trestle or pile bridge, and the latter by a permanent embankment over a stone culvert. A singular feature of this country is, that the lateral ridges are higher than the main or dividing ridge, the level ground being on the summit of the plateau.

The road diverges to the south-east, near the Savage factory and the valuable granite quarries of the Patuxent, and in the first mile crosses Chandler's Run. At the end of the third mile is a very narrow ledge, the outcropping of a conglomerate of pebbles united by a ferruginous cement, forming the basis of the country near Dorsey's and Miller's; here the high embankment spans the road and water-way, and at the deep cut at the sixth mile, near Watts' tavern, through a narrow sand ridge to the seventh mile deep cut, past Sappington's; and in the next mile the deep cut of 20 feet is seen of 46,000 cubic yards, and strikes, in the ninth mile, Jay's branch, and ends on Dorsey's farm.

The next division has 98,645 cubic yards of excavation and 101,808 cubic yards of embankment, ending in two and a half miles, near the primary school-house, the sun tavern, and post-office; then follows in two miles 115,200 cubic yards of embankment and 112,000 cubic yards of excavation, ending opposite Inglehart's house; thence in four and a half miles it ends in the upper part of West Annapolis. The approach to Annapolis is peculiarly fine.

The length from the radiating point on the Washington road is 19 $\frac{1}{2}$  miles, or 28 miles from Baltimore. Cost \$350,000. The population of the capital or seat of State government is 2,700; its public buildings are the state-house, where Gen. Washington resigned his commission to the continental congress after the close of the revolutionary war, an Episcopal and Methodist Church, a theatre, and bank. The streets radiate from the fine state-house and churches. It is a city and port of entry, two miles from the south-west side of the mouth of the Severn, that joins the Chesapeake Bay 40 miles east-north-east of Washington; its site is healthy and pleasant.

### Vicinity of Baltimore, Falls, Water-Power, &c.

The vicinity of Baltimore is remarkable for its great water power, as within 20 miles of the city it is computed the power is adequate to keep in motion 1,613,000 cotton spindles. But a small portion of this immense power is occupied by the flour mills, factories, &c. although there are within its influence between 50 and 60 flour mills, one of them having turned out over 30,000 barrels in a year. Manufactories of iron, cotton, gunpowder, paper, and cloths are also established. The trade not only of Maryland but much of that of Pennsylvania and the States west of the Ohio, is here concentrated, and in foreign and home trade this city holds the third rank in the Union, with a population of 80,000 to 90,000. Vessels of 200 tons can with difficulty reach the inner basin; those of the larger dimensions cannot get much farther up than Fell's Point. A portion of the lower part of the city is separated from the upper by a small run of water called Jones' Falls, that has several bridges, and that is subjected to tremendous and dangerous floods; but there is a portion of it drawn off at a suitable distance above the city, and conducted to a reservoir, that is convenient for its distribution to the citizens in hydrants and fountains.

The *Patapsco River*, within 10 miles of Baltimore, has 193 feet fall or elevation above the tide, at the head dam of Ellicott's old upper mill, and five miles farther up is 76 feet more fall.

The *Great Gunpowder Falls*, 21 miles off, on the York road, has an elevation of 300 feet above tide, and a power equal to the Patapsco below Ellicott's.

*Little Gunpowder Falls*, 250 feet of descent, within 10 to 20 miles.

<i>Jones' Falls</i> , in 10 miles of the city,	259 feet.
<i>Gwinns' Falls</i> , 10 do. do.	372 do.
<i>Herring River</i> , 5 do. do.	150 do.
<i>Union River</i> , 5 do. do.	106 do.
<i>Winters' River</i> , 5 do. do.	150 do.

*Patuxent River*, north branch at Savage's Cotton Factory, is 181 feet above tide.

Ditto west branch, a fall of 160 feet.

Having given the particulars of the leading rail-road and

canal routes from Philadelphia, through the central parts of Pennsylvania to Pittsburgh and Wheeling, we also give the details of the present rail-road and stage route from Baltimore, through Maryland, Pennsylvania, and Virginia, by the national road to Wheeling.

The two grand routes above referred to in the two adjoining States pursue nearly parallel lines in their western course, being, as at *Chambersburgh* and *Hagerstown*, *M'Connell's Town*, and *Hancockstown*, not over 30 miles apart, and also between *Cumberland* in Maryland, *Bedford*, and *Somerset* in Pennsylvania, is the same attraction towards each other: it continues to draw nearer, until, at *Washington* in Pennsylvania, they both merge in the *grand national road* to the *Ohio River* at *Wheeling*. That two such rival routes may be duly appreciated, we shall give the items of the south or lower road from *Baltimore* to *Frederick*, *Hagerstown*, *Cumberland*, and *Wheeling*, as existing at present. For the *Pennsylvania* route see page 367.

The *entire* rail-road route over the mountains in *Pennsylvania* or *Maryland*, from *Chambersburgh* or *Frederick* respectively, can hardly be completed for several years, in the face of the present depression and financial embarrassment.

**Grand Route to the South-west, from  
Harper's Ferry & Winchester, through  
Virginia and the mountain regions of  
the Carolinas, Tennessee, and Georgia.**

This journey may be so arranged as to occupy a month or more, according to the time allotted to the various places of fashionable resort: the caves, natural bridges, or tunnels, gaps, springs, (in all their variety of white, black, red, blue, or clear sulphur,) falls, and other natural curiosities, visits to elevated peaks or mountain crests, pinnacles, or knobs.

This comparatively new but fashionable tour may be entered upon by travelers from the Eastern or Middle States conveniently, by following the extensive fertile limestone valley of *Virginia*, from *Winchester* in the north-east to *Abingdon* in the south-west, 307 miles, or via *Richmond* and *Lynchburg*, see page 431. It can be prolonged with de

light through the valley of Holston, Clinch, and Tennessee Rivers, to Blountsville and Knoxville, Tennessee, thence by the Hiwassee Rail-road for 98 miles in use, to the State line of Tennessee (here see the *Nickojaek Cave*, the *Suck* in the Tennessee River, and the *Look Out Mountain*) and Georgia, thence by rail-road through the interesting gold region and charming tract of country recently vacated by the tribe of Cherokees, (a semi-civilized race of red skins, now supplanted by semi-barbarous, rough class of whites or blacks, as pioneers for a better race hereafter,) thence by rail-road through the north-west counties of Georgia, by New Echota, Cassville, Marietta, Decatur, 118 miles; (the Stone Mountain, a lofty insulated eminence near here, is a curiosity, and an object of admiration to the residents on the low lands;) Covington, Madison, Greensboro', Warrenton, to Augusta, 123 miles; to Charleston, 136 miles.

A variation may be preferred by adhering to the hilly country, and leaving the rail-road at Echota, and going east to Dahlenega, (the new United States Mint,) to Clarksville in Habersham County, visiting the Toccoa and Turora Falls in that vicinity, crossing the Savannah River to Pendleton, and through a corner of South Carolina; thence by the upper western Counties in North Carolina, by Asheville, on the French Broad, again crossing the Blue Ridge to Morganton; or taking a zig-zag course, amid the fine system of mountains, leisurely back in Georgia, North Carolina, and Virginia to Lynchburg; visiting the Table and Glass Mountains in South Carolina, and the *Pilot Mountain*, and the pinnacles of the Dan in North Carolina, the *Peaks of Otter*, &c. No region on this continent can be more attractive in its scenery or enjoy a purer air than this, in this latitude (34 to 37°,) while adhering to the uninvaded domains of these mountain ramparts.

The traveling between *Baltimore and Winchester in Virginia*, is easily performed in a day; viz. 70 miles on the Baltimore and Ohio Rail-road, to the point of rocks on the Potomac, in six hours, from whence is taken the Chesapeake and Ohio Canal to Harper's Ferry, that takes two hours, and thence to Winchester 30 miles, by the rail-road, time eight or nine hours from Baltimore to Winchester; from whence the route leads to the Virginia Springs, in a south-west direction, parallel with the Blue Ridge, through the great valley between the mountain ridges. The arrangements of the rail-

road, canal, and coaches, have been regulated with a view to co-operation, so that no time is unnecessarily consumed on any part of the route. Travelers not intending to pass on to the southern States in the summer season, may safely pass by this route, as above designated, and behold the splendid mountain scenery, and the celebrated gorge of the *Shenandoah and Potomac* at their confluence at *Harper's Ferry*, and also the United States Armory and Depôt there established, on the right bank of the Potomac. The structures of the National Armory are two rows of seven large stone buildings at the foot of the mountain, on the bank of the Potomac River. The muskets cost the government \$10 to \$13 each. There are 1,500 inhabitants, including the workmen. There are also several houses and a beautiful Catholic chapel perched upon sites cut from the solid rock, at elevations of from fifty to one hundred feet, that are approached by flights of steps also cut from the rock, that have a beautiful and romantic appearance, and command a fine view of the whole scene. There is a covered bridge over the Potomac. From the neighboring hills there are gratifying views in several directions, and the traveler should not omit to reach the rock called after Mr. Jefferson, from being the spot where he wrote his account of this place in his "*Notes on Virginia.*" This singular rock is on a high hill that overhangs the town; its top is flat, nearly square, and about twelve feet wide, its base does not exceed four or five feet in width, and rests upon the top of a larger mass of rock jutting from the hill; its height is about four or five feet; it can be made to vibrate on its base, but let no sacrilegious hand or means be ever applied for its displacement. The Globe Inn (Fitzsimmon's) is said to be good.

The *National Armory* at Harper's Ferry, in Virginia, requires an expenditure of about one hundred thousand dollars per annum. The eulogium on this celebrated position, the junction of the *Shenandoah and Potomac*, mentioned by Mr. Jefferson in his "*Notes on Virginia*" as "being worth a voyage across the Atlantic to behold from his position on the elevated rock alluded to, was published half a century since, when all this vicinity was a wilderness, the noted White Sulphur Spring being barely alluded to, and only one Natural Bridge in the limestone rock then known; now the numerous sulphur springs in this State ooze out in hundreds of places, in exactly the positions most needful or convenient as hyge-



ian resorts for the cure of diseases arising from bilious disorganization, and where the pure mountain air is at the same time fully enjoyed as an auxiliary, and other striking positions or sublime natural features are developed.

As far as Harper's Ferry, or Winchester, we can travel smooth as satin, in first-rate modern style; then comes the change to the old, slow, unsteady method of stages or post-coaches, over any thing but a bed of roses; but to Winchester, and no farther in this direction, has the net-work of our fine system of rail-roads penetrated; we have reason to be satisfied for even enjoying it in the last 30 miles, in contrast with its former rough natural state. We pass in 18 miles from Harper's, Smithfield, and in seven miles occurs a warm sulphur spring, as we travel pleasantly over a region shaded by oaks, chestnuts, acacias, and cedars, in sight of gurgling brooks, when in due time we are at *Winchester*, the county-seat of Frederick, in Virginia, 70 miles from Baltimore or Washington; it has 5,000 inhabitants, a church for Presbyterians, Episcopalians, Lutherans, Baptists, Methodists, Roman Catholics: also a court-house, jail, alms-house, market, two banks, two academies, a free-mason's hall, two newspaper offices: the streets paved, the houses of brick, the families receiving water from a reservoir. Mineral springs are near that attract much company; it is a healthy, pleasant residence and important flour mart. Taylor's Hotel is the best. It is 95 miles to Staunton, via Stephsburg nine miles, Strasburg 11, Woodstock 11, Mount Jackson seven, New Market 13, Harrisonburg 18, Mount Crawford eight, Mount Sidney eight, Staunton 10. Strasburg is an ancient-looking settlement of 65 houses of wood and shingles; in lieu of which they might better have been built of stone, as there is no lack hereabouts.

Woodstock (Reamer's tavern) is the capital of Shenandoah County, Virginia; has four places for religious worship, Lutheran, Presbyterian, Episcopal, Methodist; a stone court-house, and jail, academy, market: population 600. The aspect here improves; the Blue Ridge is on our left or east, as we go south; another ridge on the north, leaving a valley 10 miles wide, of rich cultivated aspect; the houses and fences of stone, indicating in the owners comfort, ease, or independence.

From Woodstock to New Market is a rough road; here is a neat Episcopal church and 100 houses. The road continues *rather* rough for 20 miles to Harrisonburg, that has

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1,000 inhabitants; the houses most of wood, some of stone; the country well cleared and cultivated, but hilly; the road passes many brooks and rapid clear torrents, and crosses the Shenandoah near its source.

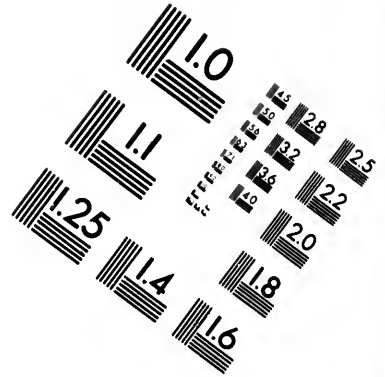
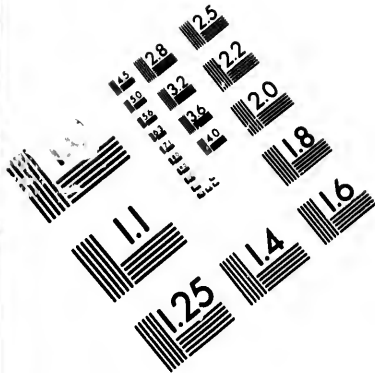
Travelers taking this road far as Harrison, that do not desire to visit Staunton or keep on by the main valley road, but to arrive at the fashionable springs by the most direct road, they can save 12 miles by leaving Staunton to the east, and keeping to the mail road to the warm springs. Harrison to Frazer's is 22 miles, good road in forest or open plain.

*Staunton*, Virginia, the capital of Augusta county, is environed by wood-clad hills, has 2,500 inhabitants, three places of worship, an academy, court-house, and jail; is a healthy site, a place of trade, especially as a flour mart, for considerable extent; it is nearly in the centre of this great agricultural state, 120 miles west of Richmond, near one of the sources of the James River. The traveling is great on the road that radiates from this to the succession of noted springs, the *Warm* and *Hot*, the *Blowing Cave*, the *White*, *Sweet*, *Grey*, *Red*, and *Salt Sulphur Springs*, all being west and south-west of Staunton; also *Peter's Mount Lake*, *Parisburg*, *Marshall's Pillar*, and the *Falls on New River*. The *Cumberland Gap*, and *Grotto* with the *Great Tunnel*, and the *Vast Arch* in *Scott County*, over the vale, of several hundred feet in height, width, depth, and length, is so gigantic that, in comparison, the famous and well known *Natural Bridge* in *Rockbridge County* dwindles to insignificance in its dimensions. It is near *Clinch River*, in the south-west angle of the State, between *Jonesville* and *Estilville*.

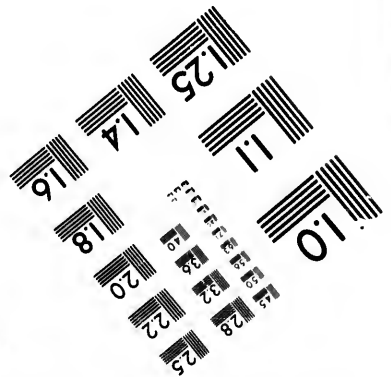
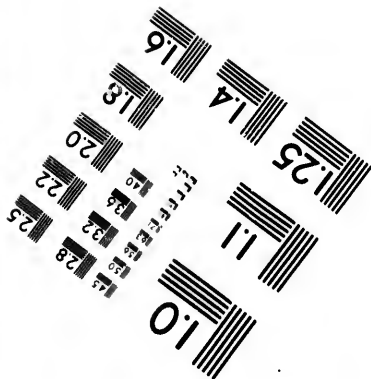
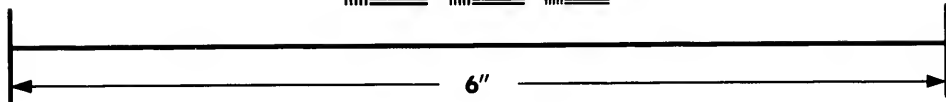
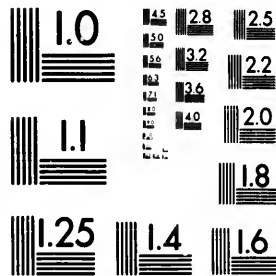
From Staunton, through *Fairfield*, 23 miles, and *Lexington* 11 miles, and also the road to the *Natural Bridge*, we see many neat country houses of the Virginia gentry. Another road may be taken, through *Middlebrook* and *Brownsburg*, to *Lexington*; but this also in places is rough or uncomfortable: distance not varying far.

*Wier's Cave* is 18 miles from Staunton, by a decent country road, pervading a hilly woody region, underlaid by limestone, that is seen to protrude through the soil. It is rendered lively by an abundance of game, clear sparkling streams, mills, &c. The road to *Charlottesville*, 32 miles, is by the *Rock Fish Gap*, over the *Blue Ridge*, with scanty evidences of population, wealth, comfort, or improvement. The





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ascent of the mountain is easy; the view from its summit commanding o'er hill and dale; the trees are oaks, nuts, or juglans in variety, firs, larches, acacias, pines, with the admired rhododendrons and creeping wild vines.

*Charlottesville University* is placed on an eminence, forming a conspicuous object from afar, having a view of the Blue Ridge, Monticello, &c. It was founded in 1824, and was the cherished offspring of the sage of Monticello in his latter years. The buildings consist of a central edifice, with a pantheon-shaped dome; the ten other small college buildings are arranged on each side.

From the hill of *Monticello*, the former abode of the Virginia philosopher, we are sufficiently near and elevated to look down and watch over the university, or to penetrate the valley of the Rivanna, and the low, subsiding, tamer region: toward the sea coast the view is boundless.

It is 65 miles hence to Richmond. The road for a few miles is on the north bank of the Rivanna, that soon joins the James; a portion of the road is hilly or over causeways, but it improves as we proceed; the *canal and river* being in sight for the latter part of the ride over a loamy or sandy region, with but few settlements.

To revert in due course to our line of travel in the interior valley of Virginia:—the road from the Natural Bridge to Fin-castle 34 miles, then west to Union, offers itself across the mountains, or from Staunton 52 miles to the Gap in the Short Mount, then taking the springs in succession to the south-west for 60 miles. The distances on the *main central road*, south-west from Staunton, through Virginia and East Tennessee, are as follows: to Greenville 12 miles, Fairfield 12, Lexington 11, Natural Bridge 15, Pattonsburg 10, Fin-castle 12, Amsterdam four, Salem 18, Christiansburg 27, Newbern 17, Evanshaw 28, Pleasant Hill 15, Seven Mile Ford 18, Abingdon 23, Blountsville 24, Kingsport 14, Surgeonville 17, Roger's 10, Bean's Station 18, Holston, on the Rutledge, nine, Blair's Cross Roads 12, Knoxville 21.

Taking our departure from Staunton, in a westerly direction, we arrive in three or four hours' ride at the base of the *Short Mountain*; here we intersect the road from the north-east to south-west, and pursue the latter course, that in due time brings us to the Cow Pasture River, a head branch of the James. Cloverdale is a good resting or refreshment-place. To Frazier's is 14 miles, thence to Lange's (a rich French Hotel)

28; the road is recent, but tolerable; over the ridges it is fine, made easy of ascent by skillful grades and the art of the engineer, leading from the planes along the side hills by excavating the soil or rock, throwing it to the lower side, and building up a wall or allowing the primitive forest trees to remain, forming the only but inefficient skirt or screen to veil or guard on the side towards the sheer descent. A walk, up or down these exciting places, is recommended as a matter of security or safe enjoyment.

From the verge of the heights, in crossing the different gaps, is overlooked a vast expanse of mountains, vales, rocks, forests, scantily intermixed with the woodman's hut or cabin, or the spacious erections, or brood of small tenements, clustering about the vicinity of the various seats of hygeian resort in the vales below.

The steep acute angles or sudden turns of the road are startling in a rapid descent in the stage or coach, as the least restiveness in the horses or lack of skill in the driver leads to fatal results; yet the keen excitement this momentarily produces keeps one on the *qui vive*—the gentlemen ready for a spring, the ladies for a scream of alarm or admiration; yet after the danger is passed, who but considers these adventures as among the essential ingredients of a pleasant summer excursion, leaving the most lasting impressions on the imagination.

By tracing a line on the map of Virginia, from Bath, in Morgan county, and through the State in nearly a south-west course to Blountsville, Tennessee, most of the celebrated springs or natural curiosities herein described or referred to may be readily found, as being near or bordering it within 50 miles. The mineral and thermal waters are found usually on the western slopes of the ridges or in elevated valleys; this is the case with the warm and all the sulphur springs, that also discharge by the waters of the Ohio valley; the exception to this rule is the Hot Spring, that is but five miles from the Warm, and discharges on the east slope by the James River.

The constant temperature of the *Warm Springs* is 96°, or blood heat; the area, 114 feet in circumference, is transparent as air; the whole is enclosed; there are dressing-rooms, and steps to descend to the surface to any depth desired.

The *Hot Springs* are reached by an hour's ride, or an easy healthy foot excursion over the intervening mountain, when the cluster of cabins and the hotel are seen skirting the op-

posing wood-clad elevation, with a smiling green vale adjacent. This spring is of the high temperature of 106°. It is brought in a tube to play on the body or limbs with powerful effect. The accommodations are ample. This is increasing in popularity.

Leaving the Warm Springs, the tavern of Shumates is 14 miles. Plum's, late Callaghan's, next occurs, 18 miles from *White Sulphur*, in the valley of the Green Brier, a branch of the Kenawha, 90 miles long. The vicinity of this spring is obvious to the olfactory sense from its Harrowgate-like offensive smell; its pure, limpid gushing water is elegantly enclosed in slabs of white marble seven feet long, five feet wide, and five deep, as it bursts out of the rock below. Over it is a dome with a wooden statue of the goddess of health strangling a serpent, or preparing to dose it with a bowl of the medicinal waters; the moral of this may be surmised. The tout ensemble of this watering-place and focus of fashion is unique and striking; the exit and entrance being concealed by over-lapping hills or gorges emanating from this small but secluded vale of healing fountains; as usual, here is a main edifice with several rows of lodging-rooms; some trees and formal dusty walks, and rides of great attraction up and around the hills.

To Lewisburg, nine miles west of White Sulphur, is a most commendable ride over the hills, and the Green Brier River; the road good, redolent of beauty and attraction in its scenery. If the courts are in session, perhaps some of the eloquent members of the Virginia Bar may be heard. In eight miles are the Falls of the New River, near the base of the White Top and Flat Mountains, of exceeding height and beauty.

From the White Sulphur to Sweet Spring is only eight miles direct, but 16 by the crooked road over the principal dividing ridge of the Alleghanies, or back-bone of the United States; its utmost crest is gradually and easily attained. This is on the identical chain as the Hot Spring described. The Sweet Spring throws out a heavy volume of water of 70° temperature. This has been frequented many years, as seen at once by the time-worn aspect of the hamlet.

From the Sweet Spring the road leads to Union, in Monroe County; then past the Organ Cave to the Salt Sulphur, 24 miles from White Sulphur, by a road in and along the channel of a stony creek, through forest and wild dell. The



Salt Sulphur is on the west or fashionable slope of a mountain, similar to the Warm and White Sulphur. Its qualities are purgative; the table is most liberally furnished; the dining-hall airy, lofty, and pleasantly fanned in southern style. Near by is an auxiliary Sweet Sulphur Spring. Accommodations for 250.

Hence to Red Sulphur is 18 miles, in part on a narrow roof-like ridge, looking down on either side into a deep plunging vale far beneath; then taking to the level of a creek, and following it some miles to the Red Sulphur, one of the choice retreats of the chain of wonderful Sulphur fountains, here seen in a well six by five, and four deep, cased in marble, temperature 54°. Its qualities are diuretic and aperient. The pink colored tinge of the water is the cause of the name of this spring. There are three hotels and three rows of cabins.

The *Gray Sulphur Spring* is nine miles south-west of the foregoing Red Sulphur, bordering on Monroe and Giles Counties, 20 from Salt Sulphur; the surrounding country broken by hills and vales; the lofty continuous range of Peter's Mountain rises within two miles, severed here by the New River breaking through the chain to the west, giving several striking views, with instructive geological sections.

The Gray Sulphur waters issue from a vertical seam in a hard slate rock, that has been enlarged to form a reservoir; its medical qualities are anti-dyspeptic, its temperature 67°. At times a bluish gray precipitate floats in veins like blue smoke in the clear air after a shower; no deposit is found on the rock.

The mysterious pond on Peter's Mountain is of recent origin; the small rivulet that once was absorbed in some crevice that has been filled up by decay of leaves and trees in the hollow, has caused the pond to accumulate to a considerable depth, and to submerge tall trees in its clear, cold waters, that are fresh, not salt, as asserted.

In the event of continuing on in the great Virginia valley at Parisburg, where the New River escapes through the gaps in Peter's Mountain, the road still adheres for 40 miles to the valley of the New River to Newbern, in a course south of east, when it there curves around again to the south-west, leaving the aforesaid valley, and crossing in 28 miles to Evansham, in Wythe county, and Mount Airy, being on the highest part of the valley that separates the waters of Virginia

and Tennessee, at the remotest sources of the Holston, and down its valley our road continues to Blountsville, that also being the nearest point to diverge to the north-west to visit the *Great Tunnel or Natural Bridge*, in Scott county; this is a vaulted passage of 600 feet, under a mass of limestone 500 or 600 feet high, that links two opposite hills of the same height, the excavation being of a winding form, with a run of water occupying the floor; we have not seen any exact measurement; its proportions are said to be gigantic, overwhelming the beholder in astonishment.

**Grand Interior Route by rail-road from Baltimore to Frederick; thence by the State macadamized road to Cumberland, and by the National Road to Wheeling, on the Ohio River.**

Until the State of Pennsylvania completes the rail-road over the Alleghanies from Chambersburgh to Pittsburgh or Wheeling, (see page 367) the Maryland line will have the preference, merely from the difference in the distance, about 28 miles; but when the Baltimore and Ohio route is both straightened and improved to Frederick, by avoiding inclined planes, and laying and extending the iron tracks over the barriers of her gigantic mountains to the banks of the Ohio at Wheeling, as now under contract and in rapid progress to maturity, this will enable travelers with ease to accomplish in *one day*, or less, what now requires about *three* of constant travel, at risk of life both *day* and *night*.

Seats or tickets for the entire route cost from 10 to 12 or 15 dollars, as the season, state of the roads, or quantity of travelers may prevail at the time. At present the steam cars are only used to Frederick, 60 miles; then by post coaches to Middletown, eight miles, Boonesboro' eight, Hagerstown nine, Clear Spring 11, Hancock 13, Bevansville 17, Flintstone 10, Cumberland 13, Frostburg 10, Little Crossing 10, Somerfield, in Pennsylvania, 19, Union Town 21, Brownsville 12, Bealsville eight, Hillsboro' three, Washington 11, Claysville 11, West Alexandria six, Triadelphia, Virginia, 10, Wheeling nine.

As the most expensive portion of this rail-road occurs within 20 miles of the city, those persons desirous of seeing the Carrollton and Thomas Viaducts, the great embankments, spacious culverts, &c. as exhibited on this line, that has the merit of taking the lead of all others as to the magnitude or importance of the undertaking at that period (1828) when it was commenced, should, if practicable, make a special trip, to devote the requisite time or minute attention required for the satisfactory examination of the various details; otherwise the transient, unsatisfactory glance acquired when the train passes is but momentary, and inadequate to acquire that distinct or vivid impression justly demanded. When all is adjusted, moving from the depôt in Pratt-street slowly through the city and suburbs, until the cars are secured to receive the impulse of the steam-power, that soon gives a fearful velocity, we are fairly on the way to the interior.

The *Carrollton Viaduct*, a mile from the city, crossing Gwynn's Falls, is 312 feet long, 63 feet high, 26 wide; the principal arch 80 feet span, 47 above the water; the whole structure is of the most magnificent, massive, durable description, built of dressed granite. It was named after the oldest surviving signer of the Declaration of Independence of the United States in 1776, Charles Carroll, under whose auspices this work was opened with much ceremony.

The *Great Embankment* at Gadsby's Run, five miles from Baltimore, is nearly a mile in length; its greatest elevation 56 feet; the *viaduct* over the same stream is an arch built, in a massive style, of granite. In passing over this stupendous embankment we lose the distant view of this city of domes, towers, and monuments, and for the present bestow our attention on the scenes rapidly passing on each side, that soon display to our view the branch rail-road, that here diverges from our route, as it proceeds to the city of Washington, 30 miles to the south-west, across the beautiful *Thomas viaduct*, one of the most striking erections on the entire line, seen to infinite advantage and with admiration as it spans the vale of the Patapsco, 10 miles from Baltimore, where a sudden bend to our right in a north-west direction enables us for a moment to behold the graceful viaduct as we leave it on our left, and plunge into the lovely valley of the Patapsco, that for a few miles rivets our admiration with its richly wooded banks rising on either side to a towering elevation, apparently of several hundred feet.

We proceed up the charming Patapsco Valley, skirting with increased velocity near the foot of the lofty hill, that has been blasted to allow grudgingly a scanty road-way to be preserved, barely adequate to prevent the cars from coming in collision with the ragged spurs or projections, that by their sharp angles are almost brushed within a hair's breadth as the train is urged madly on, apparently, in its frightful career of most alarming speed, following a tortuous course, that is too dangerous to permit the admiration of the features of the picturesque to intrude.

We continue on embosomed among lofty hills, in proximity to the brawling turbulent stream that is crossed to the south side before arriving at the watering station at Ellicott's mills. The series of mills and snug cottages nestled in this exquisite valley, the succession of rapids, chutes, tumbling foaming waters, the changing features, receives the unqualified admiration of travelers. The citizens of Baltimore can here revel amid the refreshing sights of this fairy creation. Foreigners and visitors should not omit to behold this wild, varied, and most delightful scenery. At 13 miles from the city are many large manufactories and flouring establishments near a commodious hotel; and several hours may here be enjoyed, romping and ruralizing, scrambling up the winding paths to a giddy height, and wandering amongst fantastic rocks overhanging the road and river beneath; near by is the *Paterson Viaduct*, that is constructed of huge blocks of granite, has four arches, besides wings and abutments; it is 375 feet long.

The surface of the country between the valley of the Patapsco and Frederick is satisfactory: the land is good, farms well cultivated, the houses comfortable or handsome, with an aspect of long settlement. The cuts along the rail-road occasionally expose masses of that pudding-stone, as seen in a polished state in the handsome columns of the chamber of the House of Representatives at Washington.

As the valley of the Patapsco is ascended gradually, but insensibly at the rate of 18 feet to the mile, (see page 412) the stream lessens in volume and force, or is for a time lost to the view, being shrouded by impending trees or thick shrubbery; in dashing through and under these o'er arching, verdant passages, the fiery smoking engine vomits from its chimney a galaxy of sparks with lurid flames as it impetuously darts under the low branches of the woods into the

deep shadows of the forest, transiently lighting up the sombre gloom with the sudden glare of an illumination.

So abrupt are the curves, the radius of the road so adjusted in many places, that during the wriggling progress of a long train, winding like the path of a snake over the surface of the ground, the passenger seated in the rear car is fearful of the dangerous consequences momentarily threatened if the locomotive engine should swerve from the track; the most rueful accidents of that nature are liable to ensue on such ill-made meandering rail-ways.

The rapid diminution of the stream as we trace along its banks towards Parr's Spring and Ridge is evident to the eye of the most careless observer; the dividing ridge formerly was passed by horse-power, but recent improvements have obviated this detention; the entire distance from the city of Baltimore to Frederick is performed in four to five hours. This is the capital of Frederick County; its population is above 7,000; it has seven or eight places of public worship, a court-house, market, jail, and academy; its houses of the better class are of stone or brick; the streets are regular, its situation pleasant; it is an important flour mart or place of general trade for a certain district of rich agricultural country; the site is healthy, being near the base of the first ranges of mountains that are encountered on leaving this settlement. It is 47 miles from Baltimore, 44 from Washington. The branch rail-road to Harper's Ferry on the Potomac is passed to the left just before arriving here.

Stages or cars are found in readiness, time only barely allowed to snatch a hasty meal, ere the startling sound "The stage is waiting, gentlemen," hurries every one away grumbling or dissatisfied; but all is soon forgotten, both host or dinner, as the Catocin Mountain, with the bold majestic blue ridge, here called unmeaningly the South Mountain, rises in all its glory before the traveler, as one of the grand, everlasting barriers of this continent.

The next 27 miles to *Hagarstown* is amidst a luxuriant, fertile country in the heart of Maryland, in the County of Washington, and nearly parallel with the Potomac River and the Chesapeake and Ohio Canal, that subsequently is side by side for several miles before arriving at *Hancock's Town*. The underlying strata of blue limestone pervades this district of country, that sends annually to Baltimore more than 100,000 barrels of the best flour.

The road from Frederick to Cumberland is an excellent macadamized turnpike, the surface material being for more than 60 miles the same kind of blue limestone. 58 miles of this part of the road was ordered by the Legislature of Maryland to be made by the banks in Baltimore and three other banks in the western districts of that State, on the same construction as the national road, as a condition of the renewal of their charters in 1814; the average cost was over \$8,000 a mile, the banks being permitted to establish toll-gates.

*Hagarstown* is the county seat of the County of Washington, 71 miles from Baltimore, 63 from Washington, has several churches, a court house, jail, market, a bank; most of the buildings are of a substantial character, of brick or stone; near it, on Antietam Creek, are several mills. Its trade is considerable, its vicinity fertile; population over 3,000.

From Hagarstown to Williamsport is nine miles in a southwest direction to the Potomac River, thence crossing the Conococheague Creek, the road for 27 miles is along the north side of the Potomac River, with the Chesapeake and Ohio Canal in view to Hancockstown,\* where Pennsylvania and Virginia (a narrow part of Maryland intervening) approach within three miles. The *Tuscarora Mountain* compresses on the north side of the river close upon Hancock, and admits but a narrow space for the windings or acclivities of the road; the south bank of the Potomac appears densely and beautifully wooded, and is presented in all its attractions to the spectator.

From Hancockstown to Cumberland is 39 long miles, that are consumed in passing over several mountain ridges of stupendous magnitude, such as *Sideling Hill*, *Rugged* and *Evitt's Mountain*, and others, with the intervening valleys, hills, or plains; here will be enjoyed all the picturesque or striking features of the Alleghanies; travelers among them in the western Counties of Pennsylvania, Maryland, or Virginia, will notice the manner the streams find their way amid the parallel ridges that extend from north-east to south-west, that are parted to let the small streams pass, that after find-

\* Six miles from Hancock, on the opposite south side of the Potomac, is *Bath*, with its warm waters, good hotels, shady, agreeable walks, or rides in a hilly, romantic tract, admired by the gentry of the vicinity, and the Baltimoreans. The accommodations are said to be good. It is 36 miles to Winchester, with a small tavern in 18 miles on an elevation, with a dense forest surrounding, tempting the traveler to repose.

ing their way quietly along the bases of the mountains in intricate windings, unite rivers that have a slight declivity to the general level of the plain; the absence of lakes or ponds is also a peculiarity; large gushing springs or fountains are but seldom witnessed.

The moment the wheels of the carriage strike the great national road at Cumberland, on the Potomac River, in Alleghany County, Maryland, the traveler is impressed with the fact that he is on the *Simplon* of America, that, with its surface of iron-like solidity, unites in bonds of amity, peace, and commerce the social intercourse with the family interests of the great communities of the States on both sides of the mountain border.

The location or line of this road is creditable to the United States engineers: the contour is admirable: to geologists it must be interesting, as it presents a profile section across the entire range of Alleghanies, clinging on one side to the mountains that in some places rise far above the traveler, while on the other is a dangerous precipice, ready to engulf the unwary traveler that approaches its brink.

In many places on the Savage Mountain the side presents a mural front of sand stone in layers, resembling regular masonry, and in parts the summit appears to be actually flagged with sand-stone; some of the slabs seem as true as if dressed for pavements in cities: they are of granular quartz, strongly coherent, of a light pearl color, that when pulverized is nearly as white as snow.

There are extensive settlements along the whole line of the road; not a tract of table land, gentle slope, valley, or wide glen, but is under cultivation. Vast quantities of bituminous coal of the best quality are on the banks of the Yougheogeny and Monongahela Rivers, and the grandeur of the natural scenery in crossing from Baltimore to the Ohio will always be a source of gratification to the naturalist, the tourist, and to those that admire the wild scenes of our country.

*Cumberland*, the county seat of Alleghany county, Maryland, is on the Potomac, at the junction of Will's Creek, that comes from the north along the base of Will's Mountain, 148 miles from Baltimore, 155 from Washington. It has three churches, one each for Catholics, Methodists, Lutherans; also a court-house, jail, market, and a bank; inexhaustible beds of capital bituminous coal are near it, ready to be transported

down the Chesapeake and Ohio Canal to tide-water in the district of Columbia; these mines are owned by eastern capitalists, and destined soon to be introduced in the Atlantic market. There were formerly 300 houses in this place, but in 1833 a portion of them were destroyed by fire.

We here take leave of the Potomac and the streams running to the eastern coast, as the next waters encountered in our western course will be those of the *Yougheogeny* and *Monongahela*, running northerly, and forming tributaries of the Ohio at Pittsburgh. We have now to surmount the great dividing ridge or *Back Bone Mountain* that separates here the eastern from the western system of rivers.

On leaving Cumberland, the great National Road soon enters on an ascent that follows the *gorge* or *narrows*, on crossing the capital bridge over Will's Creek, (a fair specimen of the excellent masonry of those structures on this entire road.)

The Back Bone or Savage Mountain is passed at a gap or depression with ease and security; the view when at the summit, 3,000 feet above tide, is truly grand, and when on the ensuing ranges, the retrospective view of this *towering sierra* is of infinite sublimity.

The distances as we proceed are, to Mount Pleasant 10 miles, thence to Petersburg over the Pennsylvania line 25 miles of rough-looking country; four miles beyond we are at Smithfield on the Yougheogeny River, thence to Union is 21 miles, and 12 more brings us to *Brownsville* on the Monongahela, from whence, in a full stage of water, large boats that are built here are sent 60 miles down to Pittsburgh, or ply on the Ohio or Mississippi. To Centreville is five miles, Beal'sville three, Hillsboro three, Washington 12, Martinsburg five, Claysville four, West Alexandria six, thence we descend a hill rapidly and continue along the valley of Wheeling Creek 16 miles to *Wheeling*.

Several miles before entering the city, at the cross roads or junction of two branches of the creek, is a pedestal with a figure of Fame, and tablets descriptive of the national road, its builders, or projectors. From this point the road ascends for five miles to the sharp summit of the hill that overlooks the smoky city below. The manner in which the road is cut out of the solid limestone rock, that rises steeply on one side, and the parapet that defends it on the other, with the heavy wall built up from the depth below, exhibits the skill of the



engineer and of the workmen engaged in the construction, and the lavish expenditure of the national treasure bestowed upon this road in this spot, and also on the whole route, in a series of years, from 1802, amounting in the aggregate to two or three millions of dollars. This road is now in the possession of the States of Maryland, Pennsylvania, and Virginia, with power to establish gates and receive tolls, to keep the road in repair.

### **Chesapeake and Ohio Canal.**

It begins at Georgetown, at the head of tide, and is to terminate on the Ohio at the mouth of Wheeling Creek, or at Pittsburgh, to be 60 to 80 feet wide at top, 50 feet at bottom, six to seven feet deep—341 miles long—to have branches to Alexandria, to the Navy-Yard, and Baltimore—chartered by Virginia, Maryland, and Congress in 1824-5—commenced in 1828—finished to Cumberland, on the Potomac. Its final completion is very distant.

### **Main Southern inland Route from Baltimore or Washington through Virginia and the Carolinas, Georgia and Alabama to Montgomery, Pensacola, Mobile, and New Orleans.**

The route down the Chesapeake by steam-boat, from Baltimore to Norfolk, thence to Richmond, has been given, (see page 403,) but as many travelers have a strong aversion to any water conveyance, from the casualties felt or feared, and also desiring to see the inland towns, settlements, or cities, manners, customs, et-cetera, as now perfected or permanently fixed for several hundred miles south of Fredericksburgh, they will find such a route here detailed.

As to the exact time required by the routes respectively, either from Baltimore or Washington, to the place of *intersection* of the rail-roads from the north and east at the Roanoke River at Weldon, there cannot be much variation in time or expense; being by steam-boat to Norfolk, and rail-road via Portsmouth to Weldon 287 miles, 20 hours to

*Norfolk*, fare \$8 00, or up to Richmond by steam-boat, fare \$4 00. On the inland route it is 264 miles; the first 50 being by steam-boat from Washington, down past Alexandria and Mount Vernon, on the Potomac River to the landing at the Potomac Creek, thence by rail-road from Fredericksburg to Weldon on the Roanoke, 150 miles. Expense of rail-road and steam-boat \$12 00, (fare \$2 00, Baltimore to Washington, and 40 miles distance to be added.)

As to the fatigue incurred on the two routes, there is no loss of sleep on the Chesapeake, or up the James River to Richmond. The coast down the bay is low and tame, almost losing sight of the shore, or only beholding it from point to point, or as a line of trees peering above the briny flood, until nearing the fortifications in the lower part of the bay, at old Point Comfort, and the Rip Raps, that it is desirable to view as military positions of the utmost importance.

By the route down the Potomac, four hours' sleep may perhaps be enjoyed, with as much dozing in the cars as may be agreeable from Fredericksburg to Richmond, or Petersburg to the Roanoke. Take care, in the outset, of all impositions from agents or scouts acting for opposite lines, either in Baltimore or Washington; and especially to make all possible inquiry from the best sources; and in paying the fare reserve the privilege of having it refunded, if desiring to tarry on the way, or else pay only from town to town, or by short stations, so as not to be hurried past places of importance, exciting useless regret or chagrin.

Passengers from the north leave Washington city every evening at half-past six o'clock in the steam-boat for Fredericksburg, arrive in six hours; thence by the rail-road cars, via Junction to Louisa Court House, and by coach to Charlottesville. Arrive at the Junction by four o'clock A. M. *rest four hours till eight o'clock A. M.* and arrive at Charlottesville *next morning at three o'clock*; at Staunton by 11 o'clock the same morning, and proceed in the line of Messrs. Porter and Boyd to Cloverdale the same day; breakfast the *next morning* at the Warm Springs, arrive at the Hot Springs the same morning about 11 o'clock, and at the White Sulphur Springs early in the afternoon of the same day. Passages may be taken to Charlottesville on board the steam-boat, or at the rail-road depôt, Fredericksburg.

From the end of the rail-road to Charlottesville is 26 miles.

Two daily and a tri-weekly line of stage-coaches run hence to the springs.

### Central Route to the Virginia Springs.

From Fredericksburg to Lynchburg, via Richmond, the fare paid through is \$12 00, or \$9 50 from the latter.

*Fredericksburg* (opposite *Falmouth*, on the north bank) has 3,500 inhabitants, is on the south bank of the Rappahannock River, on elevated ground, very conspicuous, striking the traveler from the north as having the aspect of an eastern city from the neatness of the streets, the brick buildings, gardens, with the high cultivation seen in the town and suburbs. It is near the head of navigation, 110 miles from the mouth of the river; in a rich fertile, well cultivated country, famous for its crops of corn, flour, tobacco, or other produce, here exported to the value of four millions of dollars a year. It has a court-house and jail, being the capital of Spotsylvania County; there are two banks, an academy, and several churches; one of them contains a handsome monument to the memory of the "Mother of Washington." This is the *northern neck* of Virginia, between the Potomac and Rappahannock; it has produced many distinguished men.

Leaving Fredericksburg, the traveler enters upon the grand *rail-road* and central route through Virginia and North Carolina, and is smoothly whirled along at his ease, making south latitude at the rate of 10 to 15 miles an hour, passing in 20 miles a corner of Spotsylvania and Caroline Counties, and several head branches of the Mattahony, that falls into York River 50 miles south-east. Towards the Potomac River the country is flat and sandy, with a dreary aspect for miles of extensive plains and worn-out fields, exhausted by tobacco, overrun with sedge of a green or yellow color, dotted with pine and cedar trees by way of contrast. As we proceed south, we gradually find ourselves penetrating the region of pines, that almost exclusively holds possession of the seabordering plain of Virginia and the Carolinas. Leaving Caroline, we cross the Pamunkey, or North Anna, that also unites with the York at the confluence of the Mattahoney, and are in Hanover County; thence across the Chickahoma-

nia, a branch of the James River, when we are in Henrico County, and in eight miles further at the city of Richmond, near the falls on the James River at the head of tide, 150 miles above its mouth, or 60 above City Point.

At *Richmond*, Virginia, the James at Fredericksburg; the Rappahannock at Petersburg, the Appomattox and the Roanoke at and above Weldon, have falls or rapids that are but partially used, in comparison with the heavy water power that may be commanded at these several points, and that will sooner or later be subservient to the arts, the industry, and the manufactures of a great and populous nation, when properly directed to these objects.

At each of these interesting and important points the railroad on this route crosses at or near the rapids, thus giving the scientific traveler or geologist a hasty view as he passes over the spacious viaducts that span the noble streams in Virginia and the Carolinas. The places above referred to are also noted flour markets or depôts of grain from the interior, and the outlets of large sections of the neighboring country between the *Blue Ridge* and the *head of tide water*; and being near great falls in each stream, it seems designed by nature that large manufacturing or commercial places should arise from the combined facilities here presented; why they should have been so long overlooked is surprising, and only to be attributed to the indisposition of the people to embark in trade and manufactures. A few flouring mills on a large scale seem to engross and comprise the whole of the manufacturing industry of these *Virginia Cities of the Falls*.

*Richmond* appears to advantage as it is approached on either side, being on a gradual rise from the river to the summit, that is crowned by the Capitol and handsome public and private edifices; these, with the bridges and viaduct connecting with the opposite side, produce an imposing appearance. The city contains over 20,000 inhabitants, including an equal number of whites and slaves, and is a place of much trade, a port of entry, and has a concentration of business, owing to the canal and rail-roads pervading the State.

It has two streets that are parallel with the river, and others of less note. The main street is a mile long, with paved side walks of brick. Coal or pine being the fuel used, the tinge of the smoke is evident.

The expenditures of this State within ten years for internal improvements have been liberal and judicious, and made to

centralize upon this position; this has aided much to increase the wealth and prosperity of this metropolis of the old dominion. The natural beauties of the environs, its finely wooded eminences, the islands and rocky shores, and obstructions in the river, that add life and animation to the scene, have been recently developed in the grandest and most effective manner, from the costly and magnificent *Viaduct*, that connects the city with the south shore by 22 massive stone piers resting on solid rock under the bed of the stream; the rail-road cars passing at a height of 40 feet above, the width of the river being 900 feet, the whole forming one of the most expensive and imposing artificial erections in the southern States.

Bituminous coal, pine and other wood found in abundance near, can be cheaply delivered in the city and to the various factories that the water-power derived from the canal and river has tended to establish. There are eight locks of 10 feet each, and a canal basin for boats. Below the locks is a wooden bridge crossing the river to a small island and public garden; about it is a ledge of rocks and a small rapid; others occur beyond. The James River Canal and slackwater navigation extend for 220 miles up the interior.

There are ten places of public worship; one of them, of chaste, striking, and elegant style of architecture, contains a monument erected upon the site of the former theatre, that was destroyed by fire in 1820, when 70 or 80 persons perished: the new court-house is a handsome structure; the penitentiary and State armory are extensive and appropriate. The classical edifice that is used by the Legislature has eight Ionic columns of wood (those of the four Doric columns of the massive court-house are of stone;) it is visible from afar, and forms the principal feature as we approach. Here is a statue of Washington, that was taken from life, (by Houdon, an Italian artist;) it is esteemed the best extant.

The *most southern route* to the *Virginia Springs from the east* is via Norfolk and Richmond, up the James River valley by Columbia, Scottsville, Warminster, New Glasgow, and Amherst court-house, to *Lynchburg*, pursuing the north side of the river through a most pleasant portion of the State, with a view, the greater part of the way, of the fine scenery of the river in its meandering course, the canal in proximity. The distance is 130 miles, fare \$8 to \$9 50. The stages leave here at three to six o'clock in the morning, Monday,

Wednesday, and Friday, resting at night, reaching Lynchburg the next evening, and the subsequent day to and across the Blue Ridge; the lofty acuminated *Peaks* or *Cones* of *Otter* being in sight, towering 4,000 feet above the vale with much grandeur. The *Balcony Falls* and the Blue Ridge Canal are seen in passing through the gap to the *Natural Bridge* in Rockbridge County. In 20 miles is *Harris* hotel, a first-rate house, and a farm of 750 acres and appurtenances, all abounding in the comforts of life. *Columbia* is at the mouth of the *Rivanna*; up its valley is the road to Charlottesville and Monticello. *Raine's* tavern, 70 miles from Richmond, is a resting or halting-place for stages east or west. The road now is compact; rocks are seen in 12 miles to *Newstone*; thence 17 miles to *Patterson's* the undulations of the road increase, as does the scenery in romantic beauty and interest; the next 10 miles to *Chitlow's*, and 17 more to *Lynchburg*, that is beheld on the south side of James River, in descending a hill and across the valley, it rises in terrace form; the streets are inconvenient in acclivity; its houses are of brick; the streets are paved; fountains of water on the hill are used to supply the citizens; population 5,000. Wheat, flax, hemp, flour, tobacco, are concentrated here, and find their way down to tide by the canal. It is also a hog or pork mart. There are four churches, several hotels—the *Franklin*, by *Morris*, and others.

At *Lynchburg* there are two bridges over the river. The ware-houses for receiving tobacco or flour are large and indicate much trade; also manufactories of cotton, woollen, &c. In its vicinity are four mineral springs. It is 21 miles to the great *Falls*, 10 miles in the outset being to the first gap at *Davis' Hotel*, on very elevated ground; a part of the road is on the south bank of the James before reaching the ferry, and crossing it to the north and topping the Blue Ridge. Here, as in previous crossings of the gaps, are beheld the most splendid bird's-eye views of the deep valley below; the river, as it breaks, foaming and glistening over the rocks, with the winding canal, and a panorama of lofty wood-clad mountains; the same sensations of fear, terror, admiration, and affright are inflicted (as before felt) by the ingenuity of the engineer in forming the road, in its ending at abrupt angles, that seem unguarded from the rapid velocity of the heavy descending vehicle; but while the heart fails and quails, the danger is past and we breathe in safety. *Darst's*

extensive hotel is at the foot of the mountain and eight miles from the *Natural Bridge*, and to reach it walking is preferable to rough riding in carriages.

The road from this to Fincastle, Blountsville, Knoxville, connects with stage lines, via Nashville to Memphis, on the Mississippi, or to Huntsville, and Alabama, Arkansas, &c.

As we resume our great southern route, on leaving Richmond and crossing to Manchester on the opposite side of the river, we are in Chesterfield County, and pass successively Falling and Swift Creeks, the latter a branch of the Appomattox, and we soon are at *Petersburgh*, in Dinwiddie County, 27 miles south of Richmond; here are falls that are used, as at Richmond and Fredericksburg, for milling and flour making. A canal also extends around the falls to facilitate the trade up the country, and cheapen the expense of taking from distant parts the heavy articles of wheat, flour, and tobacco, the staples of this State. The population of this city is about ten thousand. Vessels of 100 tons can reach here, but ships only to City Point, 13 miles below on James River.

Passing on for 30 miles over runs or creeks that join the *Nettoway* River, a branch of the *Chowan*, that falls into Albemarle Sound, we are in Greenville County, and next cross, after several small runs, the Meherrin, also a branch of the *Chowan*, then through or near Hickford, we cross Fontaine's Creek, and soon after the line of Virginia and North Carolina, and are in Northampton County; and in 10 miles further we are on the banks of the Roanoke River, at Weldon, and soon intersect the *Portsmouth and Roanoke Rail-road*, that extends north-east 86 miles to the Chesapeake Bay, at Portsmouth and Norfolk.

The Roanoke is one of the largest rivers in the southern States, and has its head springs amid the loftiest mountains in Virginia and North Carolina; it collects and discharges from its prolonged course of 400 miles a most turbulent mass of waters, that reaches Albemarle Sound at the confluence of *Chowan* River, 80 miles below Weldon, and the falls at the head of tide.

*Halifax* is seven miles below the Falls, and to this point vessels of 50 tons burthen can reach; a canal opens the navigation for 130 miles beyond the great falls above Weldon.

The *Viaduct* over the Roanoke at Weldon is another

splendid construction, honorable to its projectors, to the rail-road company, and to the improved style of engineering and workmanship here exhibited; it being a *series of piers 100 feet high*, of hewn stone, with a platform and bridge on the lattice plan *one thousand three hundred and twenty feet long*, including flats and abutments; advantage is here taken of the same obstructing ledge of rock as at Richmond and elsewhere, that furnishes a firm foundation, and facilitates the passage of this stream at such a giddy height.

Garey's is the place of intersection of the two rail-roads from Petersburg and Richmond to the north, and Portsmouth and Norfolk to the north-east, one mile and a half from Blakely and Weldon; then the route is again resumed southerly through Halifax and the borders of Nash and Edgecomb Counties, crossing various streams subsidiary to the Tar River, and over that at the *Rocky Falls*, and in 30 miles over the Contentny, a branch of the *Neuse River*, near Stantonsburg and bridge; then across Wayne County 30 miles to *Waynesboro*, on the Neuse River, 51 miles south-east from *Raleigh*, the State Capital; and across Duplin County, following the valley of the north-east branch of Cape Fear River, in New Hanover County, 60 miles to *Wilmington*, on the low, sandy, eastern bank of *Cape Fear River*, 35 miles from the ocean. A portion of the above-extensive line is *nearly straight* for 39 miles.

*Wilmington* has 3,000 inhabitants, two banks, an Episcopalian and Presbyterian Church, an academy and printing-office, court house and jail. The islands in the river opposite the town cause three channels; the entrance is quite shoal, but admits vessels of 200 or 300 tons; it is the principal place (except Newbern, on the Neuse River) for the exports of this State, consisting of tar, turpentine, and cotton.

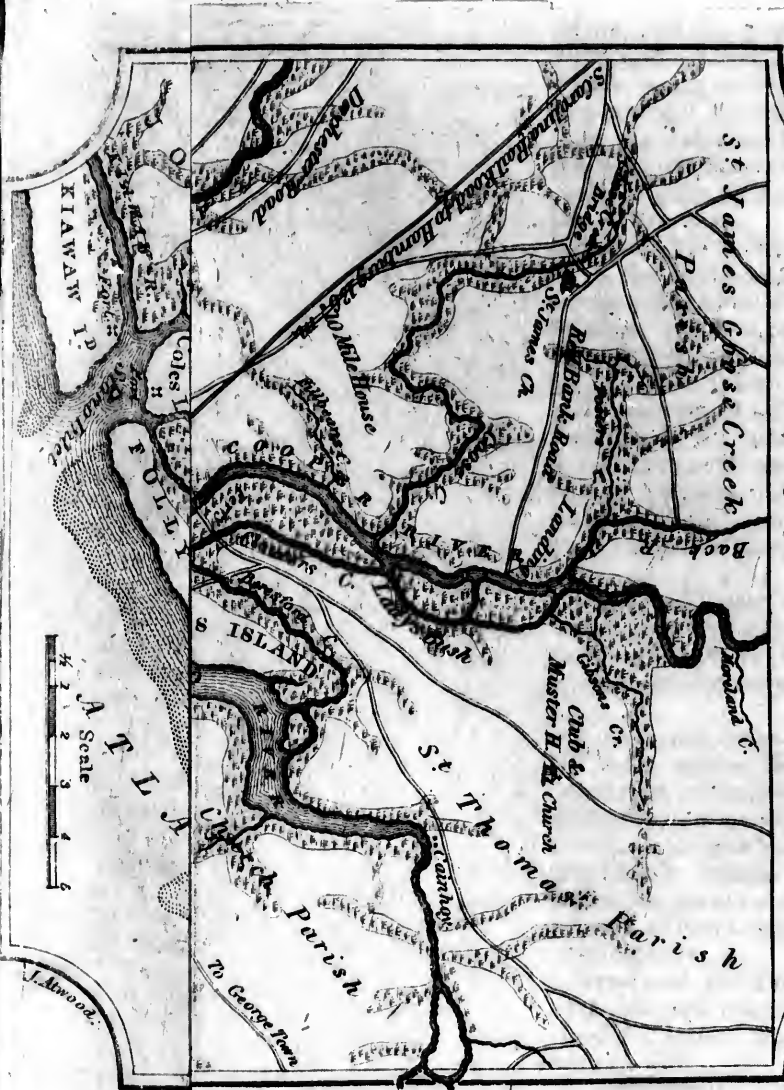
From Charleston it is 150 miles to Wilmington, thence via Weldon and Portsmouth and Roanoke Rail-road to Norfolk, Virginia, is 300 miles, traversed in 36 hours over a swampy or sandy soil, productive of trees of the pitch pine, that look monotonous or gloomy, with cleared spots occurring rarely. Leaving Norfolk in the evening, the traveler gets to Baltimore at nine o'clock the next morning, at Philadelphia in the afternoon, at New-York in six hours following. The expense for the whole distance is about \$40. By the ship or coast line \$20.

From *Wilmington to Charleston* by steam-boat down Cape





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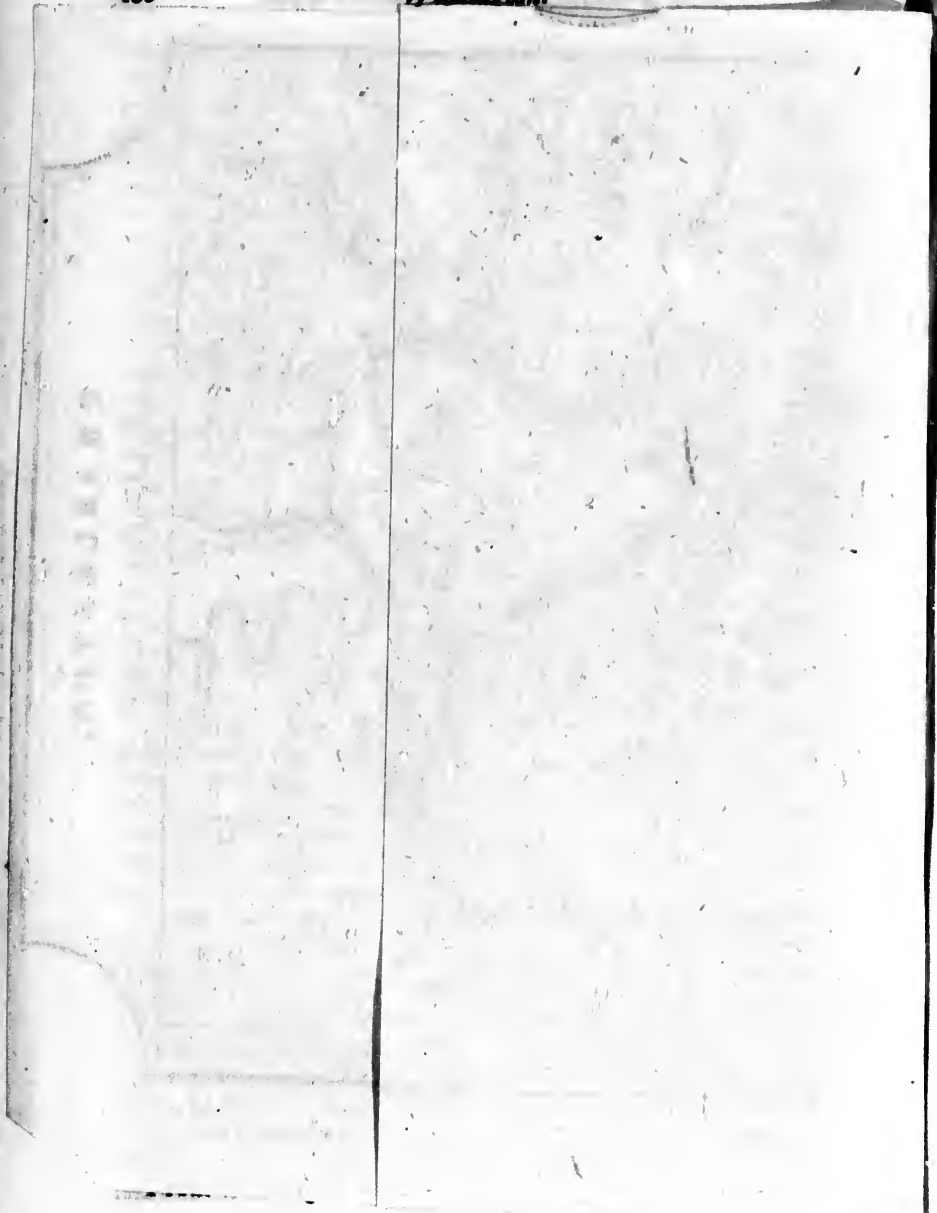
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Fear River, past Brunswick and Smithville, and along the coast for 150 miles is the only sea exposure, and occupies 10 or 15 hours in favorable weather; the time required from Boston to Charleston is four days; the computed distance being 1,100 miles. From Charleston via the rail road to Augusta, on the Savannah River, and across the States of Georgia and Alabama to Montgomery and Mobile, or Pensacola, and by steam-boat to New Orleans in five days.

*Charleston*, South Carolina, is in north latitude  $32^{\circ} 37'$  on a point of land between the Ashley River on the south-west, and Cooper River on the north-east, seven miles from the ocean; its defences are Castle Pinckney on an island in the harbor south-east and near the city; Fort Moultrie on Sullivan's Island, four miles on the east side; and Fort Johnson two and a half miles on the west side of the entrance to the harbor; but its shoals and changing channels, at all times difficult or dangerous, and only admitting a depth of 15 feet, are perhaps its best protection. A canal of 22 miles from the head of Cooper River connects the waters of the harbor with the Sante River, 50 miles to the north, opposite Black Oak Island in Sumter County.

The great *Florida* or *Gulf-stream* runs past, and only 15 to 20 leagues distant from the bar, and has a powerful influence in its constant action on the shores and harbors, in altering the conformation of the coasts, or in modifying or influencing the climate.

The population of this beautiful city of the south is computed to be 37,000 to 40,000: about half being whites, the rest slaves or mulattos. There are 20 churches of various denominations; several large valuable libraries; the streets and squares are shaded by the Pride of India; the gardens and embellishments have a tropical appearance in summer; its winter climate is mild, but not as equable for invalids as St. Augustine or Key West, or the south side of the Island of Cuba for those desirous of a soft dry atmosphere.

The great fire in 1838 devastated a large and valuable portion of the city, that is now re-built with renewed beauty and durability, and increased safety, in modern style. The impulse given to the growth and prosperity of the city is evident since the State and individuals have entered into the rail-road system. This, if cautiously extended as contemplated, will no doubt be beneficial. The Orphan Asylum and other institutions here are well supported. For their

intelligent, high chivalric feeling, politeness and hospitality, the citizens of this capital are proverbial.

*Moultrieville*, on Sullivan's Island, a flat sandy place covered with palmetto trees, is much resorted to in summer as a healthy position by the inhabitants of this metropolis, for sea-bathing, riding, &c. on the shore.

The city of Savannah may be reached by steam-boat or coasting craft, that either take the outside passage or follow the intricate chain of passages in more safety, made during the war of the revolution by the enemy, crossing over 16 rivers and threading some very narrow cuts, and passing over shoals and by 13 islands, with occasional open channels and glimpses oceanward on the blue expanse.

From Charleston the route through the State of South Carolina is by the rail-road for Hamburg, first taking a north-west direction for 130 miles, then westerly six miles to the banks of the Savannah River, opposite Augusta in Georgia, fare thus far \$7; thence by the rail-road made by the *Georgia Rail-road and Banking Company* through the Counties of Richmond, Columbia, Warren, Talliaferro, Greene, to Greensboro' or Madison, thence to be through Covington to Decatur, 123 miles from Augusta, nearly finished; here the State Rail-road begins, and has its route of 118 miles in a north-west line through the old Cherokee lands, via Cobb, Cass, Murray, and Walker Counties, there touching the Tennessee line and the internal improvements of that State, by the *Hivawsee* Rail-road of 98½ miles, extending up valleys and through gorges of the lovely Alleghanies, to *Knoxville*. This is a new and beautiful route that may be easily traced north-east, through North Carolina and Virginia to the various springs, caves, falls, mountains, &c. to Staunton, Winchester, Harper's Ferry, to Baltimore.

Resuming our south-western route from its present temporary termination at Greensboro' or Decatur, the stages are taken towards the Chattahoochee River. The rail-road is to cross at West Point or by a branch at Columbus, and continued through Alabama to *Montgomery*; thence south-south-west to Pensacola, or a branch to Mobile Bay; thence by steam-boat to New Orleans, as may be traced in the reversed order, with full details in our route from New Orleans, by the various eastern river, land, stage, rail-road, or other arrangements, (see Index and table of contents.)

## Canal, Rail-road, and Dismal Swamp, Virginia and North Carolina.

The great morass called the Dismal Swamp, has some peculiar and remarkable features not generally known or attended to until the great thoroughfares of late opened up into it: the canal, the road on its bank, from Norfolk to North Carolina, and the rail-way that dips into the northern border of the swamp, have elicited some novel characteristics in the geological and agricultural features with which it is connected.

The swamp is 40 miles from north to south, and 25 from east to west, (1,000 square miles or 640,000 acres,) and all this, except some small spots, is a quagmire, a mass of shaking, trembling, vegetable matter, or labyrinth of roots, rotten logs, shrubs, and trees, matted and almost impenetrable, and instead of being lower than the level of the surrounding country, or a receptacle of the streams flowing therefrom, it in fact is *higher* than all or nearly all the firm and dry lands that encompass it, and the interior of the swamp is generally higher than its outer circumference.

The only exception to both of these facts is on the west side, where for 12 miles the streams flow from higher lands into the swamp, and supply all its abundant and overflowing water; but to the north-east and south, the drain and descent is self-evident to the observer, showing the outlet and current from the swamp to different rivers, and of the superior level of the former. The levels and profiles of the rail-way from Portsmouth to Suffolk, and of the Dismal Swamp, and the Land Company's Canal, all evince the truth of this statement:

Where the rail-way passes through about four miles, it is above the level of the firm land on either side by six or seven feet. The central part of the swamp is five or six feet above the middle section of the Dismal Swamp Canal, that itself is 13 feet above the rivers into which it empties, and these rivers are not more than five or six feet below much of the dry but low lying land of this flat country.

It is, in short, an immense aggregation of vegetable matter allied to peat, and in a state of rapid growth, and hence its height above its margin; below the living roots all is black soft mud; and over it, under shelter of the large trees, shrubs,

or reeds, is a thick carpet of tender, mossy plants that rise four or five inches, and that can be taken up so easily they appear to have slight hold of the soil, that is wet as water can make it, and is the least solid of the whole, and most favorable to the juniper-trees, that stand barely supported by their sap roots in these quaking bogs of *surf* or *sponge*, as it is called.

This wetness and extreme richness of the soil causes an immense growth of aquatic plants of all sizes and of various kinds, from the diminutive moss and the water-loving hydrangæ, with its large and beautiful pæony-size flowers, to the gigantic cypress. The botanist can here luxuriate, and nature will ever reign triumphant in this solitude and miasmatic domain.

The wet soil causes more evaporation and cold, and the heat of the sun is excluded by the thick dense foliage of the trees; and coldness thus produced allied to a more northern climate, and the leaves and vegetable matter that fall are but partially decomposed, and thus add annually to the thickness of the soil.

Cape Hatteras is well known to mariners not only as a dangerous place, but remarkable for magnetic anomalies, that may perhaps have some affinity to the non-variation of the compass at this cape. The warm waters of the Gulf of Mexico here approach within a few miles of the cold mass of water embraced in the Dismal, the great heat of one and the cold of the other neutralizing the effect of the magnetic and electric heat.

No one can be aware of the magnitude of the difficulty in traveling upon this swampy and semi-fluid surface until trial is made. The mat or web of living roots is the only protection from total submersion, where roads and paths of logs, and fascines of twigs and brushwood are not laid out.

It was not until 20 years before the revolution that Lake Drummond was discovered. This singular lake is nearly oval, seven miles long and five and a half wide. It has no beach, the thick and tall forest being at and in its margin, and the water even with and often gently overflowing its banks, that sink perpendicularly.

This fairy and lovely sheet of water, and the more attractive, perhaps, from the repulsive, gloomy aspect of its borders and the difficulty of approach, has had its tales of wonder and incredulity in its reported unfathomable depths.



&c. and of there being a subterraneous communication with the ocean, or with Albemarle Sound; but this is set at rest by Riddick Senior, of Suffolk, and Commodore Barron having sounded across the lake, and the depth about the middle being only 15 feet, the bottom being of mud like the swamp, but sometimes a *pure white sand* colors the mud a foot or more in depth.

General Washington and a few other gentlemen, acting from his knowledge, acquired as a surveyor in early life, *purchased* a part of the Dismal Swamp wilderness a few years before the revolution, except the cream of the whole—the lake, then not estimated as worth even the lowest pitance of the State taxation, but now of inestimable value for canal purposes; 40,000 acres were then taken by the Company, but it is now known as much larger—size 65,000 acres; they also bought a farm on the borders that had been drained and rendered rich and productive, and the Company dug a canal of some miles in length from the high land, in towards the lake, that is yet large enough for boats to pass, and is called the "*Washington Ditch*," and was nearly useless for many years, until they began the getting of juniper shingles, and this is found so profitable that the shares, at first only of \$3,000 each, are now worth \$15,000 each, and the dividends even then are large.

The curious traveler intending to explore the mysteries and penitralia of the dark, secret recesses of this semi-fluid region, must procure the services of the swamp boatmen, as being best acquainted with (not to say indispensable to) the voyage, and mode of getting on in the canal or ditch.

Starting from the north end of the canal, one mile from Suffolk, where all the shingles are brought from the interior of the swamp and put over to the tide creek, that is 20 feet lower level, and taken by sailing-craft to various markets, we find the boats ready in which we are to proceed. They are flat-bottomed, long and spacious, and well designed to receive passengers in the trips to the lake for pleasure or business.

A pole is fixed across the boat at the bow and stern, and reaching over the tow-path on each side, by which the men push the boat along rapidly, with ease by four men, relieved at times.

The canal is 12 feet wide, four deep, and is 10 miles long, nearly straight and level, there being but a slight impulse

or current from the middle towards each end. In passing through the firm land, the banks are one to two, and for a short space three to four feet high, till at the swamp it is firm but more depressed for a few rods, and for seven or eight miles the path is almost even with the swamp; but holes, brush, mud, and constant treading of the *pushers*, give more consolidation.

Wooden roads for miles are made throughout the swamp to convey the shingles to the borders of the canal, and these mule-roads are five and six miles long. The water crosses in many places over the margin of the canal, and we soon reach the juniper or cedar trees, and the soft swamp soil in which only they will grow; they are high, straight, and have naked trunks to a certain height, where a thick tuft comes out, that, when they are compact, forms a high roof of evergreens beautiful to behold. Patches of burnt woods occur where the trees have been killed by fires in olden times. From the slight rooting or penetration of the trees in the semi-liquid mass they are easily upset or blown down, and then are soon covered with water, and so remain for ever without rotting, except the sap-wood, an inch thick; and much of the timber now got is found by probing or sounding, at which they are very dexterous, and thus fish up or saw off from a foot or two deep.

The trees each side of the canal, where they almost unite their branches across into an arch of verdure, form a vista and vanishing point or perspective of striking beauty—and at night, when the light of the pine torches flashes through and lights up the deep gloom of the midnight darkness, a scene is presented for the admiring artist.

The original gigantic forest is yet preserved in part, and these, aided by the thick growth of reed, give a footing to rest upon occasionally; and this, it is hoped, will for a long time be spared from the ruthless hand of man, where the king of the forest, the cypress, the gum, &c. will be found, with a host of inferior vegetation.

The camp or huts of the shingle-getters are mere shanties or covers for five or six men to lie in, close-packed, like spoons, with heads to the back wall, and feet to the fire in front—their beds of shingle-shavings, and their yards filled with the same.

There are 500 slaves employed in this work by task, and their week's work is said to be easy, and done in less than

the time allotted; they have plenty of leisure, are fond of the employment, and are healthy.

After making a slight deviation from the course pursued for several miles, the boat glides most unexpectedly out into the *open lake*, where the oars are taken up, and we advance for two miles towards the centre, and find that we are encompassed round its margin by a thick growth of tall trees, the cypress being most conspicuous. Though not exactly *land-locked*, yet the vegetable margin from the middle of this expanse of water of course appears low, and offers but slight protection from the violent winds that at times sweep over from Albemarle Sound and the near Atlantic, and the violence of storms is here as often seen as on the sea.

The water, though it looks dark in the canal and lake, from its vegetable tinge, is clear in a glass, or of a wine color, and is the same throughout; it is palatable and wholesome, and is preferred by the men to any other, though to most strangers disagreeable; but invalids come and use the water for consumption, and remain at the tavern on the opposite or south side of the lake, near the Dismal Swamp Canal.

Gar fish of great size, five feet, are caught, and others that are esteemed, and the dining on them is a part of the gratification of the traveler. Bears abound in the thick recesses of the cane-break, and prey on the hogs of the farms adjacent. Wild and pole-cats also are known to be here.

### Upper Rail-road in North Carolina.

From Weldon, on the Roanoke, a branch rail-road diverges south-west for 86 miles to *Raleigh*, the capital of the State, in Wake County, between the Neuse and Cape Fear Rivers, latitude  $35^{\circ} 48'$ . Its population is 1,800, concentrated near the public square of 10 acres, on a pleasant elevation, that is surmounted by the chaste and elegant State-house; a former edifice, in 1831, was destroyed by fire, with *Canova's* statue of *Washington*—an irreparable loss to the fine arts and the world. There are two churches, two academies, four printing-offices, a theatre, bank, court house, jail, and market. It is 27 miles north of Smithfield, the nearest head of sloop navigation; 50 from Waynesboro', or the

intersecting point on the great rail-road from Weldon to Wilmington; 60 north of Fayetteville; 164 south-south-west of Richmond, Virginia; 119 north-west of Newbern.

The streets are 100 feet wide each side of the square, thus dividing the town into four equal parts. The viaduct, or structure supporting the rail-road above the Neuse River, is 1,000 feet long, on lofty granite piers; thus far can boats reach usually. The extension of the rail-road hence to Fayetteville 60 miles; thence to Cheraw 60 miles; Camden and Columbia, South Carolina, through dark forests, 86 miles; thence to Charleston, via Branchville, is 120 miles, is desirable for travelers, to give a safe *upper route* to attain Charleston, and avoid the 150 miles of sea risk. From Columbia, by stage-road, to Augusta, Georgia, is 78 miles in a south-west course.

*Fayetteville* has a population of 3,000. It is on the west side of Cape Fear River, here 1,000 feet wide, spanned by a bridge, and navigable thus far for vessels of 150 tons. A brisk trade is carried on in cotton, tobacco, flour, turpentine, &c. The town is principally one mile from the river. In 1831 it was nearly consumed; it has been re-built in a more secure, efficient, and ornamental manner. There is a capital hotel here. The roads traveled by stages pervade the region of pine woods in all directions for hundreds of miles.

### **Old Stage Route from Norfolk to Charleston.**

From Norfolk to Murfreesborough, by the old stage-road, is 68 miles, crossing in the outset two small inlets from the bay, on long bridges, passing near Portsmouth and the Navy Yard, and soon entering a forest that skirts on the north the great Dismal Swamp, herein described. The old road is sandy; the forests thick with oak, cypress, cedar, and pine; magnolias, laurel, holly, and evergreen on the marshy spots, with a wilderness of vines and climbing plants of the various parasites.

*Suffolk* is reached in 29 miles from Norfolk; it is a small place, of a few wooden houses in the midst of the forest, a resort for travelers in the olden time as a half-way house. Cotton plantations in fields and corn bread in taverns soon begin to appear when we cross the rivers Nottoway and Moherrin.

At Suffolk, where the new and all-absorbing rail-way intersects the ancient route, that goes more south than the course of the Potomac and Roanoke Rail-road, that is here left to the north, we continue on to Sommerton, and soon cross the line of Virginia and North Carolina, then the Nottoway and Moherrin, and are at Murfreesborough on the banks of the latter river, that at the union of the Nottoway a few miles below, forms the Chowan River, that disgorges by a wide bay into the Albemarle Sound. The aspect of the flat forest and marshy country continues more dotted by plantations of corn or cotton; the owner's house with a piazza in the midst, the huts of the slaves and the barns on the right or left. This continues till we meet the Roanoke River and arrive at *Halifax*. The banks of the river are picturesque, and exhibit, by the variety of new plants or shrubs, our approach to more southern and genial climes.

Pursuing our course due south, in 30 miles we are at Tarborough, (or Tar River,) with 800 inhabitants, streets broad, regular—houses of wood. To reach Fayetteville we travel 86 miles in a thick forest. At Waynesborough we intersect the grand rail road line from the Roanoke to Wilmington, (see page 435;) no other village of note occurs. The Neuse and Cape Fear Rivers are the largest streams crossed. Over the latter is a long covered bridge on the lattice plan, when we are at *Fayetteville*. Hence are two routes to Charleston; the upper is 60 miles to *Cheraw*, through forests and over roads of sand; we begin to see near the houses the melia azadarach, or Pride of India, and other trees, indicative of a softer climate; crossing Lumber River, reaching *Laurel Hill*, the Little Pedee, and after crossing the lines of North and South Carolina, the Great Pedee, at *Cheraw*, thence to *Camden*, on the Catawba, is 68 miles, through a thick wood, over Black and Lynch's creeks—the road sandy; the trees or evergreens fine; in 32 miles we are at *Columbia*, the capital of the State. The last stage of 32 miles more hilly; sand more yellow, mixed with clay.

*Columbia*, South Carolina, contains 500 inhabitants. It is situated on an eminence at the confluence of Broad and Saluda Rivers, that here merge into the Congaree. The streets are 100 feet wide, shaded by the Pride of India trees; the houses, of a superior grade, have elegant gardens; the society is refined, and the college, endowed by the State, is here located. The State-house is a large plain wooden edi-

fic. A canal 3 miles long, with four locks of nine feet each, here avoids the falls in the Congaree, over a chain of rocks. The locks are two of granite, two of brick; the bridge over the Congaree is on eight stone piers, and cost \$70,000. A rail-road of 60 miles leads hence to Branchville, and in 60 more to Charleston by the rail-road from Augusta or Hamburg to Charleston. The road is sandy, swampy, and at times hilly, through a forest of oaks and the long-leaved pine, with the Spanish moss adhering to the branches and waving in the wind. Live oaks, magnolias, kalmeas, and gardenias—the palmetto, the macaw, the yucca gloriosa, increase in size and beauty as we approach the coast. Dorchester is passed, then the venerable church and burying-ground of St. Andrews; the plantations are more frequent and of superior embellishment, evincing the near approach to a large or populous city, that at length is disclosed as the forest is left behind. The houses of the suburbs, with their gardens, orange-trees, roses, and the glorious novel combinations of scenery peculiar to a city of the south, become more completely unfolded; the piazzas or balconies, with pillars festooned by flowers and creeping vines, the passion-flower or convolvulus of the rose, and others, regale the senses and contribute to enhance and gratify, in the highest degree, the wondrous effects to a stranger from the frigid north on his first entrance into the capital of South Carolina.

The long market, on the Philadelphia plan, that reaches from the harbor up the city in five compartments, is well supplied from home and abroad. The police of the city is strict and efficient; philanthropic institutions abound.

### **Rail-road from Charleston to Cincinnati.**

South and North Carolina and Tennessee have granted acts of incorporation to aid in the formation of this road through their respective States; with banking privileges of a liberal description.

This Company purchased of the Charleston and Hamburg Rail-road Company their road to the Savannah River at Augusta, at 25 per cent. advance on the first cost of the shares, payable one third in cash, the rest in one and two years; thus securing a road of 136 miles, *filled in solid*, and for 66 miles on to *Branchville*; this now forms a part of the

great road, and the privilege of extending it to Columbia, the capital of the State, is exclusively in this Company.

From Columbia it is to extend, by the east or the left bank, up the Broad River to its extreme head waters in North Carolina, in Rutherford County, and through the *Butt Mountain*, or *Hickory Mountain Gap*, to *Asheville*, and along the valley of the French Broad to Knoxville, Tennessee, Lexington, Kentucky, (Charleston to Columbia, 128 miles;) at Deep or Big Creek Gap, a grade of 50 or 60 feet per mile, is over the Cumberland Mountains.

The great bank of \$12,000,000 capital, chartered by North and South Carolina and Tennessee, called the "*South-Western Rail-road Bank*," for 31 years, will give the funds required to equalize the currency and the exchange between the States of Ohio, Kentucky, and Tennessee at the west, and the States of South and North Carolina and Georgia on the east of the mountains, and will facilitate by its banking operations the formation and progress of this mammoth operation.

The *Bank Charter* is of the most liberal tenure, and without *any bonus*. The stock is exempted from taxation, also the dividends; the bills are receivable at the State treasuries.

From *Branchville* to Columbia the lines are straight in general, and vary from a level to 25 feet grade to the mile, and the curves are a radius of 2,800 to 5,700 feet.

The Charleston and Hamburg Rail-road was originally constructed on a *frame work* of wood or trusses, (*without any embankment*,) and bars or rails of iron, flat, and only weighing 15 pounds to the yard, fastened on string-pieces of wood by iron spikes. This cheap method was the only one that was advisable at the time, from the limited resources at command, but has been since remedied throughout the entire line. It was, when *first undertaken*, longer than any other rail-road in Europe or America, and is still destined to carry the palm in this respect; and the entire reconstruction of these 136 miles of embankment has put the whole on a solid and secure basis.

The income is steadily advancing, the receipts being, in 1838, about \$300,000.

The substitution of *slave labor* in the grading and working up the road from *Branchville* to *Columbia* is a new feature and of great importance to the southern States, and quite as

effective and more so than white labor, at less cost and below the estimates of engineers, even competed for by the planters to get contracts; thus avoiding bringing free white labor to mingle with their slaves; 15 cubic yards of excavation in a day per slave is by them an easy task, and is a day's work among the Irish at the north; but 18 cubic yards each, and even 23 in a day, has been done by the blacks in gangs.

In the south they have in abundance the best of pine timber on the very track of the rail-roads, the surface is level with a sandy soil, not requiring to guard against frost in winter, that at the north adds \$5,000 a mile to the cost.

The labor of slaves can be had to any extent, and no more expense for the increased demand, no rioting. Fuel only costs one fourth as much as at the north, and is inexhaustible. 37 feet per mile is the utmost grade; cars run in 8 to 10 hours; engines drag trains of 100 tons 136 miles both ways in three days.

*Madison Springs* in Madison County, 23 miles north-east of *Athens* and seven of *Danielsville*, are tinged with iron, and used for rheumatism and cutaneous diseases, are a fashionable resort; here is a hotel to accommodate 200 persons, and other houses for summer residences; and none can be healthier than this, or have purer water or a poorer soil around.

*Springs* similar to the above are in Franklin County, eight miles further north, that are also resorted to by invalids to spend the sultry summer months; others also exist near *Athens*, and in Wilkes, Jefferson, (Cobbs,) Greene, Wayne, Talliaferro and Pike Counties: near the Flint River is one called the *Thundering Spring*; Greensboro has also in one of its public wells  $9\frac{1}{2}$  grains of iron to the pint, and carbonic acid and sulphuretted hydrogen. Fare in stage to Augusta \$10 00 for 90 miles.

From *Milledgeville* to *Sparta* is 23 miles over a hilly country mixed with clay and rock, the vales sandy and heavy; the long-leaved pine prevails, and underneath may frequently be seen the bivouacs of travelers in wagons, on their way to Alabama, Mississippi, Louisiana, Arkansas, or Texas, with a large slave force, this road being the great thoroughfare.

*Sparta*, in Hancock County, has 750 inhabitants, a female academy, (on the Renssellaer or self-teaching and lecturing plan,) and 70 houses and stores, and a Methodist church; it is



14 miles to Powellton and 22 to Warrenton, and 28 west to Eatonton, and 64 from Augusta. *Powellton* is one and a half miles west of the Ogeechee River, over which is a bridge; here are two academies, a small cluster of dwellings, and places of worship for Baptists and Methodists, a few stores, doctors, and mechanics.

*Warrenton* is the county town of Warren, and has 30 to 40 dwellings, stores, and offices, an academy and Methodist place of worship, and is on a branch of Savannah River, called Briar Creek. Here lived for many of his latter years, *Bushnell*, the inventor of a machine for blowing up ships with gunpowder, used in a torpedo under water; he was eccentric, reserved, slow, cautious, distant, and forbidding, and a native of Saybrook, Connecticut; he acquired considerable money by his economy, and died in 1826, in Habersham County, worth \$9,000. There is a brick court-house, and a jail made of beams and planks strongly nailed together. To Lombardy 13 miles, and Augusta 25 miles; this is a hilly and tedious road, sandy in the extreme, with a few stray rocks and abundance of pine trees, but few or none of the evergreens and beautiful southern plants seen elsewhere.

*Augusta* is in latitude  $33^{\circ} 33'$  on the south-west side of the Savannah River, that is here 1,100 feet broad, and has a bridge leading to Hamburg on the east shore. This is a great cotton mart, receiving and shipping 150,000 bales or more a year, having 16 warehouses, 300 to 500 feet long and 40 broad. *Broad-street* is 180 feet wide, two miles long; it pervades the centre of the town, and is full of the cotton brought to the city in wagons or by the railroad. There are 15 to 20 steam-boats that ply to Savannah in five days, with 800 to 900 bales and passengers, besides many pole-boats with 500 to 800 bales.

There are daily stages or rail-road routes to Charleston, 140 miles; Savannah, 127 miles; Columbia, 83; Athens, 93; Greensboro', 74; Madison, 94; Carnsville.

There are places of worship for Presbyterians, Methodists, Episcopalians, Baptists, Catholics, Unitarians, Africans, two banks, two markets, five hotels, a theatre, court-house, jail, hospital, asylum, arsenal, free-school, masonic hall, academy, 45 by 40, and two wings 93 by 32 feet; a city hall, 120 by 60, three stories high, and cost \$100,000. Population 8,500. The streets are wide, well laid out, planted with trees, and cross at right angles, from a large bend in the river.

The town faces to the north-east, and the houses and stores are large and elegant; the streets are not paved, but there are brick foot-paths. The banks of the river are 20 feet high, and the place of landing has three terraces, the first faced with cypress, the second and third with brick, with wooden landings; the tops of the terraces are paved, belonging to the State Bank of Georgia, and pays good interest. All the upper country east of Ocomee trades here. First house erected in 1755 by Gen. Ogelthorpe. The Globe Hotel is good.

*Hamburgh*, opposite Augusta, has 500 inhabitants, and one row of houses parallel with the river, and 150 paces back.

The *Hiwassee Rail-road*, of ninety-eight and a half miles in length, pervading East Tennessee, begins at *Knoxville* on the *Holston*, a branch of the *Tennessee*, and continues along its vale, crossing the *Hiwassee River* at *Calhoun*, passing near *Athens*, in *Monroe County*, *Tennessee*, and crossing the State line a few miles from *Rossville*, and near *Brainerd*, a former missionary station for the *Cherokees*, and touching the rail-road entering the State of *Georgia*.

The *Grand Mountain thoroughfare* and line of travel, connecting the north-eastern and south-western States, already one of the stage mail routes to *Alabama*, *Mississippi*, *Arkansas*, and *Louisiana*, must eventually be matured by extending the *Hiwassee Rail-road* up the charming valley to the head waters of the *Holston*, touching *Blountsville*, *Tennessee*, and *Abingdon*, *Virginia*, and on to *Richmond*.

From the *Hiwassee* termination, as above, commences the *Western and Atlantic or Georgia State Rail-road*; continuing it in a south and south-east direction for 118 miles, to near *Decatur* in *De Kalb County*, crossing the head branch of the *Coose River* near *New Echota*, and through *Cass* and *Cobb Counties*.

From *Decatur* to *Augusta* 123 miles, in a direction nearly west to east, a private incorporation, the "*Georgia Rail-road and Banking Company*," capital two millions of dollars, one half in bank, one half invested in rail-road, have completed the route through or near *Covington*, *Madison*, *Greensboro*, *Crawfordville*, *Warrenton* to *Augusta*, on the *Savannah River*. By the *South Carolina Rail-road* of 136 miles from *Hamburgh*, on the opposite side of the river, we reach the *Atlantic sea-board* at *Charleston*.

Thus from *Knoxville* to *Charleston*, as above, is a continuous line of rail-road of 475½ miles, extending for over half

the distance through a romantic, healthy, pure mountain region; the road has no tunnels or inclined planes, and none of its grades exceed 36 feet to the mile, or its curvatures in radius 1,000 or 1,400 feet; thus admitting a regular and safe speed of 20 to 30 miles an hour with locomotives; this is remarkable for such an extent of road, and is caused by its occupying a series of valleys at the base of the chain of mountains in Virginia, Tennessee, Georgia, and that here subside and admit of easy curves around their west and south-west bases, thus entering upon the south-east slope to reach the Atlantic.

By the above rail-road goods may be sent from New-York, Philadelphia, or Baltimore, via Charleston, in a week or ten days to the remote inland counties of East Tennessee, at \$1 or \$1 50 per hundred pounds. Hitherto this has been a secluded out-of-the-way region, depending upon wagons or stages to communicate with Richmond, Baltimore, or the nearest market town.

Following the present mail and rail-road line, that we have traced from Charleston to Hamburg, and Augusta in Georgia, thence it is continued westerly to Crawfordville, 53 miles, Greensboro 18, Madison 20, Covington 26; hence it is to diverge in a south-west direction for 100 miles, the line to reach the frontier of Georgia and Alabama, on the Chattahoochee at *West Point*. The continuation in Alabama, in the same direction for 70 miles nearly completed, will reach *Montgomery* on the Alabama River, (thence it is forming to Pensacola and Mobile.)

### Rail-Road from Savannah to Macon.

This long line of 196 miles, made by the "*Central Railroad and Banking Company*," chartered by the state of Georgia, with a capital of \$3,000,000; of this amount \$1,500,000 to be employed in banking.

The road begins at the depot and company's ground of five acres, granted by the city authorities of Savannah, on the south-west suburbs; thence the track takes a westerly direction 13 miles, and soon crosses in one mile a heavy embankment, approaching to within a mile and a half of the Great Ogeechee River; then, bending to the right, follows the general direction of that river, at a mean distance of three miles

from it, through the flat lands of Effingham County, to the hammocks in Scriven County, bordering the river Swamp, avoiding the undulating surface of the pine lands to Brunson's Mill Creek, and up its valley and around the east base of Paramour Hill, and across Buck Head Creek, into Burke County, and by the river flats crossing the Ogeechee 12 miles south of Louisville, and up Williamson's Swamp, crossing the stream near the double bridge, and taking a west course two and a half miles south of Sandersville, to the Oconee River and swamp, and across the same, and up along the Commissioner Creek towards Clinton, and south-west to *Macon*.

Sixty-five miles are straight—16 are curved—least radius 2,000 feet—13 miles are level—25 have a slope of five feet in a mile—11 have a slope of five to 10 feet—19 have over 10 and under 25 feet—11 have under 30 feet—this covers more than half the distance from Savannah to Macon. Savannah, by means of the existing rail-road facilities in Georgia, and others constructing and nearly completed, has only one more link of the chain to finish to connect it with Augusta; this link is from a point 79 miles north-west of Savannah, at the confluence of Buck Head Creek in Burke County, with the Great Ogeechee River, 22½ north to Waynesboro, on Briar Creek, thence 32½ miles north to Augusta. Thus 55 miles would accomplish this desirable connection, and enable Savannah to compete with Charleston for the trade of the interior and upper portions of Georgia and Tennessee. The distance being the same, 475 miles to both cities by the Hiwassee road, and through Georgia to Augusta, and thence branching off to Charleston and to Savannah as proposed.

As respects Savannah, it will be shortened 19 miles by extending the rail-road of 25 miles, that cost \$300,000, now in use from *Macon to Forsyth*; to connect in 69 miles with the other rail-roads touching Decatur. In this generous rivalry between Charleston and Savannah, for the trade of the up country in Tennessee, Kentucky, and the Ohio River Valley, Savannah cannot but reap certain benefits, that a short time and the lapse of events must disclose.

*Savannah* has a population of about eight thousand; is in north latitude 32° 6', was laid out in 1733, by Gen. Oglethorpe, on the south-west bank of the Savannah River, 18 miles from its mouth, on a sandy plain 18 feet above the water. Its streets are airy, wide, rectangular, beautifully ornamented and shaded by the Pride of India or China Tree;

its numerous picturesque houses, insulated and embellished by gardens rich in the floral beauty and vegetation of this mild region, the abode of the orange and fig; its frequent open squares and grassy lawns, and the plantations in the vicinity, give a sylvan agreeable aspect around it, to a stranger from the more rigid climate of the north.

It has been severely visited and purified by fire, that of January, 1820, having destroyed 463 buildings, principally wood; loss estimated at three or four millions of dollars: their place has been supplied by durable brick edifices, and the city thus essentially benefited. The Exchange is five stories high; the Academy is 180 feet front, 60 in width, built of brick and stone; as is the handsome Presbyterian Church; there are also places of worship for Episcopalians, Methodists, Baptists, Lutherans, Catholics, Jews, and Africans; also a theatre, jail, poor-house, hospital, three banks, three newspapers.

The cotton here exported is about 150,000 bales a year, valued at 8,000,000 to 10,000,000 of dollars; besides 7,000 to 10,000 tierces of rice, and some tobacco. Distances 118 miles south-west of Charleston, 123 by land south-east of Augusta, 250 by river; 163 east-south-east of Milledgeville, the State capital. In 1817 the first steam-boat ascended to Augusta in *three weeks*; they now go it in 30 hours, and 18 in descending. Above Augusta pole-boats go up 100 miles to the Kiowee and Tugaloo, to Mullen's Ford 160 miles, and return with 30 to 60 bales of cotton. Tide flows up but 25 miles; the water is fresh three miles from the city; thus far navigated by sea vessels with two to 3,000 bales of cotton, at five fathom pole; it is 250 yards wide, eight feet deep; opposite the city, the river with its islands occupies a width of one fourth to half a mile.

### Rail-roads in Alabama.

*Wetumpka to Fort William* on the Coosa River; Wetumpka is 18 miles north-east of Montgomery by land, or twice that distance by the sinuosities of the river.

The *Coosa and Wetumpka Rail-road* is making in the valley of the Coosa, for 50 miles, to avoid the Fish Trap and other shoals, and to unite with the rail-road through Alabama, from *Selma* on the Alabama River, latitude  $32^{\circ} 20'$ , that is

forming through the Pleasant and Cabawba Valleys, due north, north-east to Huntsville, Alabama, latitude  $34^{\circ} 45'$ . This extensive route will unite with the Hiwassee and Georgia Rail-roads, by a branch diverging to the north-east from near Asheville, in St. Clair County, Alabama, and leading up the valley of the Coosa River, near Turkey Town, and through the recently evacuated Indian or Cherokee country, to near New Echota in Murray County, Georgia; thus tapping the great arterial vein of travel from north-east to south-west, and attracting a portion of it through the central, fairest, and richest parts of Alabama, towards Mobile and the shores of the Gulf of Mexico and New Orleans.

The great state of Georgia, after seeming to slumber for a time in its internal improvements, and permitting other States to go ahead rapidly and outvie it, awoke at last to the vital importance of this subject in time to redeem its reputation and preserve its interest; and has thus far by its own efforts, and granting privileges to chartered companies enumerated, nearly accomplished a *continuous line of rail-road within its own borders* of 700 miles, in a direction from the south-east at Savannah diagonally, reaching up to its north-west corner at Ross' landing, on the Tennessee. Distance from Ross' via New Echota, Cassville, Marietta, to Decatur, on the Western and Atlantic Rail-road, made by State authority 118 miles; under the engineering supervision of Col. Long.

Thence is 69 miles unfinished to Forsyth; here the *Monroe Company's* Rail-road of 25 miles is completed to Macon, and in daily operation. The capital of this incorporation is \$600,000, with liberty to raise it to \$1,200,000, to extend it from Forsyth to the State road at Decatur, in De Kalb County; a company is also chartered to form a rail-road from Columbus to the State road, distance 100 miles; capital \$2,000,000. From Macon to Savannah is the Central Rail-road of 196 miles. From Decatur to Augusta is 123 miles of rail-road, owned by the Georgia Rail-road and Banking Company.

The Rail-road from Savannah to Macon is to extend to *Talbotton* in Talbott County; thence branches will go to Columbus in Muscogee County, also to *West Point* in Troup County, both on the Chatahooche River; whence lines will go through Alabama, from both places, to Montgomery on the Alabama River, thence to Pensacola and Mobile.

(For remainder of matter relative to Georgia see pages 466 to 468.)

## New Orleans.

The city of New Orleans is situated in  $29^{\circ} 57' 45''$  north latitude, and  $13^{\circ} 5' 45''$  longitude west from Washington. The difference between New Orleans and Paris in time is six hours, nine minutes, 15 seconds. A few workmen left by Governor Bienville in 1718, laid the foundation of the capital of Louisiana and emporium of the west. The unexampled increase of New Orleans since the cession to the United States in 1803, attests the sagacity of its founder. It was incorporated February 17th, 1805. On the 25th of December, 1814, Louisiana was invaded by a British army exceeding 12,000 in number, having for its object the capture of the city. The American army, consisting of 3,500 effective men, under the command of Major General Andrew Jackson, arrested the progress of the invaders, and finally defeated and repulsed the enemy in a single battle on the 8th of January, 1815, about five miles below the city. On the 1st of April, 1833, the suburbs Nuns, Lafayette, and Livanston in the parish of Jefferson, were incorporated under the name, City of Lafayette. The population in 1820 was 27,166, at present it has during the winter and spring months a population, including strangers and visitors, of upwards of 100,000, but during the summer about 60,000, including the city of Lafayette. The Orleans Navigation Company, incorporated the 3d of July, 1805, is in full operation. The Baratavia and Lafouche Canal Company, incorporated February 6th, 1829, has for its object the communication of the Bay of Baratavia with the Mississippi, and Attacapas with New Orleans. The work is in full progress. The Pontchartrain Rail-road Company, incorporated January 20th, 1831, is finished and in full operation. The New Orleans Canal and Banking Company, incorporated March 5th, 1831, has completed the New Orleans Canal. An unsuccessful attempt was made to plant the sugar cane in 1766, the cultivation of the cane was however continued on a small scale by Messrs Mendex and Solis. In 1796 Mr. Etienne Bore renewed the attempt, and his enterprise was rewarded by a crop which produced 12,000 pounds. The exports of cotton, sugar, tobacco, and molasses in 1839, were as follows:

267,949 bales of cotton; 25,491 hogheads of tobacco

22,951 hogsheads and 773 barrels of sugar; and 12,648 hogsheads and 6,544 barrels of molasses.

In 1832, the amount of articles exported was as follows: cotton 407,220 bags, 23,701 hogsheads of tobacco, 29,338 hogsheads and 3,287 barrels of sugar, and 18,443 hogsheads and 11,576 barrels of molasses. In 1839 the exports were much greater. The value of all the exports in 1839 was upwards of \$50,000,000. The number of ships, brigs, schooners, and sloops, arrived at New Orleans in 1830, was altogether 1,120, besides 778 steam-boats navigating the Mississippi,—1833, 1,304 and 1,081 steam-boats.

The annual rise and fall of the Mississippi at New Orleans is about 14 feet six inches.

The rise usually commences in November, the latter part, but it is mostly checked by the frost in December and January; the general rise commences with the breaking up of the ice about the 1st of February, and the river attains its greatest height from March until June. The Mississippi has in the vicinity of New Orleans a fall of one inch per mile, whilst towards the Balise it has a fall of about eight feet in 100 miles, and towards Natchez five and one-twelfth inches every three miles.

*Public Edifices.* The cathedral, city hall, court house, several markets, Orleans Cotton Press Company, custom house, hospitals, churches, Louisiana Sugar Refinery, State House, American Theatre, French Theatre, two Convents, Colleges, several banks, three Catholic, Presbyterian, Episcopal, Baptist, and Methodist Churches.

Along the levee in the busy season is 2,000 flat boats and all kinds of river craft, and several thousand boatmen; a host of steam-boats also are here displayed; others also on Lake Pontchartrain at the rail-road landing.

The width of the River Mississippi is here over half a mile; its depth about 50 fathoms. The French, English, Spanish, German, and other languages are here commonly used.

The banks of the Mississippi, for many miles above and below the nucleus of city population, have been laid out in streets and squares by speculators, in anticipation of future times. The sudden revulsion of 1836 to 1840 has caused a pause in these wild schemes; but the irresistible whirl of commerce and prosperity will gradually be restored, and continue like the mighty current, to the end of time.



### Routes from New Orleans.

New Orleans to Nashville, via Pass Manchac, Tangipao, Madison, Covington, Franklinton, Jacksonville, Mineral Spring, Holmesville, Monticello, on Pearl River, Brookhaven, Gallatin, Jackson, on Pearl River, Brandon, Carthage, Canton, Kosciusko, Lexington, Carrolton, Coffeeville, Oxford, Jefferson, Clarendon, Greensboro', Houston, Pontotol, Tishornings, Jacinto, Tennessee River, Muscle Shoals. The rail-road that is to extend to Nashville, begins on the west side of New Orleans, and pursues a north-west direction, and in 12 miles is on the border of *Lake Pontchartrain*, where there is a hotel and a watering-place, and a wide and noble prospect of the blue expanse of the lake, and of the boundless prairie, with its tall grass and ocean of verdure, in contrast to the liquid expanse on the east. Winding around to the north, between Lakes Maurepas and Pontchartrain, the scenery is interesting, as on the whole route from New Orleans, and also picturesque, pleasing, and imposing. The prairie alone is an eye-feast, and the vicinity of the metropolis of the Mississippi and Gulf of Mexico here unfolds a great variety of new objects of contemplation to the gratified traveler.

The mechanism of the drawbridge over which the steam-cars cross the canal is to be observed; a fixed steam engine moves the bridge entire, for passing, in half a minute, and replaces it in a few seconds; this operation by hand would require an hour. The rail track is laid at the rate of two miles each month, and is finished to Salanches plantation 20 miles, and on to Pass Manchac; here the produce and commerce of the lake shore and vicinity comes into this new route to New Orleans. Marketing, firewood, lumber, vegetables, fruit, healthy milk, grain, &c. all pour in, cutting up the monopolizers.

### **New Orleans to Mobile, Pensacola, Montgomery, West Point, Madison, Greensboro', Augusta, Charleston.**

New Orleans to Mobile is near 190 miles by lake, canal, and land; fare \$12 00. The bayou St. John canal, or rail-

road, all conduct the traveler speedily to the shores of the lake. The bayou is rather sluggish, but, like all others, is a vent to the great river and lake, and used as a canal through cedar swamps.

*Lake Pontchartrain* trends west to east, and is 35 miles long and 25 miles wide, and 12 to 20 feet deep; its outlet to the ocean on the east is through Lake Borgne, by the Pass Chef Menteur and the Rigolets, that are guarded and fortified, and the exterior Pass Marian, near east and south Pass Islands; on the north-west it touches *Lake Maurepas*, and by the *Amitie* and *Iberville* bayous the Mississippi above *Plaquemine*, and below *Baton Rouge*. Its shores are very low, and on the north border is *Madisonville*, a place of resort for the citizens of New Orleans.

*Lake Borgne* is a similar expanse that extends from the south-west branch near the *English Turn*, 40 miles north-east, to the bayou of *St. Louis* and *Bilaxi*, the old *French Settlement* west of the mouth of the *Pascagoula* River and its delta of low islands. Portersville is 32 miles from Mobile.

Thus far the steam-boat comes, and hence to Mobile resort is had to stages, that conduct over level poor pine land, with swamps and ponds, for 20 miles to *Spring Hill*, from whence to *Mobile* is a pleasant gay drive of twelve miles.

## Mobile.

The *public buildings* in Mobile, are the City Hotel, Alabama Hotel, Dauphin-street Hotel, Government-street Hotel, Michael-street Hotel, Theatre, Catholic Church, Episcopal Church, Presbyterian Church, Baptist Church, Methodist Church, African Church, Mansion House, Court House, Market, Seminary, Custom House, and United States Court Room, City Hospital, Mobile Bank, Planters' and Merchants' Bank, Branch of State Bank, Barton Academy, Unitarian Church; there are 46 wharves. In 1827, 170 buildings were burned; in 1839, 600 more destroyed.

There are 300 blocks or squares, laid out south of Canal-street, 350 north of Canal, and west of river, Commerce-street next to the river, then Water, Magnolia, Royal, Emanuel, Joseph, Conception, Jackson, Joachim, Claiborne, Franklin, Hamilton, Lawrence, Cedar, Rowen, Dearborn, Wilkinson, Scott, Bayou, Jefferson, Broad, Spring Hill

Cross-streets, Madison, East-street, Monroe, Church, and Theatre, Government, Conti, Dauphin, Francis, Michael, Louis, Anthony, Bloodgood, State, Congress, Adams, Lipscomb, Hunt.

As a cotton mart and place of export, Mobile is next in importance to New Orleans and Charleston, having exported 250,000 bales a year. Its site is dry and pleasant; its harbor shoal; the channel circuitous. Back of the town are swamps and ponds; in front is a low marshy island.

While under the Spanish and French domination, this place languished; it has of late risen rapidly, though often checked by heavy conflagrations; rebuilt soon, usually in an improved style.

This place is frequented and enlivened by many steamboats, that in a short run down the bay, and along the Lakes Borgne and Ponchartrain, to the rail-road connect it with New Orleans; also when the rivers are high, the interior trade to Montgomery and other places is brisk. *Fort Bowyer*, or *Morgan*, is its protection at the entrance of the bay, 30 miles below the city, on a long, low, sandy point, opposite Dauphin Island. This fort was attacked 15th September, 1814, by the British, when they were defeated and lost a ship; on the 15th February, 1815, after the battle of New Orleans, but before the news of peace had reached that quarter of the country, they again attacked and carried this weak military position by an overwhelming force.

The population is estimated at 10,000 during the busy season.

Mobile was established by the French about the year

	1700
France ceded it to England by treaty, in . . . . .	1763
England surrendered it to Spain in . . . . .	1780
Spain do. to the Americans, April 5th, . . . . .	1813
Was incorporated as a town, April 20th, . . . . .	1814
Do. do. do. city, December 17th, . . . . .	1819

Latitude 30° 40'. Longitude west from Washington City, 11° 15' 30". Longitude west from Greenwich, 88° 11'.

Mobile by water to Montgomery, 406 miles.

Do. by land to do. only 180 do.

The *Tensaw* and *Mobile* Rivers, the outlet of the Alabama and Tombigbee, empty into the estuary of the bay of Mobile, through a labyrinth of islands and channels, forming an intricate delta. The Alabama is a river to be com-

pared in size with the Delaware or Hudson in average width ; its banks, at times lofty or low, subject to floods of 50 or 60 feet, are richly wooded with a mass of luxuriant foliage, and among its forest trees we see the magnolia, grandiflora, gum tree, hackberry, plane, maple, many varieties of oak and dogwood.

Route by land to Augusta, (Georgia,) Blakely to *Columbus* on the *Chattahoochee River*, Georgia, Rocky Hill 9, Taittsville 28, Burnt Corn 45, Greenville 46, Hickory Grove 21, Pintetata 10, Montgomery 13, Fort Meigs 13, Tuskegee 37, Fort Mitchell 40, Columbus 10.

Mobile to Huntsville is 372 miles, via Blakely 11, Claiborne 71, Dale Town 51, Cahawba 31, Selma 11, Montevallo 59, Elyton 40, Blount's Springs 31, Somerville 42, Triana 10, Huntsville 15.

*Mobile to Blakely*, 12 miles by water around Marshy Islands, covered with cane and shallows. The town has a good appearance, and is well situated on an elevated position.

*Blakely to Pensacola* is 65 miles ; at the first is a grove of live oaks and bush palms ; the Spanish bayonet, a kind of macaw tree, is here seen as the hill is ascended, that gives a good retrospective view of the bay and the deserted town with a few houses, the valley with its meandering streams and rich vegetation, magnolias, laurels, and the water-oak, a bushy evergreen.

In one mile these give place to sand and the long-leaved pine, and here and there plantations that cultivate the *dry rice*, that yields 50 bushels an acre, but little inferior to the swamp rice of Carolina. The 33d mile is at Belle Fontaine ; here is a log-house and a clearing, and in 12 miles the west bank of the *Perdido River* and bay, the boundary line that divides Alabama from West Florida, and formerly the east boundary of Louisiana, as purchased by the United States from France.

*Perdido River* is small ; the bay is a considerable expanse of water, shallow and unimportant ; the shores sandy, with the bushy palmettos and pines, that as we advance give place to dwarf oaks or water oaks in marshes.

### **Pensacola.**

Pensacola has about two thousand inhabitants, and is pleasantly situated on a dry sandy plain, 20 feet above the

sea and 10 miles from the entrance into the bay, that is 18 miles long and three to seven wide, trending north and south, and is the best harbor on the Gulf; having twenty-one feet on the bar, and deepening to seven or eight fathoms; is landlocked and safe from all winds, and is now the naval depôt of the United States, for the ships that cruise on the Mexican and West Indian stations.

It is noted for its salubrity and exemption from yellow fever, owing to the dryness of the air and there not being any swamps near. The pure breezes from the bay and the pine-clothed ridges inland are the guarantees of its safety from disease.

The town is in north latitude  $30^{\circ} 23' 43''$  and in longitude  $10^{\circ}$  from Washington, and is on the west side of the bay, and has a neat market-house on the margin of the beach on Ferdinand Square, and near by is the Custom House, Catholic Church, Court House, and Jail, old Calaboose, and the United States Public Store. The streets are at right angles, and those parallel with the bay are Government, Hospital, Intendentia, Romana, Garden; and those at right angles are Balen, Pallafax, and Alcarex-streets. The two latter front the public square, and Hospital-street and the bay are its other sides. Forts St. Michael and St. Bernard. The Navy Yard includes 80 acres of land within high brick walls; it appears well in coming in from sea. The officers' residences are neat two story buildings, with balconies; there is a large naval store of brick, a shed for timber, a sail loft, and shop for blacksmiths; the grounds are well and tastefully laid out; neat gardens are attached to the quarters of the officers stationed here.

Fort Pickens on the San Rosa, or south-east side of the bay, has 280 guns of the largest calibre; the channel for vessels over 300 tons leads close to this formidable battery, thence to the large Fort on Foster's Bank, nearly opposite: vessels venturing to pass are thus exposed to a most destructive cross fire, also to the point blank shot of the *San Carlos Fort*, at the *Barrancas*, first built by the Spaniards; repaired and rebuilt by the United States recently, after having lain in ruins several years since its capture by General Jackson in 1814. A wharf extends out 600 feet to the edge of the shoal; the houses are low one story buildings, and are colorless and far from attractive, except some of recent erection; here is a bank, three churches, four hotels, City Hall.

The white sand, dazzling the eyes almost to blindness in the hot season, is annoying, but the regular land and sea breezes are pleasant to mitigate the sultriness.

A new quarter or suburb is about arising at the old Barancas or broken high ground, half mile from the shore, or San Carlos Fort block-house, that overlooks the whole bay in the most enticing manner; this village is half way from the harbor's mouth to the Navy Yard; the city is eight miles above.

From the elevated site of the village of the Barancas, the eye ranges over the distant gulf and low long islands of St. Rosas to the east, covered with small trees or shrubs, while the spectator is situated under a grove of large umbrageous live oak trees of great age, that have been preserved fortunately from destruction.

The old half-moon fort in its days of strength was at the foot of a hill, that had on its summit a block-house, now in ruins; the fort was capable of strong resistance; it had a covered way that led to the block-house. In the rear is the old burial-ground of the Spaniards, now used by the Americans.

*Ariola* in 1689 was sent by Spain to erect a fort at *Archasa*, the Indian name of the bay; this he did at the site of the Barancas, and also added a church and a few dwelling-houses. In 1719 Bienville, the French commander, broke up this post. In 1763 the English took Florida, and held it for twenty years. During this period Florida was in its glory; settlements were formed, Pensacola was laid out with regularity and beauty; but at the return of the Spaniards, anarchy and ruin again overspread the country for many years, and it has not yet had a respite from a constant succession of war, carnage, iniquity, and misgovernment.

Climate, the first and last consideration, and of vital importance to all visitors here, that may be attracted from northern regions in search of a more genial and mild atmosphere, is here put on a footing that yields to no other part of the United States as a safe residence for those desirous to escape from the rigors of a northern winter.

The completion of the rail-road hence to Montgomery, and through the State of Georgia to Augusta and Charleston, will open a new, safe, and rapid conveyance in six days from New-York to Pensacola, and vice versa, that cannot but greatly increase the general travel in both directions.

The distance to Montgomery is about 190 miles north-north-east from Pensacola, and from thence to Columbus on the Chattahoochee due east about 70 miles, or to West Point, a little further north on the same stream, about 80 miles.

Alabama River is navigable for steam-boats to the union of the Coosa and Tallapoosa; a few miles from this the rapids commence on the Coosa, and are seen for sixty miles, but are covered at high water; then steamboats can ascend in deep smooth water 200 miles to near its source, almost touching a branch of the Tennessee.

*Coosa Valley* is extensive and well known, and contains the river of that name.

*Pleasant Valley* extending north from *Selma* in range 17 above *Cahawba* for 70 miles, there unites with *Cahawba Valley*, that trends to the north-east 50 miles, and reaches to the hilly region near *Ashimbo* in *St. Clair County*. In this prolonged valley is the main road through the centre of the State, and is to be the rail-road from the south to the north.

From the union of *Coosa* and *Tallapoosa* the *Alabama* runs westerly 100 miles, but only 50 in a direct line to *Cahawba*, coming in from north, the banks 50 feet above low water, (the river in winter rising that much,) striped with layers of clay of variegated colors, so pure that they are used for paint, and are of red and deep blue, to a fine white, soft and unctuous, of one inch to several feet in thickness; 20 feet is their line above low water.

Shells displaying a fine display of colors are found in the islands, also small gravel; on the prairies west of *Cahawba* is lime-stone and shell lime-stone; in the region to the south, towards the gulf, also salt springs.

From *Selma* north for 45 miles it is hilly, with few rocks; there is seen large boulders of granite, but none in place until 15 miles further north is the gray secondary lime-stone. For 70 miles it is then hilly to mountainous, rising to 300 or 400 feet above the valley, with red and gray sand and lime-stone, level for 60 miles, but elevated at *Tennessee River*, the descent to it for a mile being very steep, skirted by lime-stone. In the midst of this extensive, fertile, and rich vale is the charming town of *Huntsville*.

*Claiborne*, 80 miles above *Mobile*, is a small settlement on a bluff 300 feet high, a little way from the river, and is a landing-place of slight import, as is *Portland* a little farther up the river; also *Blacksville*, *Canton*, *Portland*, next in

succession, and then Cahawba, the old seat of government, at the junction of the Alabama and Cahawba Rivers; here are but few houses of inferior description. It is 11 miles from Selma.

*Montgomery*, on the Alabama River, in the next range below the Coosa and Tallapoosa Rivers, has 2,000 inhabitants; the streets are broad and the houses decent, and the place is lively, it being on the great public road and thoroughfare from the south-west to the north-east. (*Population of Alabama* 509,054; whites, 282,338; blacks, 223,897; free, 1,819.)

Montgomery to Augusta, Georgia, is 289 miles, via Walker's 25, Fort Bainbridge 31, Fort Mitchell on Chattahoochee is 25, Cunnels 33, Flint River 28, Macon 31, Milledgeville 30, Sparta 22, Augusta 64, Charleston 136.

As we leave *Montgomery* for the east, we pass a number of pleasant residences of the planters in a few miles, their houses of two stories, painted white, with piazzas and balconies: the soil of a dark rich description, well cultivated in cotton and corn; the forest trees being the lofty live oak and other oaks, magnolia, and macrophylas, wherever the moisture of the ground admits of such a growth. After arriving at and passing the line of the Old Creek boundary amid a most luxuriant vegetation for several miles, a long causeway over a marsh is encountered, and then a bridge 300 feet long; after that a diversity of good and bad country; and in a few miles a considerable stream with a bridge 800 feet in length, followed by another causeway over a swamp of a mile in width, with noble specimens of the magnolia 80 feet high, and beautiful evergreens pervading the banks of the creeks and marshy spots.

### **Route by steam-boat down the Alabama River to Mobile.**

Perhaps some travelers arriving at Montgomery from the east by stage or rail-road may be desirous of floating down the Alabama to Mobile by steam-boat, for the sake of change or variety, or to rest their weary limbs, though the distance is much more than by land.

Near this place (*Montgomery*) the banks of the river are high, and consist of red earth with flint, and have a growth of willows; in 18 miles we arrive at Washington, and pass-



ing on our left the "Holy Ground" of the Creek Indians, and the landing of Vernon, Autauga, and Selma, on the north bank; the general width of the river being 300 yards or less. The right bank is 60 feet high, the left not so much; the strata of clay and soil elsewhere alluded to, are here also evident.

Both shores are wooded close to the edge with willows, and farther back are oaks, planes, hickories, and other nuts, beech, ash, elder, and tall green canes.

Flocks of buzzards, wild geese, and ducks are seen in the season.

The river is remarkably winding, and has many islands and sand banks in it. At Cahawba the right bank of the river is rather high, and since the seat of the State Government is transferred to *Tuscaloosa*, its glory and prosperity has departed. A bad road leads up to the village, that has two very broad streets that intersect at right angles: some of the houses are of brick, others are of wood at a distance from each other.

Below Cahawba, the banks of the river are occasionally 100 feet high, of steep sand-stone rock with gushing springs.

*Claiborne* is on an eminence on the left bank of the river. In three miles is Wiggins' Landing, the settlement being on a height, among tall, thin, old oak trees, with a very picturesque appearance, with the Spanish moss dangling from the trees: near this place was a stockade in the Indian wars. Gov. Claiborne, when in Congress in 1801, gave the casting vote in the presidential election in favor of Jefferson, and against Burr, and was made Governor of Louisiana, and took possession of it when first acquired from the French in 1803 for \$15,000,000.

Hence the shores subside by degrees, but continue wooded with oak and covered by long moss, with a thick undergrowth of cane 20 feet high. The shores here being liable to be submerged, are thinly inhabited, and cut up into bayous and islands. The union of the Alabama and Tombigbee forms the Mobile River. Three miles below is Fort Stoddart, on the right bank and the 31st degree of north latitude, once the boundary between the United States and Spain.

The river increases to half a mile in width. The distance is 408 miles by water, 196 miles by land, yet, owing to bad roads, the river route is used occasionally.

## Route by land to Augusta, Georgia, through Alabama.

(See page 464.)

On the road, a few miles before arriving at Fort Mitchell, are eminences that give a view of the country around. The road is sandy and heavy; pine trees the prevalent growth.

The soil here assumes a reddish yellow hue, and the trees are of the hickory and nut-bearing tribes, oaks, &c. the road then becomes unpleasant and hilly for a few miles before we arrive at the *Little* and *Great Uchee Rivers*, that are spanned by bridges, when we plunge into a region of oaks and hickories, succeeded by pines, with the same reddish yellow soil, that in a few miles is supplanted by sandy and poor land, with the eternal pine trees, that continues through a very hilly country to the old Fort Bainbridge or United States Agency, 81 miles from Montgomery.

From this to the *Chattahoochee River* is 25 miles, when we are near the old Fort Mitchell, that is to the north of the old ferry road on an eminence.

*Columbus*, 11 miles north, is at the falls on the east of the *Chattahoochee*, and has been founded about 16 years; here is a bridge. The river at the falls is only 350 feet wide, but soon widens to 750 feet.

The town is 60 feet above the river, and covers 1,200 acres level surface. Two of the streets running north and south, parallel with the river, are 165 feet wide, and six others are 132 feet, and the 12 that intersect are 99 feet wide.

Much praise is due to those that laid the plan on such a liberal scale, that, aided as it has been since by an intermixture of shade ornamental trees with the native forest, makes it a desirable residence.

The 614 half acre lots each brought from \$100 to \$1,859 in July, 1828, when there were 900 persons on the ground in temporary huts; and in December there were 100 framed buildings finished and neatly painted.

There is a fall of 111 feet in four miles up above the town; and as the water is clear and good, and brought to the place in aqueducts, it gives a facility in making jets and fountains. The distance to the confluence with the *Flint River* is 300 miles, to *Appalachicola Bay* 450 miles, taking 52 to 86 hours to descend by steam. It is 128 miles west-south-west of

Milledgeville. The best road for carriages when the season is dry is via Clinton and Forsyth.

The stores are well supplied, and the warehouses filled with cotton, and the place with planters and strangers, and giving life and animation to trade.

The river front is truly wild and pleasant, as the gardens interspersed exhibit taste, comfort, and wealth easily acquired.

Columbus being at the head of steam navigation, and having abundant water-power and a fertile cotton-growing country around, has grown to be a place of much consideration, and the new rail-roads leading to and from it render it a great thoroughfare. The population is 2,600.

From Columbus the rail-road is to extend to Talbottown, thence to Macon and Savannah.

The west bank of the *Chattahoochee* at *Fort Mitchell* is steep, and composed of the red earths before alluded to; the east bank is lower and marshy, covered with willows, laurel, and cane, but on rising beyond these we again encounter a hilly country, green thickets, laurel bushes, and at intervals a clay and sandy soil followed by pines, quite uninteresting for 61 miles, the last part, though, being a handsome tract on the bank of the *Flint River*, a rapid stream that rushes over a rocky bed between very steep banks; and here was an United States Agency for the Creek Indians, 21,000 in number. He-o-no-te-as-kah was the Indian name for the place.

From this to *Macon*, 31 miles, we pass through a more wild country, with log huts, occasionally sandy, rocky, and uneven, with pine woods, and again canes in low marshy spots, and oaks, laurels, and evergreens.

The east head of *Flint River* is in *De Kalb*, and the west in *Campbell County*; its entire course is 300 miles; its depth at the union with the *Chattahoochee* is six feet; breadth there 450 feet, admitting steam-boats to go up to *Bainbridge*, 50 miles farther.

The *Chattahoochee River* is one of the largest in the State, and rises in *Habersham County*, and receiving several branches, runs south-west, and at 33<sup>o</sup> bends to the south, and has a winding channel 360 miles, where it meets, at the south-west corner of the State, the *Flint*, and forms the *Appalachicola*.

It was first explored by steam-boats in 1827, and is 560 miles long and 750 feet wide at the mouth of the Flint.

The principal rapids are from *Columbus* to *Miller's Bend*, 30 miles, and to this spot boats descend from De Kalb and the upper counties in the vicinity with produce.

When the river is quite low, all the water at *Columbus* runs in a width of 30 or 40 feet and rushes over the falls with great velocity.

A branch issues from a spring in the mountains, 300 yards from the source of the *Hiwassee*, that runs west into the *Tennessee*.

The *Jnike Turnpike* crosses the river in *Habersham* 28 times in eight miles, such are its serpentine wanderings and meanderings among the hills.

*Columbus* to *Augusta* 247 miles, to *Macon* is 112 miles, via *Christie* 16, *Waverley* 12, *Liberty* 14, *Marshall's Ferry* 15, *Thomaston* 5, *Barnsville* 14, *Forsyth* 13, *Macon* 25. The direct course north-east from *Fort Mitchell*, on the *Chattahoochee*, to *Macon* is but 92 miles; the upper route is usually taken. The pine forest prevails, and the road is a bed of sand, in which the wheels sink 12 inches.

*Macon* is the county town of *Bibb County*, and is situated on both sides of the *Ocmulgee River*, 32 miles west-south-west of *Milledgeville*, and has a population of 3,000 collected since 1823. There are many neat and large houses, 70 stores, grocers, druggists, and confectioners.

The old *Fort Hawkins*, with a tract of reserved land, is on the east side of the river, over which is a bridge. The streets run north-west and south-east, are 180 and 120 feet wide; and the *Wharf-street* nearest the river is 880 feet, the next 130 feet, and so on. Lots of 10 and 20 acres were sold in 1828; the great space and liberality exhibited in laying out gardens, highways, and squares, &c. is very pleasing to strangers and residents. It is in the midst of a rich and fertile country; and the steam-boat has got up thus far, yet produce and goods are put in flats, that carry from 500 to 800 bags of cotton, and return with 60 to 90 tons. The cotton crop sent from here is 50,000 bales; the freight to *Savannah*, 62½ to 75 cents per hundred.

There are 14 saw mills and nine grist mills in *Swift County* and others. The town is healthy. The *Macon Bank* is a fine three story edifice. Branches exist of *State* and *Darien Banks*.

The Court House on Bridge-street is three stories high, 93 by 47 feet, with a cupola, and appears well from Fort Hawkins, on the east side of the river; the basement contains various offices, and in the second story are large rooms for court and County purposes, in the third are clerks' rooms. There are places of worship for Baptists, Presbyterians, and Methodists.

Thomaston, in Upson County, is one of the prettiest villages in Georgia, and is 11 miles east of Marshall's Ferry on Flint River, 75 miles west-south-west of Milledgeville, 45 west of Macon, 30 west-south-west of Forsythe, and has 50 houses, 20 stores, four law and four medical offices, a court-house of brick rough-cast, jail, male and female academy, a Methodist church.

The soil in town is sandy, but in the vicinity red clay and very fertile; the plantations around on Potato Creek are highly cultivated. There are lively falls within a short distance. 10 miles north is Zebulon in Pike County, and on the road thence to *Indian Spring* is Bath, where the road crosses the Ocmulgee River, that is 70 miles long and 90 feet wide; and at the falls or high shoals 12 miles north-west of Forsythe, it widens to 100 yards, and is separated for some rods by an island; the descent is 10 feet in 100 yards.

The *Pine Mountains* are a range that is traveled over in going from Zebulon in Pike County to Thomaston; they extend south-west through Merriwethe and Harris Counties to the Chattahoochee River, and rise to 800 feet at the highest summits, in a gradual ascent of four miles each side. They cause the rapids where they cross 25 miles above Columbus; at Miller's Bend below West Point, in Troup County; to this point, produce is floated down from the up country, and wagoned to Columbus.

Miller's Bend is a crook in the Chattahoochee, in latitude  $32^{\circ} 52' 16''$ , where the line of Georgia and Alabama diverges from the river, and runs north  $9^{\circ} 26' 36''$  to Nicojack on the Tennessee, 146 miles; this line was made by Georgia alone.

Forsythe, in Monroe County, occupies elevated ground in latitude  $33^{\circ} 12'$  below the Toweloga, 50 miles west-north-west of Milledgeville, and has 100 houses and stores, an academy, Baptist church, a court-house, jail, and an air of neatness pervades the place. The road from Macon to Milledgeville, 30 miles, is sandy and uneven, through pine woods,

with patches of cotton and Indian corn in the season; the banks of the Oconee are high and steep.

*Milledgeville*, the seat of the State Legislature, is on the west bank of the Oconee River, in latitude 33° 4' 10" at the limit of navigation, 158 miles north-west of Savannah, 89 west-south-west of Augusta, 193 north of Darien, 71 south of Athens, 30 east-north-east of Macon, 125 from Columbus, and 198 from Montgomery, Alabama. It is on elevated ground, has 20 streets and four squares, bounded south by Fishing Creek and east by the Oconee, 550 feet wide, with a bridge spanning it. The streets cross at right angles, and are broad but unpaved. There are 300 houses and stores, and 3,000 inhabitants, a large hotel, and ten smaller ones; the houses are of wood, and the stores are well filled and elegant; there are book-stores, and four gazettes.

The *State House* is on an eminence three-quarters of a mile from the river, in the centre of State House Square, on which are also three places of worship on the north side facing the State House, flanked by a powder magazine, *Arsenal*, and academy. The jail and court-house are on the square near the *Penitentiary*, where the missionaries to the Cherokees were confined; this is a large brick edifice with a high wall, and a sentry at each corner to overlook the yard. A turret on the top of the prison has an extensive view over the town and county, that is uneven and covered with wood from the edge of the settlements, and is monotonous and dull.

The gothic State House contains the rooms for the Legislature and public officers, and fire-proof rooms for records; the large hall, 60 by 54 feet, has full length portraits of Gen. Oglethorpe, Lafayette, Washington, and Jefferson, and an old one of Oglethorpe is in the Senate Chamber.

This edifice cost \$115,000. The market-house has a room for the police. There are three banks.

The cotton warehouses, one and half miles below the bridge, have a canal and locks. From 4,000 to 8,000 bags are sent from here annually; the soil is red, the surface variegated; the pine lands are a refuge in case of sickness; the Mountain Spout Hotel is three quarters of a mile off and much frequented.

The *Indian Springs in Bulks County* are in the forks of two creeks 10 miles west of the Ocmulgee, and contain sulphur and other ingredients, and are used for the gravel, rheumatism, and cutaneous diseases, and to remove the free use of calomel.

They are most fashionably frequented, and here is a large hotel that can receive 100 persons; also 50 cabins neat and comfortable, that are rented to families. The treaty for the Indian lands was held here.

### Scenery and natural curiosities in Virginia, the Carolinas, Georgia, and East Tennessee.

The Blue Ridge constitutes the dividing line between the granite and limestone; for you no sooner reach its western base than the green stone and epidote disappear, and limestone pervades the country. The change in the geological formation is so sudden and striking, that it would be difficult for the most careless traveler, with his eyes open, not to observe it. The face of nature wears a different aspect, the air is more cool and lively; even the water possesses new properties perceptible to the taste. The inhabitants no longer speak of their sandstone water, but of their limestone water; every spring and rivulet is strongly impregnated with carbonate of lime; the vessels in which it is prepared for culinary use soon become lined with a white calcareous crust; nor is its taste the only inconvenience experienced by the traveler unaccustomed to it; it often injures the health of a stranger, and covers the surface of the body with cutaneous eruptions.

The country between the Blue Ridge and the Cumberland Mountains, in East Tennessee, in journeying from north-east to south-west, over the fine ranges of the Alleghanies. The strata lies in the same range as the mountains, with an angle or dip of from  $25^{\circ}$  to  $45^{\circ}$ ; color blue or grayish, fracture conchoidal, but with some exceptions; and this is the general character, except near Knoxville, where it has a more variegated appearance. Fine white marble, resembling the Italian, is found 15 miles from Staunton.

Another great division of the limestone country extends 200 miles from the Cumberland Mountain, and others associated with it south-west to the dividing ridge, which separates the waters flowing into the Tennessee from those which proceed directly to the Gulf of Mexico, is distinguished from the preceding by its strata being perfectly horizontal, and

may frequently be seen forming bold precipices along banks of rivers and other places.

The Cumberland Mountain is a singular formation, and belongs to the foregoing class of flat or table mountains on its summit; its width varies from a few to many miles; it forms a circuit or sweep of a crescent shape from the southwestern part of Virginia through Tennessee and the western part of Kentucky. Winding to the south-west it keeps a course north of the Tennessee River, in some places nearly parallel with it, and passes a few miles to the south-east of Huntsville, in Alabama. At one place it is found 18 miles wide. At a place 150 miles south-west of Knoxville, latitude  $35^{\circ} 15'$ , the height diminishes as it approaches the Mississippi. The Raccoon Mountain crosses the Tennessee River at the place called the "Suck," and the Look-out Mountain, which terminates abruptly about six miles to the left of the Suck, form an acute angle with the Cumberland, and are composed of horizontal strata of limestone.

Let us here glance at the aspect of the scenery in this neighborhood, which is yet mostly in a state of nature. The Tennessee River, having concentrated its mass from the numerous streams it has received in its course of three or four hundred miles, glides through an extended valley with a rapid and overwhelming current of half a mile in width. At this place a group of mountains opposes its progress. The *Look-out*, an independent range commencing 30 miles below, presents opposite to the river course its bold and rocky termination of 2,000 feet; around its brow is a pallisade of naked rocks from 70 to 100 feet high. The river flows upon its base, and immediately turns to the right; passing on for six miles farther, it turns again, and is met by the side of the Raccoon Mountain; here collecting its strength into a channel of only 70 yards, it rushes tumultuously through the rocky defile, waiving the trembling navigator at the rate of a mile in two or three minutes. This passage is called the *Suck*.

The summit of the *Look-out Mountain* overlooks the whole country, and to those who can be delighted with the view of an interminable forest, penetrated by the windings of a bold river, interspersed with verdant prairies, and broken by many ridges and mountains, furnishes a landscape which yields to few others in extent, variety, or beauty. Even the aborigines have not been insensible to its charms, for in the name which they have given to the *Look-out Moun-*



tain, we have a laconic but very striking description of the scenery. This name, in the Cherokee language, without the aspirated sounds, is O-tulle-ton-tanna-ta-kunna-ëë, literally mountains looking at each other. This spot is near the north-west angle of Georgia and the Tennessee line.

A sandstone rock of a peculiar character, that abounds here, is used for millstones at the missionary settlement of Brainerd, eight miles east of the Look-out Mountain.

A great number of caves are found in this region, both in the inclined and horizontal limestone; some of them are several miles in extent, and abound in alkaline salts. The great *Nicojack Cave*, in the Cherokee country, is 20 miles south-west of the Look-out Mountain, and half a mile from the south bank of the Tennessee River.

The Raccoon Mountain, in which it is situated, here fronts to the north-east. Immense layers of horizontal limestone form a precipice of considerable height; in this precipice the cave commences, not however with an opening of a few feet, as is common, but with a mouth 50 feet high, and 160 wide; its roof formed by a solid and regular layer of limestone, having no support but the sides of the cave, and is as level as the floor of a house. The entrance is partly obstructed by piles of fallen rocks, which appear to have been dislodged by some great convulsion. From its entrance the cave consists chiefly of one grand excavation through the rocks, preserving, for a great distance, the same dimensions as at its mouth.

What is more remarkable than all, it forms, for the whole distance it has yet been explored, a walled and vaulted passage for a stream of cool and limpid water, which, where it leaves the cave, is six feet deep, and 60 feet wide. A few years since, a Col. James Ore, of Tennessee, commencing early in the morning, followed up the course of this creek in a canoe through this extensive cave, or natural tunnel, for three miles. He then came to a fall of water, and was obliged to return without making any farther discovery, having been busily engaged in his subterranean voyage for 12 hours. He stated that the course of the cave, after proceeding some way to the south-west, became south and south-east-by-south the remaining distance. Here is a strong temptation to penetrate to its utmost limit the hidden splendors of this mysterious excavation. There are several apartments leading out of the main cavern, that furnish the earth

that, by lixiviation and crystallization, produce the nitrate of potash. In the space of 20 feet square 100 human skulls were found, lying in great confusion. The natives to this day use similar caves as burial-places for their dead.

### **The Pilot and Sawrata Mountain and Tory House or Cave, Rockingham County, North Carolina, and the Pinnacles of the Dan in Virginia.**

In approaching from the east, the first glimpse of the Pilot Mountain resembles a magnificent temple with a superb cupola, not unlike the dome of St. Peter's at Rome. The symmetry of its structure is still preserved on a nearer view, and nothing can exceed the regularity and beauty of its appearance. The country around, for a great extent, especially to the east and south, though undulating, is still so low, compared with this eminence, that the latter seems almost to rise from an immense plain.

Grassy Creek, a small stream, runs at the base, from which the ascent is so gradual that one may proceed on horseback, the acclivity being only about  $20^{\circ}$ , until you arrive at a spring and a port of rest and refreshment; and from its temperature,  $58^{\circ}$ , this may be assumed as the average temperature of this position.

From this spot the ascent becomes more abrupt and fatiguing on the north side to the foot of the pinnacle, and the only practicable pass to the summit. The form of the pinnacle is almost perfectly cylindrical. The perpendicular wall is 200 feet in height, and many of the visitants, unaccustomed as they are to Alpine scenery, are so affected by the bewildering aspect of the world below them, and so appalled at the idea of hanging on the sides of the cliff that frowns over their heads, that no persuasion can induce them to ascend the pinnacle. The path is indeed narrow and steep, but it appears, when viewed from below, more formidable than it really is. In some places the ascent is nearly perpendicular, but convenient cavities and projections are found, by which the feet and hands may be made sure. The course winds along westwardly on the side of the cliff, and at length passes abruptly over its brow, and the

adventurer finds himself on the convex summit. More than three-fourths of the horizon is distinctly in view. On the south and south-west spreads an interminable plain, meeting the sky like the ocean. On the west and north the Blue Ridge presents an outline of unrivalled grandeur, and the Sawrata on the east, and on the south-west are caught a few glimpses of the Yadkin River.

The height of the mountain, above the creek, is 1,551 feet, and of the pinnacle 250 feet on the south side. Although this height may not be thought remarkable by those familiar with mountainous regions, yet it must be recollected the Pilot stands alone as an advanced guard, and that the neighboring country, for 40 miles around, is comparatively a plain, and those that ascend this mountain have just emerged from a region over which the prospects are obstructed, and the horizon concealed by boundless forests, and that the Pilot is a most favorable post of observation for viewing the Blue Ridge in its sublimest attitude.

The geology of the mountain can be favorably observed by following a foot-path that environs it close to its base. The pinnacle is made up of mica, slate, and quartz; its rocky wall is full of rents from top to bottom, and it is regularly stratified, the strata dipping easterly at an angle of  $10^{\circ}$ , and is divided into tabular masses by the seams. The most abundant rock is a peculiar kind of grit-rock, composed of very fine granular quartz, with flesh-red mica intimately disseminated; the texture is exquisitely fine, and the cohesion so loose that it may be crumbled between the fingers into the finest white sand. Mill-stones and grind-stones are quarried from this and other mountains on the north-west side of the Pilot.

The Sawrata Mountain, though higher than the Pilot, is less difficult and perilous in the ascent; the view from the summit is similar. The scenery that adorns the sides of Moore's Mountain is also worth seeing.

On the ascent is a cascade, which, though small, is eminently pleasing to the eye, presenting suddenly to the visitor, in a chasm between perpendicular rocks 65 feet in height, a narrow sheet of silvery foam, falling first down a precipice 30 feet, and then rolling down an inclined plane with peculiar grace and beauty. This water-fall is so hidden among inaccessible rocks, as to be known to very few persons.

The *Tory House* is a celebrated grotto, the access to which on all sides is precipitous and difficult. Hence it was selected during the revolutionary war by a number of Tories and marauders, who occasionally sallied forth upon the lowlands, and plundered the inhabitants. This secluded spot has an arched entrance, after passing which we find ourselves in a vaulted cavern of very regular structure, 15 feet high, 50 feet long, and 20 feet wide in the centre, but converging towards the farther end. The arch is throughout remarkably well turned. The rocks consist of angular pieces of quartz, so wedged as to fit each other with great precision. The height of Moore's Mountain is 1,833 feet. Petrifications of trees are found two miles east of Germantown, and in the road.

The *Pinnacles of the Dan*, in Virginia, are remarkable eminences, where the head waters of the Roanoke find their way through the Blue Ridge. This is truly the region of the clouds, where nature reigns in awful solitude. The Ridge is so well defined in some places, that we are at one time with a stone's throw of the waters that empty into the Mississippi on the one side, and of those that empty into the Atlantic on the other. Of the former are the head-waters of New River, and of the latter are the remotest fountains of the Yadkin and the Roanoke. The Pinnacles of the Dan are sharp conical peaks, rising 1,200 or 1,500 feet above the bed of Dan River, and converging so nearly to a point, that one standing on the vertex may almost reach round the mountain with his cane. There are several of these sharp peaks that together constitute the Pinnacles. The mica slate rocks at their base project their perpendicular strata (called by the inhabitants saw-teeth) into the stream, first on one side then on the other, forcing it in a zig-zag course down the declivity, and maintaining an obstinate and angry conflict with its waters.

North of the point where the James River leaves the mountains, the high ridge of the Alleghanies is called the Blue Ridge. In North Carolina this name is applied to the ridge that separates the eastern and western waters. This is commonly the first high mountain, but not always so.

The *Table Mountain* that forms so fine and striking a feature in the scenery about Morganton, is not a part of the Blue Ridge, but a spur or outlier. From Morganton it seems to be a round tower rising perpendicularly from the summit

of the first range of the Alleghanies. It is, in fact, a narrow ridge, affording a very fine prospect of the fertile valley of the Catawba and its tributaries on the south-east and east, and of nature in her wildest dress where the Linville pours over the rock along a deep ravine wholly untenanted and uncultivated, and of a vast extent of mountain peaks and ranges on the north-east. Its top is 2,453 feet above Morganton, and 15 miles distant in a direct line.

The *Grandfather*, 17 miles from the Table, and 28 from Morganton, has hitherto been generally supposed the highest mountain in North Carolina. There is a mountain not far off, called the *Grandmother*, from being crowned with the balsam fir; it is thought to be 2,600 feet.

The *Roan Mountain* is 15 miles from the Grandfather, and 35 north-west from Morganton, lying directly over or beyond the *Hawkbill*. It touches the Tennessee line, but the highest peaks are in North Carolina. This is the easiest of access, the most beautiful, and will best repay the labor of ascending. Near its south-west extremity is a body of rocks looking like the ruins of an old castle. The top is a vast meadow or plain, without a tree to obstruct the prospect; where a person may gallop his horse for a mile or two, with Carolina at his feet on one side, and Tennessee on the other, and a green ocean of mountains raised into tremendous billows immediately about him. It is the Elysium of southern botanists, as a number of plants are found growing in this cold and humid atmosphere, that are not seen again till we have gone hundreds of miles farther north. It is the pasture-ground for the young horses for the whole country about it during summer. The strawberry is found here in abundance, and of the finest quality as to flavor, long after it has gone from the plains beneath.

The *Black Mountain* is a long ridge 30 miles from Morganton. It has some peaks of greater elevation than any east of the Rocky Mountains; and believed to be *the highest mountain in the United States*.

Mount Washington, in New Hampshire, 6,234; highest peak of the Black, 6,476; Roan, 6,038; Peaks of Otter, 3,955; Black, at T. Young's, 5,946; Yeates' Knob, 5,895; Grandfather, 5,556; Table Mountain, Burke, North Carolina, 3,421; Catskill, 3,804.

The Bald Mountain and the White Top, in Virginia, are nearly if not quite as high as the Roan. In the south-east

part of Heyward County, near the South Carolina line, is a tremendous pile; and between Heyward, and Macon, and Tennessee, the Unika soars up high.

The Pilot Mountain, that has heretofore enjoyed great celebrity, is much lower than several others. The ascent of the Black Mountain is very difficult on account of the thick laurels that are so closely set, and their strong branches so interwoven, that a path cannot be forced by pushing them aside; and the hunters have no method of advancing, when they fall in with the worst of them, but that of crawling along their tops. The bear, in passing up between the mountains, finds it easiest to keep the ridges; and trampling down the young laurels as they spring up, breaking the limbs from the old ones, and pushing them aside, he forms at last a sort of burrow above ground through this bed of vegetation, along which he passes without difficulty; this is a bear-trail. The top is covered with the balsam fir, from the dark and sombre shade of whose foliage it doubtless received the name of the *Black Mountain*. The growth of the tree is such on these high mountains, that it is easy to climb to the top, and taking hold of the highest branch, look abroad upon the prospect. It is occasionally enveloped in mist, when the view is circumscribed to one or two hundred yards; and it is then cold and penetrating, when perhaps at a small distance below the ridges the thermometer may be at 80°.

The finest ice-water is a vapid drink compared with the pure element that gushes from the sides of these western mountains, varying from 48° to 52° in temperature.

The ascent of the *Saluda Mountain* is arduous, rough, and fatiguing; but the way is agreeably beguiled by the succession of extensive views presented to the eye of the admiring traveler, that here luxuriates over the very commanding and expansive prospect of the lower country. The parched and thirsty are delighted here to encounter the cool fountain gushing from the pure granite rock, as the waters burst forth forming the head waters of the Saluda River, that, with the waters of the Broad, Pacolet, Tyger, and Einoree Rivers, drain the eastern slopes of the mountains and hills in this part of the State, pass by Columbia the State Capital in Richland County, and then, taking the name of Congaree, soon after unites with the Catawba coming from North Carolina, called also in South Carolina the Wateree, and thence, under the name of the *Santee*, flows on in a south-east course,

and falls into the Atlantic Ocean, in latitude  $33^{\circ} 10'$ . From the diversity of names this river assumes in various parts of its course, people not familiar with this State are at first a little puzzled to connect the numerous ramifications.

Soon after passing the dividing ridge, we arrive at the Flat or Table Rock so called, where the wealthy inhabitants of the city of Charleston have their villas, nestling among the secluded recesses of the mountains.

The descent of the French Broad River, from its head sources in Buncombe County, North Carolina, (from the Devil's Court-House Mountain, and the Hog's Back Mountains, to where it passes through the Unika, Smoky, or Bald Mountain,) is near or quite 1,500 feet in 40 miles, and of course must offer a continued scene of wild romantic beauty. Here we are at the very fountain-head of one of the auxiliaries of the Ohio and Mississippi, near the confines of Georgia, South Carolina, North Carolina, and Tennessee. The road follows a deep gorge, that embosoms the roaring waters of the French Broad branch of the Tennessee River; we are upon a side hill, with only barely enough of excavation from its steep slope to give a precarious footing for horses and carriages, the lofty precipice on one side, the deep, dark, yawning valley on the other. We hear the furious, brawling stream, at first concealed from view by thick, impervious trees and shrubbery, projecting rocks o'erarching and shrouding the workings of the furious element, and then again suddenly disclosing it for a moment in its rapid career, and anon vanishing in its onward course, gathering force and grandeur at every step of its descent, amid opposing rocks, acute and graceful turnings, green tufted islands, and bleak, worn masses of sharp rocks, giving every variety to the picture, aided by the beautiful laurel and rhododendron, and the mosses and shrubbery attached to the rocks like a thick coat of frosting and sugar-plumb ornament to an immense cake.

Cascades, tricked out in all the witchery of nature, leap from rock to rock, and are received in deep-shaded reservoirs, tempting the bather and the thirsty soul to enjoy the treat. The day can be spent in revelling in these lovely scenes; we forget all sense of fatigue in the deep excitement we enjoy and the pure air we breathe.

The *Painted Rock* is a lofty wall of 200 or 300 feet, that rises by the road in near proximity, and is stained of a yel-

low color by the exudation of water through the crevices leading from beds of clay, as is seen at the painted or pitted rocks on the shores of Lake Superior, and doubtless at many other places. Passing this we are at the termination of the gorge, and emerge upon the State of Tennessee.

The *Currohee Mountain*, near Clarkesville, in Habersham and Franklin Counties, in the north-east part of Georgia, appears, as it is seen from the south, to be insulated, no other eminences being seen; but it is, in fact, a spur that emanates from the Blue Ridge or Alleghany Mountains, as may be seen from its conical summit of 650 feet. There is a boundless prospect over the country to the south-east and south-west; to the north-west, at 30 miles, the Blue Ridge is seen majestically soaring, being at the head-waters that empty into the Savannah, Chattahoochee, and Coosa Rivers, and forming the ridge or roof that separates the waters that run into the Tennessee and Mississippi Rivers, from those emptying south-east to the coast of Georgia, or south into the Gulf of Mexico. It is four miles south-west of Toccoa Falls; 16 north-west of Carnesville; five south-east of Clarkesville. There is a much-frequented public-house at the base of the mountain, where, during the heats of summer in the low country, the gentry resort for a change of air, and to enjoy the mountain scenery, and the Falls of Toccoa and Tallulah. (See page 483.) In Gilmer, near the line of Lumpkin County, is a remarkable fall of 400 feet, 18 miles west of Dahlonega, latitude  $34^{\circ} 30'$ .

From Clarkesville the roads in all directions are very pleasant, but especially in going to the south-west and in coming from Gainesville to Clarkesville, when the view of the *Yumah Mountain*, in a favorable time, as light and shade may offer, is charming in the highest degree.

Clarkesville is the county town of *Habersham*, in Georgia; and is, from its location in a temperate region in the vicinity of the mountains, a healthy and delightful residence, favorable for a place of departure to reach the Falls of Toccoa and Tallulah. The brick Court-house, as usual in country towns in the south, forms the nucleus of the public square; and the neat, airy, well-built residences of the wealthy and comfortable citizens are built at suitable intervals around the green square.

The *Naucoochy Valley*, with its small *Indian mound*, will be noticed as worthy of attention, from the relics that have



been disinterred at this spot, and as being an old Indian field.

The *Coweta Falls*, on the Chattahoochee River, are at the head of steam-boat navigation, near the town of Columbus, in Georgia, where the river is 400 or 500 yards wide, and at the fall or rapid is but 12 or 15 feet in all, or rather but a series of shoals; yet, occurring as they do in a flat country, they form a feature that gives life and animation to the vicinity; and something of beauty, from the irregularity of the curves of the foaming billows that are presented in various aspects from the adjacent shores, and from the bridges connecting Columbus with the shore in Alabama.

An agreeable promenade, in a venerable grove, has been judiciously preserved by the citizens, in laying out the town near the Falls; and the native forest trees have also been in same measure retained, and are intermingled with the residences and grounds for their salutary shade and ornament.

The river, for many miles above Columbus, forms a series of rapids, and its shores have much of picturesque beauty for those that have time and inclination to visit them, amid the wild ravines and bold bluffs that repel all attempts to explore them, except on foot—winding along near the bank of the river, and keeping a sharp look-out for rattlesnakes, and Indians, flowers, &c.

### **Great Stone or Rock Mountain in De Kalb County, Georgia.**

The occurrence of this solitary stupendous mountain, in the midst of a country remarkable for its regularity of surface, and plain and uniform features, and its being far away from any continuous range, are the characteristics that cause this wonderful production of nature to be viewed by the admiring inhabitants of the surrounding plains, as a wonder surpassing in grandeur the pyramids of Egypt.

It is about 90 miles distant from the general terminating chain of the Alleghanies that pass on the north, through the counties of Habersham, Lumpkin, Gilmer, and Cherokee; is on the south side of the Chattahoochee River, which sweeps nearly around it in a graceful bend, and thus encloses and insulates it from the celebrated gold region on the opposite side of the river, and about five miles south of the 34° of north latitude; and if the elevation ascribed to it,

2,700 to 3,000 feet, is correct, it is by far the most elevated point in the extreme south-western part of any of the southern Atlantic States, and stands forth proudly, as it were, a huge Cerberus, or sentinel, or watch-tower, to guard the gold mines.

The nearest way to approach it from Charleston would be by way of the rail-road to Augusta, and thence to Madison, and thence to Decatur, and from the Rock Mountain after passing through the auriferous region and along the skirts of the Cherokee Indian country; the Toccoa and Tallulah Falls, in Habersham County, might be comprised in a short journey to the north part of Georgia; and if desirous of a further extension of the route, the Table Mountain in South Carolina, and the Pilot and Sawrata Mountains in North Carolina, and the Pinnacles of the Dan and peaks of Otter in Virginia, might all be visited on the way to the different Virginia Springs.

The Stone Mountain is so much of a curiosity in that part of the world, that no traveler ever omits visiting it. There is a comfortable house at the base of the mountain for the accommodation of travelers, kept by a Mr. Wood, who also officiates as guide in visiting that neighborhood. It is said to be an immense outline of solid and barren rock, towering far above the high hills around it. The ascent is a mile and a quarter; the south is steep, and on the north it is nearly perpendicular, or overhanging with an aspect fearful and frowning to behold. The view from the top is extensive and imposing, and gives the beholder a bird's eye view of the lower counties towards the coast, presenting in its general aspect an ocean of verdure, with here and there a cotton plantation, and on the north the hilly region round the head waters of the Chattahoochee River, with the clear and regular defined blue outline of the lofty Alleghanies on the extreme verge of the horizon. Far beneath your feet, the clouds float lightly and shroud the rough features of the rocks, and occasionally collect in masses and emit flashes of electricity, followed by the reverberating peal of thunder, dying away in distant echoes, and giving new features of sublimity to the scene, much to the gratification of the contemplative traveler.

The rock consists of a solid free-stone, porous but very hard, the top is nearly flat and about 300 feet in diameter. The circumference of the base of this vast pyramidal for-

mation is about seven miles; and the height near 3,000 feet; the whole covers 250 acres. A wall of rocks, six to eight feet high, is a wonder, environing the mountain about one-fifth of the way down; no one knows any thing of or about the makers of this stupendous work of man.

The *Rock Bridge* is six miles easterly from the Rock Mountain, where the road to and from Monroe, in Walton County, passes over this natural bridge of solid rock, that extends nearly across the Yellow River, one of the branches of the Ocmulgee.

### **Tockoa and Tallulah Falls in Georgia, Habersham County.**

Those only who have visited and contemplated this interesting section of our country, can justly appreciate the beauty and magnificence, and the wildness and sublimity of the natural scenery around the southern termination of the Blue Ridge. There are many rich scenes, whose unknown and heretofore unfrequented recesses have never yet been described, along the western and mountainous border of the Carolinas and Georgia.

Tockoa Fall is in a small creek of the same name, just before it runs into the Tugaloo, 150 miles north-west from Augusta. The perpendicular fall is 186 feet. It is surrounded by no wild scenery. The rivulet, disturbed by no rapids, moves with a gentle current, and drops without warning into a beautiful basin below, expanding into fine rain before it reaches the bottom; the breeze which always plays there spreads a thick spray around, and ornaments the falling water, the rock and the shrubbery with rainbows. A carriage-road is within a stone's throw of the falls, and a party can ride to the base and to the summit of the precipice. The Tockoa produces a sensation rather of the beautiful than the sublime; it pleases but does not terrify; it satisfies, but does not overwhelm the expectation. It is a fine preparation for the scenery which awaits the traveler 16 miles to the northward.

The rapids of Tallulah are in Georgia, in Habersham County, 10 miles above the union of the Tallulah and Chataoga Rivers, which form the Tugaloo, five miles from South Carolina, and about 20 miles from the line of North

Carolina. The river, that is 40 yards wide above the rapids, is forced, for a mile and a fourth, through a range of mountains into a channel scarcely 20 feet broad. The mountain receives the water into a broad basin, surrounded by solid rock 100 feet in height. Here the stream pauses in anticipation of the gulf below; then rushes down a cataract 40 feet, then hurrying through a narrow winding passage, dashing from side to side against the precipice, and repeatedly turning at right angles, is precipitated 100 feet, and in a moment after, 50 feet more, and then, making many short turns, it rushes down three or four falls of 20 and 10 feet. The sum of the fall in the distance of a mile is estimated at 350 feet.

The rapids, however splendid apart from the sublimity with which they are surrounded, are only an appendage to the stupendous banks of solid rock descending almost perpendicularly to the water on both sides of the river, and varying in the distance of a mile, from 700 to 1,000 feet in height, so that the stream literally passes in that distance through the mountain, or rather through the high lands that connect two mountains. The visiter approaches from the west, finds an easy descent for the last mile, and drives his carriage to the very edge of the gulf. No unusual appearances of pointed rocks or broken lands admonish him that the rapids are near, till suddenly he sees the opening abyss. He advances cautiously from tree to tree, till he looks down upon the water. Instantly his mind surrenders itself to the overwhelming sensation of awe and amazement. Some visitors, hurrying down to the brink without giving the mind time to collect itself, experience dizziness and faintness, and are compelled to crawl back. Here are no artificial embellishments. The scenery wears the artless robe of nature's wildness. The romantic variety, magnificence, and sublimity of Jehovah's works are untouched by human hands. The rapids are in the bosom of a forest.

In front of the spectator, the perpendicular face of the rock on the opposite shore presents a variety of figures and colors, brown, white, azure, and purple, overhanging, receding, angular, and square surfaces; figures in bas-relief, ornamented with shrubbery; small rivulets falling in graceful cascades down the precipice; the opening abyss lined with massive rock; the foaming, roaring water at the bottom, encircled by rainbows, are all seen at one view. The

scenery does not lose its power by long and minute examination; the writer lingered about the rapids three days, and the effect was rather heightened by new discoveries than weakened by familiarity.

The most magnificent general view is from a part of the precipice which projects over the abyss 20 feet, and which is gained by a descent of 15 feet. This is half way between the commencement and the termination of the rapids, near the highest part of the mountain through which they pass, not less than 1,000 feet above the water, and affords the best view of the second and third falls, one of which is almost under the projection. The rock-house, formerly the entrance of the Indian's paradise, but now the eagle's habitation, is seen; the earth in front and on either hand opens wide and deep; under it is seen and heard the pouring and dashing of the cataracts.

The rock-house is an entrance, apparently 10 feet square, leading into the perpendicular face of the rock, too far down the side to be accessible. We were informed by the guide, of an Indian tradition, that this is the door of paradise. They had frequently traced their lost companions to this spot, and could never hear of them again; since which no Indian has been known to hunt near the rapids of Tallulah. At present the less superstitious eagle finds there a safe retreat to rear her young.

There are three places of descent to the bed of the river; two of these meet at the same place, and the other leads to the bottom of the upper fall. The other falls have been approached very seldom, and only by fording up the stream. Both descents cannot easily be performed the same day; the upper one to the fall is the most interesting. To look out at the opening of this deep gulf pays the excessive fatigue of the lower descent, but the view from several positions above produces the most enchanting effect of grandeur and sublimity.

The best judges, however, unanimously express a preference for the rapids of Tallulah. As at the Table Mountain, so also two days at least should be devoted to the rapids.

Mud Creek Fall is 25 miles north of Tallulah. The whole fall of the cataract is 280 feet, and the effect is eminently interesting.

The *Carrabee Mountain*, one mile from the Tockoa Falls, as first described, affords a rich reward for the toil of gaining

its summit. On the north is a view of the Blue Ridge, surpassed in its prospect of mountain piled on mountains, perhaps by no other site in the United States. On the south, Georgia and South Carolina, with the exception of a few plantations on the Tugaloo, present one unbroken forest as far as the eyesight extends. As you traverse this forest you will sometimes see splendid situations insulated from the rest of the world in the fertile valleys, surrounded by the conveniences, the elegancies, and the domestic refinements of social life. The fertility of the soil, the salubrity of the climate, the vicinity of boat navigation, in a word, every natural advantage unites to persuade us that cultivated plantations, elegant and happy homes, and spires of churches, may one day be seen from the *Carribee*, as they are now from the top of Mount Holyoke.

The mountain rock through which the Tallulah passes is of a dark grey, sometimes approaching a blue color. The first bed of rocks, descending perhaps 150 feet, is irregularly broken into masses of all forms and sizes, then succeed others with long parallel seams, dipping in a regular line with the fall of the river; these rest upon a third class of rocks, solid and of a light grey, which form the bed of the stream. The Indians say that no fish, not even the smallest minnow, are found above the rapids.

Springs impregnated with lime and iron are found in the vicinity. Alum and a hill containing a mineral resembling coal are situated below the rapids. A few white pine and hemlock trees grow upon the rapids. They are the only trees of the kind which I have seen in South Carolina and Georgia, and gentlemen from both these States were of our party who had never before seen the species. None of our company had seen the spruce pine in these States. We noticed eight species of oaks, white, red, black, Spanish post, black jack, chestnut, and live oak.

The following is from an ancient history of the Cherokee country:

The natives make two divisions of their country, which they term *Ayrate* and *Ottare*, or low and mountainous. The former division is on the head-waters of the beautiful Savannah River, and the latter on those of the easternmost river of the Mississippi. Their towns are always close to some river or creek, as there the land is commonly very level and fer-

tile, on account of the frequent washings off the mountains, and the moisture it receives from the waters that run through their fields. The eastern or lower parts of this country are sharp and cold to a Carolinian in winter, and yet agreeable; but those towns that lie among the Appalache Mountains are very pinching to such who are unaccustomed to a savage life. The ice and snow continues on the north side till late in the spring of the year—however the natives are well provided for it by their *bathing* and *anointing* themselves. This regimen *shuts up* the pores of the body, and by that means prevents too great a perspiration; and an accustomed exercise of hunting, joined with the former, puts them far above their climate; they are almost as impenetrable to cold as a bar of steel, and the severest cold is no detriment to their hunting.

Formerly the Cherokees were a very numerous and potent nation. Not above 40 years ago they had 64 towns and villages, populous and full of women and children, and 6,000 fighting men, defended by blue-topped ledges of inaccessible mountains, where a few could make a successful campaign even against their own watchful red-color enemies. Their towns were scattered wide of each other, the land not admitting of any other settlement; it is a rare thing to see a level tract of 400 acres. They are also strongly attached to rivers, all retaining the opinion of the ancients, that rivers are necessary to constitute a paradise. Their rivers are generally very shallow and pleasant to the eye, for the land being high, the waters have a quick descent; they seldom overflow their banks, unless when a heavy rain falls on a deep snow; then it is frightful to see the huge pieces of ice, mixed with a prodigious torrent of water, rolling down the high mountains, and over the steep craggy rocks, so impetuous that nothing can resist their force. Two old traders saw an instance of this kind which swept away great plantations of oaks and pines, that had their foundations as in the centre of the earth. It overset several of the higher rocks, where the huge rafts of trees and ice had stopped up the main channel, and forced itself through the smaller hills.

Where the land is capable of cultivation, it would produce any thing suitable to the climate. Hemp and wild vine grapes grow there spontaneously to admiration in plenty and variety. If these were properly cultivated, there must

be a good return. There is not a *more healthful region* under the sun than this country, for the air is commonly open and clear, and plenty of wholesome and pleasant water. I know several bold rivers that fill themselves in running about 30 miles, counting by a direct course from their several different fountains, and which are almost as transparent as glass. The natives live commonly to a great age, which is not to be wondered at, when we consider the high situation of their country; the exercises they pursue; the richness of the soil, that produces plenty for a needful support of life, without fatiguing or overheating the planters; the advantages they receive from such excellent good water as gushes out of every hill; and the great additional help by a plain abstemious life, commonly eating and drinking only according to the solicitations of nature. Those reach to a great age who live secure by the fire-side, but no climates or constitutions can harden the human body and make it bullet-proof. The Cherokee country abounds with the best herbage on the richer parts of the hills and mountains, and a great variety of valuable herbs is promiscuously scattered on the lower lands.

From the *head* of the *southern* branch of *Savannah* River it does not exceed half a mile to a head spring of the *Mississippi* water, that runs through the middle and upper parts (the *Tennessee* River) of the Cherokee nation about a north-west course, and joining other rivers, they empty themselves into the great *Mississippi* River. The above fountain is called *Herbert's Spring*, so named from an early commissioner of Indian affairs; it is a noted, well situated, and good spring.

The *Cherokee Mountains* look very formidable to a stranger, when he is among their valleys, encircled with their prodigious, proud, contending tops; they appear as a great mass of black and blue clouds, interspersed with some rays of light. But they produce or contain every thing for *health* and *wealth*; and if cultivated by the rules of art, would furnish, perhaps, as valuable medicines as the eastern countries, and as great quantities of *gold* and *silver* as *Peru* and *Mexico*, in *proportion* to their *situation* with the equator. On the tops of several of these mountains I have observed tufts of *grass* deeply tingured by the *mineral exhalations* from the earth, and on the side they glistened from the same cause. If skilful alchemists made experiments on these mountains, they could soon satisfy themselves as to the value of their contents, and probably would find their account in it.



## **New Rail-road and Stage-route up the Valley of the Housatonick from Bridgeport or New Haven.**

*Bridgeport* is reached in four or five hours, by a daily steam-boat line, that starts at 6 or 7 o'clock in the morning from the vicinity of Catharine Market or Slip, East River; fare 50 to 75 cents; distance 58 miles. (See page 316.)

The *new rail-road* is here entered upon, that is finished, and in daily use to *New Milford*, 37 miles on the Housatonick, passing in a north-west direction up the borders of the Pequannee River, through the County of Fairfield and the townships of Trumbull and Newtown; crossing the Housatonic on a viaduct to New Milford, and continuing up the beautiful valley to Sheffield and Stockbridge, Massachusetts.

This route may even be used in winter, or any other season, to reach Albany, in competition with other facilities from New-York or New Haven; or to reach Derby, Danbury, Southbury, Woodbury, Roxbury, Bethlehem, Litchfield, or many other places in the western parts of Connecticut.

The *Valley of the Pomperaug River*, extending north from its junction with the Housatonick, opposite or near Newtown, through Southbury and Woodbury, is worthy of notice, as possessing peculiar attraction in rural beauty for several miles on the nearest road to Litchfield.

Travelers that prefer to take the steam-boat direct from New-York to New Haven, and thence by stage to Albany, will intersect the above route from Bridgeport, in the north-west part of Connecticut; thus one may be used in going, the other in returning.

### *Mineralogical Tour.*

Route from *New Haven* through Woodbridge, 10 miles; Bethany, Middlebury, Waterbury, 10; Watertown, 8; to Litchfield, 10; and thence to Goshen, 6; Canaan, 9; Salisbury, and by the Housatonick Valley, through Sheffield, 12; Great Barrington, 6; Stockbridge, 13; Concord and Albany, 26.

Every week-day stages depart on the route, leaving New

Haven early in the morning, and arriving in Albany the next day at 3 o'clock P. M.; distance 110 miles; fare \$5.

This interesting ride leads through New Haven and Litchfield Counties, in Connecticut, and the western part of Berkshire, in Massachusetts, by a mountain route replete with beauty, and also of some notoriety in a mineralogical and geological consideration.

The sandy and level plain of New Haven is passed in a westerly direction, for about two miles to Hotchkiss town, at the base of the West Rock, before described, (see page 203,) as a body of green-stone or trap, resting on sand-stone, and presenting a bold and precipitous front of 400 feet high. After rounding this ridge close to its base, the road takes up a direction more northerly in a valley, contracted on the east by the green-stone range, and on the west by hills of slate-rock; this gorge continues for some miles these striking and magnificent features. The range on the right is hoary, gray, and time-worn, except where masses have been loosened by the elements, or sundered and torn away, defaced and reddened by the spoliations of man, for the use of the neighboring people, and in New Haven.

As we proceed north, this range is concealed by the cultivated slopes that gradually creep up and encroach on its sides; the hills on the left are rather abrupt in descent towards the valley. A few miles onward the trap range entirely disappears beneath the soil that is clad in thick forests on the crowning summit. The road follows near a verdant low ground, and a lively mill-stream at the base of the ranges.

Lodge, or Hatchet Fort, about seven miles from New Haven, was one of the concealed residences of the regicides Goffe and Whalley, in 1661, when their lives were in jeopardy, and they were sought after by the English government. On the declivity of a hill to the north, is a spring between two trees, four miles north-west of Sperry's farm; this fountain is stoned round, as left by the regicide judges. When they came to this spring, one of them said, "Would to God we had a hatchet!" and found one soon after, and cut down boughs for a shelter, and gave it the name of Hatchet Harbor. On an eminence west of this, by the side of a ledge of rocks 20 feet high, they also built a side wall or cover, that was found in good order as late as 1794, and may still be traced, and was a very recluse and secreted

place. From an eminence near by, called Fort Hill, there was an extensive look-out, and a full view of the harbor, and of vessels passing in and out. They had other temporary lodges, one at Paugasset, or Derby; one at Totoket, or Branford; and an asylum at Milford, at Mr. Tomkins', 30 rods from the Meeting-house, in a house 20 feet square, of two stories; the lower was built with a stone wall as a store-room, that above of wood, and used as a spinning-room; the family, ignorant of the occupants below, where they resided for two years without going abroad, so hot was the pursuit of them.

In a few miles the road, in its ascent up the valley, inclines more to the left; primitive argillite or slate, tortuous, glistening with veins, and masses of quartz appearing like rock-salt, several feet in diameter, and in large pieces unconnected with any rock, are seen on the west of the valley. Mica slate alternates and blends with other rocks in some spots, and building-slate is quarried. Eight miles from New Haven the road suddenly turns to the west, and crosses the strata before mentioned, with argillite for two miles, and in six or seven miles immense strata of mica slate, vertical or inclined, is crossed; and in 14 miles from New Haven we are on the Beacon Mountain, a rough castellated range, extending north-east to south-west. Here is Collins' Tavern, an old and excellent establishment, and the Straitville Post-office.

A deep gulf or defile here affords a narrow passage amid the scraggy rocks that arise in lofty and impending masses, and appear to threaten destruction to the passing traveler. In the rocks are garnets and staurotide, and the large debris at the base have left the strata overhanging, arching, and presenting fine geological and picturesque effects. After threading this narrow gorge by the side of a rivulet, and then crossing some hills, in three or four miles we come upon the *Naugatuck*, a branch of the Housatonick, at the bottom of a deep dell, and, on crossing it, at a small cluster of houses, called Salem, with a church on a high hill, forming a pleasing object in the landscape; we strike the gneiss rocks, and continue over a hilly, picturesque, and beautiful country, to Watertown, 28 miles from New Haven.

*Waterbury*, that is left a few miles to the east, is situated in a valley, washed by the Mad River on the east, and the *Naugatuck* on the west; has 4 churches, 150 houses, and

1,500 people, that are employed in the trade of making gilt buttons, and the rolling of brass and copper metals, in five factories, on an extensive scale, and in making brass ware and tubing; the making of wooden clocks is also quite a large business in this town. There are two satinets and one woolen factory, and many minor auxiliary works. The avails of the whole are estimated at \$1,000,000 a year. A canal is to be made to bring the water of the Naugatuck into available operation. In early times the first settlers had to go 20 miles to Farmington to mill, through a wilderness, to get their corn ground.

Samuel Hopkins, D. D. the author of the *System of Theology* that bears his name, was born in this town in 1721, and such was then the purity of manners among the youth of this place, that for 15 years, while he lived with his parents, employed in agriculture, he never heard any of them use a profane expression; he lived and studied at Northampton with the celebrated Edwards, and was settled at Great Barrington, and afterwards at Newport, R. I. where he died in 1803. Dr. Samuel Hopkins, a poet, was born here in 1750.

Near Watertown granite is seen in loose masses, and two miles beyond, graphic granite and radiated or plumose mica, both handsome. The feldspar of the granite is white, with a high pearly lustre, and the gray quartz is delicately intermixed in graphic forms in specimens of extreme delicacy.

*Watertown* is on a hill, and has a smiling appearance with its two neat churches and spires, and white houses; a lively stream of water, bordered by a chain of rich meadows, adds much to the beauty of the place. This town has been noted for the size of its forest trees. It is said that one of the first settlers, having no shelter for the night, peeled off the bark of a tree and laid down on the inside; in the morning, when he awoke, he found the bark rolled up so closely that he was entrapped, and could with difficulty extricate himself. Another one, by the name of Brown, in his hungry days, sold one of his sons to a neighbor for a barrel of pork, in order to sustain the rest of his family. Some of the most respectable inhabitants of the town are the descendants of this child.

John Trumbull the poet, the author of *M'Fingal*, a satire of some celebrity, was born in this town in an old-fa-

shioned double-house, of one chimney, and a low sloping roof to the rear, a half mile below the Congregational Church, on the east side of the Waterbury road, a large elm tree being seen at a distance in the background—now owned by Mr. Pitcher.

Woodbury, that we have left a short distance to the southwest, from our road to Watertown, is too interesting a spot to the mineralogist to pass unnoticed when so near at hand, and so easily visited.

The village contains two Congregational, one Episcopal, and one Methodist churches, and 70 or 80 houses pleasantly situated in a level valley, near the confluence of a number of small streams that form the *Pomparaug*. It is surrounded by high hills on every side, forming an amphitheatre; the valley extends north and south for eight miles. The geological traveler is instantly struck, on entering this low basin, with its marked difference of features from the country enclosing it.

From flat and alluvial plains rise abruptly fronts of dark colored and frowning naked rock, of mural precipices and sharp ragged ridges fringed with wood, with debris reaching, as usual, from the base half or two-thirds up the precipice. The hill, east of the main street, is of considerable elevation, and on its westerly front resembles the east and west rocks near New Haven, on a small scale, and forms a very striking and singular feature to the stranger on his arrival in this lowland prairie or basin of secondary trap, the whinstone of the Scotch, the grunstein or green-stone of the Germans, on the old red sand-stone of Werner, in the midst of an ocean of gneiss.

This remarkable depression and conformation of surface did not escape the notice of Mr M'Lure, in his book on the Geology of the United States. Prehnite is found here in abundance, and of beautiful quality, among the stones loose at the bottom of the precipices, in mamillary and botryoidal, or clustered grape-like masses, or in almost perfect spheres, or in veins or diverging fibres, of a delicate green color. Agates, tourmalines, and zeolites are also found, and bituminous stones, and fibrous limestone, as though soaked in tar, the true asphaltum. Has this, then, ever been a second Sodom and Gomorrah? a sunken spot, a sort of dead sea, or a lake of liquid fire, like the yawning fiery abyss of Hawaii?

From the summit of the ridge, on the easterly side of this vale of the Pomperaug or Woodbury, an observer may look down directly into the village, with its streets and gardens beneath his eyes, like an exquisite map or page of the book of nature, with a bright silvery stream rippling through its meadows of vivid green, and may trace its winding path by the trees that incline over its crystal-like waters, count the comfortable farm-houses that dot the valley, as it fades to indistinctness, and mingles with the vapory and distant boundaries of this exquisite and secluded panorama.

The *Bethel Rock*, a favorite place of resort, is on the eastern side of the ledge of rocks, as the village is entered from the south, half a milé east of the Episcopal church, and is a rock 40 feet high, leaning over eastward three or four feet, and affording shelter and shade from the noonday sun.

The Rev. Zachariah Walker was the first minister in this place in 1668, and before that in Jamaica, Long Island, and from thence removed to Stratford and to Woodbury. There were two licenciates then preaching in Stratford, Mr. Walker and Mr. Read. As there was some controversy who should leave and go with the Woodbury settlers, the two licenciates were requested to deliver a discourse on the day when it was to be decided, Mr. Walker in the forenoon and Mr. Read in the afternoon. Mr. Walker took for his text, "What went ye out into the wilderness to see? a reed shaken with the wind? He enlarged upon the circumstance and propriety of a reed being found in the wilderness; and Mr. Read in the afternoon took for his text, "Your adversary, the devil, *walketh* about, seeking whom he may devour." In the course of his observations he stated, that the great adversary of men was a great *walker*, and instead of remaining with the brethren, ought to be kept walking at a distance from them.

Bethlehem, 32 miles from New Haven, seven and a half from Litchfield, and six from Watertown, lies a short distance west of our road, and is remarkable as being the residence of two able divines of former years, Rev. Joseph Bellamy, D. D. author of "True Religion Delineated," and the Rev. Azel Backus, the successor of Dr. Bellamy, and afterwards the first President of Hamilton College in New-York.

*Litchfield*, the seat of the county courts, is 100 miles from New-York, 38 from New Haven, and 30 from Hartford. The township comprises much mountainous land, computed

to be 1,200 or 1,500 feet above tide, and with an agreeable surface of hills and dales running north and south; and of these Mount Tom is the highest. The *Lake*, of 900 acres, to the south-west of the village, is a handsome expanse of water, (is five miles long and one wide,) said to be the largest in the State, and filled with fish. This town abounds in good springs of water; has the name of a healthy situation, and a fine, pure, and salubrious air. The village, of upwards of 100 dwelling-houses and 800 inhabitants, is famously located on a plateau of table land, having extensive prospects and very interesting scenery. The principal street is 200 feet wide, a mile and a half long, from north-west to south-east, besides cross streets, east and west, of 400 feet wide; the whole comprising many handsome residences, painted white, and embellished with gardens, court-yards, shrubbery, trees, and ornamental fences of much taste and beauty in the eyes of the admiring traveler, with a public square in the centre, and two fine parks. There is a branch of the Phoenix Bank of Hartford, two printing-offices, a court-house, jail, professional offices, mercantile stores and mechanic shops. It formerly had a law-school of celebrity, under Tapping Reeve, a judge and jurist of eminence, and assisted by James Gould, to which law students resorted from all parts of the United States. There is a high-school for young ladies, in which music and the common and also higher branches are taught. Here is also an infirmary for curing diseases of the spine. In Litchfield South Farms is also an academy, that was established in 1790 by James Morris, for teaching the higher branches, the classics, &c. that is yet ably kept up by his successors.

Mount Prospect is a rocky, wood-clad, elevated ridge of two miles in extent. From its summit an interesting and diversified view is presented of villages and lakes, and of a well cultivated country. A chalybeate spring, on the east side of this mountain, four miles west of Litchfield, copious and perennial, issues from a bed of sulphuret of iron, and deposits oxide of iron, ochre, &c.; a smell of sulphur is perceived, and remains on the hands after washing. Rheumatism and debility are cured by using the waters. Sienite, in ledges of some height, with crystals of feldspar, is the component rock.

*Oliver Wolcott*, the signer of the Declaration of Independence, was a native of Windsor, but resided here many

years; he was invested with many offices in his day, and when in the enjoyment of the last and highest, that of Governor of this State, he died. He was the son of *Roger Wolcott*, also a Governor during the colony. The last *Oliver Wolcott*, Secretary of the Treasury under Washington, and Governor of Connecticut from 1817 to 1827, will ever be memorable as having been the third person of that name invested by a different generation with that distinction. He died in New-York, in 1833, while on a visit.

The outlet of the lake forms the Shepaug River, a branch of the Housatonic, that it unites with in Southbury, about 20 miles below.

*Litchfield* is surrounded with a rich agricultural country, swelled into graceful hills, and scooped into luxuriant valleys, the whole covered with verdure, and exhibiting an interesting and gratifying spectacle. The hill reposes on mica slate, and this continues to be the prevalent rock on the road to Goshen. Garnets and staurotide are often found in it; some of the crystals of the last form the cross. Drawing a meridian line from this, the country on the east is granite to the Atlantic, and to the west limestone to the Mississippi, with some exceptions, and interruptions by slate and granite.

Between *Litchfield* and *Goshen*, ledges of granite and gneiss are crossed in immediate succession. *Goshen* is a pretty village, with a neat Congregational Church, and some other houses in the centre, but the population is principally in scattered farms, well adapted to grazing, and having the best dairies, and producing the best butter and cheese in the State. The township is the most elevated in the State, but not generally mountainous, the surface being undulating with a diversity of hills and dales; the soil is a gravelly loam, deep, strong, and fertile. The inhabitants are industrious, prosperous, and happy, with comfort and neatness in all their dwellings.

*Ivy Mountain*, in this town, is the highest land in the State; it affords a most extensive and interesting prospect of the distant Catskills, and of the elevations near Connecticut River, and of the Taughkanock range, or Mount Washington near by, at the north-west corner of the State and the line of Massachusetts.

Canada Village is a cluster of several mills and manufacturing establishments, one and a half miles from the centre of the settlement, and has a Methodist Church. The stream



that passes this place is fed from a large pond in the vicinity, and is not affected by drought or freshets.

On leaving Goshen a great defile is entered, and vast ledges of gneiss are on both sides, forming entire mountains, a winding valley, and as far as the eye can stretch to the north, mountains rise behind mountains, till they fall away in the distant horizon. In passing on from Goshen into the corner of Cornwall, and to Canaan, the country becomes very hilly, and we cross great ledges of gneiss, with veins of quartz.

On leaving Goshen, in the road to Canaan, we follow a deep gorge or indentation that descends rapidly for two miles; and at the head of the valley we look through a long magnificent vista, terminating in two promontories that intrude into the valley in grand style, as we look north-west towards Salisbury, Canaan, Sheffield, Mount Washington, and Egremont, united by Taughkanock on the north-west, one of the giants of Massachusetts. The valley contains a mill-stream that accompanies our descent, and groves of white pines rise on its borders.

A short distance onward, on the banks of a rivulet called the Hollenbeck, in a secluded spot in the midst of mountains, is an anchor and iron manufactory, (formerly owned by four brothers of the name of Hunt,) that has supplied many large anchors for the ships of war of the United States, of eight, nine, and ten thousand pounds; the ore is that of Salisbury, and is on the spot reduced to a malleable state by being first pulverized by ponderous machinery, and thrown into a large fire and melted. Screws of the largest kind are also here made.

The mineralogy and geology of this vicinity possesses some interest, and the scenery and picturesque features of the landscape is attractive; fragments of dolomite are seen, with fine specimens of the crystals of tremolite, and ledges of white limestone. We are now in the limestone valley of the Housatonick, extending from Bridgeport and Stratford, on Long Island Sound, through New Milford, and to the head-waters of the Housatonick around West Stockbridge, in Massachusetts, and even into Vermont to the Canadian border.

A road here diverges from our route and crosses the river Housatonick to the west, by and through Salisbury, touching the new rail-road from New-York to Albany, and crossing

the Ancram Creek Valley that extends north-east to south-west for 30 miles towards Poughkeepsie, by a good carriage-road, near the Wappinger's Creek, on the level borders of which it in part follows, with the lofty range of the Taughkanock Mountains at the angle of Massachusetts and Connecticut bordering on the east, and filling the horizon with its grandeur.

The falls of the Housatonick, one quarter of a mile above the bridge, where they fall for 60 feet over a limestone ledge, are about 30 rods wide, with a front irregular and broken, giving a variety of beautiful forms. The entire descent in a short space, including other falls and rapids above and below the main chute, is 130 feet. The buildings of the Salisbury Iron Manufacturing Company are adjacent; other iron works, saw-mills, &c. Within five to ten miles are the North-west Lake, the North-east Lake, and Furnace Lake, three large sheets of water secluded among the mountains.

In Cornwall, the adjoining town on the south, veins of black lead and beds of porcelain clay have been discovered. The village, situated in a deep vale, consists of a neat church and 20 dwellings, painted white, that contrast well with the verdure of the interval, and the lofty mountains that environ them.

Following the valley of the Housatonick for 12 miles, bounded by the Green Mountains on the east, and Taughkanock on the west, that has a chain of rich land throughout, we arrive at Sheffield, a town built on a single street of four and a half miles on the west of the valley; it is much in the style of towns on Connecticut River; a long, straggling, but pleasant settlement, having for its adornment the everlasting hills and the sublime mountains of which the Taughkanock is decidedly the most imposing feature, as it is 3,000 feet in height above tide; from its summit is a grand and extensive prospect. Saddle Mountain, in Williamstown, at the north-west corner of Massachusetts, near the Vermont line, rises at the head of the Housatonick Valley, 40 miles to the north. The Catskills, also 40 miles to the west, and the ranges of the Highlands that border on the Hudson below Newburgh and Fishkill, bound our view in that part. The Green Mountain in its interminable extent, with Mount Tom rising in a distinct point above, and even the Monadnock in very clear states of the atmosphere, though 70 miles off to the north-east, can be discerned; and

such are the elements comprised in the distant panorama, and in the nearer smiling rich vales and flourishing settlements around its base, that an ascent of the mountain is eminently gratifying.

The *Oblong*, a strip of land of two miles in width, that begins at the base of this mountain and extends to the Sound, was ceded to New-York by Connecticut in 17—, in exchange for a square tract of equal size, comprising Greenwich, Stamford, and Norwalk, on Long Island Sound.

Great Barrington, six miles above Sheffield, is also built in the style of the former, on a single street, upon the Housatonic River side, on a prolonged street, that has a church and a few houses scattered along.

*Monument Mountain\** is next in course, and after passing its ridge, the country on the north is finely developed to the view. The front of the mountain to the east exhibits a precipice 550 feet high, rising close on the margin of the road; in front is the valley and the river that for several miles has its course from east to west, and on each side are hills and farm-houses that aid and enrich the view. North of the town is a hill with a grove on its summit, and the Rattlesnake Mountain completes the back ground.

Stockbridge is one of the pleasantest townships for residence in New England; it abounds in romantic and delightful spots, and the pen of one of the most accomplished and popular writers of this country, Miss Sedgwick, who resides here, has conferred upon it great celebrity and immortality.

On the mountains in this neighborhood are evidences of violent disruptions of the rocks in several places where immense masses have fallen, and are confusedly spread out in the valley, thus forming recesses where ice is preserved during the heats of summer. In one place a rock, 30 feet long and 120 wide, quitted its bed and descended the mountain, and was lodged on two rocks at the base. On the top of one of these, a round stone, 15 inches in diameter, carried down at the same time, is the support of the huge rock above. The large rock is called the Table; several persons under it may remain without difficulty or inconvenience.

From West Stockbridge and from Hudson the rail-road

\* A name derived from a pile of stones eight feet in diameter, and raised to a cone over an Indian grave.

cars leave each end of the line at 8 o'clock in the morning, and at 3 P. M., and make a trip twice a day, meeting at Chatham Four Corners; fare \$1 50; time two hours; distance 30 miles. Stages and conveyances to Lebanon Springs and the Shaker Village are readily obtained, and to Pittsfield and other places. The rail-road cost only \$16,000 per mile, and passes through the Gap at Canaan, the only practicable route. The large quantity of white marble for the Girard College at Philadelphia, and for the Custom-house at New-York, is carried from Stockbridge on this road, and also iron ore for the West Point Foundry; 30,000 passengers yearly pass from Boston to Albany, and the West, by this route. The scenery at Claverack is very fine.

### **Rail-road from Norwich to Worcester.**

(58 miles, 102 to Boston. Capital of the Company, \$1,500,000.)

The rail-road begins at Chelsea, and crosses the river in a few miles north-east at Jewett City; from thence it extends up the valley of the Quinebaug to the State of Massachusetts, and unites at Worcester with the great rail-road from Boston to the Hudson; the fare \$5 by this route from New-York to Boston.

From New London, that has been described at page 327, our route is continued up the handsome river Thames for 13 miles to *Chelsea*, or *Norwich City* or *Landing*, 38 miles south-east of Hartford, 38 south-west of Providence, and 50 north-east of New Haven; population 3,500. Chelsea, or Norwich City, is at the head of tide at the point of confluence of the Shetucket and Yantic Rivers, (there the *Thames*,) the most of the city being built on the declivity of a high rocky steep facing the south, the houses rising in terraces, street beyond street, as approached from below, in coming up the river, exhibits an interesting, beautiful, and even romantic effect. The bank of the river, rocky, elevated, and covered with foliage, forms a delightful vista that is terminated by the distant city with its white buildings, in strong contrast to the more sombre hues of the adjacent shores of the river.

The city requires four banks, with an aggregate capital of \$500,000, and it has a Court-house, Town-hall, a school for

boys and another for girls, termed high-schools, that are in good repute.

At *Greenville*, one mile east of the landing, is a dam across the *Shetucket* River that gives water-power to move 60,000 spindles, that are contained in five large cotton factories; here are three very extensive paper-mills, and, in all, nine or ten establishments for manufacturing purposes, and many in other parts of the township, of cotton, paper, and woollens. This may be considered, as to its water privileges, a highly-favored spot, one of the best in New England, so near to tide. There are, as places of worship, three for Congregationalists, two Methodist, one Episcopal, one Baptist, and one Universalist.

The *Yantic Falls*, near Norwich, are at the head of a cove that sets up one mile from the Thames: above the cove the bed of the river is of solid rock, over which the entire body of water falls 12 feet on a bed of rocks. The river is here restricted into a very narrow channel, that for 15 or 20 rods has a gradual descent, is crooked and jagged with pointed rocks. The rocks at the foot of the falls are curiously excavated by the attrition of ages. In a few rods the river expands into the calm and placid surface of the basin or cove. The scenery about these falls is picturesque and exquisite, and cannot but please the connoisseur.

On an elevation north of the settlement is a sacred place in the estimation of the aborigines, that formerly, and to this day linger hereabouts, being the burying-place of the *Uncas*, or the sachems or heads of the Mohegans.

The *Old Town of Norwich* is two miles north-west of the *Chelsea Landing*, and contains 200 houses, on a number of pleasant, rural streets, around a short distance from the church. The former Court-house here is now used for a school, the courts being held at *Norwich City*. The old Court-house, the *Union Hotel*, and the *Congregational Church* are in the central part of the town. Back of the church is a rocky eminence, and from it is a fine prospect of the vicinity. On its summit, formerly, was a powder-house, that was set on fire and blew up in the troubles of the revolution.

*Westville*, or *Bean Hill*, is a mile distant, and is built on one street; and on the *Yantic* is a woollen factory, and formerly were iron works where *Elijah Backus* made cannon for the Congress, by welding together pieces of iron.

*Jewett City* next occurs on the east bank of the *Quinebaug*, as the stream is called, above the confluence of the *Sherucket*, a few miles below. It is a flourishing village of 1,000 inhabitants, and has three extensive cotton factories, and water-power to move 50,000 spindles, a bank with a capital of \$100,000, five mercantile stores, and a Congregational Church. It is eight miles north-east from Norwich.

*Hopeville* is a little manufacturing place,  $2\frac{1}{2}$  miles east of *Jewett City*, with two sateen factories and 20 houses, besides two cotton factories on the borders of *Voluntown*.

*Canterbury Village* is next passed, and is pleasantly situated on high ground, half a mile west of the *Quinebaug*, and has a Congregational Church, and some houses that are clustered around a neat-looking green. It is seven miles from *Jewett City*.

The *Quinebaug*, as it passes by this township, is a large stream, and annually overflows its banks, and fertilizes the alluvial soil on its borders, that comprise an extent of rich meadows that yield prolific crops, and are easily cultivated.

*Packersville*, with its three cotton factories, is on the opposite of the *Quinebaug*, in the limits of the township of *Plainfield*, in which some manufacturing is carried on in the villages of *Unionville* and *Centreville* on the *Moosup River*, a stream that empties into the *Quinebaug*. The *Plainfield Academy* is a respectable institution that is well supported, and has several competent teachers. It is on a hill with an extensive prospect, and is doubtless airy and salubrious. The Congregational Church and a few houses make a village. The hills are quite elevated, in the form of ridges, north and south. The *plain* is extensive—soil a bright loam, adapted to grain, and when first settled was called the land of Egypt, from its fertility and easy cultivation. A large body of Indians formerly inhabited this town, that were christianized, and always lived in amity with the whites; there are four places of worship, two for Baptists, one Congregational, and one for Friends.

*Brooklyn* is on the west side of the *Quinebaug*. The village contains 50 houses, a Congregational, one Unitarian, and one Baptist Church; the first-mentioned divided in 1817, the Unitarians retaining the old church, and the seceders building, in 1820, the present new handsome edifice. Dr. Whitney was the pastor of the Congregational Church for 68 years, from 1754 to 1822. The court-house, and three

churches, and the bank, are arranged on and around the public green. The Episcopal Church was the first, and long the only one of that sect in this county, and was erected by Mr. G. Malbone of Rhode Island, who married a southern lady that had 60 slaves, from whom the colored people in these parts are descended. One cotton factory is on the Quinebaug, but the land is divided into hills and dales, and is adapted to grazing, the dairy business, and to stock raising. There are five stores and a court-house near the village green, and the former residence of *General Putnam*, of wolf-den and revolutionary memory, was a few paces north of the bank, and opposite to the old Unitarian Church; the General was born at Salem in 1718.

Gray Mare Hill is one quarter of a mile north-west of Brooklyn, and derives its name from an old mare and her colt having been caught among the ledges, and confined until the colt had eaten off the old mare's mane. Tetruck Hill, in the south part of the town, has a cave that is known as the *Lyon's Den*, where a man skulked from his duty, in concealing himself in revolutionary times, and hence its name in honor of the coward is here to be perpetuated. A mineral spring, in the north-east part of the town, is a place of resort in the warm season. Blackwell's Brook is one of the small streams in the town; 20 miles from Norwich, 40 from Hartford, 30 from Providence.

*Killingly* is on the east of the Quinebaug opposite Brooklyn, and is the greatest cotton manufacturing town in the State. On *White Stone Brook* are the factories with the spindles used, viz. Young's 2,500, Bartlett's 400, Leffingwell's 3,000, Alexander's 1,200, Pray's 1,200, Hutchins' 1,500, and the Valley Mills 1,200 spindles. On the *Five Mile River* is Killingly Factory 1,628, Ballous' 1,500, Amesbury's 1,500, Ruggles' 2,000, Dayville's 1,500, Danielson's 2,800, Williams', on Quinebaug, 2,500—total, 24,428 spindles, with looms in proportion. The trade heretofore has been mostly with Providence. There are also three woolen mills, one furnace, one axe factory.

*Pleasant Valley*, *Dayville*, and *Danielsonville*, may all be seen from the top of Chesnut Hill, near the Baptist Church, and make a showy appearance. The last one is of the most importance, and is at the junction of the Quinebaug and Five Mile Rivers, three miles east of Brooklyn, 25 north of Norwich City, 43 east of Hartford, 37 south of Worcester.

The White Stone Brook has its origin in the Killingly or Mashentuck Pond, that is partly in Connecticut and in Rhode Island, and by damming has become of increased size and importance. The *Assowaggo*, *Quinebaug*, and the *Five Mile*, that unites with the main river at Danielsonville, are all important streams. The Quanduck and Kies issue from the Quinebaug Pond, a handsome sheet of water surrounded by forests.

*Lake Mashapaug*, or Alexander's Lake, is a favorite place, and much admired for the beauty of its scenery. About 1720 one *Nell Alexander* came from Scotland to Boston with a cargo of emigrants, and just before he landed found a gold ring on deck, for which in vain he tried to find an owner, and pawned it for light goods that he peddled in Boston and Roxbury, with such success that in a few years he was enabled to purchase a farm of 3,500 acres in Killingly. The gold ring that he had redeemed, in the first stage of his prosperity, was bequeathed as a sacred talisman to his only son *Nell*, and by him to his only son *Nell*, who is now living, though very old, and has put it in the hands of his grandson *Nell*, and so it is destined to continue from *Nell* to *Nell*, until the *last knell* of the race is tolled. The Indian tradition relative to this lake and its origin is, that during a pow-wow, ages ago, that lasted four days, the spot was a sand-hill or mountain where the lake now is; and that during the revelry, while the red men were capering, the hill gave way beneath and sunk to a great depth; the waters rushed up and covered all except one old squaw that occupied one of the peaks, that is now *Loon's Island*, and in a clear, calm day, when the unruffled face of the glassy lake is favorable, the huge trunks and leafless branches of gigantic pines may be seen.

The hills are yet covered with the primeval forest, but it is fast yielding to the axe, to supply the factories that fill the vales with industry and wealth. Quarries of free-stone are found on *Break Neck Hill*, an eminence of note, with lofty precipices to the east, and gentle slopes. The stone is in slabs of every size, even, hard, and of a color allied to white, and being in a slanting position are easily detached. Other kinds of slate-rock and of slabs are to be had, and by the completion of the *Norwich and Worcester rail-road*, can be sent to tide and to the principal cities.



*Maskentuck Hill*, two miles in circuit, with its steep face at the south of Pleasant Valley, has on its back a bed of porcelain clay and feldspar, discovered while digging a well; and though at first mixed with vegetable matter, yet at 10 feet was white and pure as lard, free from grit, the sides of the well being layers of clay and feldspar, the latter having a brilliant appearance like ice.

*Pomfretville*, a little village on the Quinebaug, has an extensive cotton factory. There are two Congregational, one Baptist, and one Episcopal Church; the Friend's Meeting-house is on a cross-road one mile off the central part of the town, and is encircled by forest trees, and has a secluded and novel aspect. The most populous part of the town is near the Baptist Church, that is seven miles from Brooklyn, 40 from Hartford, 30 from Providence, 27 from Norwich, and 60 from Boston. *Pomfret Landing* is three miles south-east of the Congregational Church. *Putnam's Wolf-den* is in Abington, two miles south west of the Congregational Church.

*Thompson* is in the north-east corner of the State of Connecticut; the village of 30 dwellings, four stores and a bank, and a Congregational and Baptist Church, is situated on an eminence, and is 14 miles from Brooklyn, 34 from Norwich, 47 from Hartford, 27 from Providence, and 53 from Boston. Until about the year 1800, a large part of the land was owned by a Mr. Thompson of England. This is a rich agricultural town, and has six cotton and two woolen factories.

*Montville*, on *French River*, is the manufacturing village. *Fisherville*, one mile north, is on the same; *New Boston*, in the north-west, is a village built on both sides of the Quinebaug. Thompson was the favorite residence of the Nipmuck Indians. *Chargoggaggoggmanchogaggag Pond* is part in this, and partly in a town in Massachusetts; is 60 miles in circumference if followed in all its windings; is studded with beautiful islands, and was the paradise of the tribe. There fish and game were in abundance, and also the enchanted isles and elysian fields, the abode of departed souls and the residence of the great spirit.

Oxford, the next town in Massachusetts, was settled by French Protestants about 1686; French River passes through the town, and gives a fine water power to many manufactories. The Oxford Bank has a capital of \$100,000.

*Leicester* is on the height of ground between Boston and

the Connecticut River, six miles west of Worcester, 42 from Northampton, 45 north-west of Providence; it is well watered by French River and branches of the Connecticut and Blackstone, that rise here and give mill sites for large factories—three woollen and one for cards, shuttles, and bobbins. Amount of goods sold per year, \$600,000. The academy here is highly respectable, with large funds, handsome, commodious buildings, and has 100 pupils. A bank capital of \$100,000; a Jew's Synagogue was established here in 1780; now extinct.

*Worcester* is the "heart of the commonwealth," has a population of 7,500; is at the head of the Blackstone Canal, that leads to Providence, was finished and opened in 1828, and cost \$750,000,—36 feet wide at top, 18 feet at bottom. The town is in a valley, is well built and shaded, and is eulogized for its neatness and beauty. There are many woollen and cotton factories, machine shops, paper mills, a wire and screw factory, [carriage making, &c. and is the centre of a large inland trade; its inhabitants are wealthy. The *State Lunatic Hospital* is a handsome building and an honor to the State; here those furiously mad, and criminals laboring under insanity, are received, well and kindly treated, and more than half of them recover,—118 patients on an average. Worcester County is the largest in the State; it comprises 100,000 inhabitants.

The American Antiquarian Society, founded here by Isaiah Thomas, a bookseller, in 1812, and a hall created in 1820 by his munificence, has a library of 12,000 volumes relating to American literature and history, that all strangers of intelligence should visit and examine. There is a lyceum, seven churches, five news offices, four banks, capital \$900,000; two Insurance Companies. 40 miles west of Boston, 56 east of Northampton, 38 south-west of Lowell, 41 north-west of Providence, 58 miles north of Norwich, 71 from Long Island Sound.

The *Western Rail-road* extends hence to Springfield, thence to West Stockbridge, and to Hudson, (see page 271 to 274;) \$2,000,000 subscribed by individuals, \$1,500,000 by the State.

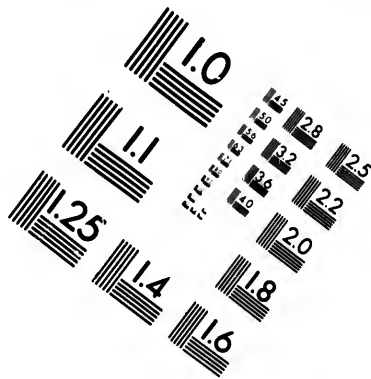
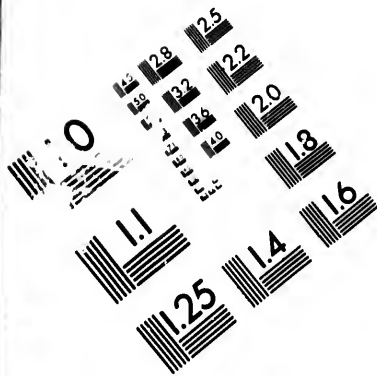
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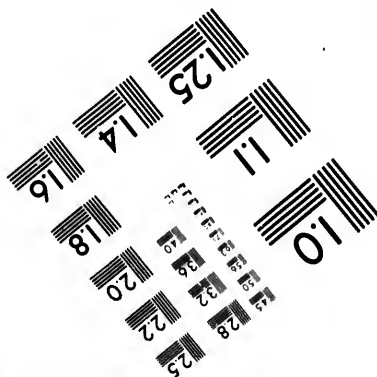
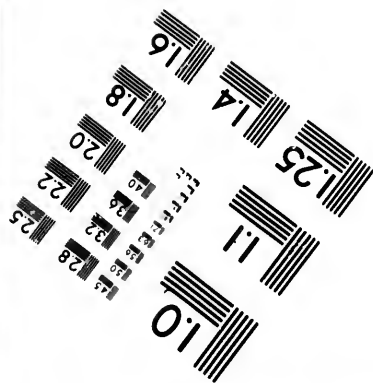
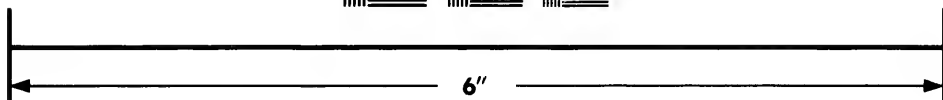
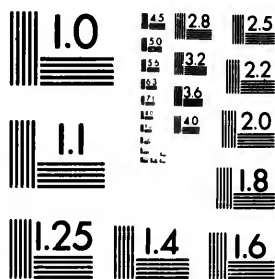
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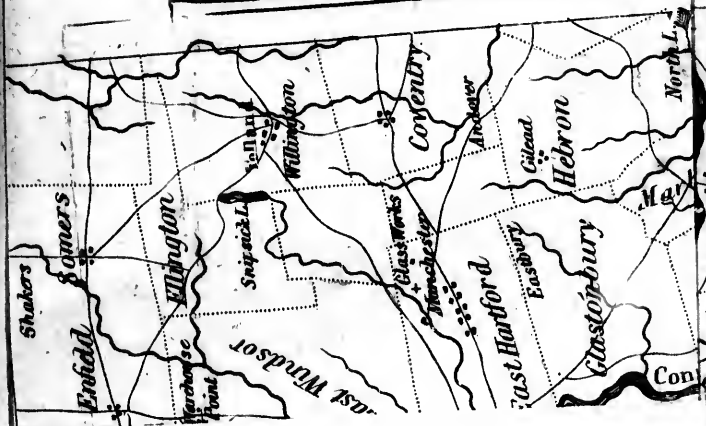
**IMAGE EVALUATION  
TEST TARGET (MT-3)**



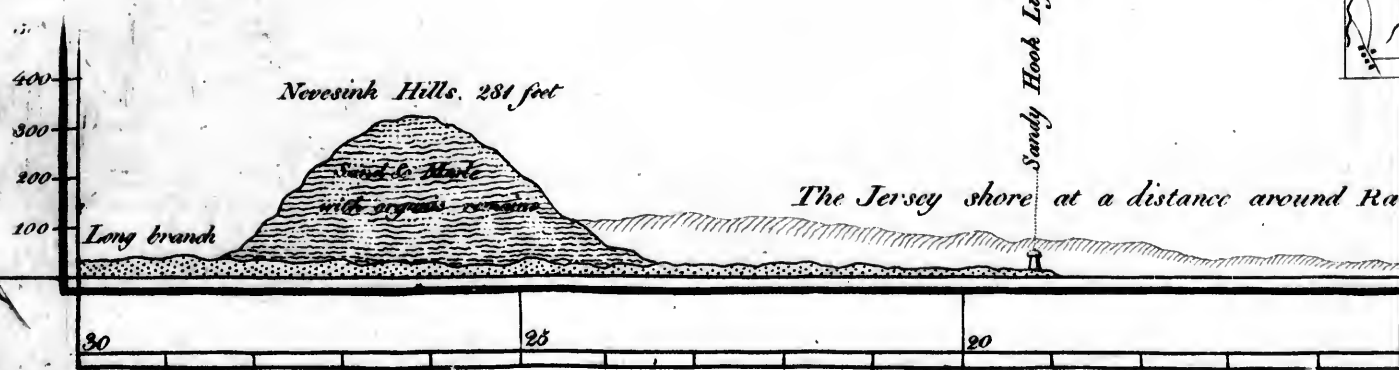
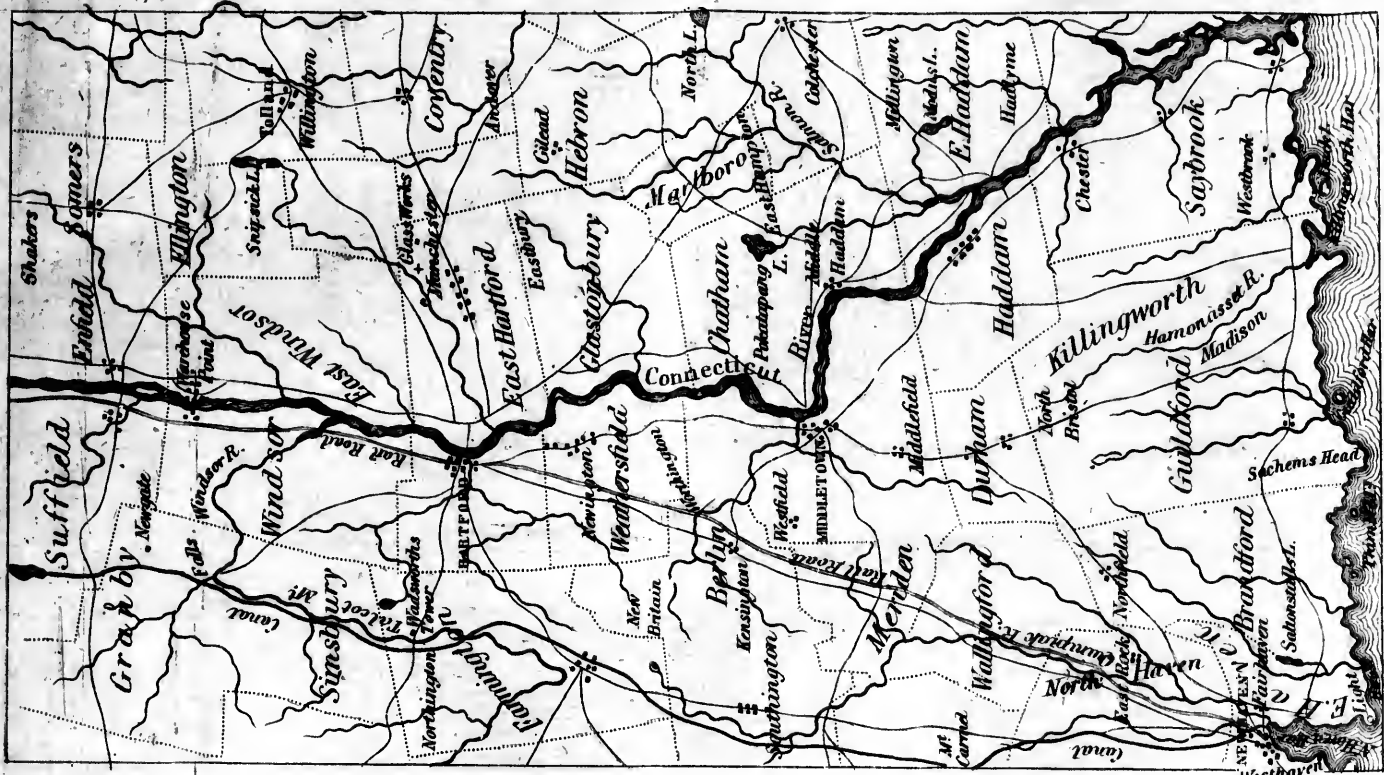
**Photographic  
Sciences  
Corporation**

20 WEST MAIN STREET  
WEBSTER, N. Y. 14580  
(716) 872-4503

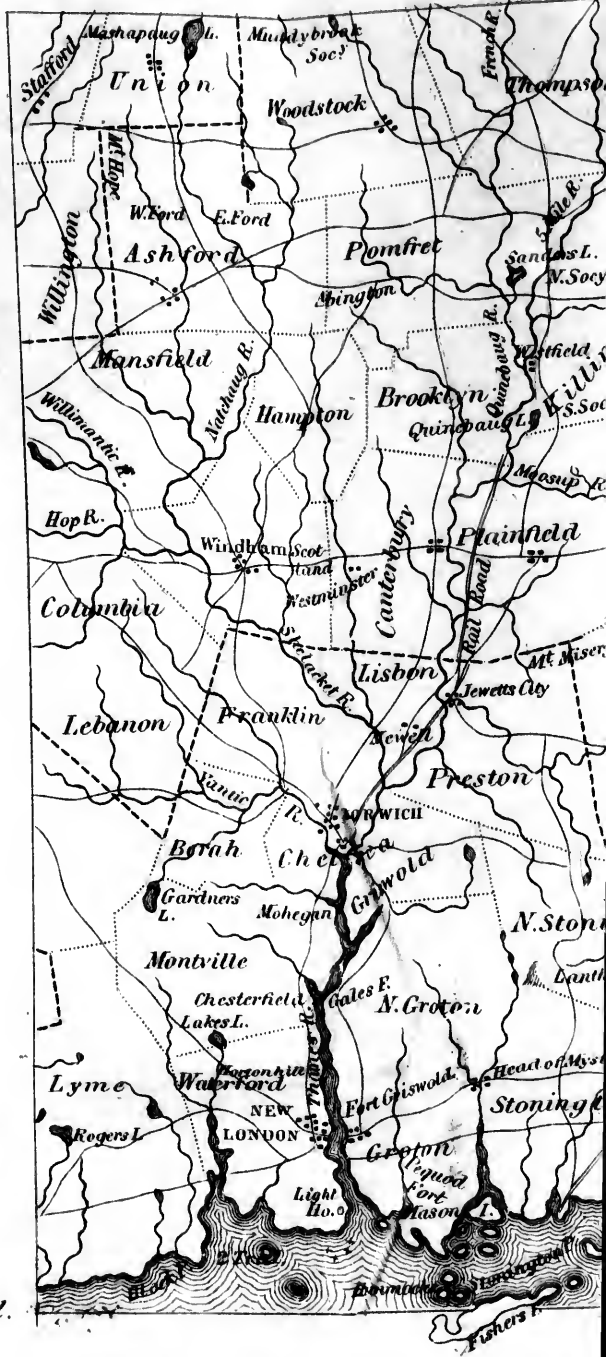
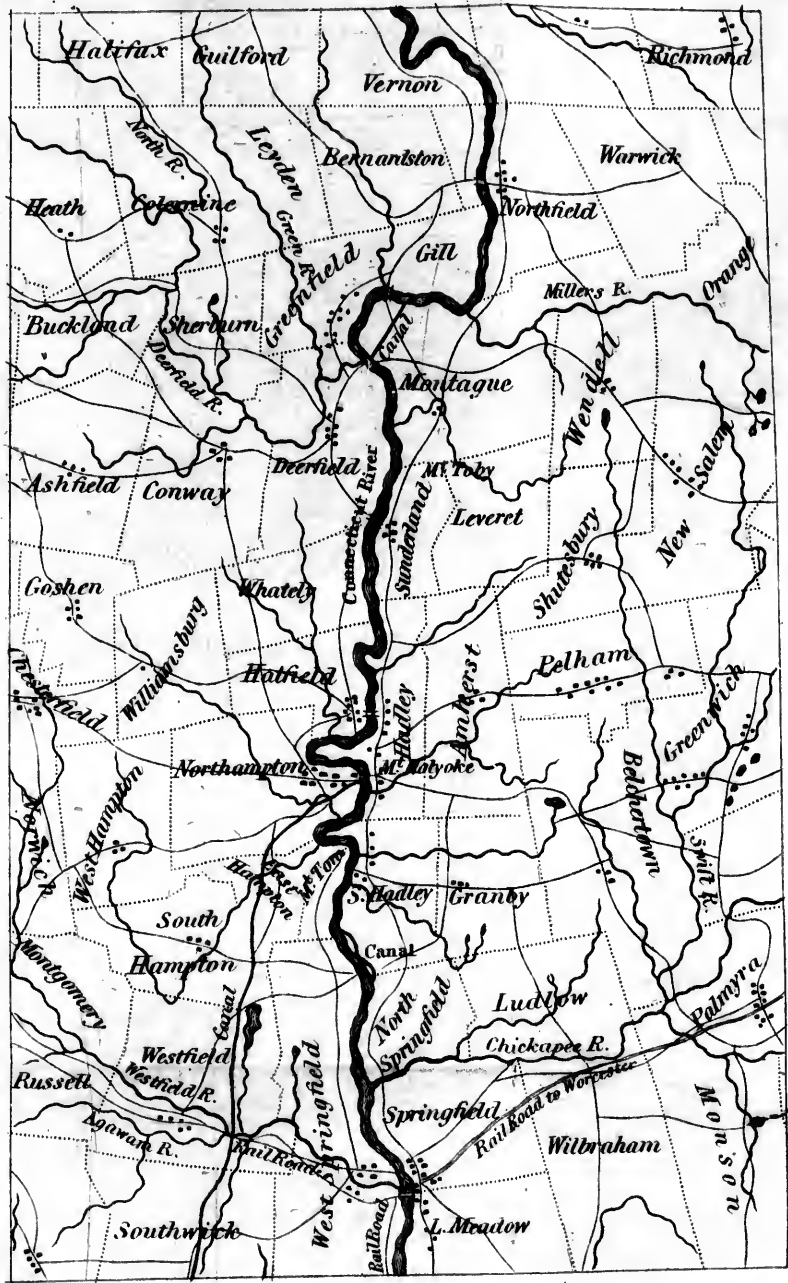




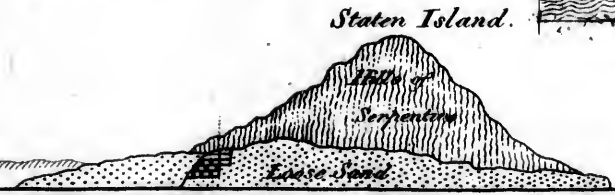
**GEOLOGICAL**  
*of the country from the north of*  
*New Jersey northward through*  
*towards the*







Distance around Rariton Bay



15

10

5

4

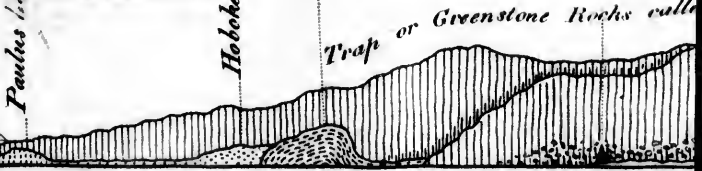
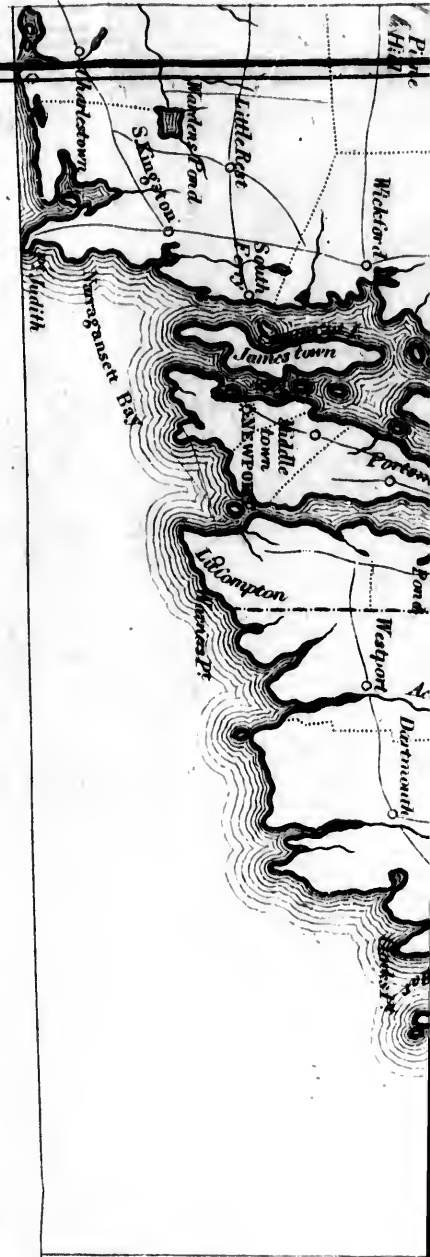
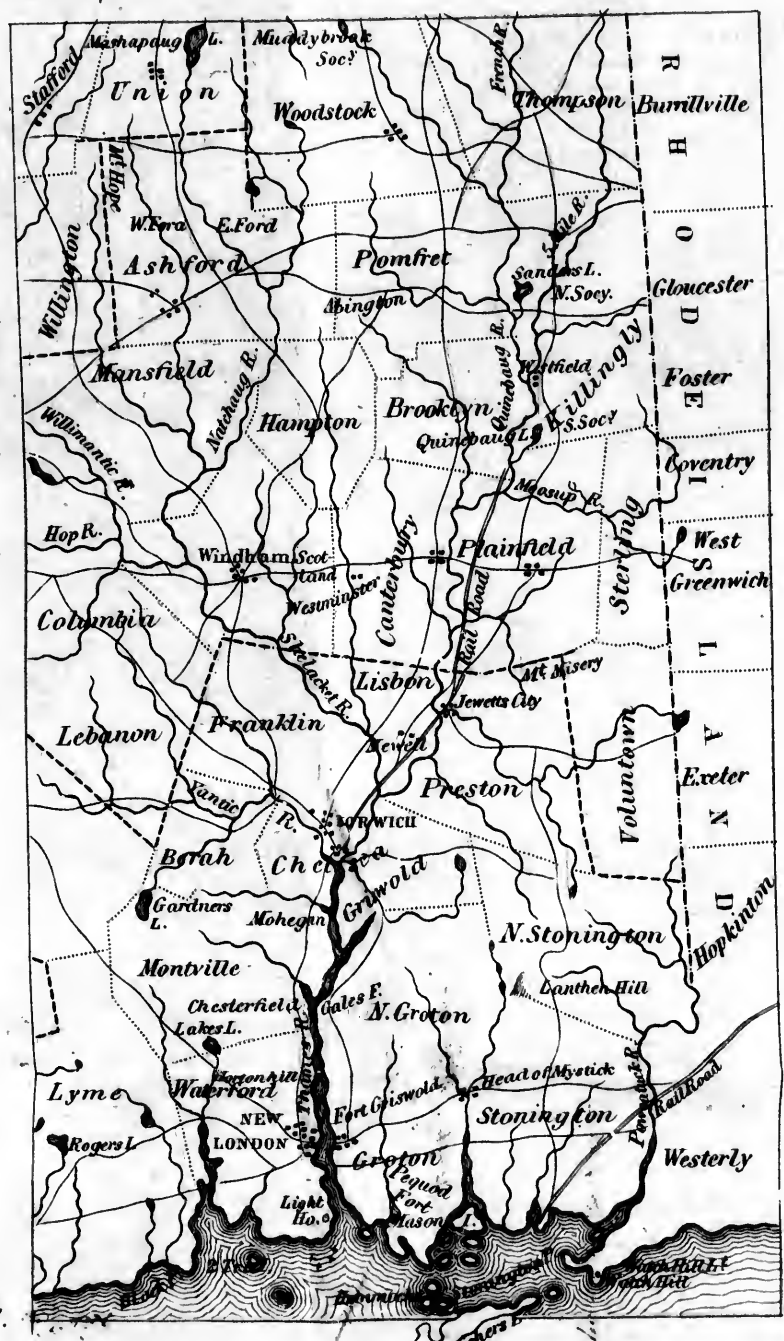
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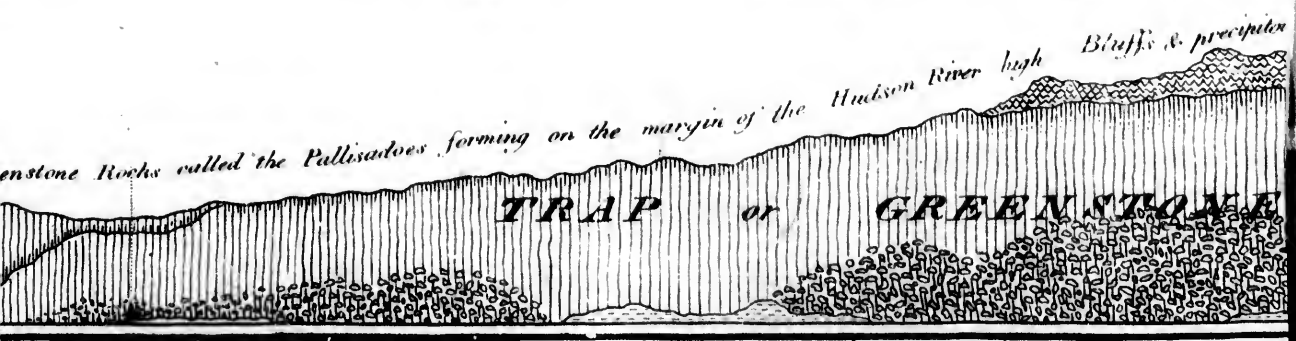
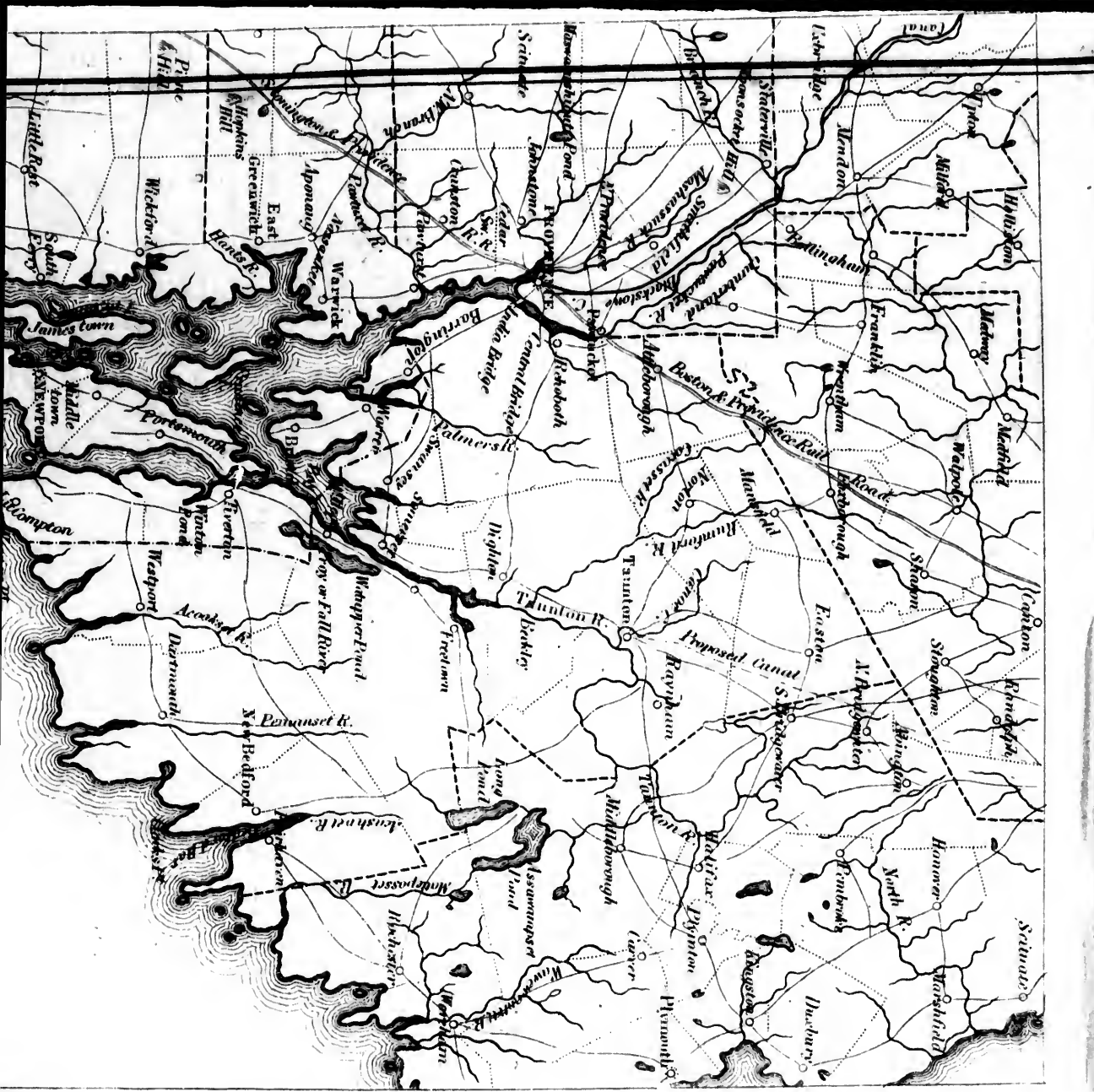
City of New York in

South ←



City of New York in  Lat. 40° 42' 43"

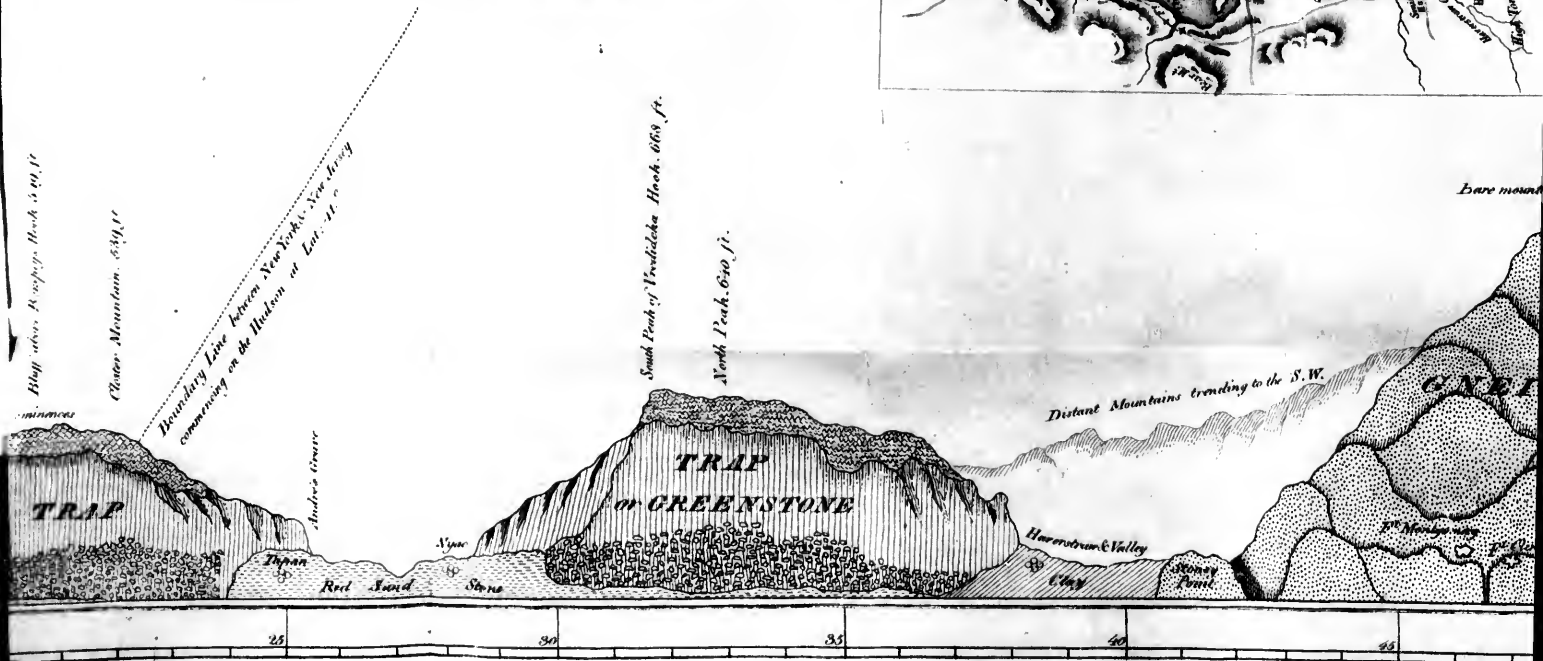
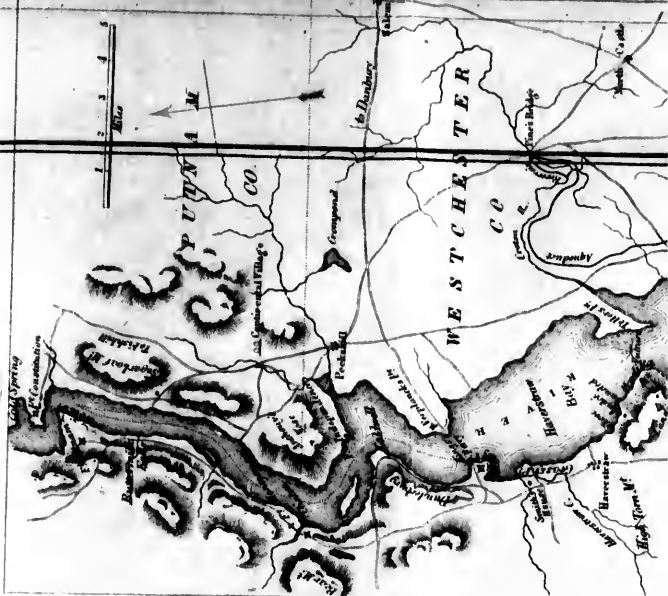
South  North 

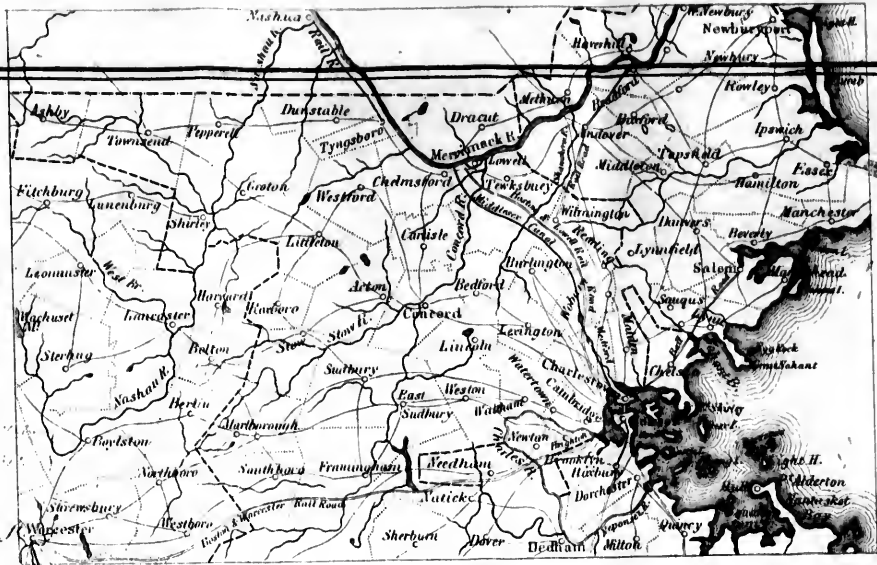
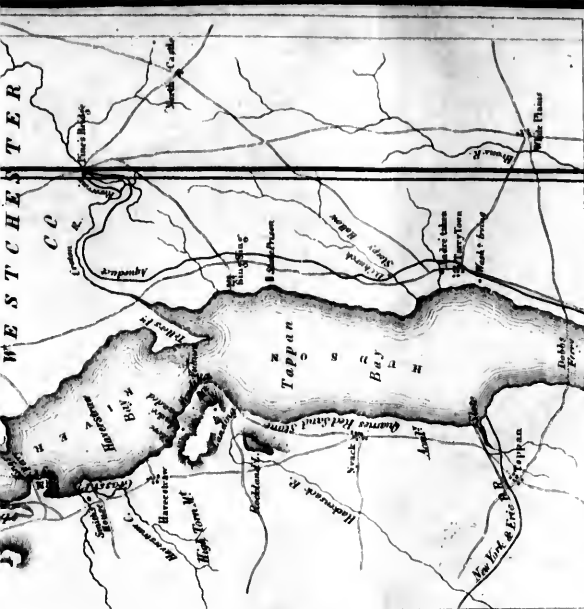


A  
**GEOLOGICAL SECTION**

*of the country from the neighborhood of Sandy Hook in  
New Jersey northward through the Highlands in New York  
towards the Catskill Mountains.*

Published by A.T. Goodrich & Co. N<sup>o</sup> 224 Broad Way New York. 1840.

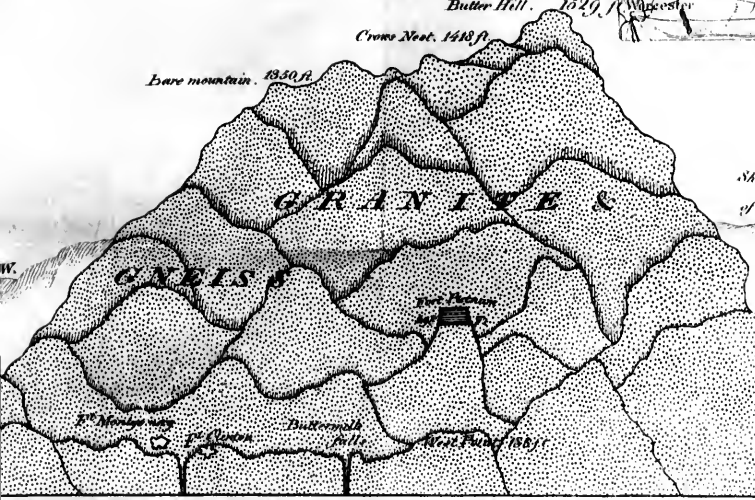




Butter Hill. 1529 ft.

Cross Neck. 1418 ft.

Bare mountain. 1320 ft.



1500 ft. height of the Allegheny Mount. in Pennsylvania

Shawangunk Mountains 20 miles distant, composed of granulated quartz, splitting into inclined strata of which Mill Stones are made. Height unknown.

