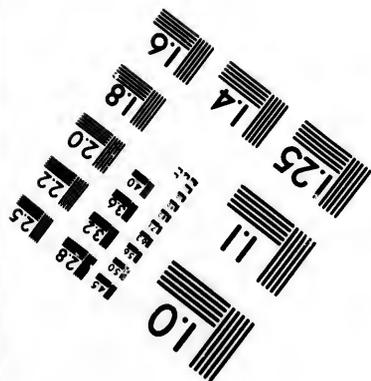
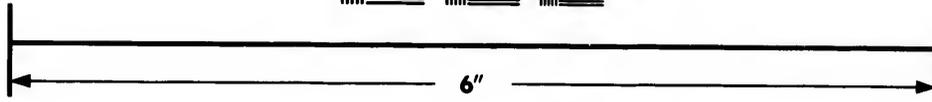
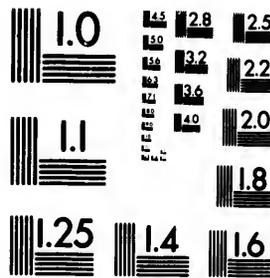


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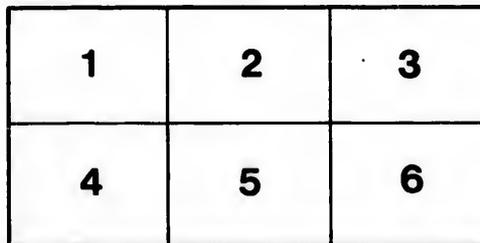
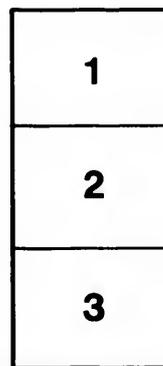
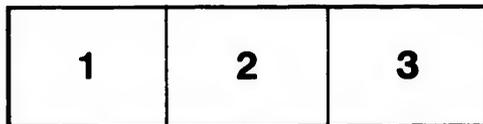
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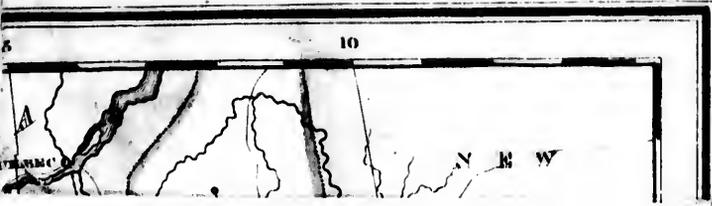
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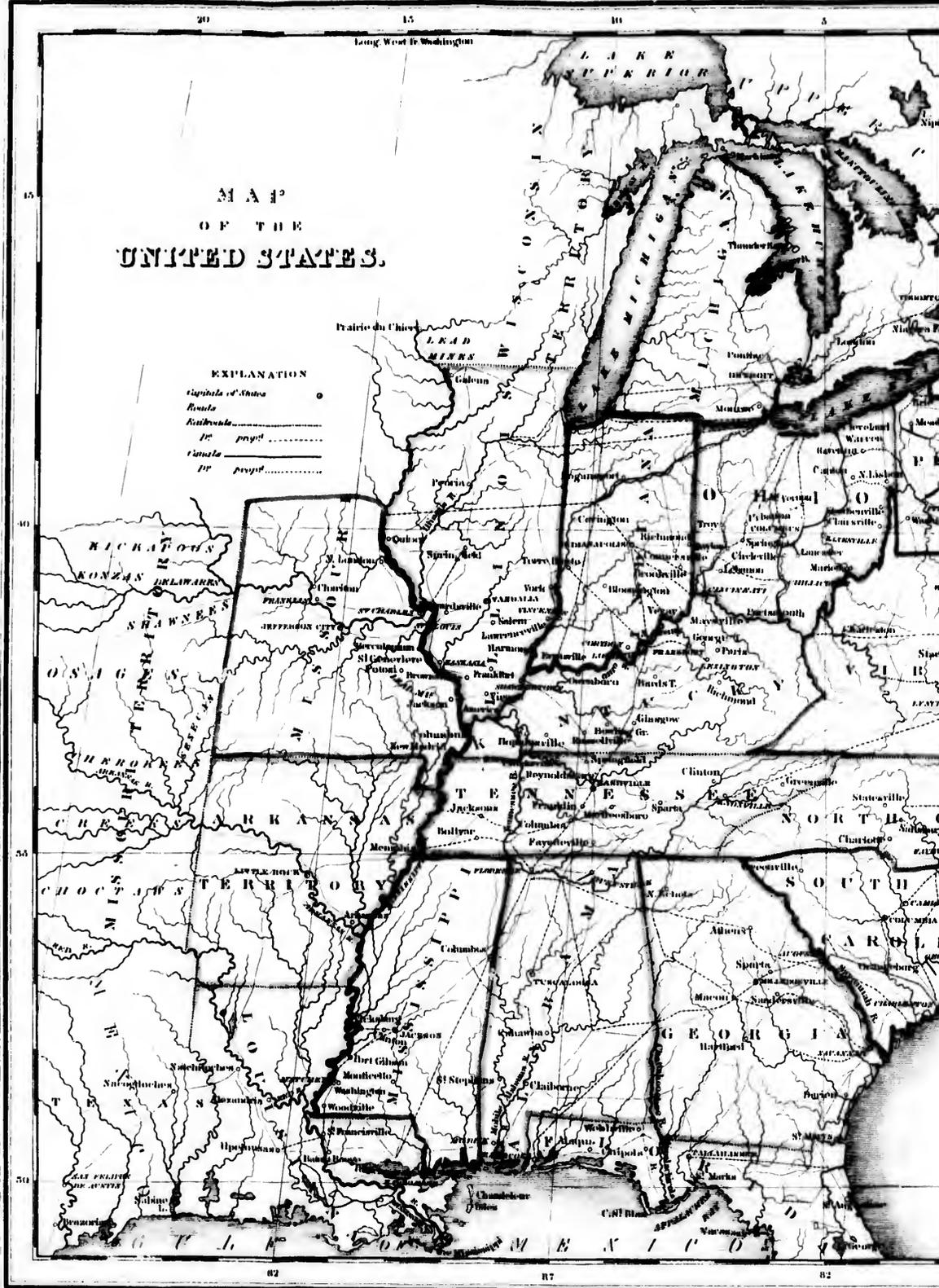
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MAP
OF THE
UNITED STATES.

EXPLANATION

- Capitals of States ○
- Rivers
- Railroads
- Do. prop.
- Canals
- Do. prop.





[ENTERED AT STATIONER'S HALL.]

PETER BROWN, PRINTER, ST JAMES' SQUARE.

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GUIDE :

CITY OF NEW YORK.

On landing at or near the Battery—where passengers, from foreign ports, generally first set foot on land, and where the steamboats from Charleston, Philadelphia, and Providence arrive—you have a most beautiful and favourable view of the bay and North and East Rivers ; the wharfs, as far as the eye can reach, being crowded with vessels of every size. Castle Garden, in connection with the promenade on the battery, is a favourite resort in warm weather, and presents a fine view. Continuing up Broadway, at first you are attracted by fine rows of splendid buildings, many of them occupied as spacious boarding-houses. Pearl Street, and other streets in its neighbourhood, where is transacted the principal wholesale business of this great mart of enterprise, lie to the east of the Battery, contiguous to the East River. Wall Street, the seat of most of the banks, insurance offices, &c., is a little further up Broadway, opposite Trinity Church, a venerable edifice, which adorns the lower part of the city. The most fashionable hotels, and retail fancy stores, are the next objects of attraction, as you ascend

Broadway. The City Hall, Park Theatre, Museums, and several Churches, are in the neighbourhood of the Park, an inclosure of considerable extent, surrounded with iron railings, and adorned with trees and grass-plots. The panoramic view of the city, from the cupola of the City Hall, is extensive and interesting. Chatham Street and the Bowery, one of the principal avenues leading out of the city, lies to the eastward of the City Hall. Broadway continues northwardly, in almost a straight line, a distance of about three miles from the Battery, which is as far as the compact part of the city extends in that direction. The extent of the city from east to west, is about two miles, making in the whole a circuit of about ten miles. The whole city contains, according to the last census, of 1835, a population of 270,089, of which 131,624 are males, and 138,465 are females. The entire population of the State of New York, according to the last census, is 2,174,517, of which 1,102,658 are males, and 1,071,859 are females; the city of New York containing almost one quarter of the whole population of the State.

SITUATION AND EXTENT.

The city of New York is situated on New-York Island, (formerly called Manhattan Island,) at the confluence of the Hudson or North River with the strait called East River, which connects Long Island Sound with the Atlantic Ocean. It is about equidistant (or less than twenty miles) from the western extremity of Long Island Sound on the north-east, and the Atlantic Ocean on the south. The City Hall is in latitude $40^{\circ}, 42', 40''$, north, and longitude $74^{\circ}, 1', 8''$, west, from Greenwich. The city and county are of the same limits, comprising the whole island, which extends from the Battery on the south, to King's Bridge on the north, $13\frac{1}{3}$ miles. The average breadth is 1

mile and 3,220 feet. The greatest breadth is on the line of 88th Street, and is about $2\frac{1}{3}$ miles. The area of the island is about 14,000 acres. New York was founded by the Dutch, in 1615, under the name of New Amsterdam, and was incorporated by the British in 1696.

On the north and east, it is separated from Westchester county by Haerlem River, over which are three bridges—namely, Haerlem, Macomb's, and King's Bridges. The tide flows through this river or strait; the western termination of which, where it connects with the Hudson, is called *Spyten Devil's Creek*. The strait called the East River separates New York from Long Island on the east. On the south, is the bay or harbour; and on the west, is the North or Hudson River, with the state of New Jersey on the opposite shore. The few small islands in the harbour are also attached to the city; the principal of which are Governor's, Ellis', and Bedlow's Islands; also, Blackwell's Island, in the East River, occupied by the City Penitentiary establishment, and Great Barn Island, near Hell Gate.

HARBOUR, &c.—The harbour of New York is safe and commodious; its circumference being about 25 miles, and the largest vessels may come up to the wharfs at the city. On the bar, at Sandy Hook, the depth of water, at high tide, is 27 feet, and at Low water 21 feet: from thence to the city, the channel is from 35 to 50 feet. The Light House at Sandy Hook, on the New Jersey shore, is distant 15 miles from the city; and vessels frequently anchor in the outer harbour, or Raritan Bay. The entrance to New-York harbour is called "The Narrows," between Staten Island on the west, and Long Island on the east, 8 miles from the city. Sands' Point Light House, on Long Island, is situated near the western extremity of Long Island Sound, 20 miles north-east of the city.

The harbour is but seldom obstructed with ice. The difference between high and low tides, at the wharfs, averages about seven feet ; and, for the convenience of commerce, several steamboats are employed in towing ships to and from sea. The principal commercial business is transacted on the east side of the city ; the East River being the most convenient and safe part of the harbour. The width of the East River is from one third to one half of a mile to the opposite shore of Brooklyn, Long Island. The Hudson is one mile in width to Jersey City, and a mile and a half to Hoboken, New Jersey.

FORTIFICATIONS.—The principal fortifications for the defence of the harbour are at the Narrows, about 8 miles from the city. On the eastern or Long-Island shore, are Forts Hamilton and La Fayette, the latter of which was formerly called Fort Diamond, and is built on a reef of rocks, two hundred yards from the shore, where the former is also situated.

The strait, or Narrows, is here about one third of a mile in width ; and on Staten Island, or the western shore, opposite the two fortresses just named, are Fort Tompkins and Fort Richmond. The United States government has expended large sums of money on these different fortifications, particularly since the last war with Great Britain, and they are now considered amply sufficient for the defence of this passage to the harbour. The fortifications on the East River are not of much importance.

There are batteries on Bedlow's and Ellis' Islands, on the western side of the harbour ; and on Governor's Island, (which is distant 3,200 feet from the Battery, and contains 70 acres,) are Fort Columbus and Castle Williams. The former is a strong work, in the shape of a star, on the south side of the island. The latter is on the north-west point of the island,

built of stone, in a circular form, 600 feet in circumference, and 60 feet in height, with three tiers of guns. There is also a battery on the south-west side, commanding the entrance through Buttermilk Channel. There are barracks on the island, for the accommodation of a considerable number of soldiers.

TELEGRAPH.—A Telegraph is established on the heights of Staten Island, communicating by signals with one in the city.

CUSTOM HOUSE.—Corner of Wall and Nassau Streets, extending to Pine Street.

DIVISIONS AND GOVERNMENT.—The city is divided into 16 wards. Each ward elects annually an Alderman and an Assistant Alderman, who are formed into a Common Council of two boards. The Mayor is elected annually by the people.

CHURCHES.—There are now about 140 houses of public worship, of different denominations, in the city of New York. Many of them are very splendid edifices. Trinity, St Paul's and St Thomas' Churches in Broadway, the First Presbyterian Church in Wall Street, the Tabernacle in Broadway, and the Cathedral in Mott Street, are among the most important.

COLLEGES.

Columbia College, opposite the City Hall, west of Park Place, is very advantageously situated. This College was chartered in 1750, under the name of King's College. It contains a chapel, lecture rooms, hall, library, museum, and an extensive philosophical and astronomical apparatus.

The New-York University is situated between Washington Place and Waverly Place, and fronts Washington Square towards the west. The building is one hundred feet wide, and one hundred and eighty feet long. In front, this oblong is divided into five parts—

a central building, with wings flanked by towers, one rising on each of the four corners of the edifice. This central building, or chapel, is superior to the rest in breadth, height, and character; and is somewhat similar to that of King's College, Cambridge, England; a masterpiece of pointed architecture, and the model for succeeding ages. It is fifty-five feet broad and eighty-five feet deep, including the octangular turrets, one of which rises at each of the four corners. The two ends are gabled, and are, as well as the sides, crowned with an embattled parapet.

The building forms a noble ornament to the square on which it fronts, being built of marble, and exhibits a specimen of the British collegiate style of architecture.

PLACES OF AMUSEMENT.

The **PARK THEATRE**, situated in Park Row, near the City Hall, is the most frequented, and is calculated to contain 2,400 persons. The usual prices of admission are—for the boxes, D.1; pit, 50 cents; gallery, 25 cents.

The **AMERICAN THEATRE**, in the Bowery, is one of the finest specimens of Doric architecture in the city; the front being constructed after the model of the Temple of Minerva, at Athens. The interior is elegant, and fitted up in a superior style.

The **ITALIAN OPERA HOUSE**, corner of Church and Leonard Streets, is fitted up in a superior manner. All the seats in the house are unusually spacious and comfortable, and calculated to accommodate about 1500 persons.

The **FRANKLIN THEATRE** is situated in Chatham Street.

The **RICHMOND-HILL THEATRE** is situated at the corner of Varick and Charlton Streets.

MUSEUMS.—The American Museum, opposite St

Paul's Church, Broadway; Peale's Museum and Gallery of the Fine Arts, opposite the Park, Broadway.

NIBLO'S GARDEN, corner of Broadway and Prince Street, is one of the most fashionable places of resort in the city, during the summer months. It has been laid out with great taste, and, when open to the public, is handsomely lighted, and decorated with paintings, mirrors, &c. The walks are bordered with shrubbery and flowers in great variety. Fire works are occasionally exhibited; and, in the Saloon, which is a very tasteful and airy building, theatrical and musical entertainments are given.

HOTELS, &c.

The hotels and boarding houses are numerous and well kept, affording to the stranger the same comparative comfort as that enjoyed by the inhabitants themselves. The charges vary from two to ten dollars. The principal hotels and boarding houses are mostly situated in Broadway and its vicinity.

The **PARK HOTEL**, recently erected by John Jacob Astor, is a noble establishment. It is designed entirely for strangers during the travelling season.

The **City Hotel**, Broadway.

The **American Hotel**, 229, Broadway.

The **Mansion House**, 39, Broadway.

The **Atlantic Hotel**, 5, Broadway.

The **Franklin House**, 197, Broadway.

The **Washington Hotel**, 282, Broadway.

The **Clinton Hotel**, Beekman Street.

Congress Hall, 142, Broadway.

Exchange Hotel, 10 and 12, Broad Street.

Holt's Hotel, corner of Fulton and Pearl Streets.

Lovejoy's Hotel, Park Row.

National Hotel, 112, Broadway.

North American Hotel, 30, Bowery.

Tammany Hall, 166, Nassau Street.

Western Hotel, 9, Courtlandt Street.

York House, 5, Courtlandt Street.

There are also a great number of public and private boarding houses, affording ample accommodation to strangers.

At the numerous eating houses, many of which are supplied with every luxury, meals can be procured at moderate charges, varying according to the articles ordered.

STEAMBOATS AND COACHES.

Steamboats leave several times a-day, for Philadelphia, starting from the north side of the Battery.

The Charleston, S. C, steamboats leave the city from near the foot of Morris Street.

The Providence steamboats also start from near the foot of Morris Street, and from the foot of Murray Street, on the North River side of the city.

Steamboats for Albany and Troy, and the intermediate landings, leave several times a-day, from the foot of Courtlandt and Barclay Streets.

Steamboats for New Haven and Hartford, leave the city, from near the foot of Beekman Street, on the East River.

A great number of other steamboats leave for various places, from different parts of the city.

Coaches leave Courtlandt Street, for Philadelphia, and different parts of New-Jersey—also for Albany, New Haven, Hartford, and Boston—during the winter months.

The travelling by railroads is fast increasing, and the New-Jersey and Long-Island Railroads form connecting links in the great chain, which will, no doubt, soon extend from Maine to Georgia.

ENVIRONS.

The CITY of BROOKLYN, directly opposite New York, on the extreme west end of Long Island, is rapidly increasing in wealth and numbers, being already the third place, in point of population, in the State; containing 24,310 inhabitants.

WILLIAMSBURG, also on Long Island, is contiguous to the east part of the city of New York, being situated on the East River, opposite Corlaer's Hook.

JERSEY CITY, opposite New York, on the North River, is fast becoming a place of great importance.

STEAMBOAT, CANAL, RAILROAD, AND STAGE-COACH ROUTES FROM NEW YORK.

TO WASHINGTON, *via* PHILADELPHIA AND BALTIMORE.

By Steamboat and Railroad.

	Miles,		Miles.
Bedlow's Island, <i>by S. B.</i> ,	2	Centreville, . . .	4 50
Kills, . . .	3 5	Sand Hills, . . .	5 55
Newark Bay, . . .	3 8	Bordentown, . . .	4 59
Elizabethtown Point,	4 12	Burlington, . . .	11 70
Rahway River, . . .	4 16	Camden, . . .	18 88
Perth Amboy, . . .	8 24	Philadelphia, . . .	1 89
South Amboy, . . .	1 25	Newcastle, <i>by St Boat</i> ,	35 124
Spotswood, <i>by Railroad</i> ,	9 34	Frenchtown, <i>by R. R.</i> ,	16 140
West's, do. . . .	4 38	Baltimore, <i>by S. B.</i> ,	64 204
Rocky Brook, . . .	8 46	Washington, <i>by R. R.</i> ,	38 242

TO WASHINGTON, *via* NEW JERSEY.

By Railroad and Stagecoach.

Jersey City, . . .	1	Holmsburg, . . .	11 81
Newark, <i>by Railroad</i> ,	8 9	Frankfort, . . .	4 85
Elizabethtown, . . .	6 15	Philadelphia, . . .	5 90
Rahway, . . .	5 20	Chester, . . .	15 105
New Brunswick, . . .	13 33	Wilmington, Del., . . .	13 118
Kingston, <i>by Coach</i> , . . .	13 46	Elkton, Md. . . .	20 138
Princeton, . . .	3 49	Havre de Grace, . . .	16 154
Trenton, . . .	10 59	Baltimore, . . .	34 188
Bristol, Penn., . . .	11 70	Washington, . . .	37 225

TO NEW ORLEANS, *via* PITTSBURGH.
By Steamboat, Railroad, and Stagecoach.

	Miles.		Miles.
Philadelphia, <i>via</i> South		Greensburgh, Ken.,	131 719
Amboy,	89	Portsmouth, Ohio, .	19 738
Columbia, <i>by Railroad</i> , 82	171	Maysville, Ken., .	47 785
York, <i>by Coach</i> ,	11 182	Cincinnati, O., . . .	66 851
Abbotstown,	15 197	Madison, In.,	89 940
Gettysburg,	14 211	Louisville, Ken., . .	54 994
Chambersburg,	25 236	Junction of Ohio and	
Bedford,	50 286	Mississippi Rivers,	363 1357
Stoystown,	28 314	New Madrid, Mo., . .	66 1423
Greensburg,	39 353	Memphis, Ten., . . .	167 1590
Pittsburgh,	32 385	Arkansas Riv., A. T.	154 1744
Wheeling, Va. <i>by St.</i>		Vicksburgh, Mi., . .	217 1961
Boat,	92 477	Natchez,	106 2067
Newport, Ohio,	72 549	Red River, Lou., . .	70 2137
Marietta,	14 563	Baton Rouge,	87 2224
Troy,	25 588	New Orleans,	138 2362

TO NEW ORLEANS BY MAIL ROUTE, *via* WASHINGTON CITY.

Also, shewing the time the mail is in going from place to place.

	Miles.	Hours.
Philadelphia, <i>via</i> South Amboy,	89	7
Baltimore, Md.,	98	187 9½
Washington, D.C.,	38	225 3½
Richmond, Va.,	122	347 16½
Halifax, N. C.,	94	441 16½
Fayetteville,	131	572 34½
Cheraw, S. C.,	65	637 17
Columbia,	88	725 21
Augusta, Georgia,	80	805 18
Milledgeville,	90	895 22½
Columbus,	124	1019 33
Montgomery, Al.,	100	1119 23
Mobile,	185	1304 56
New Orleans,	146	1450 25

TO EASTPORT, MAINE, *via* PROVIDENCE AND BOSTON.

By Steamboat, Railroad, and Stagecoach.

Hell Gate, <i>by St. Boat</i> ,	7	Norwalk Island, . . .	10 45
Throg's Point,	8 15	Stratford Point, . . .	15 60
Sands' Point,	5 20	N. Haven Lt. House,	13 73
Stamford, Conn.,	15 35	Faulkner's Island, . .	14 87

ROUTES FROM NEW YORK.

	Miles.
Saybrook Light House, mouth of Con. River,	16 103
Fisher's Island, west end, off New London,	15 118
Watch Hill Lt. House,	21 139
Point Judith, R. I.,	9 148
Brenton's Point,	10 158
Newport,	2 160
Prudence I., south end,	6 166
Canonicut Point,	9 175
Pautucket River,	5 180
Providence, R. I.,	6 186
Boston, <i>by Railroad</i> ,	43 229
Salem, <i>by Coach</i> ,	14 243

	Miles.
Ipswich,	13 256
Newburyport,	11 267
Portsmouth, N. H.,	22 289
York, Maine,	9 298
Portland,	47 345
Wiscasset,	49 394
Warren,	26 420
Belfast,	36 456
Penobscot River,	9 465
Elsworth,	20 485
Harrington,	37 522
Machias,	25 547
Eastport,	30 577

Miles.
131 719
19 738
47 785
66 851
89 940
54 994
363 1357
66 1423
167 1590
154 1744
217 1961
106 2067
70 2137
87 2224
138 2362

ON CITY.
to place.

Hours.
89 7
187 9½
225 3½
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TO GREENPORT, LONG ISLAND.

Brooklyn,	1	Coram,	10 56
Jamaica <i>by Railroad</i> ,	11 12	Riverhead,	18 74
North Hempstead,	11 23	Mattituck,	10 84
Jericho,	4 27	Southold,	8 92
Dix Hills,	13 40	Greenport,	8 100
Smithtown,	6 46		

TO MONTAUK POINT, LONG ISLAND, *via* SAG HARBOUR.

Brooklyn,	1	Moriches,	7 76
Jamaica,	11 12	West Hampton,	9 85
Hempstead,	10 22	South Hampton,	15 100
Babylon,	18 40	Bridge Hampton,	6 106
Islip,	10 50	Sag Harbour,	4 110
Patchogue,	10 60	East Hampton,	7 117
Fireplace,	9 69	Montauk Point,	18 135

TO BUFFALO, *via* NEW JERSEY.

By Railroad and Stagecoach.

Newark, <i>by Railroad</i> ,	9	Montrose,	34 147
Chatham, <i>by Coach</i> ,	11 20	Owego, New York,	30 177
Morristown,	8 28	Ithaca, <i>by Railroad</i> ,	29 206
Newtown,	28 56	Geneva, <i>by Coach</i> ,	45 251
Milford Penn.,	20 76	Canandaigua,	16 267
Jafton,	22 98	Batavia,	50 317
Canaan,	15 113	Buffalo,	40 357

TO ALBANY, &C., BY WATER.

	Miles.		Miles.
Manhattanville,	8	Kingston Landing,	6 90
Fort Lee,	2 10	Redhook, Lower Land- ing,	7 97
Haerlem River, or Spuy- ten Duyvel's Creek,	3 13	Redhook, Upper Land- ing,	3 100
Yonkers,	4 17	Clermont,	2 102
Dobb's Ferry,	5 22	Catskill,	9 111
Tarrytown,	5 27	Hudson,	5 116
Sing-Sing,	6 33	Coxsackie,	8 124
Stony Point,	7 40	Kinderhook Landing,	2 126
Caldwell's Landing,	5 45	New Baltimore,	3 129
West Point,	8 53	Coeymans,	2 131
Cold Spring,	3 56	Schodack Landing,	3 134
New Windsor,	4 60	Castleton,	2 136
Newburgh,	2 62	Overslaugh,	6 142
New Hamburg,	6 68	Albany,	3 145
Hampton,	1 69	Troy,	6 151
Milton,	3 72	Lansingburgh,	3 154
Poughkeepsie,	3 75	Waterford,	1 155
Hyde Park,	5 80		
Pelham,	4 84		

TO ALBANY, &C., BY LAND.

<i>East Side of Hudson River.</i>		<i>West Side of Hudson River.</i>	
King's Bridge,	13	Hoboken,	2
Yonkers,	3 16	Hackensack,	11 13
Dobb's Ferry,	5 21	New Prospect,	11 24
Sing-Sing,	10 31	Ramapo, N. Y.,	10 34
Peekskill,	12 43	Monroe Works,	9 43
Fishkill,	20 63	Galloway,	4 47
Poughkeepsie,	13 76	Newburgh,	17 64
Hyde Park,	7 83	New Paltz,	16 80
Staatsburgh,	5 88	Rondout,	17 97
Rhinebeck,	6 94	Kingston,	3 100
Red Hook,	6 100	Saugerties,	12 112
Clermont,	8 108	Malden,	2 114
Livingston,	5 113	Catskill,	10 124
Hudson,	9 122	Athens,	5 129
Columbiaville,	5 127	Coxsackie,	6 135
Kinderhook,	7 134	New Baltimore,	7 142
Schodack Centre,	10 144	Coeymans,	3 145
Greenbush,	6 150	Albany,	12 157
Albany,	1 151		

DISTANCES FROM NEW YORK.

TO PORTLAND, ON LAKE ERIE,

Via the New-York and Erie Railroad.

	Miles.		Miles.
Tappan,	24	Painted Post, :	18 321
Ramapo,	23 47	Addison,	12 333
Monroe,	15 62	Hornellsville,	31 364
Goshen,	13 75	Genesee River,	25 389
Del. & Hud. Canal,	22 97	Cuba,	25 414
Liberty,	32 129	Olean,	17 431
Delaware River,	28 157	Indian Village,	27 458
Deposit,	43 200	Waterboro,	11 469
Binghamton,	47 247	Gerry	15 484
Owego,	20 267	Pomfret,	14 498
Elmira,	36 303	Portland, <i>S. branch</i> ,	9 507

From Pomfret to Dunkirk, *North branch*, 8½ miles.

DISTANCES

OF THE PRINCIPAL CITIES FROM NEW YORK, BY THE NEAREST MAIL ROUTES, UNLESS OTHERWISE MENTIONED.

	Miles.
Albany, (by water,)	145
Do. (by land, east side of the river,)	151
Do. (do, west side do.,)	157
Augusta, Maine,	370
Augusta, Georgia,	777
Annapolis, Maryland,	217
Baltimore, do.	187
Boston, Massachusetts,	207
Do. (by water, <i>via Providence</i> ,)	229
Buffalo, <i>via New Jersey</i> ,	357
Do. <i>via Albany</i> ,	435
Do. (by river and canal,)	508
Burlington, Vermont,	286
Charleston, South Carolina,	769
Columbia, do. do.	725

c

Miles.
6 90

d-
7 97

d-
3 100

2 102

9 111

5 116

8 124

2 126

3 129

2 131

3 134

2 136

6 142

3 145

6 151

3 154

1 155

River.

2

11 13

11 24

10 34

9 43

4 47

17 64

16 80

17 97

3 100

12 112

2 114

0 124

5 129

6 135

7 142

3 145

2 157

	Miles.
Cincinnati, Ohio,	722
Do. do, (by land and water, <i>via</i> Pitts- burgh,)	851
Columbus, Ohio,	551
Concord, New Hampshire,	249
Detroit, Michigan,	675
Dover, Delaware,	165
Frankfort, Kentucky,	736
Harrisburg, Pennsylvania,	182
Hartford, Connecticut,	110
Hudson, (by water,)	116
Indianapolis, Indiana,	752
Jackson, Mississippi,	1260
Jefferson City, Missouri,	1180
Little Rock, Arkansas,	1293
Louisville, Kentucky, (by land and water,)	994
Middleton, Connecticut,	100
Milledgeville, Georgia,	867
Montpelier, Vermont,	299
Montreal, Canada,	370
Mobile, Alabama,	1275
Nashville, Tennessee,	939
Natchez, Mississippi, (by land and water,)	2067
New Haven, Connecticut,	75
New London, do.	125
New Orleans, Louisiana,	1428
Do. do. (by land and water, <i>via</i> Pittsburgh,)	2364
Norfolk, Virginia,	437
Norwich, Connecticut,	130
Pittsburgh, Pennsylvania,	387
Philadelphia, do.	90
Do. do. <i>via</i> South Amboy and Railroad,	89
Portsmouth, New-Hampshire,	263
Portland, Maine,	317
Providence, Rhode Island,	169
Do. do. (by water,)	190
Quebec, Canada,	540
Raleigh, North Carolina,	511
Richmond, Virginia,	347
Savannah, Georgia,	884
St Louis, Missouri,	1046
Tallahassee, Florida,	1121
Trenton, New Jersey,	59

ROUTE TO ALBANY.

21

	Miles.
Troy, (by water,)	151
Tuscaloosa, Alabama,	1083
Vandalia, Illinois,	971
Washington, District of Columbia,	225
Wilmington, Delaware,	118

ROUTE FROM NEW YORK TO ALBANY, &c.

A number of elegant steamboats, for the conveyance of passengers to ALBANY and TROY, and the intermediate landings, alternately leave the city of New York, from the foot of Barclay Street, at 7 o'clock, A.M., and Courtlandt Street, at 5 o'clock, P.M., every day during the season; usual fare, 3 dollars. In addition to the above passage boats, a number of smaller steamboats, and boats towing freight barges, carrying passengers at a lower rate, leave, every day, for Fort Lee, Sing-sing, Peekskill, Newburgh, Poughkeepsie, Kingston, Catskill, Hudson, Albany, and Troy.

On leaving the wharf, the view from the water is grand and imposing: the passenger has a distant view of a part of Long Island, Staten Island, and the smaller islands in the harbour and bay of New York; the shipping on the Hudson River is visible, extending from the Battery on the south, to Fort Gansevoort on the north, a distance of about $2\frac{1}{2}$ miles; Jersey City and Hoboken, on the New-Jersey shore, are also seen to advantage.

After leaving the compact part of the city, (which extends from the Battery, at the junction of the East and North Rivers, to Twenty-first Street—a distance

of $3\frac{1}{3}$ miles—on which is situated, near the river, the Protestant Episcopal Theological Seminary, a large and substantial building, four stories high,) as you proceed, you have a distinct view of the beautiful Island of New York, extending 10 miles further, to Spuyten Duyvel's Creek, which divides New-York Island from Westchester county.

The Lunatic Asylum is situated on a beautiful eminence, near Manhattanville, seven miles from the City Hall. The ground on which the buildings stand, is elevated 150 feet above the Hudson River; and from the cupola is a fine prospect of the island and the adjacent country.

The PALISADES, which make their first appearance on the Hudson, about 8 miles from New York, are a range of rocks, from 20 to 550 feet in height, and extend from thence to Tappan, a distance of about 20 miles. In some places, they rise almost perpendicularly from the shore, and form, for several miles in extent, a solid wall of rock, diversified only by an occasional fishing hut on the beach at their base, or wood slides down their sides, and sometimes by an interval of a few acres of arable land, affording an opening for a landing-place and a steep road leading to their top. On the opposite side of the river, the land is varied by hill and dale, cultivated fields and woods, with cottages and country seats. The land, in this place, however, back from the river, rises in rocky hills, and becomes more precipitous as you advance into Westchester county.

FORT LEE is 10 miles from New York, on the west side of the river, on the brow of the Palisades, at the height of 300 feet above the water; nearly opposite to which, on a high hill, on the east side of the river, stood Fort Washington. A Hotel, much frequented, is delightfully situated a few rods from the landing.

TAPPAN BAY commences about 24 miles from New York ; the river expands from 3 to 5 miles wide, for a distance of about 8 miles. Tappan village is situated on the west shore ; and, about a mile above, on the eastern shore, is the village of Tarrytown. The proposed termination of the *New York and Erie Railroad* is in the vicinity of the village of Tappan ; running through the southern tier of counties in the state of New York, from Portland on Lake Erie. Near the northern extremity of Tappan Bay, on the eastern shore, is the

SING-SING STATE PRISON. It comprises 800 dormitories or solitary cells, is 4 stories high, and occupies about 50 by 500 feet of ground. From each end of the building, which is of marble, and stands parallel with the river, in a westerly direction, are carried out wings, 300 feet in extent, forming a spacious inner yard, open only to the river. The wings are constructed for workshops, a chapel, kitchen, hospital, &c. The chapel is of sufficient dimensions to hold 900 persons. The keeper's house, on the south-eastern end of the main building, is also constructed of marble. Here are confined about 1000 State-Prison convicts.

HAVERSTRAW BAY commences 35 miles from New York, and terminates at Stony Point, being about 6 miles in length, and from 2 to 4 in width.

CALDWELL'S LANDING is 45 miles from the City of New York by water, and 100 miles from Albany. This is the first landing the passage boats make ascending the river ; directly opposite, is the village of PEEKSKILL, pleasantly situated on an elevation about half a mile from the water. On leaving the above landing, one of the grandest views in nature is opened to the beholder : the river takes a sudden turn to the left, and you are at once surrounded by high and abrupt hills, designated the Highlands, which awaken recollections of the deep-

est interest, as every mile and every peak bring fresh to the mind some events recorded in the war of Independence.

The HIGHLANDS, or FISHKILL MOUNTAINS are about 16 miles in width, and extend along both sides of the Hudson, to the distance of twenty miles; the height of the principal peak has been estimated at 1565 feet. Anthony's Nose, 1128 feet high, is opposite the mouth of Montgomery Creek, overlooking the site of Forts Montgomery and Clinton. These forts, under the command of General Putnam, were captured by the British troops, under Sir Henry Clinton, in 1777, when on his way to co-operate with General Burgoyne, the news of whose surrender, however, reached Sir Henry when he had proceeded as far as Kingston, 50 miles higher up, and changed his advance into a retreat.

WEST POINT is 53 miles from New York and 92 miles from Albany. The scenery here is doubly interesting; as every object which meets the view, is not only grand, and connected with stirring events which are recorded in history, but at this place is the United States Military Academy, now in successful operation, which was established in 1802. There are here generally about 240 cadets, young men selected by the Secretary of War from the different States. They are educated for the United States Army, and for Engineers, and remain for a term of four years. The buildings are delightfully situated on a plain, elevated 188 feet above the river; there are six large stone buildings belonging to the institution, and several of brick, for officers, professors, &c. On an adjoining height, 598 feet above the water, are the ruins of Fort Putnam. The West Point Hotel is near the landing; it is pleasantly situated, and, from its piazzas, affords a delightful view up the river through the

Highlands ; it is a place of great resort, and conducted in a style surpassed by no similar establishment.

At the village of *Cold Springs*, above West Point, on the opposite side of the river, is situated an Iron Foundry belonging to the government of the United States. At this place, there has been erected, on a rock which overhangs the Hudson River, a Roman Catholic Church. Pollopel Island is situated at the northern entrance of the Highlands, 6 miles above West Point, between Butter Hill on the west and Breakneck Hill on the east ; on the latter, is the rock called Upper Anthony's Nose.

NEWBURGH, 62 miles from New York, and 83 from Albany, is delightfully situated on the west side of the river. The scene here changes, after leaving the Highlands. On ascending the bank of the river, which is somewhat elevated, a plain extends until the Catskill Mountains are seen rising in the west, and extending north as far as the eye can reach. The village is built upon a declivity, which rises, with a steep ascent, from the water's edge, presenting the whole to view at a single glance. This place is perhaps inferior to no other between New York and Albany in the value of its trade and situation, being supported by an extensive and fertile back country. It contains a population of about 7000 inhabitants. Several coaches leave daily, for the west. *The Hudson and Delaware Railroad Company* is incorporated for the purpose of constructing a railroad from Newburgh, through the county of Orange, to the Delaware River, which will intersect the New York and Erie Railroad.

Distances from Newburgh to Buffalo.

Montgomery,	12	Montrose,	20	110
Bloomington,	12	New York State Line,	23	133
Rome,	3	Owego,	8	141
Monticello,	13	Ithaca,	29	170
Corketon,	20	Geneva,	45	215
Mount Pleasant,	23	Buffalo,	106	321
Tunshannock,	7			
		From Ithaca to Portland on Lake Erie,		181
		From Newburgh to do.,		351

FISHKILL LANDING is directly opposite Newburgh, on the east side of the river; about a mile from the landing, is the manufacturing village of Mattewan. The village of Fishkill is very pleasantly situated about 5 miles from the river.

HAMPTON, 7 miles above Newburgh; directly opposite, is New Hamburg.

POUGHKEEPSIE is 75 miles from New York, and 70 from Albany. The village is situated about half a mile from the landing, and is one of the handsomest places on the banks of the Hudson. The interior of the village is airy, though compactly built, and contains upwards of 8000 inhabitants. A number of beautiful private edifices have been recently erected, besides an extensive building, two stories high, occupied as a town hall and a public market. The hotels are celebrated for their good management, and abound with good fare; dainties can easily be procured from New York, and the surrounding country is proverbial for its agricultural resources. A railroad company is incorporated for the purpose of making a railroad from Poughkeepsie to the north-west corner of the Connecticut State line, thence to Albany.

HYDE PARK LANDING is about 6 miles north of Poughkeepsie. Near it, are a number of beautiful country seats.

RHINEBECK LANDING is about 10 miles farther north. On the east shore of the river, for a number of miles, are numerous country residences, many of which can be seen from the passage boats.

KINGSTON LANDING, opposite Rhinebeck, on the west side of the river, 90 miles from New York and 55 from Albany. The village of Kingston is very agreeably situated on a beautiful plain, 3 miles from the river. Among the numerous works of art that render this village an object of interest to visitors, Mr Cram's new bridge, we predict, will receive a large share of admiration.

At *Rondout*, on Rondout Creek, one mile from Kingston landing, in a south-west direction, is the termination of the Delaware and Hudson Canal, extending to Honesdale, in Wayne county, Pennsylvania, a distance of 109 miles; from Honesdale, a railroad is continued 16 miles to the coal mines at Carbondale.

REDHOOK LOWER LANDING is 7 miles above Kingston.

REDHOOK UPPER LANDING is about 10 miles from Kingston, on the east side of the river; nearly opposite, on the west side, is the manufacturing village of Saugerties.

CATSKILL, 111 miles from New York, and 34 from Albany, is a flourishing village. The Catskill Creek flows through it, and empties into the Hudson river at this place. On the stream, are a number of mills and manufactories. The village is in the immediate neighbourhood of the Catskill Mountains, and has become the resort of people of fashion and pleasure, who design a tour to the PINE ORCHARD, 12 miles distant, situated on the Catskill Mountain, 2,212 feet above the surface of the Hudson River, where a splendid hotel has been erected, for the accommodation of visitors, which commands an extensive prospect of the course

of the Hudson, and of the surrounding country, as far as the eye can reach. About 2 miles west, are the falls of the Kaaterskill, a tributary of Catskill Creek, which present a beautiful and romantic cascade of 240 feet, in two perpendicular descents. Coaches leave Catskill for the Pine Orchard twice a-day ; fare, one dollar. The *Catskill and Canajoharie Railroad Company* is incorporated for the purpose of making a railroad to intersect the Erie Canal at Canajoharie.

From Catskill to Canajoharie.

Cairo,	10	Schoharie,	5	41
Freehold,	5	Sloansville,	5	49
Oak Hill,	7	Charleston,	7	56
Livingstonville,	8	Canajoharie,	12	68
Middleburg,	9			

From Catskill to Ithaca.

Cairo,	10	Unadilla,	2	88
Durham,	6	Guilford,	9	97
Stamford,	14	Oxford,	7	104
Hobart,	4	Greene,	8	112
Kortright,	6	Triangle,	6	118
Delhi,	9	Lisle,	8	126
Meredith,	7	Richford,	11	137
Franklin,	14	Caroline,	5	142
Sidney,	16	Ithaca,	7	149

HUDSON, 116 miles from New York, and 29 from Albany, situated on the east bank of Hudson River, is the head of ship navigation. The city, next to the water, is built on a bluff, projecting into the river in the form of a wedge, and contains a population of about 6000 inhabitants. The business is chiefly confined to a single street, which extends nearly a mile, intersected by other streets at right angles, running parallel with the river. A number of the most wealthy citizens of Hudson have embarked extensively in the whale fishery ; 10 fineships are owned by the Hudson Whaling

Company, many of which have been remarkably successful, employing a capital of D.200,000. A railroad company is incorporated, for the purpose of making a railroad from Hudson to the Massachusetts State line, intersecting the railroad from Poughkeepsie to Albany.

NEW LEBANON, situated in Columbia County, New York, about 25 miles from Hudson, is a place of great resort ; numerous visitors are attracted thither during the summer months—some to visit Lebanon Springs for the benefit of their health, others for pleasure, and to see the

SHAKER SETTLEMENT at Niskayuna, which is about a mile from the Springs, and 8 miles north-west of Albany. A visit to these singular people is well deserving the attention of the traveller. The Shakers are the followers of Ann Lee, called by them Mother Ann, a religious enthusiast, who was born in England some time antecedent to the revolutionary war, and, while yet in her youth, suffered much tribulation and deep exercises of spirit, in her conversion from the sin of this world to a state of greater perfection. She endured severe trials and much persecution, according to her own account, from her countrymen ; but was afterwards favoured with visions and an exhibition of miracles in her favour. She was the wife of a poor blacksmith, and the principal tenet of her creed was absolute and entire celibacy, which is defended on various spiritual grounds, and fully set forth in a work published by the society. In consequence of the persecutions experienced by Mother Ann in England, she came to America, and established a small society, which has been followed by the establishment of others, of which this is one. Her followers regard her memory with pious veneration, and consider themselves as the only people in pos-

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session of the true light. Some of the oldest and most perfect members, it is said, pretend to "speak with tongues," heal diseases by a touch, &c. The marriage contract is dissolved on joining their society; their association is a perfect community of goods, all private property being thrown into the common stock; and they profess to banish the love of ambition, wealth, and luxury from their gloomy territories.

They own, at this place, two thousand acres of excellent land, laid out and kept in the order, neatness, and cleanliness, which always distinguish their sect. This is divided into farms, or families as they are called, occupied by about seventy-five persons each, of both sexes and all ages. They cultivate garden stuffs, seeds, &c. for sale, as well as everything necessary for their own support; and they manufacture various useful and ornamental articles. These, as well as the surplus produce of the farm, are sold, and the proceeds deposited in one of the Albany banks, until required. The division of labour which they carry into practice, and their economical habits, render their gains very considerable. The men work as farmers, carpenters, shoemakers, tailors, &c.; the women at weaving, spinning, washing, cooking, in the duties of the farm, and making and mending clothes; the occupations of each sex being performed in separate buildings. They also eat separately, and neither of them will sit down to a meal with what they call the "world's people." The dress of the men is the usual Quaker drab, perfectly plain; that of the women grey, with white caps, all made as plain and easy as possible. They all have a peculiar walk, but especially the females, in consequence of their mode of worship, from which they derive their name of Shakers, a strange and disagreeable mode of dancing, accompanied with a monotonous song. The young members of the community are

regularly taught the steps in this dance by the older ones, before they are permitted to join in public worship. It is usual, before the admission of a member to all the privileges of the society, to impose a novitiate of three months, when, if he so desires, he may leave them; if not, he is regularly admitted a member, and throws his property into the common stock.

Notwithstanding the severity of their discipline as to celibacy, it is said the harmony of their society was lately much disturbed in consequence of a "love affair." A young man and woman, both belonging to the society, in despite of the doctrines of their leader, fell from their estate of "single blessedness," and yielded to a worldly attachment. This heresy, as might be expected, produced considerable commotion. The members wrestled with the tempter, and the elders prayed for and with the victims to the dreaded enemy of the sect; but all to no purpose. They left the society and were married. It is creditable, however, to the members, that, after finding their efforts to prevent this result unavailing, they sent the happy pair sufficient furniture for comfortable house-keeping, assigning as a reason that they had laboured for the society, and that it was no more than justice to reward them. Another derilection from the rules of Mother Ann took place, which also resulted in marriage.

ATHENS, directly opposite Hudson, is favourably situated on a gentle slope of land, rising gradually from the river, and contains about 1000 inhabitants.

COXSACKIE LANDING is 8 miles north of Hudson, and 21 from Albany.

KINDERHOOK LANDING is 10 miles from Hudson, and 19 from Albany. The village of Kinderhook is situated 5 miles east of the river.

NEW BALTIMORE is 4 miles further north, and 15 miles from Albany.

COEYMANS is 2 miles further north.

CASTLETON, 4 miles further north, and 9 miles from Albany, is the last landing the passage boats make, ascending the river, until they arrive at Albany.

The Overslaugh Bar is 3 miles south of Albany.

ALBANY,

the capital of the State of New York, is eligibly situated on the west bank of the Hudson River, 145 miles north of New York, 164 west of Boston, 225 south of Montreal, and 296 east of Buffalo, lat. 42, 28, north, long. 73, 62, west. Since the completion of the Erie and Champlain Canals, in 1825, this city has much increased in population and trade. A large number of steamboats and sloops are constantly employed in conveying freight and passengers between Albany and New York during the season of navigation. There are also several thousand canal-boats which trade to this place by the Erie and Champlain Canals. The city of Albany contained, in 1835, a population of 28,109 inhabitants. The Capitol, situated at the head of State Street, about half a mile from the steamboat landing, is a commanding object to the stranger. Also, the City Hall, a few rods north-east, and the Albany Academy, directly north of the Capitol. There are 20 places of public worship, many of them elegant buildings, besides a number of fine edifices for the use of the city; also, six banks, three insurance companies, &c. The principal Hotels in Albany are—the American Hotel, Adelphi Hotel, Congress Hall, City Hotel, Mansion House, Bement's Hotel, Park-Place House, Fort Orange Hotel, Montgomery Hall, and Eagle Tavern. Steamboats for the conveyance of passengers leave every morning and afternoon for New York, stopping at the intermediate landings. The carriages and cars on the railroad for Schenectady start from State Street

every few hours: canal-boats are hourly leaving for the west and north, and coaches for the north, east, and west.

Albany is one of the greatest thoroughfares in the Union. Her prosperity is now great; but, for the future, the prospects of Albany are still more encouraging. The railroad from Schenectady to Utica is completed, thus extending the railroad communication 100 miles west. Railroads are also constructing between Syracuse and Auburn, and between Rochester and Batavia, which will so far complete the line of railroads to Buffalo; and it is easy to foresee that but a short time can elapse before a continuous line will be established to Lake Erie, thus making the spring and winter facilities of transportation nearly equal to those of the summer. A company is now engaged in making surveys for a railroad from Albany to Stockbridge in Massachusetts, which, with the contemplated railroad from Stockbridge to connect with the Boston and Worcester Railroad, will form a chain of railroad communication between Albany and Boston, which will be of great advantage to this city, especially in the winter, when the intercourse by water with New York is suspended. When all these roads are completed, as there is no doubt they will soon be, there will be a line of railroad communication from Boston to Buffalo, from the Atlantic to the western lakes, of which Albany will be the business centre.

The Mohawk and Hudson Railroad commences at Albany, near the Capitol, at the head of State Street, and extends to Schenectady, a distance of 15 miles. A branch also approaches the Hudson River below the city, where the company have erected extensive warehouses, for freight. This was the first railroad chartered in the State of New York; it was commenced in 1830. The greatest height of embankment is 44 feet;

and the deepest excavation is 47 feet. The summit is 335 feet above the Hudson. There are two stationary engines, one near each end of the road. Locomotive engines are mostly in use, although horses are occasionally used.

Saratoga and Schenectady Railroad commences at Schenectady, and extends to Saratoga Springs, via Ballston Spa. This road was commenced September 1831. Its length is $21\frac{1}{2}$ miles. The road is mostly level, and in no case does the inclination exceed 16 feet to the mile. Steam power is used to great advantage in propelling the cars, which often proceed at the rate of 30 miles per hour.

CANAL ROUTES FROM ALBANY.

ERIE CANAL.		Miles.	
From Albany, N. Y. to		Lenox Basin, . . .	3 144
West Troy, . . .	7	Canastota, . . .	2 146
Junction, . . .	2 9	New Boston, . . .	4 150
Schenectady, . . .	21 30	Chitteningo, . . .	4 154
Amsterdam, . . .	16 46	Kirkville, . . .	4 158
Schoharie Creek,	7 53	Manlius, . . .	4 162
Caughnewaga, . . .	4 57	Orville, . . .	3 165
Spraker's Basin, . . .	9 66	Syracuse, . . .	6 171
Canajoharie, . . .	3 69	Geddesburg, . . .	2 173
Bowman's Creek, . . .	3 72	Nine-Mile Creek,	6 179
Little Falls, . . .	16 88	Camillus, . . .	1 180
Herkimer, . . .	7 95	Canton, . . .	5 185
German Flats, . . .	2 97	Jordon, . . .	6 191
Frankfort, . . .	3 100	Weed's Port, . . .	6 197
Utica, . . .	10 110	Centre Port, . . .	1 198
Whitesborough, . . .	4 114	Port Byron, . . .	2 200
Oriskany, . . .	3 117	Lakeport, . . .	6 206
Rome, . . .	8 125	Clyde, . . .	11 217
New London, . . .	7 132	Lyons, . . .	9 226
Loomis, . . .	6 138	Lockville, . . .	6 232
Oneida Creek, . . .	3 141	Newark, . . .	1 233
		Port Gibson, . . .	3 236

	Miles.		Miles.
Palmyra,	5 241	Black Rock,	8 360
Fair Port,	11 252	Buffalo,	3 363
Fullam's Basin,	2 254		
Pittsford,	6 260	CHAMPLAIN CANAL.	
Rochester,	10 270	From Albany, N. Y. to	
Spencer's Basin,	10 280	West Troy,	7
Ogden,	2 282	Junction,	2 9
Adams,	3 285	Waterford,	2 11
Brockport,	5 290	Mechanicsville,	8 19
Holley,	5 295	Stillwater,	4 23
Murray,	2 297	Bemus' Heights,	3 26
Albion,	8 305	Schuylersville,	9 35
Portville,	4 309	Guard Gates,	2 37
Oak Orchard,	5 314	Fort Miller,	3 40
Medina,	1 315	Fort Edward,	8 48
Middleport,	6 321	Kingsbury,	5 53
Lockport,	12 333	Fort Anne,	7 60
Pendleton,	7 340	Narrows,	6 66
Tonnewanta,	12 352	Whitehall,	6 72

STAGECOACH AND RAILROAD ROUTES FROM ALBANY.

<i>To Buffalo and Lewiston, via Utica.</i>		Waterloo,	4 185
Schenectady,	15	Geneva,	7 192
Amsterdam,	15 30	Canandaigua,	16 208
Caughnawaga,	10 40	East Bloomfield,	9 217
Palatine Bridge,	12 52	West Bloomfield,	5 222
Little Falls,	21 73	Lima,	4 226
Herkimer,	7 80	East Avon,	5 231
Utica,	16 96	Avon,	2 233
Vernon,	17 113	Caledonia,	8 241
Oneida,	5 116	Le Roy,	6 247
Lenox,	7 125	Batavia,	11 258
Sullivan,	5 130	Pembroke,	14 272
Manlius,	6 136	Clarence,	8 280
Jamesville,	5 141	Williamsville,	8 288
Onondaga,	7 148	Buffalo,	10 298
Marcellus,	8 156	Niagara Falls,	21 319
Skaneateles,	6 162	Lewiston,	7 326
Auburn,	7 169	<i>To Buffalo, via Cherry Valley.</i>	
Cayuga,	9 178	Guilderland,	9
Seneca Falls,	3 181	Duanesburg,	12 21

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Miles.
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6 197
1 198
2 200
6 206
11 217
9 226
6 232
1 233
3 236

	Miles.		Miles.		
Esperance,	5	26	Mendon,	16	224
Carlisle,	10	36	Pittsford,	6	230
Sharon,	4	40	Rochester,	8	238
Cherry Valley,	12	52	Clarkson,	18	256
Springfield,	6	58	Oak Orchard,	22	278
Warren,	3	61	Lewiston,	40	318
Ritchfield,	7	68	Niagara Falls,	7	325
Winfield,	5	73			
Bridgewater,	7	80	<i>To Whitehall, via Sandy Hill.</i>		
Sangerfield,	8	88	Troy,	6	
Madison,	6	94	Lansingburgh,	3	9
Morrisville,	6	100	Waterford,	1	10
Nelson,	5	105	Mechanicsville,	8	18
Cazenovia,	7	112	Stillwater,	2	20
Manlius,	7	119	Schuylersville,	14	34
Fayetteville,	5	124	Northumberland,	2	36
Orville,	3	127	Fort-Miller,	3	39
Syracuse,	5	132	Fort-Edward,	8	47
Geddes,	2	134	Sandy Hill,	3	50
Camillus,	6	140	Kingsbury,	5	55
Wellington,	3	143	Fort Ann,	3	58
Elbridge,	5	148	Whitehall,	14	72
Brutus,	4	152			
Auburn,	3	155	<i>To Whitehall, via Argyle.</i>		
Buffalo,	129	284	Troy,	6	
<i>To Sacket's Harbour, via Utica.</i>			Lansingburgh,	3	9
Utica,		96	Schaghticoke,	7	16
Trenton,	13	109	Easton,	10	26
Renssen,	5	114	Greenwich,	9	35
Boorville,	12	126	Argyle,	11	46
Leyden,	7	133	Hartford,	10	56
Turin,	5	138	Granville,	7	63
Martinsburg,	8	146	Whitehall,	9	72
Lowville,	4	150			
Denmark,	9	159	<i>To Burlington, Vermont.</i>		
Champion,	7	166	Troy,	6	
Watertown,	12	178	Lansingburgh,	3	9
Brownville,	4	182	Cambridge,	25	34
Sacket's Harbour,	8	190	Salem,	12	46
<i>To Niagara Falls, via Canandaigua.</i>			Hebron,	7	53
Canandaigua,		208	Granville,	11	64
			Poultney, Vt.,	10	74
			Castleton,	6	80

Miles.
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5 55
3 58
14 72

Argyle.
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ont.
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25 34
12 46
7 53
11 64
0 74
6 80

Miles.
Hubbardstown, . . . 6 86
Sudbury, 5 91
Whiting, 6 97
Cornwall, 6 103
Middlebury, 5 108
Vergennes, 11 119
Charlotte, 11 130
Shelburn, 4 134
Burlington, 7 141

*To Saratoga and Whitehall,
via Schenectady.*
Schenectady, *Railroad,* 15
Ballston, Spa. do. 14 29
Saratoga, do. 7 36
Schuylersville, . . . 4 40
Fort Miller, 5 45
Fort Edward, 8 53
Fort Anne, 12 65
Whitehall, 12 77

*To Saratoga, Lake George,
and Whitehall, via Troy.*
Troy, 6
Waterford, *by Railroad* 4 10
Mechanicsville, do. 8 18
Ballston Springs, do. 13 31

Miles,
Saragota Springs, do. 7 38
Sandy Hills, 19 57
Lake George, 13 70
Whitehall, 3 73

*To Boston, via New Lebanon
and Northampton.*
Schodack, 5
Nassau, 12 17
New Lebanon, 8 25
Pittsfield, 9 34
Dalston, 6 40
Peru, 7 47
Worthington, 8 55
Chesterfield, 9 64
Northampton, 13 77
Hadley, 2 79
Belchertown, 10 89
Ware, 9 98
Brookfield, 8 106
Spencer, 7 113
Leicester, 5 118
Worcester, 6 124
Framingham, 20 144
Weston, 5 149
Watertown, 5 154
Boston, 10 164

Troy, 6 miles north of Albany, on the east side of the river, is the head of steamboat navigation, although sloops ascend through the State-lock, situated at the upper end of Troy, to Lansingburgh, 3 miles, and Waterford, 4 miles north of Troy. The city of Troy is elegantly laid out, on a plain considerably elevated above the Hudson, and contains a population of about 17,000 inhabitants. A large proportion of the trade of the Erie and Champlain Canals enters at Troy, this city being conveniently situated near the junction of those important channels of communication. In the city and vicinity, are numerous cotton, iron, and other manufactories, besides flour mills, breweries, &c. &c.

The public buildings are, the Court House, (one of the handsomest in the U. S., built of stone, in the Grecian style of architecture,) several elegant Churches, a Market-House, four Banks, &c. The river is crossed at Troy by convenient horse-ferry boats; and from the opposite village of WEST TROY, on the Erie Canal, (which place has risen within a few years, by the capital and enterprise of the citizens of Troy,) there commences a Macadamised road, the best in the State, which extends to Albany. The communication between Albany and Troy, by coaches and steamboats, is half hourly, during the day. Steamboats leave daily for New York, and coaches and canal-boats leave almost hourly for the north and west.

There is no place on the banks of the Hudson which presents more of the agreeable and interesting than this beautiful city. Situated at the head of navigation, on one of the noblest rivers, it naturally commands an extensive profitable trade from the north and west, and it possesses facilities for its increase, scarcely rivalled by any place in the Union. Its population must now amount to at least seventeen thousand, and its annual increase surpasses the most sanguine expectations of those who, but a few years since, beheld it comparatively a desolate place in the midst of a wilderness. Confident of its future growth and importance, they exerted themselves to extend its business and influence, and have lived to see their early efforts, for its prosperity and reputation as a city, crowned with success, and their fondest expectations more than realized in its present rank and standing among sister cities. As a place of residence, either temporary or permanent, it presents many inducements, and, in point of locality, salubrity, and beauty, is surpassed by no city in the United States. The enterprise of its merchants and mechanics is proverbial, and no compliment of ours can

add to their well-earned and established reputation in their respective departments of business. But it is not in these respects only that the place excites attention, and commends itself to the notice of the public. There are other causes that contribute to its prosperity, and other circumstances that indicate its growing importance. Possessed of extensive water power on the neighbouring streams, which flow into the Hudson in the vicinity of the place, it will naturally increase its mechanical and manufacturing operations, in proportion to the increase of its population and business, and the consequent demand for the products of such labour even to the remotest extremities of the channels of trade leading to the city. The turnpike and Macadam roads to Bennington, and the railroad to Ballston and Saratoga, are completed ; when the railroad to Schenectady, and a branch railroad to intersect one from Boston, are finished, the means of communication with this city, from all sections of the country, will be most easy and expeditious.

The Rensselaer and Saratoga Railroad leaves Troy, at Federal Street, by the aid of the bridge which crosses the Hudson river, extending from that Street to Green Island. The length of the bridge is 1600 feet. It forms eight arches, exclusive of a capacious draw section. The piers, or abutments, are cut stone from Glen's Falls, Poughkeepsie, and Amsterdam. The bridge stands 30 feet above high-water mark. Its frame, built of timber, is 34 feet wide, and well covered. From the bridge to Waterford, four and a half miles, the railroad crosses three spouts of the Mohawk River, upon durable bridges erected upon stone abutments. Passing directly through Waterford, the road follows along the margin of the Hudson to Mechanicsville, eight miles. From thence it verges and runs westerly, twelve miles, to Ballston Spa. The greatest ascent in

any one mile on the line of the road is 25 feet. On the first twelve and a half miles, from Troy to Mechanicsville, the average ascent is less than 10 feet per mile. Upon Green Island, which, by the bridge, is connected with the city, a site has been selected and laid out for a large business place. It is called "North Troy." The capital of the Rensselaer and Saratoga Railroad Company is D.300,000, and this sum, it is believed, will be nearly sufficient to complete the 24½ miles of the railroad, erect a bridge across the Hudson, and three bridges across as many spouts of the Mohawk.

LANSINGBURGH, 3 miles above Troy, and 9 miles north of Albany, is a place of considerable trade, and connected with Waterford by a bridge over the Hudson River.

WATERFORD, 10 miles from Albany, and 155 miles from the city of New York, is situated at the confluence of the Mohawk and Hudson, where navigation entirely ceases. From the bridge over the Mohawk, about one mile west of the village, there is a fine view of the *Cohoes Falls*, half a mile distant. The *Junction* of the Erie and Champlain Canals is about a mile south of the above bridge. The Erie Canal descends at the *Nine Locks*, in the immediate vicinity, while the Champlain Canal is carried on a level from Waterford, by means of a dam over the Mohawk River, until it intersects the Erie Canal—forming altogether attractions well worthy the attention of the traveller.

ROUTE FROM ALBANY TO BOSTON.

Boston is distant 164 miles, and the route is performed in two days, General fare, 8 dollars and 75 cents. One line passes through Bennington and Brat-

tleborough, Vermont; but the most usual route is through New Lebanon, Pittsfield, Northampton, Brookfield, Worcester, and Watertown.

The several stages and distances on the last mentioned route are as follows:—

	Miles.		Miles.
Schodack,	5	Belcherton,	10
Nassau,	12	Ware,	9
New Lebanon,	8	Brookfield,	8
Pittsfield,	9	Spencer,	7
Dalston,	6	Leicester,	5
Peru,	7	Worcester,	6
Worthington,	8	Framingham,	20
Chesterfield,	9	Weston,	5
Northampton,	13	Watertown,	5
Hadley,	2	Boston,	10

MOUNT HOLYOKE, in the vicinity of Northampton, is much frequented by tourists. It is situated on the east side of the river, opposite to Northampton. The height of this mountain above the level of the river is 1070 feet. In consequence of the resort to this place, which has been not less than from two to five thousand annually, two buildings have been erected on its summit, for the purpose of accommodating visitors with refreshments. The beautiful and extensive prospect afforded from the top of the mountain, will amply compensate the labour and difficulty of the ascent. The view embraces eminences 160 miles apart, with several beautiful villages, and a rich and fertile country intervening, and is said to be unrivalled in the Eastern States.

NORTHAMPTON is 43 miles from Pittsfield, and is one of the finest towns in New England. It is situated a mile and a half west of Connecticut River, and was settled so early as the year 1654. The *Farmington Canal* commences at this place, and extends to New-Haven, Connecticut, 60 miles.

THE LEAD MINE at Southampton, 8 miles southwest of Northampton, is an object of much interest, and should be visited, if practicable, in an excursion to the Eastern States.

THE BLACKSTONE CANAL commences at Worcester, and extends to Providence, Rhode Island. Length 45 miles—expense, D.500,000.

From Worcester to Boston the distance is 40 miles, by the road, which passes through a rich country, variegated with villages, which increase in size and importance as the tourist advances towards the metropolis of the State.

BOSTON

is pleasantly situated at the end of Massachusetts Bay, on a peninsula of an uneven surface, two miles long, and, in the widest part, about one mile broad. The town owes its origin to a spirit of civil and religious liberty, which was excited to action by the persecutions that prevailed in Britain, during the reigns of Queen Elizabeth, and Kings James and Charles the First. Most of those who can properly be considered as *first settlers* arrived prior to the year 1643. The place was first called Trimountain, in consequence of three hills which were on the peninsula; it was afterwards called Boston, in honour of the Rev. Mr Cotton, a minister of the first church in the town, and whose native place was Boston in England.

The harbour is one of the best in the United States. It has a sufficient depth of water for the largest vessels at all times of tide, and is accessible at all seasons of the year. It is safe from every wind, and so capacious that it will allow 500 vessels to ride at anchor, while the entrance is so narrow as scarcely to admit two ships abreast.

The appearance of Boston is much admired by

strangers, particularly when approaching from the sea. Its streets do not exhibit so great a regularity as those of some other cities ; but its beautiful situation and elegant public and private buildings, together with its richly ornamented grounds for promenading, render it altogether a peculiarly delightful and attractive place.

From Cops Hill, in North Boston, which is partly occupied as a churchyard, the British cannonaded the town of Charlestown in 1775, during the battle of Bunker's Hill, when the village was mostly destroyed by fire.

BUNKER'S HILL.—The remains of the British fort are visible. The works must have been very strong, and occupied a large extent of ground. On the summit, is a monument to preserve the memory of the defeat of the Americans by the British, in a battle fought at this place.

In the south-western part of the city, and in front of the State House, is the celebrated *Common*, presenting an area of more than 75 acres, containing the Mall, a very beautiful public walk, adorned with rows of trees. In the centre of the Common, is an eminence, still exhibiting marks of the fortification erected by the British here during the Revolution ; north of which, is the Crescent Pond, a beautiful sheet of water, surrounded with trees.

ROUTE FROM ALBANY TO THE SPRINGS, MONTREAL, & QUEBEC.

The travelling to Ballston Spa and Saratoga Springs, is now mostly confined to the railroads which leave Albany and Troy. Canal boats leave Albany for Whitehall, every day.

The railroad route from Albany, is by the way of the Mohawk and Hudson, and the Saratoga and Schenectady Railroads. The cars start from the depot on the north side of State Street, a little below the Capitol, several times during the day. The distance to Schenectady is 15 miles, which is quickly passed over, when propelled by a locomotive engine.

The Saratoga and Schenectady Railroad, commences at the termination of the Mohawk and Hudson Railroad, near the junction with the Erie Canal, and extends across the city, through an excavation which is walled on both sides, to the Mohawk bridge over the Mohawk River; it then continues, in a north direction, to Ballston Spa, 14 miles; thence to Saratoga Springs, 7 miles further, where it terminates.

The route to the Springs from Troy, is by the Rensselaer and Saratoga Railroad; the cars start from River Street, crossing the Hudson River at Federal Street, to Green Island, thence continue across the sprouts of the Mohawk River to Waterford, a distance of 4 miles; then, parallel with the river and Champlain Canal to Mechanicsville, 8 miles; thence, northwesterly, 12 miles, to Ballston Spa, where the railroad terminates; intersecting the Saratoga and Schenectady Railroad.

The Village of BALLSTON SPA is in the township of Milton, Saratoga County; situated in a valley, near which flows the Kayaderosseras Creek, which empties its waters into Saratoga Lake, about 6 miles distant, in an easterly direction. Ballston Lake lies 4 miles south. The principal attraction at Ballston Spa is its celebrated mineral waters. The Spring first discovered in the vicinity, stands on the flat at the west end of the village, and is enclosed by a plain iron fence; besides this spring, several other springs of equal celebrity have been discovered; some, from accidental causes,

have flown to the surface, others have been discovered by boring.

The principal hotel is the SANS SOUCI, at the east end of the village, which is delightfully situated, and is kept in a superior manner, being celebrated for its accommodations. There are also several boarding houses, which afford excellent accommodation during the summer months.

The village was incorporated in 1807, and contains about 1000 inhabitants, a court house and clerk's office, three churches, a reading-room and library.

SARATOGA SPRINGS, 7 miles northerly from Ballston Spa, and 36 miles from the city of Albany, is now the most celebrated watering-place in the United States.

The village is situated on a level spot of ground, partly surrounded by pine and hemlock trees, the growth of a sandy soil; and, if not enjoying the advantages of a fine prospect, at least the advantages of a salubrious air and fine climate. The Springs, so justly celebrated for their medicinal virtues, are situated on the margin of a vale, bordering the village on the east. In the immediate vicinity, are 10 or 12 springs, the principal of which are the Congress, the High Rock, the Hamilton, and the Flat Rock. About a mile east, are found a cluster of mineral springs, which go by the name of the Ten Springs.

Congress Spring is situated at the south end of the village, near Congress Hall; it is enclosed in a tube sunk into the earth 12 or 14 feet, and is surrounded by a wooden railing. This is the most important spring in the village; hundreds, during the summer months, are continually flocking to this spot, to drink of the water. In the morning is the greatest concourse: persons of almost every grade, from the most beautiful to the most abject, are here to be met, who assemble at this place either for pleasure or health. Several

large and convenient bathing houses have been erected; there are also other places of resort, as well for amusement as health.

The boarding houses are of the first class; the principal are Congress Hall, the United States Hotel, Union Hall, and the Pavilion, besides several others on a less extensive scale. The price of board varies, being from D.4 to D.12 per week.

At both the villages of Ballston and Saratoga Springs, there are always sufficient objects of amusement to render the transient residence of their summer visitors pleasant and agreeable. Those whose taste is not gratified at the billiard rooms, which are annexed to most of the boarding establishments, can always enjoy a mental recreation at the reading-rooms, or a short excursion in the neighbourhood, where sufficient beauty and novelty of scenery are always presented to render it interesting. The amusements of the day are usually crowned with a ball or promenade. The respective apartments appropriated for these occasions are calculated to accommodate from 150 to 200 guests; but they often contain a much greater number. The spacious areas of the cotillon rooms are between 80 and 90 feet in length, and, when enlivened by the associated beauty and gaiety resorting to the Springs, present a scene of novelty and fascination seldom equalled.

SARATOGA LAKE.—This lake is 9 miles long and 3 broad. The visitants of both villages frequently resort thither, to enjoy the advantages of air and prospect, during the months of July and August. Sail boats are here fitted up, for the accommodation of parties of pleasure, and implements for fishing are always in readiness for those who take pleasure in this fashionable diversion.

From Saratoga Springs to Bennington, Vermont.

Schuylerville, 10	Whitecreek, 6	31
Greenwich, 6	Bennington, Vt., 11	42
Cambridge, 9	25	

From Saratoga Springs to Caughnawaga.

Ballston Spa, 7	Broadalbin, 4	23
Milton, 5	Johnstown, 15	38
Galway, 7	Caughnawaga, 3	41

BEMUS' HEIGHTS, rendered memorable as the spot on which the British army under General Burgoyne was defeated, in the Revolutionary contest, are about 8 miles in a south-eastwardly direction from Greene's, on the Saratoga Lake. The battle-ground is about two miles west of the Hudson River; and, though without much to attract in its situation or surrounding scenery, will nevertheless at all times prove interesting, from its association with events which greatly contributed to the establishment of American independence.

The two actions which preceded the surrender of the British army were fought on the 19th of September, 1777, and on the 7th of October following. The movements and position of the two armies previous to the 19th, are thus described by General Wilkinson:—

“General Burgoyne crossed the Hudson River the 13th and 14th of September, and advanced with great circumspection on the 15th from Saratoga to Davocote, where he halted to repair bridges in his front. The 16th was employed in this labour, and in reconnoitering: on the 17th, he advanced a mile or two, resumed his march on the 18th, and General Arnold was detached by General Gates, with 1500 men, to harass him; but, after a light skirmish, he returned without loss or effecting anything more than picking up a few stragglers; and the enemy moved forward, and encamped in two lines, about two miles from General Gates—his left on the river, and his right extending at right

angles to it, across the low grounds, about six hundred yards, to a range of steep and lofty heights occupied by his elite, having a creek or gully in his front, made by a rivulet which issued from a great ravine, formed by the hills which ran in a direction nearly parallel to the river, until within half a mile of the American camp.

“General Gates’ right occupied the brow of the hill near the river, with which it was connected by a deep intrenchment ; his camp, in the form of a segment of a great circle, the convex towards the enemy, extended rather obliquely to his rear, about three-fourths of a mile, to a knoll, occupied by his left ; his front was covered from the right to the left of the centre by a sharp ravine, running parallel with his line and closely wooded ; from thence to the knoll at his extreme left, the ground was level and had been partially cleared, some of the trees being felled and others girdled ; beyond which, in front of his left flank, and extending to the enemy’s right, there were several small fields in a very imperfect cultivation, the surface broken and obstructed with stumps and fallen timber, and the whole bounded on the west by a steep eminence. The extremities of this camp were defended by strong batteries, and the interval was strengthened by a breast work without intrenchments, constructed of the bodies of felled trees, logs and rails, with an additional battery at an opening left of the centre. The right was almost impracticable, the left difficult of approach. I describe the defences of this position as they appeared about the 4th of October.

“The intermediate space between the adverse armies, on the low grounds of the river, was open and in cultivation ; the high land was clothed in its native woods, with the exception of three or four small newly-opened and deserted farms, separated by inter-

vals of wood land, and bordering on the flanks of the two armies, most remote from the river. The principal of these was an oblong field, belonging to a person of the name of Freeman; there was also, exclusive of the ravines fronting the respective camps, a third ravine, about mid-way between them, running at right angles to the river. The intervening forest rendered it utterly impracticable to obtain a front view of the American position, or any part of the British, except its left, near the river."

On the morning of the 19th, Colonel Colburn, who had been detached the day previous, to observe the movements of the enemy, reported that the British army was in motion, and ascending the heights in a direction towards the American left. On receiving this intelligence, Colonel Morgan, with his rifle corps, was detached by General Gates, with orders to retard the march of the enemy, and to cripple them as much as possible. The engagement of Morgan's corps was announced by the report of small arms about 12 o'clock. At about 3 in the afternoon, the action became general, and continued to rage till night closed upon the scene of combat. General Wilkinson remarks that

"This battle was perfectly accidental: neither of the Generals meditated an attack at the time, and, but for Lieutenant-Colonel Colburn's report, it would not have taken place; Burgoyne's movement being merely to take ground on the heights in front of the great ravine, to give his several corps their proper places in line, to embrace our front and cover his transport, stores, provisions, and baggage, in the rear of his left; and, on our side, the defences of our camp being not half completed, and reinforcements daily arriving, it was not General Gates' policy to court an action.

"The theatre of action was such that, although the combatants changed ground a dozen times in the

course of the day, the contest terminated on the spot where it began. This may be explained in a few words. The British line was formed on an eminence in a thin pine wood, having before it Freeman's farm, an oblong field, stretching from the centre towards its right, the ground in front sloping gently down to the verge of this field, which was bordered on the opposite side by a close wood. The sanguinary scene lay in the cleared ground, between the eminence occupied by the enemy and the wood just described. The fire of our marksmen from this wood was too deadly to be withstood by the enemy in line, and, when they gave way and broke, our men, rushing from their covert, pursued them to the eminence, where, having their flanks protected, they rallied, and, charging in turn, drove us back into the wood, from whence a dreadful fire would again force them to fall back; and in this manner did the battle fluctuate, like waves of a stormy sea, with alternate advantage, for four hours, without one moment's intermission. The British artillery fell into our possession at every charge, but we could neither turn the pieces upon the enemy, nor bring them off; the wood prevented the last, and the want of a match the first, as the lintstock was invariably carried off, and the rapidity of the transitions did not allow us time to provide one. The slaughter of this brigade of artillerists was remarkable, the captain and 36 men being killed or wounded, out of 48. It was truly a gallant conflict, in which Death by familiarity lost his terrors, and certainly a drawn battle, as night alone terminated it; the British army keeping its ground in rear of the field of action, and our corps, when they could no longer distinguish objects, retiring to their own camp."

The interval between the 19th of September and the 7th of October was employed by both armies in forti-

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fyng their respective camps. General Burgoyne had contemplated an attack on the 20th and 21st September, which, had it been made, would probably have resulted much to his advantage, as the American camp was then in an unfortified state, and the troops wholly unprepared for a vigorous resistance. For some cause, however, the attack was delayed. This gave time to General Gates to complete the unfinished works, and to strengthen his army by reinforcements of militia-men, who were daily flocking to his camp. Satisfied that a delay would operate to the advantage of the American army, by increasing their strength and numbers, whilst, at the same time, it must prove disadvantageous to the enemy, General Gates, it seems, determined to wait their movements within his own intrenchments. Here he remained until the 7th October, when the last decisive action was fought, which decided the fate of the army under General Burgoyne, and ultimately resulted in favour of America. The commencement, progress, and termination of this brilliant engagement are thus described by General Wilkinson :—

“ On the afternoon of October 7th, the advanced guard of the centre beat to arms; the alarm was repeated throughout the line, and the troops repaired to their alarm posts. I was at headquarters when this happened, and, with the approbation of the General, mounted my horse to inquire the cause; but, on reaching the guard where the beat commenced, I could obtain no other satisfaction, but that some person had reported the enemy to be advancing against our left. I proceeded over open ground, and, ascending a gentle acclivity in front of the guard, I perceived, about half a mile from the line of our encampment, several columns of the enemy, 60 or 70 rods from me, entering a wheat field, which had not been cut, and was separated

from me by a small rivulet ; and, without my glass, I could distinctly mark their every movement. After entering the field, they displayed, formed the line, and sat down in double ranks, with their arms between their legs. Foragers then proceeded to cut the wheat or standing straw, and I soon after observed several officers mounted on the top of a cabin, from whence, with their glasses, they were endeavouring to reconnoitre our left, which was concealed from their view by intervening woods.

“ Having satisfied myself, after fifteen minutes’ attentive observation, that no attack was meditated, I returned and reported to the General, who asked me what appeared to be the intentions of the enemy. ‘ They are foraging, and endeavouring to reconnoitre your left ; and I think, sir, they offer you battle.’ ‘ What is the nature of the ground, and what your opinion ?’ ‘ Their front is open, and their flanks rest on the woods, under cover of which they may be attacked ; their right is skirted by a lofty height. I would indulge them.’ ‘ Well, then, order on Morgan, to begin the game.’ I waited on the Colonel, whose corps was formed in front of our centre, and delivered the order. He knew the ground, and inquired the position of the enemy. They were formed across a newly-cultivated field ; their grenadiers, with several field pieces, on the left, bordering on a wood and a small ravine, formed by the rivulet before alluded to ; their light infantry on the right, covered by a worm fence at the foot of the hill before mentioned, thickly covered with wood ; their centre composed of British and German battalions. Colonel Morgan, with his usual sagacity, proposed to make a circuit with his corps by our left, and, under cover of the wood, to gain the height on the right of the enemy, and from thence commence his attack, as soon as our fire should be

opened against their left. The plan was the best which could be devised, and, no doubt, contributed essentially to the prompt and decisive victory we gained.

“ This proposition was approved of by the General, and it was concerted that time should be allowed the Colonel to make the proposed circuit, and gain his station on the enemy’s right, before the attack should be made on their left. Poor’s brigade was ordered for this service, and the attack was commenced in due season on the flank and front of the British grenadiers, by the New-Hampshire and New-York troops. True to his purpose, Morgan, at this critical moment, poured down like a torrent from the hill, and attacked the right of the enemy in front and flank. Dearborn, at the moment when the enemy’s light infantry were attempting to change front, pressed forward with ardour, and delivered a close fire ; then leaped the fence, sprang, charged, and gallantly forced them to retire in disorder ; yet, headed by that intrepid soldier, the Earl of Balcarras, they were immediately rallied, and re-formed behind a fence in rear of their first position ; but, being now attacked with great audacity, in front and flank, by superior numbers, resistance became vain, and the whole line, commanded by Burgoyne in person, gave way, and made a precipitate and disorderly retreat to his camp, leaving two twelve, and six six-pounders on the field, with the loss of more than 400 men, killed, wounded, and captured ; and among them the flower of his officers—viz., Brigadier-General Frazer ; Major Ackland, commanding the grenadiers ; Sir Francis Clark, his first aid-de-camp ; Major Williams, commanding officer of the artillery ; Captain Mooney, deputy quarter-master-general, and many others. After delivering the order to General Poor, and directing him to the point of attack, I was peremptorily commanded to repair to the rear, and

order up Ten Broeck's regiment of New-York militia, 3000 strong. I performed this service, and regained the field of battle at the moment the enemy had turned their backs—52 minutes after the first shot was fired. The ground which had been occupied by the British grenadiers, presented a scene of complicated horror and exultation. In the square space of twelve or fifteen yards, lay eighteen grenadiers in the agonies of death, and three officers propped up against stumps of trees, two of them mortally wounded, bleeding, and almost speechless. What a spectacle for one whose bosom glowed with philanthropy!—and how vehement the impulse which excites men of sensibility to seek such scenes of barbarism! I found the courageous Colonel Cilley, a-straddle on a brass twelve-pounder, and exulting in the capture; whilst a surgeon, a man of great worth, who was dressing one of the officers, raising his blood-besmeared hands in the frenzy of patriotism, exclaimed—‘Wilkinson, *I have dipped my hands in British blood.*’ He received a sharp rebuke for his brutality; and, with the troops, I pursued the hard-pressed flying enemy, passing over killed and wounded, until I heard one exclaim—‘Protect me, sir, against this boy.’ Turning my eyes, it was my fortune to arrest the purpose of a lad, thirteen or fourteen years old, in the act of taking aim at a wounded officer, who lay in the angle of a worm force. Inquiring his rank, he answered, ‘I had the honour to command the grenadiers.’ Of course, I knew him to be Major Ackland, who had been brought from the field to this place, on the back of Captain Shrimpton, of his own corps, under a heavy fire, and was here deposited, to save the lives of both. I dismounted, took him by the hand, and expressed my hopes that he was not badly wounded. ‘Not badly,’ replied this gallant officer and accomplished gentleman, ‘but very incon-

veniently. I am shot through both legs. Will you, sir, have the goodness to have me conveyed to your camp? I directed my servant to alight, and we lifted Ackland into his seat, and ordered him to be conducted to headquarters.

“I then proceeded to the scene of renewed action, which embraced Burgoyne’s right flank defence, and, extending to his left, crossed a hollow covered with wood, about 40 rods, to the intrenchment of the light infantry. The roar of the cannon and small arms, at this juncture, was sublime, between the enemy, behind their works, and our troops entirely exposed, or partially sheltered by trees, stumps, or hollows, at various distances, not exceeding 120 yards. This right flank defence of the enemy, occupied by the German corps of Breyman, consisted of a breast-work of rails, piled horizontally between the perpendicular pickets, driven into the earth, *en potence* to the rest of his line, and extended about 250 yards across an open field, and was covered on the right by a battery of two guns. The interval from the left, to the British light infantry, was committed to the defence of the provincialists, who occupied a couple of log cabins. The Germans were encamped immediately behind the rail breast-work, and the ground in front of it declined, in a very gentle slope, for about 120 yards, when it sunk abruptly. Our troops had formed a line under this declivity, and, covered breast-high, were warmly engaged with the Germans. From this position, about sunset, I perceived Brigadier-General Learned advancing towards the enemy, with his brigade, in open column, I think, with Colonel M. Jackson’s regiment in front, as I saw Lieutenant-Colonel Brook, who commanded it, near the General, when I rode up to him. On saluting this brave old soldier, he inquired, ‘Where can I *put in* with most advantage?’ I had

particularly examined the ground between the left of the Germans and the light infantry, occupied by the provincialists, from whence I had observed a slack fire. I therefore recommended to General Learned to incline to his right, and attack at that point. He did so, with great gallantry; the provincialists abandoned their position, and fled. The German flank was, by this means, left uncovered. They were assaulted vigorously, overturned in five minutes, and retreated in disorder, leaving their gallant commander, Lieutenant-Colonel Breyman, dead on the field. By dislodging this corps, the whole British encampment was laid open to us; but the extreme darkness of the night, the fatigue of the men, and the disorder incident to undisciplined troops, after so desultory an action, put it out of our power to improve the advantage; and, in the course of the night, General Burgoyne broke up his camp, and retired to his original position, which he had fortified, behind the great ravine."

On the morning of the 8th, the American army marched into the British camp, which had been deserted the evening previous. The enemy continued to retreat till they had reached the height beyond the Fish Creek, where they encamped on the 10th. Finding his retreat cut off by a party of troops, who had taken a position in his rear, and his advance impeded by superior numbers, General Burgoyne accepted the terms of capitulation, proposed by General Gates, and surrendered his whole army to the American forces, on the 17th October, 1777. The surrender took place at Fort Hardy, where the British stacked their arms, and were permitted to march out with the honours of war. This fortunate event was followed by the surrender of Lord Cornwallis, which terminated the struggle of the Revolution, after a period of nearly 8 years from its commencement.

FREEMAN'S FARM, on which the principal actions were fought, is immediately east of the main road, running north and south, a road passing directly across it, to the Hudson River, in an eastwardly direction. In a meadow adjoining the first-mentioned road, about ten rods south of a blacksmith's shop, and near the fence, is the spot where General Frazer fell. A large bass-wood tree marked the place for a time; but, having been cut down, several sprouts which have sprung up from the parent stock now denote the spot.

A narrative of GENERAL FRAZER'S death is given by the Baroness de Reidsell, who, with her two children, occupied the house in which the General expired. The following is an extract:—

“But severe trials awaited us, and, on the 7th October, our misfortunes began. I was at breakfast with my husband, and heard that something was intended. On the same day, I expected Generals Burgoyne, Philips, and Frazer to dine with us. I saw a great movement among the troops; my husband told me, it was merely a reconnoissance, which gave me no concern, as it often happened. I walked out of the house, and met several Indians in their war dresses, with guns in their hands. When I asked them where they were going, they cried out, ‘War! War!’ meaning that they were going to battle. This filled me with apprehension, and I had scarcely got home, before I heard reports of cannon and musketry, which grew louder by degrees, till at last the noise became excessive. About 4 o'clock in the afternoon, instead of the guests whom I expected, General Frazer was brought in on a litter, mortally wounded. The table, which was already set, was instantly removed, and a bed placed in its stead, for the wounded General. I sat trembling in the corner; the noise grew louder,

and the alarm increased. The thought that my husband might perhaps be brought in, wounded in the same way, was terrible to me, and distressed me exceedingly. General Frazer said to the surgeon, 'Tell me if my wound is mortal—do not flatter me.' The ball had passed through his body, and, unhappily for the General, he had eaten a very hearty breakfast, by which the stomach was distended, and the ball, as the surgeon said, had passed through it. I heard him often exclaim, with a sigh, 'Oh! fatal ambition! Poor General Burgoyne! Oh! my poor wife!' He was asked if he had any request to make, to which he replied, that, if General Burgoyne would permit it, he should like to be buried, at 6 o'clock in the evening, on the top of a mountain, in a redoubt which had been built there. I did not know which way to turn; all the other rooms were full of sick. Towards evening, I saw my husband coming, when I forgot all my sorrows, and thanked God that he was spared to me. We had been told that we had the advantage of the enemy, but the sorrowful faces I beheld, told a different tale; and, before my husband went away, he took me to one side, and said everything was going very bad, that I must keep myself in readiness to leave the place, but not to mention it to any one. I made the pretence that I would move the next morning into my new house, and had everything packed up ready.

"Lady H. Ackland had a tent not far from our house. In this she slept, and the rest of the day she was in the camp. All of a sudden, a man came to tell her that her husband was mortally wounded and taken prisoner. On hearing this, she became very miserable. We comforted her, by telling her that the wound was only slight, and, at the same time, advised her to go over to her husband, to do which, she would certainly obtain permission, and then she could attend him her-

self. She was a charming woman, and very fond of him. I spent much of the night in comforting her, and then went again to my children, whom I had put to bed. I could not go to sleep, as I had General Frazer, and all the other wounded gentlemen in my room, and I was sadly afraid my children would awake, and, by their crying, disturb the dying man in his last moments, who often addressed me, and apologized for the trouble he gave me. About three o'clock in the morning, I was told that he could not hold out much longer. I had desired to be informed of the near approach of this sad crisis; and I then wrapped up my children in their clothes, and went with them into the room below. About 8 o'clock in the morning, he died. After he was laid out, and his corpse wrapped in a sheet, we came again into the room, and had this sorrowful sight before us the whole day; and, to add to the melancholy scene, almost every moment some officer of my acquaintance was brought in, wounded. The cannonade commenced again; a retreat was spoken of, but not the smallest motion made towards it. About 4 o'clock in the afternoon, I saw the house which had just been built for me in flames; and the enemy was not far off. We knew that General Burgoyne would not refuse the last request of General Frazer, though by his acceding to it, an unnecessary delay was occasioned, by which the inconvenience of the army was much increased. At 6 o'clock, the body, attended by General Burgoyne and the other principal officers of the army, who could not resist the impulse to join the procession, moved, winding slowly up the hill, within view of the greater part of both armies, while an incessant cannonade from the Americans, who observed a collection of people without knowing the occasion, covered the procession with dust. The clergyman, the Rev. Mr Brudenell, went through the

funeral service with perfect composure and propriety, notwithstanding the cannonade; and thus the last honours were paid to one of the chiefs of the British army. Many cannon balls flew close by me; but I had my eyes directed towards the mountain, where my husband was standing, amidst the fire of the enemy, and, of course, I could not think of my own danger. General Gates afterwards said, that, if he had known it had been a funeral, he would not have permitted it to be fired on."

The British Government, some years since, employed an agent to erect a monument to the memory of General Frazer; but, proving faithless, he appropriated the money with which he was entrusted, to his own use, and returned without effecting the object of his mission, pretending his inability to discover the spot in question. It therefore continues undistinguished by a monument, or even a stone, to mark the place where repose the remains of this gallant warrior.

SCHUYLERVILLE is noted as the residence of the late General Schuyler, and still more so as the place where General Burgoyne surrendered to the American army, in October 1777. The ground on which the surrender took place still exhibits the remains of an intrenchment, called Fort Hardy. About 40 rods in a south-east direction, at the mouth of Fish Creek, is the site of Fort Schuyler. The arms of the British were stacked in the vale, in front of Fort Hardy, and from thence they were marched to the high grounds, a little west of the village, and admitted to parole, as prisoners of war.

FORT-EDWARD is 12 miles north of Schuylerville. It is not on the usual route of travellers from the Springs to Lake George, but it may be easily visited. The Fort, once situated where the village now stands, has long since been demolished, though its former

site is easily traced in the mounds of earth which are still visible.

One mile north of Fort-Edward, on the west side of the road, the traveller is shewn a large pine tree, with a spring near its foot, memorable as the spot where Miss M'Rea was murdered by the Indians, during the Revolutionary War. She was betrothed to a Mr Jones, an American refugee, who was in Burgoyne's army. Anxious for a union with his intended bride, he dispatched a party of Indians to escort her to the British camp. Against the remonstrance of her friends, she committed herself to their charge. She was placed on horseback, and accompanied her guides to the spring in question, where they were met by another party, sent on the same errand. An altercation ensued between them, as to the promised reward, (which was a barrel of rum,) and, while thus engaged, they were attacked by the whites. At the close of the conflict, the unhappy young woman was found, a short distance from the spring, tomahawked and scalped. There is a tradition that her scalp was divided by the respective parties, and carried to her agonized lover. He is said to have survived the shock but a short time, and to have died of a broken heart. The name of Miss M'Rea is inscribed on the tree, with the date, 1777.

GLEN'S FALLS.—At this place, are the celebrated falls from which the village takes its name. These are situated about $\frac{1}{4}$ of a mile south of the village, near to a permanent bridge, extending partly over the falls, and from which the best view of them may be had. The falls are formed by the waters of the Hudson, which flow in one sheet over the brink of the precipice, but are immediately divided by the rocks into three channels. The height of the falls is ascertained, by measurement, to be 63 feet ; though the water flows in

an angular descent of 4 or 500 feet. Some rods below the falls, is a long cave in the rocks, extending from one channel to the other. On its walls are inscribed a variety of names of former guests, who have thought proper to pay this customary tribute. The rocks, which are at some seasons covered with water, but at others entirely dry, are checkered by small indentations; and in many places considerable chasms are formed, probably by pebbles kept in motion by the falling water. It is very evident that these falls, like those of Niagara, were once a considerable distance lower down the river—the banks below being composed of shelving rocks, from 30 to 70 feet perpendicular height. On the north side of the river is a navigable feeder, communicating with the Champlain Canal. It commences nearly two miles above the falls; and, with the exception of about a quarter of a mile, which appears to have been cut out of a shelving rock, runs along a ravine east of Sandy-Hill; and intersects the main canal some distance below.

JESSUP'S FALLS, which are about 10 miles above Glen's Falls on the Hudson, are worthy the attention of travellers. The whole scenery is highly romantic and picturesque, and the descent of the falls, which are perpendicular, and embrace the whole river in an entire sheet, is nearly 100 feet. Five miles farther north, are the

HADLEY FALLS, which are a succession of pitches over a rocky and uneven bed. The whole descent, commencing at the upper fall, is between 80 and 100 feet. Over the lower fall, a permanent bridge, about 50 feet from the water, is erected. The river is here contracted to a very narrow space, within lofty rocky embankments, between which the water rushes with great force and wildness into the basin below, uniting with Sacondaga River, a large and rapid stream, which rises about 60 miles to the north-west. Both of these rivers abound

with trout and other fish, affording ample employment for those who are fond of angling. The country here is extremely rugged and mountainous, and presents but little appearance of cultivation.

Travellers designing to visit these places, will find it most convenient to take a carriage at Saratoga Springs, from which to Jessup's Falls is 14 miles, and to Hadley Falls 5 miles farther. The route is over a good road, and, including a visit of two or three hours, may be easily performed (going and returning) in a day.

From Glen's Falls to the Lake, the distance is 9 miles, over an indifferent road, affording little other variety than mountains and forests, with here and there a rustic hamlet. Within $3\frac{1}{2}$ miles of Lake George, on the right hand, and a short distance from the road, is pointed out the rock, at the foot of which Col. Williams was massacred by the Indians, during the French war. At the distance of half-a-mile farther, on the same side of the road, is the

BLOODY POND, so called from its waters having been crimsoned with the blood of the slain who fell in its vicinity, during a severe engagement in 1755. It is said, that skulls are found in the neighbourhood of this pond, and that numerous others may be taken from the bottom.

A railroad is now in progress, to extend from Bemus' Heights, beginning at the termination of the Saratoga and Schenectady Railroad, to Whitehall, on Lake Champlain, a distance of 42 miles. When finished, this road will complete the line of railroads from the head of steamboat navigation on the Hudson River, to Lake Champlain. This will be the great route from New York to Montreal, a distance of 375 miles; passengers will then be able to travel the whole distance, by steamboat, railroad, and stagecoach, in about 36 hours.

CALDWELL, on the south-western margin of the lake. This village contains a number of neat little buildings, and about 100 inhabitants. The village is bordered on the east by a range of hills, to the highest of which, called Prospect Hill a road has been made, and, though difficult of ascent, the toil is richly compensated in the diversified and extensive prospect afforded from its summit.

LAKE GEORGE, 27 miles from Saratoga Springs, by the way of Glen's Falls, is a place of great attraction. This is one of the most pleasant excursions imaginable; as it abounds with some of the finest scenery in this or any other country. The road passes in several instances by places of deep interest—where occurred stirring scenes during the war of the Revolution, and the old French war. In the neighbourhood of Saratoga and Lake George, several sanguinary battles have been fought, which bring fresh to the mind many events recorded in history.

Lake George, of itself, to any one fond of picturesque scenery, is doubly attractive. At the village of Caldwell are good accommodations for the visiter. It is situated at the south end of the lake, commanding a fine view of the mountains by which it is almost enclosed. The lake is 34 miles long, the water is remarkable for its purity, and abounds with most delicious fish.

Ten miles from Caldwell, down the Lake, are a range of mountains possessed by a celebrated hunter of the name of Phelps, as a deer pasture. In the spring, when the vegetation of the previous year is sufficiently dry, he sets fire to the brushwood on the mountains. Subsequently, green and tender herbs spring forth, and induce droves of deer to resort thither in quest of food; by which means the hunter succeeds in killing hundreds annually. On the opposite side of the

lake, at a very considerable elevation, is the residence of a wealthy farmer. Two miles further, is TWELVE-MILE ISLAND, being that distance from Caldwell. It is of a circular form, of about 20 acres, situated in the centre of the lake, and is elevated 30 or 40 feet above the water.

SABBATH-DAY POINT, 24 miles from Caldwell, is a projection of the main-land into the Lake, from the west side. It is the place on which the British troops landed on a Sabbath during the French war, and is the spot on which a sanguinary battle was fought with the Indians. The British, with no chance of retreat, were all killed. From thence, 3 miles, is a small island called the *Scotch Bonnet*. Three miles further, on the west shore of the lake, is a little hamlet, called, by the inhabitants, the City of Hague, containing only two or three dwellings, and as many saw-mills. The lake is here 4 miles wide, being its greatest width. From this place to

ROGERS' SLIDE, is 3 miles. This is celebrated as the spot where Colonel Rogers escaped from the Indians during the French war. The descent is an angle of about 25 degrees, over a tolerably smooth rock, 200 feet in height. The Colonel, who had been a great foe to the Indians, was nearly surrounded by them on the top of the mountain, and found no other means of escape than to slide down this precipice. It being winter, and having snow shoes on his feet, he landed safely on the ice. The Indians afterwards saw him; but, supposing that no human being could have made the descent, and that he must, of course, be supernatural, they concluded it not only useless, but dangerous to follow him.

PRISONERS' ISLAND, is a spot where prisoners were confined during the French war; and directly west of this is

LORD HOWE'S POINT, so called from its being the place where Lord Howe landed immediately previous to the battle in which he was killed at Ticonderoga. He was a brother of the late Lord Howe, who commanded the British forces at Philadelphia, during the Revolutionary War. The water here, from a deep green, assumes a lighter colour, owing to a clayey bottom. From thence, to the outlet of the lake, which terminates the steamboat passage, is one mile. Three miles further, over a circuitous and uneven road, in an easterly direction, are the fort and ruins of

TICONDEROGA.—The point projects between the lake on one side, which here suddenly expands to the west, and the creek on the other, which unites the waters of Lakes George and Champlain, and forms its southern boundary. On the opposite side of the lake, in a south-east direction, stands Mount Independence. Mount Defiance, 720 feet in height, is situated across the creek, directly west of the Fort. This height was occupied by the artillery of General Burgoyne in 1777, when the Americans were compelled to evacuate Ticonderoga. The fortress of Ticonderoga was first constructed by the French in 1756. The works appear to have been very strong, are elevated about 200 feet above the level of Lake Champlain, and many of the walls are still standing. The magazine is nearly entire. It is 35 feet long, 15 feet wide, and 8 feet high, constructed under ground, of stone, and arched. A subterraneous passage leads from the south-west corner of the works to the lake, 20 or 30 rods in length. Through this passage, Colonel Ethan Allen passed when he took possession of the fort. The remains of another fortification, built during the Revolutionary War, are still to be seen, about 60 rods farther south, on the point adjoining the lake. The walls next the lake are nearly 60 feet in height.

In 1758, Ticonderoga was attacked by General Abercrombie, who was repulsed with the loss of 2000 men. On the approach of General Amherst, in 1759, it was quietly abandoned by the French, as was also Crown Point. It continued in possession of the British, until the year 1775, when it was taken by Colonel Allen, "in the name of the Great Jehovah, and the Continental Congress." On evacuating the fort in 1777, General St. Clair ordered a detachment to accompany the American stores and baggage to Skeensborough, where they were pursued by General Burgoyne, and from thence to Fort Ann. At the latter place, a smart skirmish ensued between the two parties. The main army retired from Ticonderoga to Hubbardton, where a party, under Colonel Warner, were overtaken by the British, and, after a severe action, abandoned the field. From thence they joined General Schuyler at Fort-Edward, on the 12th July 1777.

WHITEHALL, 72 miles from Albany, is situated at the south end of Lake Champlain; from thence steam-boats start daily for Burlington, Plattsburg, and St John's, (Canada,) passing Ticonderoga.

Distances from Whitehall to Montreal.

Ticonderoga,	23	Plattsburg,	15	36	
Crown Point,	15	36	Windmill Point	26	112
Westport,	9	47	St John's, Canada,	17	129
Essex,	10	57	La Prairie,	17	146
Burlington,	14	71	Montreal,	7	153

LAKE CHAMPLAIN

forms part of the boundary line between the States of New York and Vermont. Its length is 140 miles, and its greatest breadth 14. A great proportion of the lands on the margin of the lake are still unredeemed

from a state of nature, and, in some places, particularly at the north end, are low and marshy. The villages seen from the lake all exhibit a cheerful and thriving appearance. The lake properly commences at Mount Independence; from whence to Whitehall, a distance of 30 miles, it assumes the appearance of a river, in which little more than room is left, at any point, to turn the boat. The history of Champlain involves many interesting events, associated with the French and Revolutionary Wars. During those periods, several fortifications were constructed, which have since undergone some repairs, but are now in a state of decay. The ruins of the ancient fortresses at Ticonderoga and Crown Point are still visible.

PLATTSBURG is beautifully situated at the mouth of the Saranac river, on the west side of Lake Champlain. This place is rendered celebrated by the victory of M'Donough and Macomb, over the British land and naval forces, under Sir George Prevost and Commodore Downie. The naval engagement took place in front of the village, which overlooks the extensive Bay of Plattsburg for several miles. Here the American Commodore waited at anchor the arrival of the British fleet, which appeared passing Cumberland Head, about eight in the morning of the 11th of September 1814. The first gun from the fleet was the signal for commencing the attack on land. Sir George Prevost furiously assaulted the defences of the town, whilst the battle raged with increasing ardour between the fleets, then contending in full view of the respective armies. Commodore Downie was killed in the engagement. He was represented as a brave and skillful officer; and was opposed to the method of attack on the American flotilla. A monument erected to his memory, in the churchyard at Plattsburg, contains the following inscription:—

“ Sacred to the memory of George Downie, Esq., a post-Captain in the Royal British Navy, who gloriously fell on board his B. M. S. the *Confiance*, while leading the vessels under his command to the attack of the American flotilla at anchor in Cumberland Bay, off Plattsburg, on the 11th September 1814. To mark the spot where the remains of a gallant officer and sincere friend were honourably interred, this stone has been erected by his affectionate sister-in-law, Mary Downie.”

The remains of a number of officers of both armies, who fell in the engagement, repose near the Commodore, with no monument to inform the stranger, and with no record but tradition to denote the spot of their interment. East of Downie, are five graves, occurring in the following order:—Commencing south—Captain Copeland, an American officer; Lieut. Stansbury, of the American navy; Lieut. Runk, of the American army; Lieut. Gamble, of the American navy; and a British sergeant. On the north side of Downie, are the remains of the British Lieut.-Colonel Wellington; on the south, two British lieutenants; on the west, Captain Purchase and four other officers, three of whom were British.

The traveller will find many objects of interest at Plattsburg, which will warrant his continuing there for some days. A short distance from the village, are the cantonment and breastworks occupied by General Macomb and his troops during the last war. A mile north, is shewn the house possessed by General Prevost as his headquarters, during the siege in 1814; between which and the village, the marks of cannon shot on trees and other objects, are still visible. Farther on, about five miles, on a hill overlooking the village of Beekmantown, is shewn the spot where a sanguinary engagement took place, between the American and

British troops, which resulted in the death of the British Colonel Wellington, and several men of both armies. Colonel Wellington was killed in the centre of the road, about equidistant from the summit and foot of the hill.

ROUSE'S POINT, at the outlet of Lake Champlain, and 10 miles from the Isle aux Noix, contains strong stone fortifications, erected by the United States, but which, by the decision of the commissioners appointed to settle the boundary line between the American and British governments, fell within the territories of the latter.

ISLE AUX NOIX—14 miles from St John's. This is a strong military and naval post, possessed by the British. The works are generally in good preservation; and are occupied by a small military corps. In the expedition against Canada in 1775, the troops under Generals Schuyler and Montgomery, went down the lake on rafts, and landed at this island, from whence they proceeded to St John's. The other detachment, under General Arnold, marched by land, through the present State of Maine, (then a wilderness,) to Quebec.

ST JOHN'S.—This place was an important post during the French and Revolutionary Wars. In the latter it was taken, after a gallant defence, by General Montgomery, as was also Chambly. It contains, at present, about 150 houses, and upwards of 1000 inhabitants. Though a place of considerable business, it possesses nothing in its appearance or accommodations inviting to a stranger. The boats touch at all the intermediate places; and the fare through is D.6. Proportionate deductions are made for the intermediate distances.

At St John's, passengers take the Railroad to La Prairie, on the St Lawrence, a distance of 17 miles; thence by steamboat to Montreal.

MONTREAL

is situated on the south side of the island of the same name, 131 miles from Ogdensburg, and 170 from Quebec. The length of the island is 30 miles, its mean breadth 7, and its circumference about 70. The city extends along the St Lawrence, about 2 miles in length, and half a mile in width. The buildings are mostly constructed of stone, and arranged on regularly disposed but narrow streets. A stone wall formerly encircled the city, which, by the sanction of the government, was some years ago totally demolished.

Montreal is divided into the upper and lower towns. The latter of these contains the Hotel Dieu, founded in 1644, and under a superior and thirty nuns, whose occupation is to administer relief to the sick, who are received into that hospital. The French government formerly contributed to the support of this institution; but, since the revolution, which occasioned the loss of its principal funds, then vested in Paris, its resources have been confined to the proceeds of some property in land. The upper town contains the Cathedral, the English Church, the Seminary, the Convent of Recollets, and that of the Sisters of Notre Dame. The General Hospital, or Convent of the Grey Sisters, is situated on the banks of the St Lawrence, a little distance from the town, from which it is separated by a small rivulet. This institution was established in 1753, and is under the management of a superior and 19 nuns.

Some of the public buildings are beautiful. Among these, the new *Catholic Church*, in grandeur, capaciousness, style, and decoration, is probably not exceeded by any edifice in America—it holds 10,000 persons.

Nelson's Monument, near the Market Place, is an object also meriting an accurate survey.

A visit to the Nunneries can generally be effected without difficulty ; though a trifling purchase of some of the manufactures of the nuns, is generally expected.

The *College* is a large stone edifice, 3 stories high, and has a spacious yard on the south, adjoining to which is a beautiful garden.

The *Parade* is a beautiful public ground, on which the troops are usually drilled.

The prevailing religion here, as well as at Quebec, is the Roman Catholic. The clergy derive a revenue from grants of land made to them, under the ancient regime, and from contributions ordained by the church. Besides these, a principal source of revenue is from the fines for alienation, which amount to about 8 per cent. paid by the purchaser of real estate, every time the same is sold, and which extends to sales of all real estates in the island of Montreal.

The city, including its suburbs, contains upwards of 30,000 inhabitants.

The Mountain of Montreal, from which the city takes its name, rises about $2\frac{1}{2}$ miles distant. It is elevated 700 feet above the level of the river, and extends from north to south 2 miles. This spot has already been selected for the residence of some private gentlemen, whose elegant white mansions appear beautiful in contrast with the surrounding foliage. The island of St Helena, immediately opposite the city, is a delightful little spot, whence is obtained a fine view of Montreal, with its lofty mountain in the back ground, the settlement of Longueil, St Lambert, and La Prairie de la Madalene, on the east side of the river, and the waters of the St Lawrence, dashing over the rocks of La Chine, and sweeping their course around a variety of islands.

Distances from Montreal to Quebec.

St Sulpice,	27	Cap Saute,	20 137
William Henry,	20 47	Port au Trembles,	13 150
Three Rivers,	42 89	Quebec,	20 170
St Anne,	28 117		

The St Lawrence from Montreal to Quebec is navigated by a number of excellent steamboats, and the passage between the two cities is delightful. A large majority of the inhabitants of Lower Canada are crowded together near the shores of the St Lawrence, and few interruptions of forest land intervene in the whole distance between the two principal cities. The dwellings and cultivated grounds are so frequent and continuous that each side of the river, in fact, becomes almost an unbroken street ; with groups of houses in the vicinity of the several churches, which are erected generally in sight of the passing steamboat, except on Lake St Peter. The churches are from six to nine miles distant from each other, and upwards of twenty in number, forming, many of them, prominent objects, to give embellishment and charm to the novel and otherwise very attractive scenery. All travellers sleep one night at least on board the steamboat, while journeying between the two cities : and it is recommended that they should arrange the hour of departure from Quebec (which is always at low water) so that they may view by daylight that part of the river which had been before passed in the night. A journey to Quebec and back again may now be accomplished, by means of steamboats, in less than three days. The distance between the two cities is 170 miles.

From Montreal, the boat first passes near the Fort on St Helen's Island, and soon enters the rapids of St Mary ; in returning up which, steamboats are often drawn by cattle. Proceeding down the river, the villages of Longueil, Longue Pointe, Vercheres, Varennes,

Point aux Trembles, Contrecoeur, Repentigny, St Sulpice, La Morage, Berthier, and Machiche are successively passed, before reaching the town of

WILLIAM HENRY, which is 47 miles from Montreal. It stands on the site of an old fort, built in 1665, on the right bank of the river Sorel, at its confluence with the St Lawrence. The present town was commenced in 1785. It is regularly laid out with streets, crossing each other at right angles, leaving a space in the centre about 500 feet square. The number of dwellings does not exceed 200, and its population 2000. Opposite the town, the river Sorel is 250 yards broad, and is navigable for vessels of 150 tons, for twelve or fourteen miles. On this river, which unites the waters of Lake Champlain with the St Lawrence, are two considerable forts, the one at St John's and the other at Chambly. Sorel was occupied in May, 1776, by a part of the American army, under General Thomas, on their retreat from Quebec.

Lake St Peter, some miles below the town of Sorel, is formed, by an expansion of the river St Lawrence, to 15 or 20 miles in width, and 21 in length. The waters of the lake have but little current, and are from 8 to 11 feet deep. At the upper end of the lake, a variety of small islands are interspersed, which are the only ones that occur in the St Lawrence till you reach the island of Orleans. On the north side of this lake, is the town of

THREE RIVERS, at the mouth of the St Maurice, which is divided by two small islands into three branches. This town was formerly the seat of the Colonial Government, and is now considered the third in importance in the Province. The number of inhabitants is upwards of 3000. Some miles up the St Maurice, are the celebrated falls of Shawinnewage, a beautiful cataract of about 100 feet descent.

Seven miles below Three Rivers, the Richelieu rapids commence. The river is compressed within less than half a mile in width, and the water moves with great velocity for three or four miles; but, being deep, and the current unbroken, except at the shores, the descent is made by steamboats without danger, except in the night, when a descent is never attempted.

The scenery of the St Lawrence is occasionally relieved by the prospect of the distant mountains, the highest of which does not exceed 1000 feet, but, rising in the back-ground of the cultivated vales along the borders of the river, give an additional degree of beauty and novelty to many of its landscapes. The alternate variety of the waters of the St Lawrence—now reposing in stillness on the bosom of an expanded lake, and now rushing with the rapidity of a cataract—added to the pleasing effect of the landscape scenery, affords an agreeable repast to the tourist, until he reaches the classic scenes of Quebec. Soon after leaving Cape Rouge and the little village of St Nicholas, near the mouth of the Chaudiere River, the towers and citadel of this famous city open to view, situated on a rock of 345 feet in height, called Cape Diamond, from the gem-like quality of the crystals which are found intermingled with the granite beneath its surface. In approaching the city, you pass Sillery River and Cove, and Wolfe's Cove, where he landed his army, to gain the heights of Abraham, about $1\frac{1}{2}$ miles from Quebec. Point Levi appears on the right, a rocky precipice, covered with white dwellings, and commanding the citadel of Quebec from the opposite shore.

QUEBEC

is situated upon a high peninsular point of land, at the confluence of the Rivers St Lawrence and St

Charles, the junction of which forms a capacious and beautiful bay and harbour.

From the Exchange at the extremity of the point on the north-east, the limits of the city jurisdiction extend in a direct line about north-west to a bend in the St Charles River, near the General Hospital. On the St Lawrence River, the south-west point of the Banlieu is about equidistant from the Exchange, the whole plat approximating to a triangle, the longest side of which passes a short distance to the west of the Martello Towers, measuring one mile and five furlongs from the St Charles to the St Lawrence.

A straight line, drawn from one river to the other, at the Barrier on the south and west, is rather more than a mile in length, and the whole wall is two miles and three quarters in circuit ; but, including the Citadel, the Esplanade, the different large gardens, and other vacant spaces, a considerable proportion of the interior area within the fortification remains unoccupied for buildings.

The city and environs are thus subdivided :—That part which is within the walls is called the Upper Town, and can only be approached by five gates. On the eastern side of the Cape, towards the St Lawrence, there is only one avenue to enter it, by a circuitous steep hill, through Prescott Gate ; which is the chief thoroughfare for all the commercial business of the port, especially during the navigable season, and then Mountain Street, as this route is named, presents the appearance of a crowded and active population. On the north of the city, and where the promontory has considerably declined in height, there are two entrances—Hope Gate, not far from the eastern extremity of the rampart, and Palace Gate, adjoining the Armoury and the Artillery Barracks. These gates are on that side of the city which is washed by the St Charles.

From the land, there are two avenues to the interior of the fortifications; that to the east is known as the St Louis Gate, which conducts by a beautiful road to the Plains of Abraham; the other is at the end of St John's Street, and thence denominated St John's Gate. This is the route through which the chief part of the country trade passes.

As travellers are generally restricted as to time, they have often failed to gratify their curiosity for want of a directory or guide, by which they might, with the greatest facility, view the most important objects, and also from not having previously obtained a letter of introduction to some respectable citizen, who would accompany them.

The ancient Monastery of the Jesuits is now used as the *Barracks* for the troops of the garrison. It is a capacious quadrangular edifice, of 75 yards by 67, encircled by a wall. The area enclosed, and which is now appropriated for the parades and exercise of the troops, was formerly an elegant garden.

On the east of the Pentagon, is the *Castle of St Lewis*, the residence of the Governor, and which, from its peculiar situation, constitutes one of the principal objects of notice in all views of the city, from Beaufort easterly to the Chaudiere. At its base, the rock is nearly two hundred feet in perpendicular height, and the building on the east is sustained by strong stone buttresses, on which is laid a wide balcony, extending along the whole length, and whence the beauties of the northern and eastern landscape are beheld. On the south side, and nearly adjoining, is the

Court House, a plain neat building of stone, about 140 feet long, and as many broad.

Citadel.—This stupendous fortress circumscribes the whole area on the highest part of Cape Diamond, and

is intended, not only to accommodate the garrison as a residence, parade, &c., but also to include all the materiel of war. It perfectly commands the city and river at Lawrence ; and is the most powerful specimen of military architecture on the western continent.

The PLAINS OF ABRAHAM lie south and west of Quebec. The visiter, on leaving St Louis' Gate, should turn up the stair to the Glacis, continue his course under the Citadel, and pursue a path to the right. At the termination of the enclosure, the bank is ascended to the Plains of Abraham, near the spot where Wolfe died. The large house at a distance in the front is erected on the site of a French redoubt, which defended the ascent from Wolfe's Cove, and was the primary object of assault and capture, after the top of the hill had been gained by the British troops. The precipice at the Cove, from 150 to 200 feet in height, and full of projections of rocks and trees, seemed to be rendered almost inaccessible. General Wolfe, however, with unparalleled fortitude, led the way in the night, (September 12, 1759,) through a narrow path, winding obliquely up the hill, which, with the assistance of boughs and stumps, enabled him and his troops to gain the summit. Here, by daylight the next morning, they were formed in line of battle, in readiness to meet the enemy.

General Montcalm, on receiving information that the British had possession of the heights, broke up his camp at Beaufort, crossed the St Charles River, and, at about 10 o'clock in the morning, commenced the attack. After a desperate struggle of about two hours, in which both commanders were mortally wounded, the French gave way, and left the field in the possession of the victors.

Wolfe fell at the critical moment that decided the victory. He was wounded in the early part of the

engagement by a bullet in his wrist—soon after by a ball which passed through his groin—and it was not until a third had pierced his breast, that he suffered himself to be conveyed into the rear, where, careless about himself, he discovered, in the agonies of death, the most anxious solicitude concerning the fate of the day. From extreme faintness, he had reclined his head on the arm of an officer, but was soon aroused by the cry of "They fly, they fly!" "Who fly?" exclaimed the dying hero. "The French," answered his attendant. "Then," said he, "I die contented." And he immediately expired. A death so glorious, and attended by circumstances so interesting, has seldom been recorded in history.

Five days after the battle, the city surrendered, and received a British garrison. The French concentrated their remaining force at Montreal, and, early in the spring, made attempts to regain possession of Quebec. Unsuccessful in these, they returned to Montreal, towards which the whole British force in America, under the command of General Amherst, was approaching. This force was too strong to be resisted. In September, 1760, that city surrendered, and soon after all the French posts in Canada fell into the power of the British.

In the other parts of the world, their arms were equally successful; and, at the commencement of 1763, a peace, highly advantageous to their interests, was concluded, at Paris. By the treaty, France ceded to Great Britain all her northern settlements in America, which relieved the colonies from the continual dread of savage incursions.

The *Martello Towers*, consisting of four circular forts, are situated at the northern extremity of the Plains of Abraham, about half a mile in advance of the exterior grand wall of the fortifications. They

are numbered from the river St Lawrence to the General Hospital, and guard the approaches to the city on the south and west.

The FALLS of MONTMORENCI are situated about 8 miles north-east of Quebec, on the river of the same name, near its junction with the St Lawrence. These falls pour over a perpendicular precipice 240 feet in height, and may almost be compared, in beauty and grandeur, with the cataract of Niagara.

The breadth of the fall is 100 feet; and the basin, which is bounded by steep cliffs, forms an angle of forty-five degrees. When viewed from the beach, the cataract is seen, with resplendent beauty, to flow down the gloomy precipice, the summit of which is crowded with woods. The diffusion of the stream, to the breadth of 1500 feet, and the various small cascades produced by the inequalities of its rocky bed, on its way to the St Lawrence, display a very singular and pleasing combination.

LORETTE, an Indian village, about 8 miles from the city, can be taken in the route to or from the Falls of Montmorenci. It exhibits a bold and beautiful view of Quebec and its suburbs, and in its extent is bounded solely by the distant southern mountains. The Indian inhabitants of the village retain many of the prominent characteristics of the aboriginal roamers of the forest, combined with vicious habits contracted by their proximity to a large sea-port, and their intercourse with its migratory population.

The CHAUDIERE FALLS can be approached by land or water. The former is generally preferred, the distance to the mouth of the Chaudiere being nine miles from Quebec. From thence, visitors can cross at the ferry, and take an indirect path to the west bank of the river, or diverge from the St Lawrence some distance north of the Chaudiere, and arrive within a short walk of the

falls on the eastern bank. The river at the cascade is much compressed, being only about 400 feet across; and the depth into the *Pot*, as it is usually termed, is about 135 feet. If strangers only view the falls from one side of the river, the prospect from the eastern shore is recommended as preferable.

FROM QUEBEC TO MONTREAL.

In returning to Montreal, the traveller should, if practicable, take a boat at such an hour as to give him a chance of viewing by daylight on the river the scenery which, in descending, was passed in the night.

The approach to Montreal, in ascending the river, is extremely beautiful. The mount behind the city, clothed in a rich and unbroken foliage, the numerous adjacent country seats, the spires and edifices of the city, and the beautiful woody island in front, all conspire in presenting a rich and truly diversified landscape, and one that will not be easily effaced from the memory.

TOUR FROM ALBANY TO NIAGARA FALLS
AND THE WESTERN LAKES.

The Mohawk and Hudson railroad, which leaves Albany from State Street is the most common mode of conveyance to Schenectady; cars leave several times during the day. Coaches also continue to run; a distance of 15 miles. Canal packet boats leave daily, via the Erie Canal, a distance of 30 miles.

The CITY OF SCHENECTADY is situated in a valley on the Mohawk River, and contains a population of about 7000 inhabitants; also, two banks, six churches, a handsome City-Hall, and several well-kept hotels.

Union College, which overlooks the city and the Mohawk for a number of miles, is delightfully situated on an eminence; at this institution, about 200 students are educated annually. A handsome bridge is constructed across the Mohawk, about 1000 feet in length, and is used by the Saratoga and Schenectady Railroads. The Erie Canal passes through Schenectady, on which passage and freight boats are constantly passing and re-passing. The Utica and Schenectady Railroad also commences at this place. The natural and artificial advantages render it a place of importance; it has become the great thoroughfare to the west, east, and north. The land on the banks of the Mohawk is very superior. This fine tract of country formerly belonged to the Johnson family. The founder of this family is said to have acquired it from the Mohawk Indians, who are now extinct, in the following way:—Their chiefs were in the habit of applying to him for tobacco and rum, which they told him they had *dreamt* that he was to give them, which Johnson encouraged, and acceded to every request founded on dreams. Visits and dreams became frequent, on the part of the Indians, and to every request Johnson replied—"I will prove that you were right," and presented them with whatever they applied for. At length, the chief had the conscience to dream that, if he had Johnson's military dress of scarlet and gold, he would be as great a man as King George. And King George he very soon, in so far, became; for Johnson had him clothed as he wished. But Johnson's turn to dream had now arrived. He dreamed that the nation had, in consequence of the hospitality he had shewn them, bestowed on him a part of their territory, which, of course, he took care should be both extensive and valuable. "Have you really had such a dream?" they exclaimed. The chief convoked his tribe, and deliberated, and

afterwards announced to the dreamer that they had confirmed his dream. "Brother Johnson," they said, "we give thee that tract of land; but never dream any more."

The traveller, on leaving Schenectady, has his choice of travelling on the Erie Canal, by coach, or by the Utica and Schenectady Railroad.

CANAJOHARIE, 54 miles from Albany, is the terminating point of the Catskill and Canajoharie Railroad. When completed, this road will shorten the distance from New York to this place, about 20 miles.

LITTLE FALLS, 73 miles from Albany, is a place of considerable attraction. On each side, the mountains are of considerable height, leaving but a narrow space for the river, canal, and road. The works of nature and art are both seen here to great advantage. Coaches run from this place to Trenton Falls, a distance of 28 miles, every Monday, Wednesday, and Friday.

From Little Falls to Trenton.

Fairfield,	8	Poland,	3	18	
Middleville	3	11	Russia,	3	21
Newport, †	4	15	Trenton,	7	28

HERKIMER, 80 miles from Albany, is pleasantly situated on a plain called the *German Flats*.

UTICA is situated on the south bank of the Mohawk River, 96 miles west from Albany. This is one of the largest and most important inland cities in the State. Here centre all the great canals, railroads, and turnpikes, leading from the east to the west, through the valley of the Mohawk. Canal boats and coaches are continually arriving and departing in great numbers. The population in 1835 was 10,183.

Several lines of coaches leave Utica daily for Buffalo, Rochester, and Lewiston, going through in 48 hours; also, for Schenectady and Albany, in about 13 hours. Coaches leave daily, (except Sunday,) for Oxford, Bing-

hamton, Cooperstown, Oswego, Sackett's Harbour, and Ogdensburg.

Two daily lines of canalboats, for the conveyance of passengers, leave Utica for Schenectady, a distance of 80 miles east; and Rochester, 160 miles west. A daily line continues on from Rochester to Buffalo, a further distance, west, by canal, of 93 miles. These several lines are intersected by others from various places on the route of the canal.

From Utica to Sackett's Harbour.

Trenton,	13	Lowville,	4	54
Remson,	5	Denmark,	9	63
Boonville,	12	Champion,	7	70
Leyden,	7	Watertown,	12	82
Turin,	5	Brownville,	4	86
Martinsburgh,	8	Sackett's Harbour,	8	94

From Utica to Montreal, via Ogdensburg.

Denmark,	63	Ogdensburg,	10	124
Carthage,	6	Madrid,	33	157
Wilna,	6	Massena,	15	172
Antwerp,	13	Hogansburg,	12	184
Rossie,	12	Fort Covington,	8	192
Morristown,	14	Montreal,	60	252

From Utica to Ithaca.

New Hartford,	4	De Ruyter,	8	52
Clinton,	6	Truxton,	9	61
Marshall,	5	Homer,	10	71
Waterville,	3	Cortlandville,	1	72
Madison,	7	Dryden,	11	83
Eaton,	7	Ithaca,	11	94
New Woodstock,	12			

From Utica to Binghamton.

Paris,	9	Norwich,	8	51
Sangerfield,	6	Oxford,	8	59
Madison,	6	Green,	14	73
Hamilton,	7	Chenango Forks,	8	81
Sherburne,	11	Binghamton,	11	92
North Norwich,	4			

<i>From Utica to Oswego.</i>			
Whitesborough,	4	Union Square,	12 57
Oriskany,	3 7	Mexico,	3 60
Rome,	8 15	New Haven,	5 65
Taberg,	5 20	Scriba,	5 70
Camden,	15 35	Oswego,	5 75
Williamstown,	10 45		

<i>Distances from Utica, via Canals.</i>			
Schenectady,	80	Geneva,	116
Albany,	110	Rochester,	169
Syracuse,	61	Lockport,	223
Oswego, via Oswego		Buffalo,	253
Canal,	101	Binghamton, via Che-	
Montezuma,	96	nango Canal,	95

TRENTON FALLS, 13 miles north of Utica, is one of the most interesting waterfalls in the State. Numerous visitors annually visit this place. The Falls are on the West Canada Creek, 24 miles above its confluence with the Mohawk River, and consist of a succession of falls of great interest. An excellent hotel is kept near the falls. Coaches run to and from Utica several times a-day during the summer season.

OSWEGO is 75 miles from Utica by land. This is the most expeditious route to Niagara Falls and Upper Canada. Coaches leave daily from Utica. A daily line of splendid steamboats is established between this place and Lewiston, leaving Oswego every afternoon, on the arrival of the canal packets from Syracuse, touching at Carthage near Rochester, Coburg, U. C., Toronto, and Niagara.

Passengers not only save time in their passage, but have the advantage of beholding the magnificent and beautiful scenery on the Oswego River, and near, interesting views of the old British and French forts, and the splendid piers built in 24 feet water, by the Government of the United States, forming one of the most beautiful harbours in America, at the junction of the Oswego River and Lake Ontario.

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It will be seen that the time of travelling is only 48 hours from New York to Niagara Falls by Oswego—say, 10, from New York to Albany; from Albany to Utica, by coach, 12 hours; from Utica to Oswego, 12 by coach; from Oswego to Niagara 14—making in all, 48. Taking the packet at Utica for Oswego, will add 8 hours to the above time.

From Oswego to Montreal, by Steamboat, &c.

Kingston,	59	Lake St Francis,	28	195
Elizabethtown,	48	Coteau du Lac,	4	199
Prescott,	14	Les Cedres,	7	206
Hamilton,	18	Cascades,	7	213
Long Sout Island,	18	Lachine,	16	229
Cornwall,	10	Montreal,	8	237

SYRACUSE, 63 miles west of Utica, by the Erie Canal, has become a place of importance; the village is situated in the town of Salina, which is celebrated for its Salt Springs, and the manufacturing of great quantities of salt. The Oswego Canal commences at this place, and affords a direct communication with Lake Ontario. There is a railroad from this place, extending to Auburn, a distance of 26 miles.

From Syracuse to Oswego, via the Oswego Canal.

Salina,	2	Sweet's Lock,	3	20
Liverpool,	3	Ox Creek,	3	23
Mud Lock,	2	Fulton,	4	27
Cold Spring,	1	Braddock's Rapid,	4	31
New Bridge,	5	Tiffany's Landing,	4	35
Three River Point,	2	Oswego,	3	38
Phoenix,	2			

The VILLAGE of AUBURN is pleasantly situated on the Owasco Creek, three miles from Owasco Lake, with which it is connected by a canal. It is 7 miles from Weed's Port on the Erie Canal, to which several coaches run daily. One of the State Prisons is situated at this place; it is a fine building, of about 300 feet in front. The discipline of the prison is strict, and the rules and regulations have been found very salutary;

many of the convicts, after being discharged, have become honest and industrious men.

There are several other public buildings, besides a number of well-kept public houses, in Auburn, containing a population of about 6000 inhabitants.

In travelling west from this place, the traveller has his choice, either to continue on by coaches through the beautiful villages of Geneva and Canandaigua, to Batavia, thence to Buffalo; or take the Erie Canal at Weed's Port, and continue on the route to Rochester, passing a number of flourishing villages which have sprung up on the line of the Erie Canal, since its completion.

At MONTEZUMA, on the Erie Canal, 34 miles west of Syracuse, commences the *Cayuga and Seneca Canal*, which extends to Geneva, a distance of 21 miles; connecting the waters of the Erie Canal with those of Seneca Lake. This canal has, also, a lateral branch, of 2 miles, to Cayuga Lake, thus connecting with the waters of that lake; opening a lake navigation of more than 100 miles.

From Montezuma to Geneva, via Canal.

Seneca River,	.	.	5		Waterloo,	.	.	.	4	14	
Seneca Falls,	.	.	5	10		Geneva,	.	.	.	7	21

Lateral Canal to East Cayuga Village, 2 miles.

ROCHESTER is situated on the east and west side of the Genesee River, (50 yards wide,) at the upper falls, where it is crossed by the canal, and enjoys the finest advantages for water-mills of all kinds, from the convenient and abundant supply obtained from the Genesee Falls. Canal boats are constantly passing and repassing to the east and west. Stage coaches go hence, daily, to Buffalo, through Batavia; to Canandaigua; to Niagara Falls, by Lockport and Lewiston, &c.

Rochester contains a population of about 15,000 in-

habitants, having rapidly increased in wealth and numbers since 1812, when the first settlement was made. There are now many fine public buildings and private dwellings, a large number of flour mills, which can make 400,000 barrels of flour annually. About 10,000,000 feet of lumber are sawed here in a year, and 5,000,000 brought down the river. There are several extensive factories, three bridges over the Genesee River, eight canal basins, two dry docks, &c.

There are two banks, a number of churches for Presbyterians, Episcopalians, Methodists, Friends, and Catholics; several well-kept hotels, schools, and other institutions.

The water power belonging to this city and the vicinity, is equal to the power of 38,400 horses; or 1,920 steam-engines of 20 horse power each. Only a small part of it is yet used. The whole river supplies 20,000 cubic feet a minute; and the combined height of the falls at Rochester and Carthage, is about 280 feet.

The aqueduct over the Genesee, is one of the finest works on the course of the canal, and is no less remarkable for its usefulness than for its architectural beauty and strength. It is borne across the river's channel, on ten arches of hewn stone. The river dashes rapidly along beneath, while boats and passengers glide safely above.

The fall at Carthage, 2 miles below Rochester, with the truly impressive scenery of the banks, is worthy of particular attention. A railroad furnishes a conveyance to Carthage.

The Lake Ontario steamboats touch at Carthage, 3 miles below Rochester, on their way to Niagara, and to Ogdensburg—the route to Montreal. The Genesee Valley Canal commences at Rochester, and extends to Olean, Cattaraugus County, a distance of about 90 miles.

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CANAL AND STAGECOACH ROUTES FROM
ROCHESTER.

TO PORTLAND HARBOUR.

	Miles.			Miles.	
Scottsville,	11		Ellicottsville,	12	92
Caledonia,	9	20	Little Valley,	7	99
Fowlersville,	6	26	Napoli,	8	107
York,	3	29	Randolph,	5	112
Moscow,	7	36	Waterboro,	5	117
Perry,	8	44	Jamestown,	12	129
Castle,	5	49	Ellery,	11	140
Pike,	9	58	Mayville,	11	151
Centreville,	7	65	Westfield,	6	157
Farmersville,	10	75	Portland Harbour,	2	159
Franklin,	5	80			

TO BUFFALO, BY ERIE CANAL.

Spencer's Basin,	10		Oak Orchard,	5	44
Ogden,	2	12	Medina,	1	45
Adams,	3	15	Middleport,	6	51
Brockport,	5	20	Lockport,	12	63
Holley,	5	25	Pendleton,	7	70
Murray,	2	27	Tonnewanta,	12	82
Albion,	8	35	Black Rock,	8	90
Portville,	4	39	Buffalo,	3	93

To Albany, by Erie Canal, 270 miles.

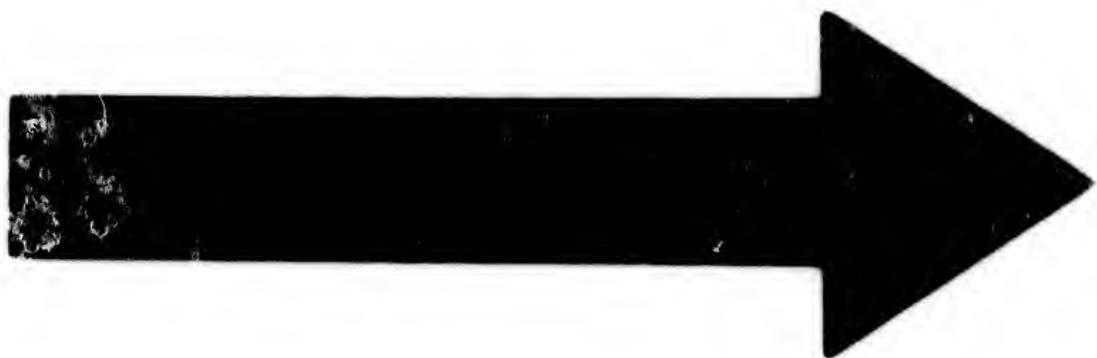
TO BUFFALO, BY STAGECOACH.

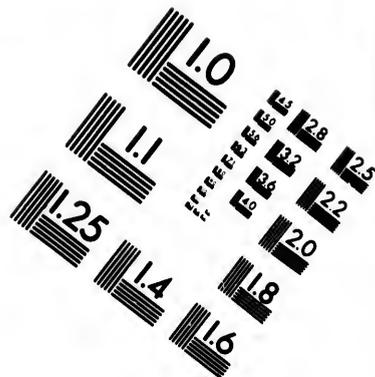
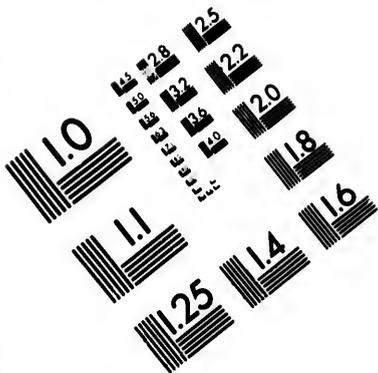
Bergen,	17		Ransom's Grove,	8	52
Batavia,	13	30	Williamsville,	8	60
Pembroke,	14	44	Buffalo,	10	70

TO NIAGARA FALLS.

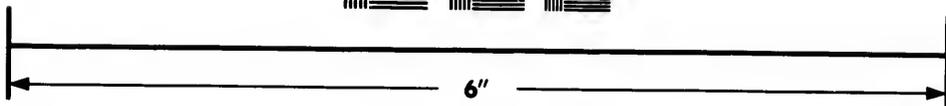
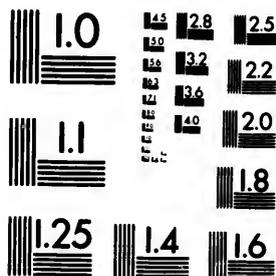
Parma,	11		Portland,	14	54
Clarkson,	7	18	Cambria,	11	65
Gainsville,	15	33	Lewiston,	15	80
Oak Orchard,	7	40	Niagara Falls,	7	87

On leaving Rochester for Niagara Falls or Buffalo, there are several routes at the choice of the traveller—





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TEST TARGET (MT-3)**



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Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

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either going by steamboat, via Lake Ontario, the canal packet boats, or by coach. At present, the most expeditious route is by coaches. Several railroads are now in progress in this vicinity, extending to every section of the country; when completed, they will afford a speedy mode of conveyance.

LEWISTON, 7 miles below the falls of Niagara, and 8 miles from Lake Ontario, directly opposite the village of Queenston, is at the head of navigation on the Niagara River. Steamboats arrive here daily; also, coaches from Rochester, distant 80 miles, and from Lockport, 20 miles. The route from Lewiston to Niagara Falls on the American side, ascends somewhat precipitously for about two miles; when the ascent is gained, it affords an imposing view of the expanse below. Three and a half miles from Lewiston, towards the falls, you pass the *Devil's Hole*, a most terrific gulf, formed by a chasm in the eastern bank of the Niagara, about 200 feet deep.

MANCHESTER, three and a half miles further, is near the Niagara Falls, on the American side, where are a number of well-kept hotels, for the accommodation of visitors.

NIAGARA FALLS.

DIRECTIONS TO TRAVELLERS.

Arriving on either side, it is recommended to ladies to put on leather or other stout shoes, and to gentlemen to take with them umbrellas, to guard against the mist. If you arrive on the American side, turn to the right, around either of the Hotels, and proceed a few rods to the bridge that leads across the rapids to Bath and Goat Islands; you will stop at the toll-house

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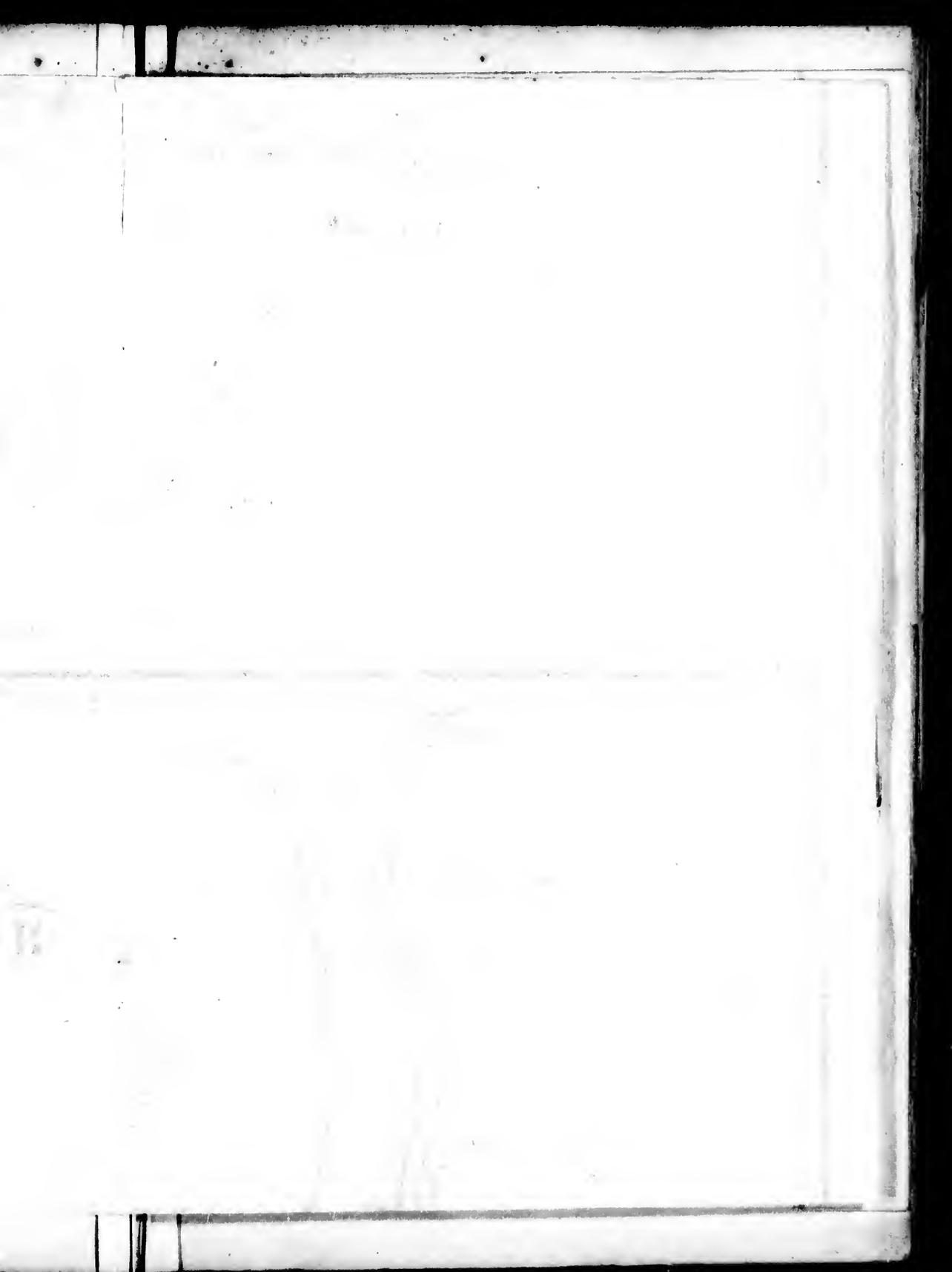
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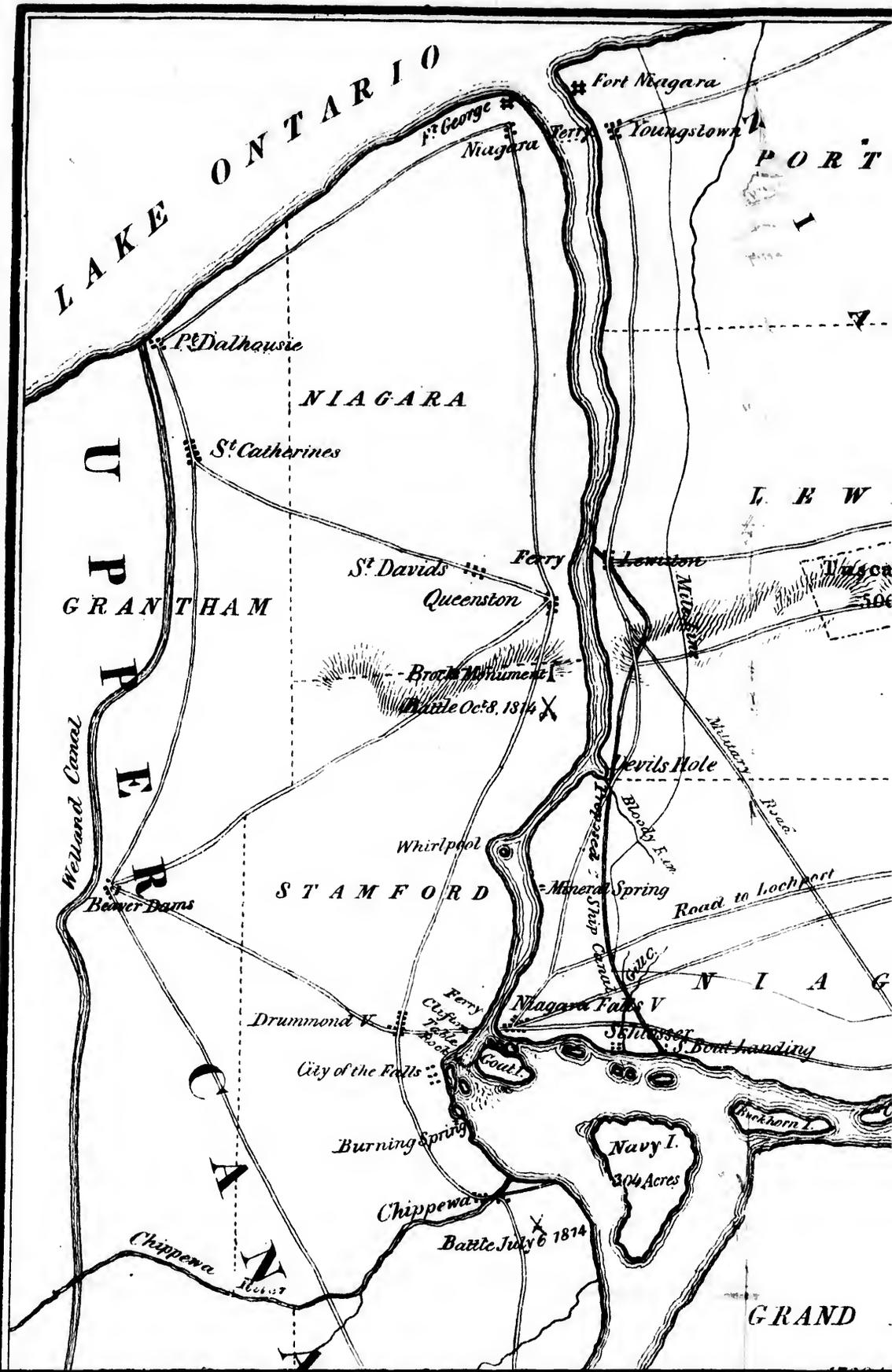
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LAKE ONTARIO

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UPPER GRANTHAM

STAMFORD

NIAGARA

GRAND

Fort Niagara

Youngstown

St. George

P. Dalhousie

St. Catharines

St. Davids

Queenston

Brook Monument

Battle Oct. 8, 1814

Ferry

Lawson

Mission

Devils Hole

Whirlpool

Mineral Spring

Road to Lockport

Welland Canal

Bauer Dams

Drummond

Ferry

Niagara Falls V

City of the Falls

Coal

Burning Spring

Navy I. 304 Acres

Chippewa

Battle July 6 1814

Chippewa

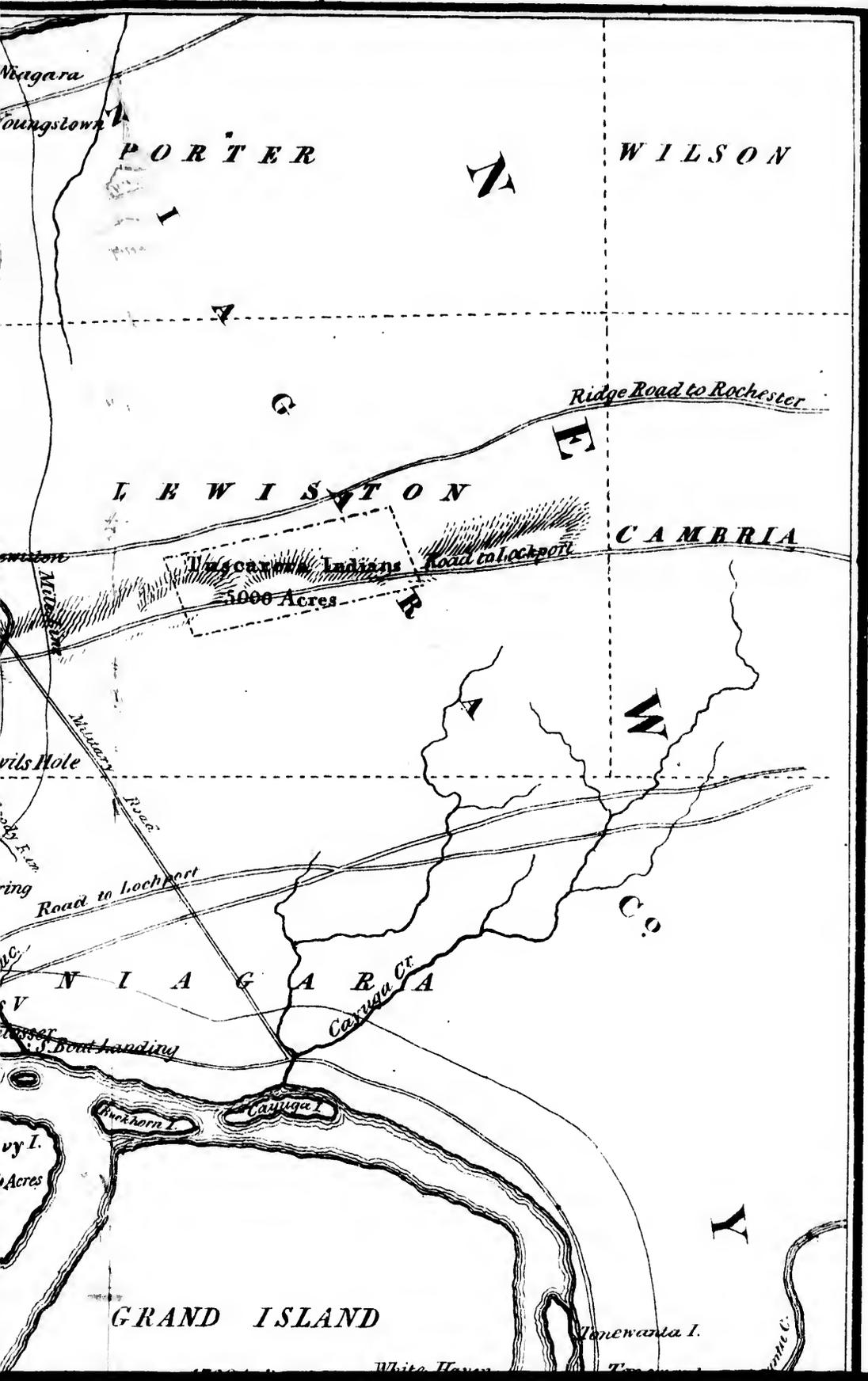
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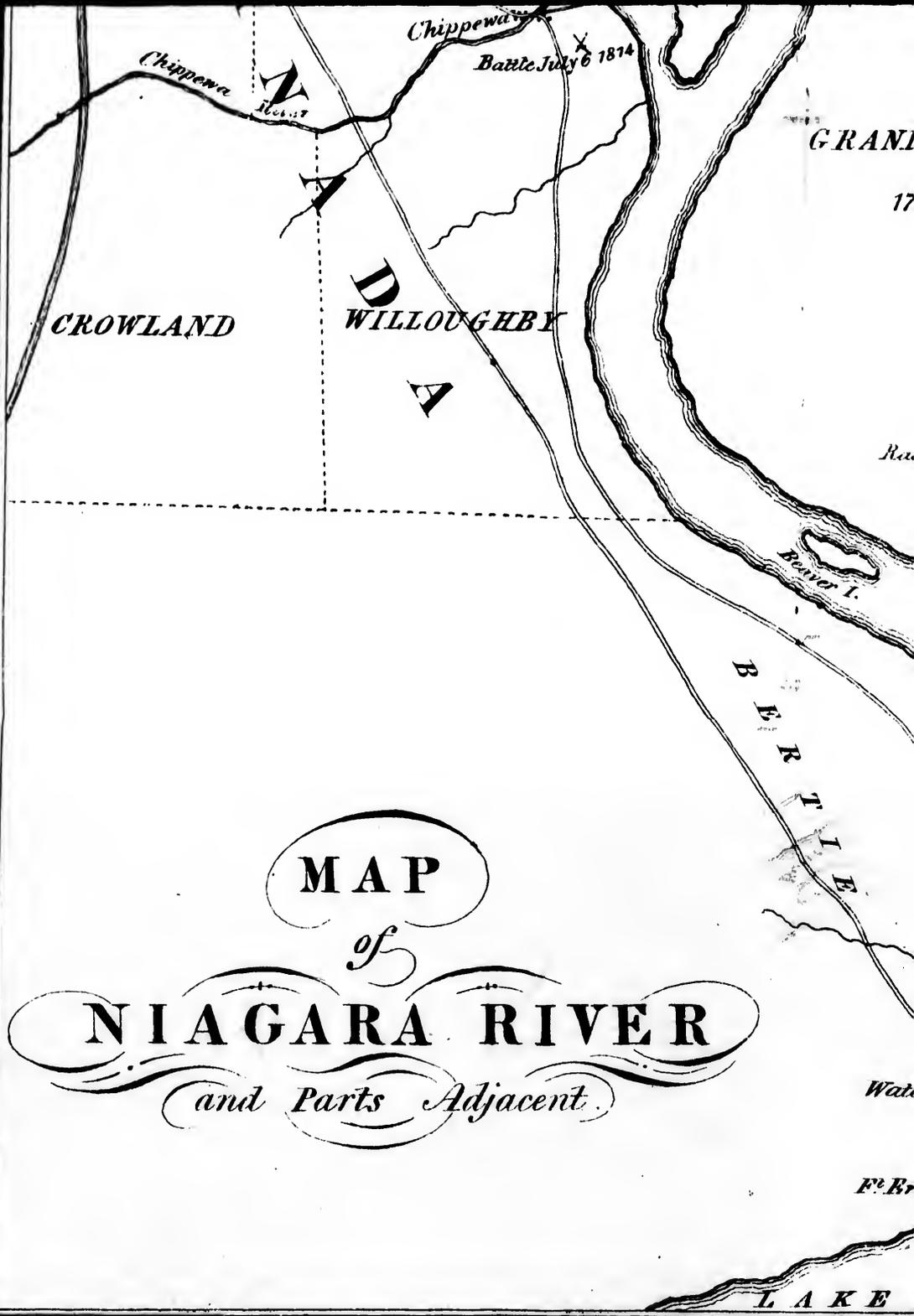
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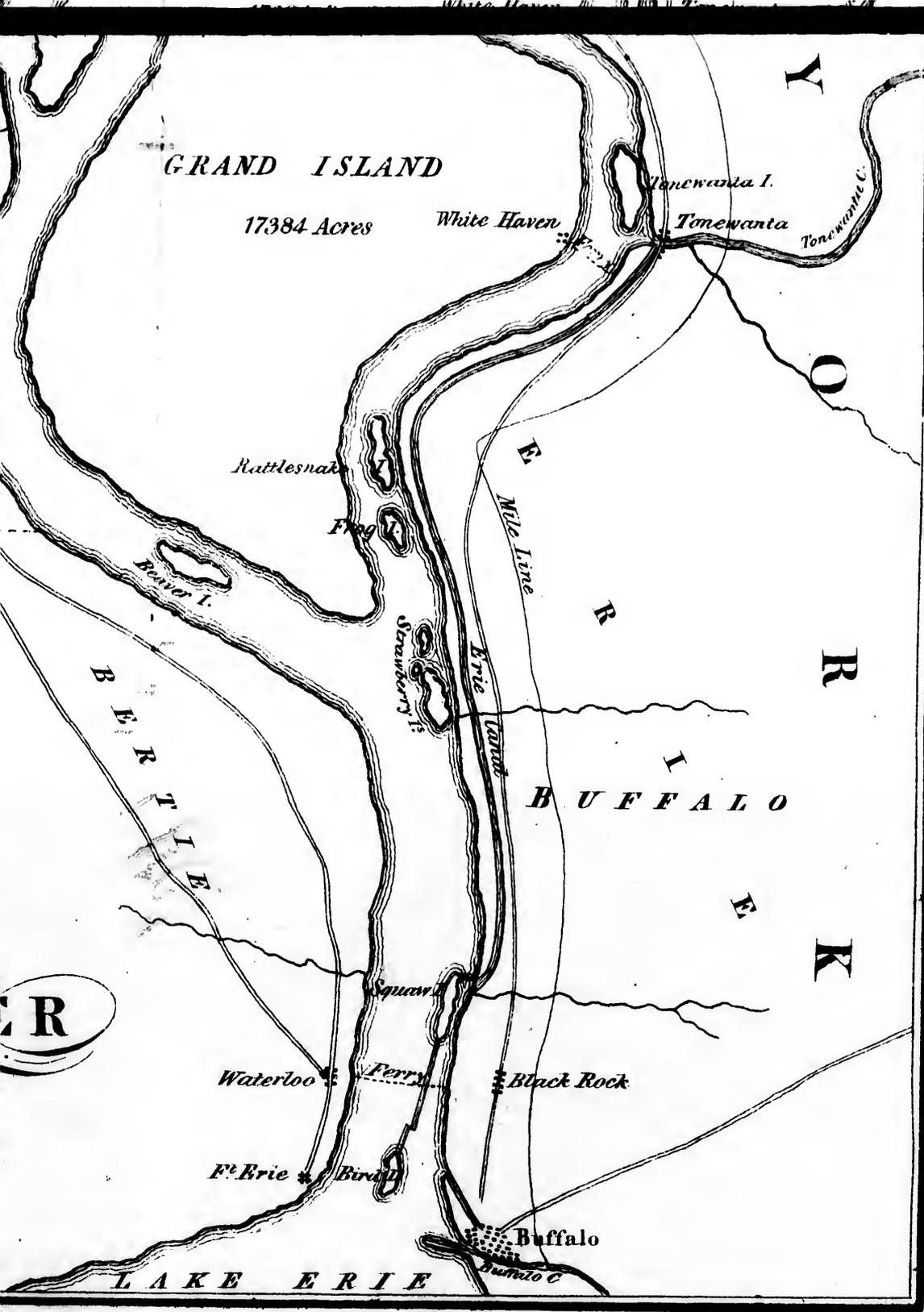
CANAL





MAP
of
NIAGARA RIVER
and Parts Adjacent.

Published by J. Sutherland, 12. Calton St.



GRAND ISLAND

17384 Acres

White Haven

Tonawanta I.

Tonawanta

Tonawanta C.

Rattlesnake I.

Frog I.

Beaver I.

Strawberry I.

Erie Canal

Mile Line

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Black Rock

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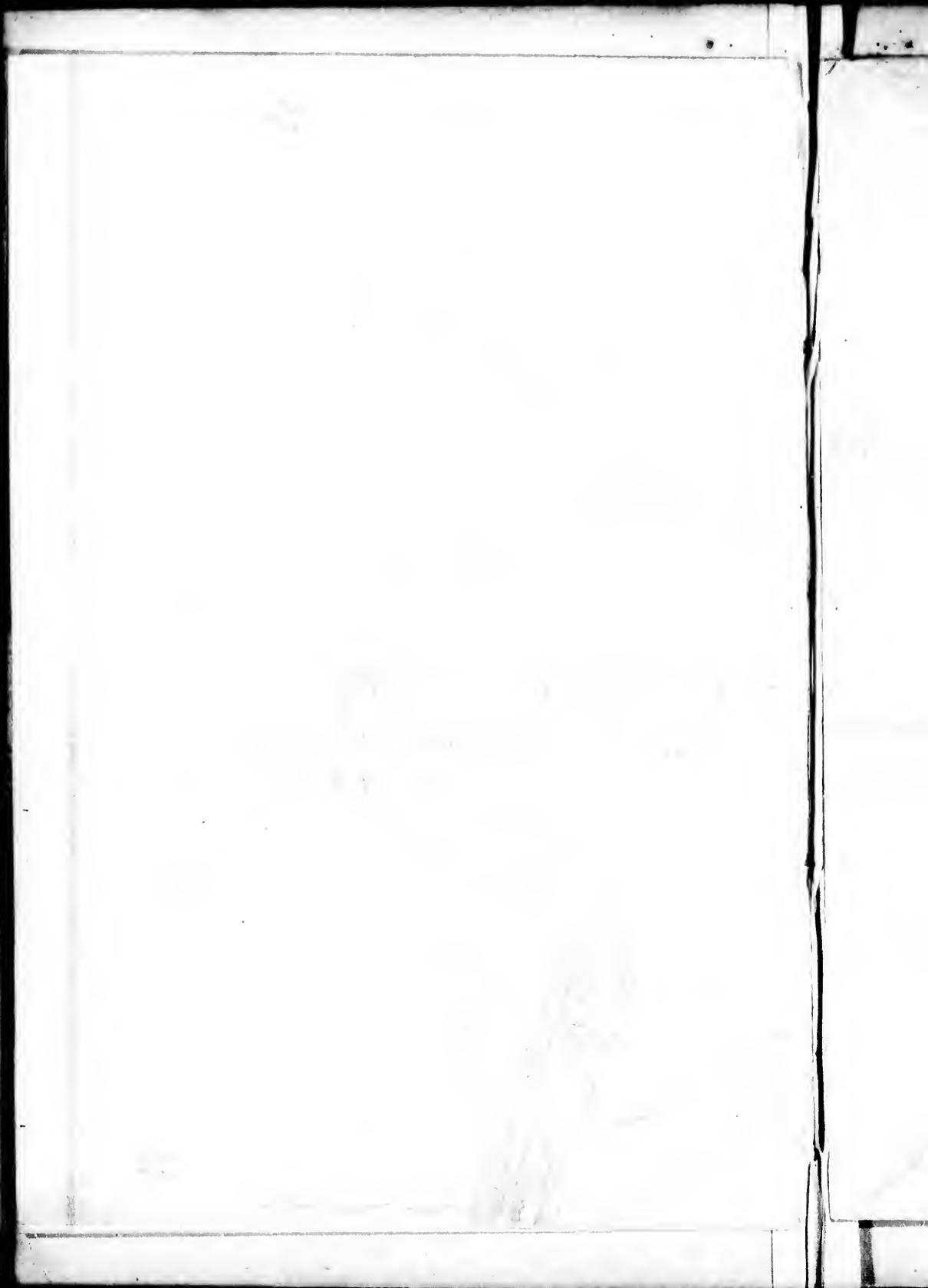
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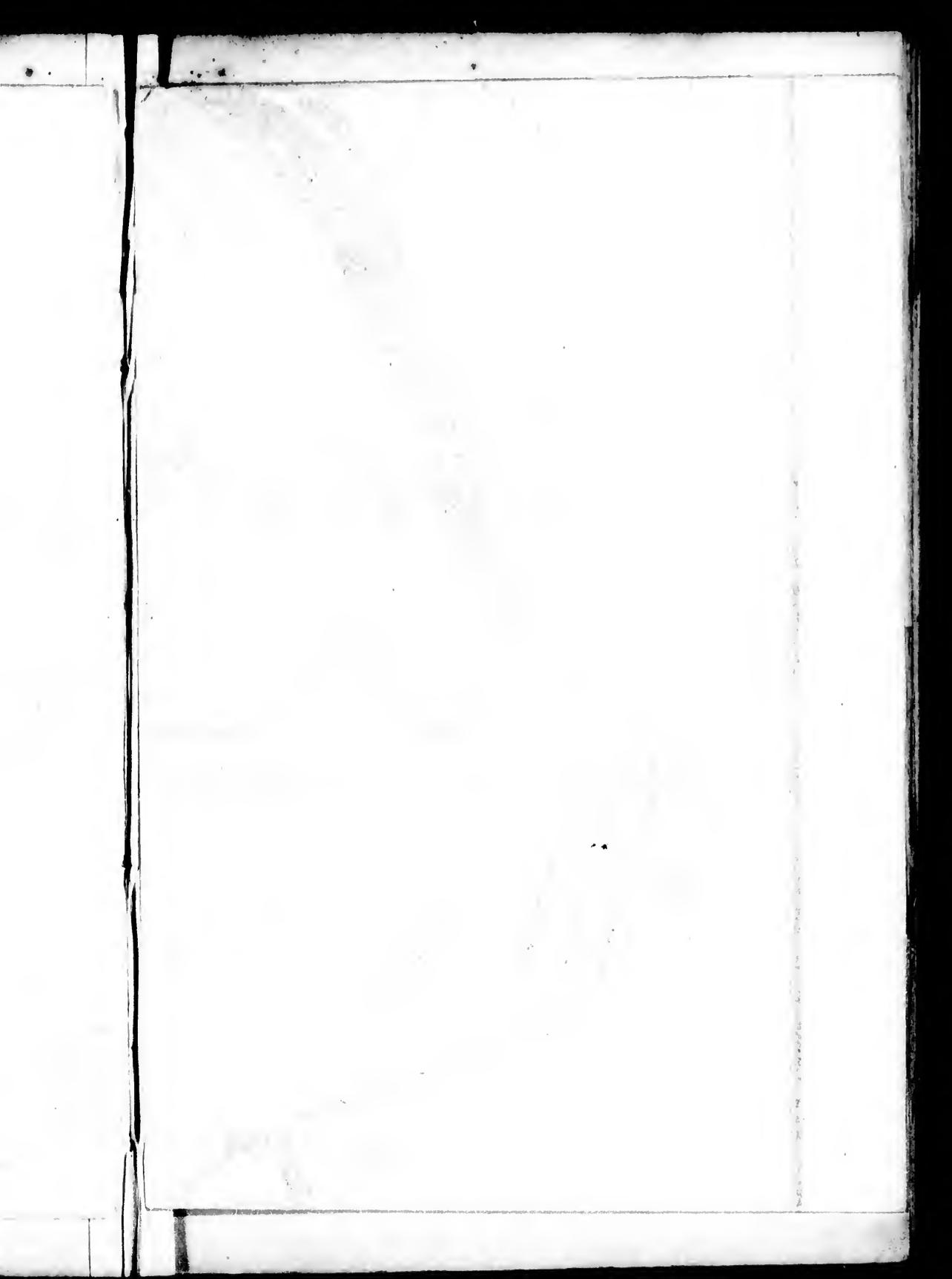
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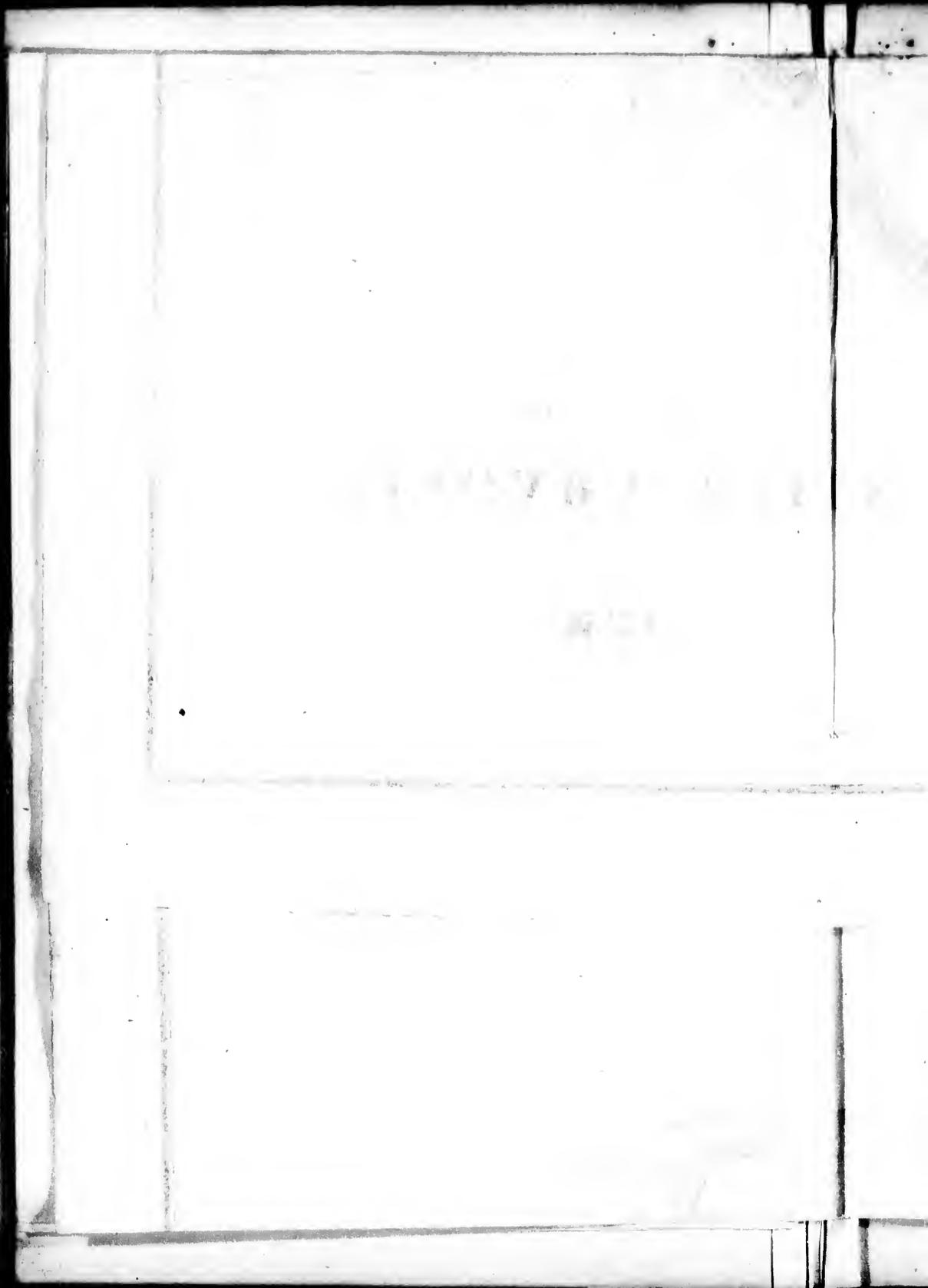
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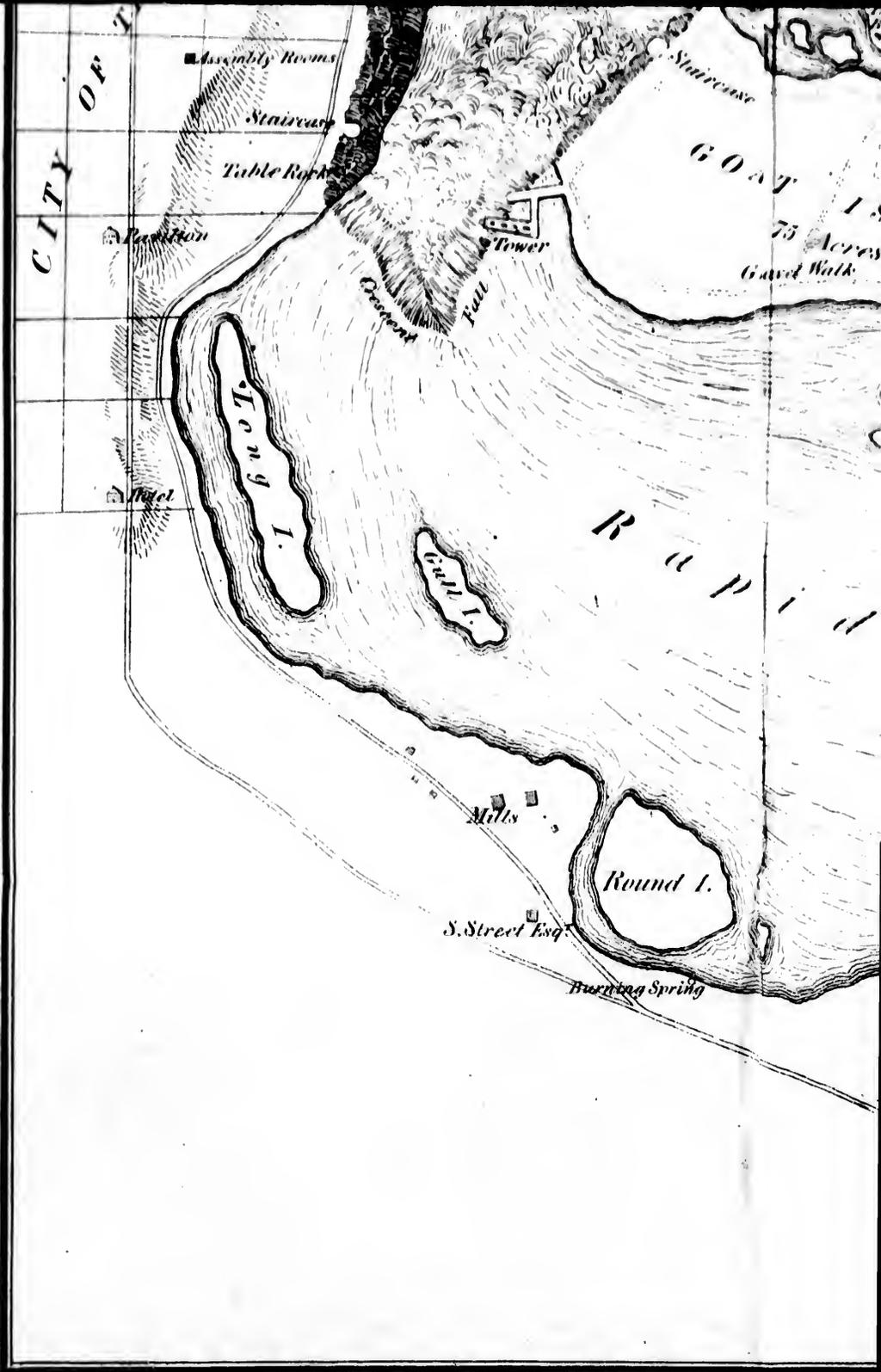
MAP
OF
NIAGARA FALLS
AND VICINITY



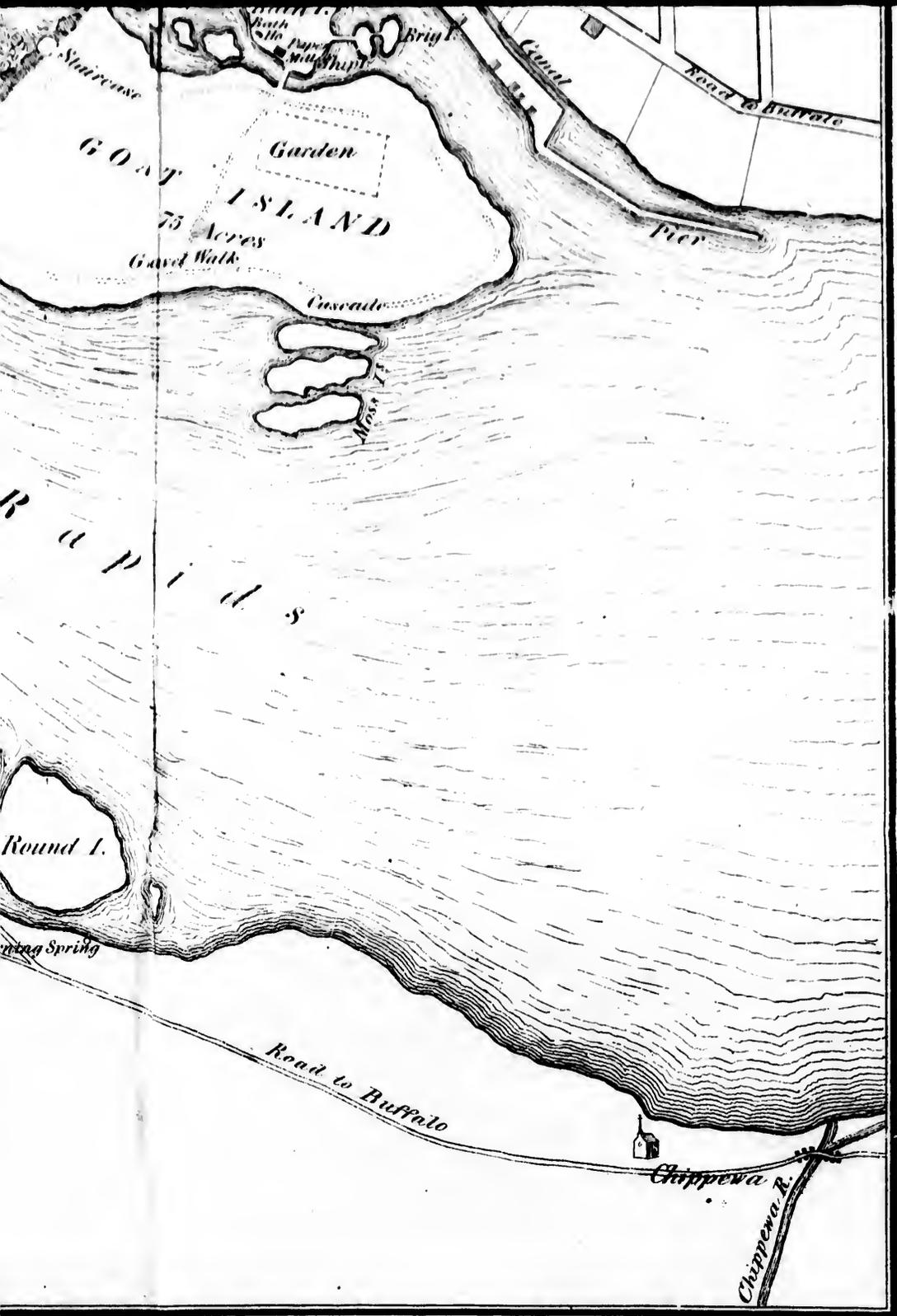
FALLS

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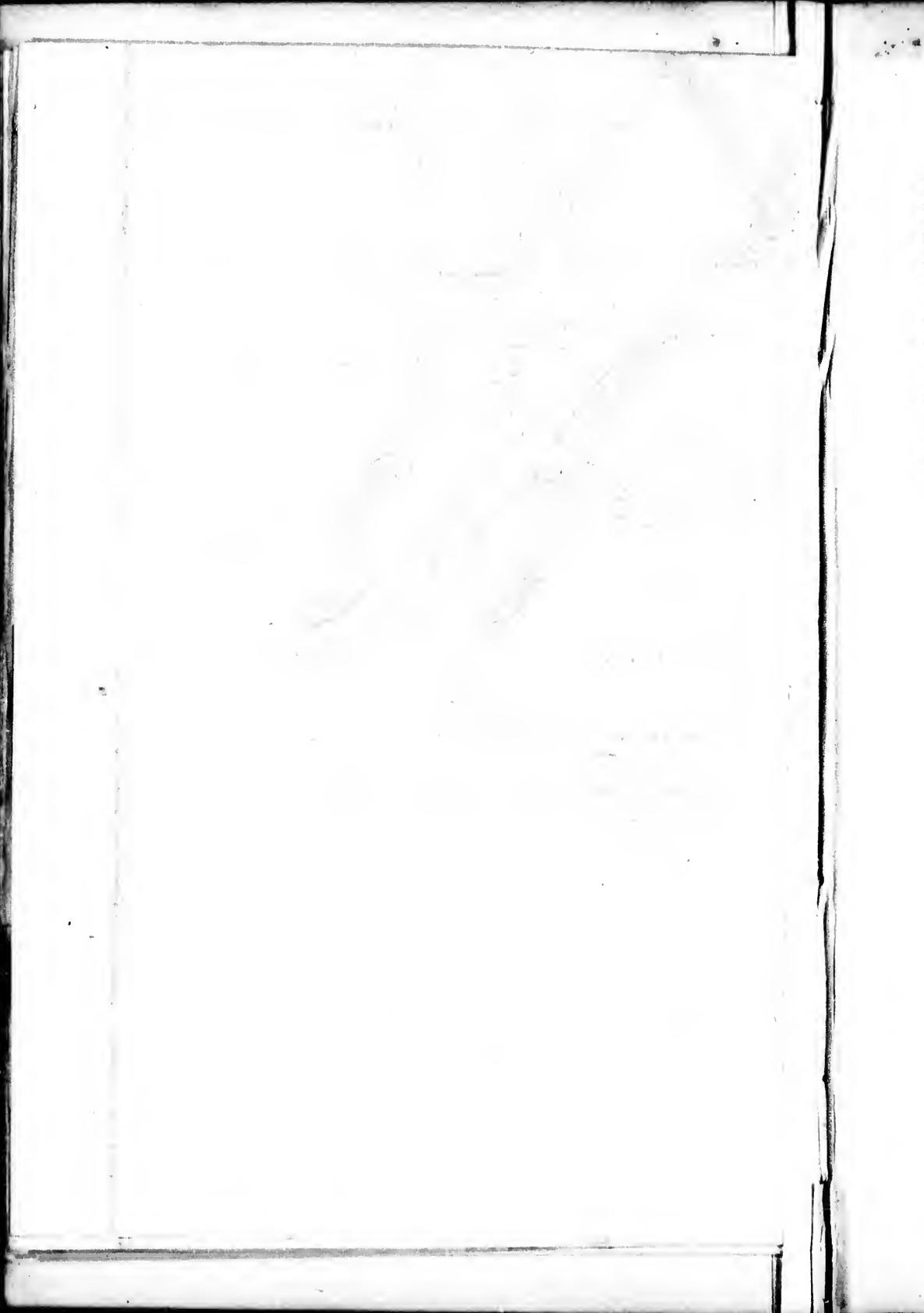




Published by J. Sutherland, 12 Cal



J. Sutherland, 12 Calton Street, Edinburgh.



on Bath Island when you pass over, record your name in the register, and pay twenty-five cents; which entitles you to visit all the islands, with their appendages, as often as you please during your visit, or for a year, without any additional charge; and, if you choose to cross in a carriage, you pay no more. Proceed next to Goat Island, where you will find guide-boards directing you to all the most interesting places and objects around the island. Follow the gravel walk at the right, down to the cascade or centre fall, and cross a narrow bridge to Luna Island, from the farther corner of which you will have the best and most splendid view of the Falls on the American side. Retracing your steps to the gravel walk, proceed next to the Biddle Staircase; descend that without fail, as you will there have a magnificent and much-admired view of the two entire Falls, standing between them, and an opportunity, if the wind be favourable, of passing a considerable distance behind either sheet, with the tremendous flood pouring over you from a height of 150 feet. From the foot of the staircase, turn first to the right, and go to the Cave of the Winds under the Centre Fall, and, in returning, follow the path to the great Crescent Fall.

Reaching the top of the island again, proceed to the farther corner, where you will find the Stone Tower, forty-five feet high, with winding steps to the top, and also the Terrapin Bridge, from both of which places you will have decidedly the best and most impressive views of the Falls, that can be had from any position. No pen or tongue can describe it.

Pursuing your way, with a view to go entirely round the island—as you ought without fail to do, inasmuch as you will thus get a much better view of the rapids and surrounding scenery than can be obtained anywhere else—you will proceed up to a beautiful cascade,

where, under the shelter of a projecting rock, you can have an opportunity to bathe in the sparkling foam of Niagara.

A rustic bridge is here, to give you access to the Moss Islands, which are well worthy a visit. Just above these islands, you have the very best view of the rapids that is presented from any place about the Falls. Proceeding round the head of the island, you cross the place, nearly opposite the saw mill, where a number of human skeletons have been dug up—supposed to have been the site of an Indian burying ground.

If your visit is protracted at the Falls, you ought to pass round and through Goat Island, by the different paths, in order to observe its picturesque beauty and realize its thousand attractions. You ought also, if time permit, to visit the site of old Fort Schlosser, the mineral spring, the whirlpool, the Devil's Hole, &c., to all which places the coach-drivers will conduct you, and give such information and directions as you may need.

In order to cross the river, proceed from the bridge to the staircase near the edge of the Falls, at the foot of which you will have a very near view of the highest Fall, and a most charming prospect of the entire Falls.

In crossing the river, not the least danger need be apprehended; it is a perfectly safe and most delightful excursion, and persons sometimes swim across. The time occupied in crossing is ordinarily about eight minutes, and the ferriage is $18\frac{3}{4}$ cents from May to November, and 25 cents from November to May. If you have trunks, or other luggage, the ferrymen will convey them safely, at a reasonable charge. The river is here 76 rods wide and 250 feet deep.

Having crossed the river, proceed up the bank, by a carriage road, to Fido's elegant and inviting confec-

tionary establishment, where, if you choose, you can refresh yourself with ice cream and other luxuries; and thence to Table Rock, where you will find a spiral staircase, from the foot of which you can pass 153 feet behind the sheet of water. Visitors are supplied by the keeper of the staircase with dresses and a guide.

From Table Rock you have one broad and imposing view of the whole Falls, and much of the scenery of the rapids and islands. Many visitors prefer this view to any other; but it is generally conceded that the view from the Terrapin Bridge is superior—it combines more of the beautiful and sublime.

In ascending the bank from Table Rock to the Hotels, you will have a fine and extensive view of the surrounding country, and can visit the burning spring, Chippewa, Lundy's Lane, Brock's Monument, the Welland Canal, &c. as you may have leisure or inclination.

If you arrive first on the Canada side, proceed directly to Table Rock, and, when satisfied with looking at the amazing scene there, both from above and below, follow the path to the Ferry, and cross to the other side, and then visit Goat Island, as directed above.

NIAGARA RIVER, ITS SOURCES AND ISLANDS.

Niagara River, upon which the Falls are situated, receives the waters of Lakes Erie, Huron, Michigan, Superior, and a number of smaller lakes. The most distant source of the Niagara is probably the river St Louis, which rises 1,250 miles north-west of the Falls, and 155 miles west of Lake Superior; it is 1,200 feet above the level of the ocean, and falls 551 feet before it reaches the lake.

Lake Superior is 459 miles long, by 109 wide, and 900 feet deep: it is discharged into Lake Huron by the Strait St Mary, 60 miles in length, making a descent

of 45 feet. This lake receives the waters of about forty rivers. Lake Michigan is 300 miles by 50, and about 900 feet deep, and empties into Huron through the straits of Mackinac, 40 miles in length. Connected with Michigan on the south-west side, is Green Bay, 100 miles in length by about 20 in width. Lake Huron is 218 miles by 180, and 900 feet deep, and is discharged into Lake Erie, through the rivers St Clair and Detroit, 90 miles, making a descent of 31 feet. Lake Erie is 290 miles by 63, and 120 feet deep, and 564 feet above the level of the sea. It empties itself through Niagara River, 35 miles in length, into Lake Ontario, making a descent of 334 feet—viz., from the lake to Schlosser, 12 feet; thence, down the rapids, 52 feet; the perpendicular falls, 164 feet; from the Falls to Lewiston, 104 feet; and thence to Lake Ontario, two feet.

Lake Ontario is 180 miles by 31, and 500 feet deep, and discharges itself through the river St Lawrence into the Atlantic Ocean, 710 miles distant.

The four inland seas above the Falls—as the great lakes may properly be called—with the hundreds of rivers, great and small, that flow into them, cover a surface of 150,000 square miles, and contain nearly half the fresh water on the surface of the globe. From these sources of the Niagara, some idea may be formed of the immense quantity of water that is constantly pouring over the Falls.

Niagara River, as it flows from Lake Erie, is about three-fourths of a mile in width, and from twenty to forty feet deep; for three miles, it has a rapid current, and then it becomes calm and smooth till within one mile of the Falls.

Five miles from the lake, the river begins to expand till it becomes more than eight miles in width, measured across Grand Island, and embraces, before it

reaches the Falls, about forty islands. Of these the largest are Grand and Navy. The latter, belonging to Canada, contains 304 acres of good land, and terminates near Chippewa Point. Grand Island commences five miles from the lake, is twelve in length, measured round its edge, and from three to six in width, and terminates three miles above the Falls, containing 17,384 acres. The land is well timbered, rich, and productive. As the deepest channel of the river, forming the boundary line, runs on the west side, this island, until recently, has belonged to the state of New York; but, in the year 1833, a company from Boston purchased nearly the whole of the island, and have recently erected upon it, near the site of the famous Jewish city, Arrarat, (projected in 1825 by Major Noah, of New York,) a steam grist mill, and a saw mill 150 feet square, containing 15 sets or gangs of saws. This mill is intended to saw ship stuff of every description, from 20 to 70 feet in length, and will probably be one of the most extensive establishments of its kind in America. The name of their village is White Haven, situated nearly opposite Tonnewanta, where the Erie Canal locks into the Niagara River. It is approached by a ferry across the river, here 100 rods wide, and has increased, since November 1833, from one solitary family to more than fifty; it has also many workshops, a store, a school-house, a commodious wharf several hundred feet long, and a spacious dock made of piles, for storing and securing floating timber.

Among the other islands in this river, the following are perhaps most deserving of notice, viz:—Bird Island, between Buffalo and Fort Erie; Squaw Island, containing 131 acres, opposite Black Rock; Strawberry Islands, containing about 100 acres; Beaver Island, of 30 acres; Rattlesnake Island, of 48 acres; Tonnewanta Island, opposite the creek and village of that

name, containing 69 acres ; Cayuga Island, near the New-York shore, four miles above the Falls, containing about 100 acres ; Buckhorn Island, near the lower end of Grand and near Navy Island, containing 146 acres ; and a number of smaller Islands, in and immediately above the rapids, besides Goat Island, &c., hereafter to be described.

One feature of the Niagara River, somewhat peculiar, is, that neither the snows of winter nor the evaporation of summer, neither rains nor drought, materially affect it ; its waters flow on, full and clear, perpetually the same, except, as has long been observed, they have a small gradual rise and fall about once in seven years. The cause of this is unknown, but is undoubtedly to be sought in something affecting the upper lakes. Indeed, it has often been asserted by travellers, that these lakes have septennial fluxes and refluxes ; it is also asserted by some, that they have small diurnal tides. This, however, may reasonably be doubted.

THE RAPIDS.

Below the termination of Grand and Navy Islands, the river is compressed to the width of two and a half miles ; and, pressing forward with accelerated motion, it commences, about three-fourths of a mile above the Falls, a rapid descent, making within that distance a slope, or succession of *chutes*, amounting to fifty-two feet on the American side, and fifty-seven on the other. The tremendous and beautiful rapids thus formed constitute a very important part of the grand and unparalleled curiosities of this river. Were they in any other place, they would of themselves be considered as a scene of great beauty and sublimity, equalled only by the ocean, when lashed into foam and fury by the angry tempest. Many visitors express

themselves more delighted, and unexpectedly filled with wonder, at seeing the Rapids, than the Falls themselves.

Two miles above the Falls, in approaching from Buffalo, you come in sight of the white-crested breakers, more than a mile in width, dashing, foaming, and tossing, from ten to thirty feet above the main current; and, at the same time, hear a low, monotonous, tremendous roar; and, as you approach nearer, feel a tremulous motion of the earth. The distance at which this roar can be heard varies, with the state of the atmosphere, ordinarily from five to twenty miles, though it is sometimes distinctly heard at Toronto, fifty miles distant; and yet, in the village near the Falls, it is scarcely heard at all. The mist, arising like curling smoke, and separating, as it rises, into masses of clouds, is seen at the distance of from three to fifty miles. This distance depends upon the state of the atmosphere, the height of the sun, and the force and direction of the wind. The mist sometimes rises in immense masses, and sometimes, in a pyramidal shape, to a very great height, and is an object of great curiosity, especially in the morning, soon after sunrise. It then sparkles like diamonds, and becomes illuminated with the most brilliant prismatic colours.

From Table Rock you have an extensive and picturesque view of the Rapids; but they are seen to much better advantage from the shore, half a mile above, and especially from the different sides of Goat Island. From the south-west corner of this island, just above the Moss Islands, you have by far the best view that can be taken, from any place. There is, too, an amazing rush of water between the Moss Islands, the force and sublimity of which may be conceived, but not described.

GOAT, OR IRIS ISLAND.

Goat Island is so called from the circumstance, that, about the year 1770, Mr Steadman, then resident at Schlosser, contrived, by some means, to put a few goats upon the island; but its more appropriate and adopted name is Iris Island. It commences near the head of the Rapids, almost in the middle of the river, and extends to the precipice, dividing the Falls into two sheets. It is half a mile in length, and one-fourth of a mile in width, and contains seventy-five acres of rich and heavy-timbered land. Situated in the midst of the Rapids, and surrounded by them on three sides, this island is one of the most beautiful, fascinating, and romantic places in the world. Fanned by gentle breezes, thickly and delightfully shaded, free from noisome insects, encircled by a neat walk, and presenting to the visiter a great variety of views of the Falls and Rapids, he feels a reluctance on leaving it.

About two-thirds of this island are still covered with tall trees, many of which are clothed with a magnificent drapery of ivy, and other creeping plants, and many have been killed by reason of the countless names that have been cut into their bark. So strong is the desire of man for immortality, that few can resist the temptation of leaving some memorial of their visit to the Falls. The earliest genuine date of any name yet found is in the year 1769, though names have been cut within a few years, and *dated* back as early as 1745; but, on the *rocks* near the Falls, on the American side, there are names chiseled out, and dated 1711, 1726, 1745, &c. On Goat Island, a number of human skeletons have, within a few years, been dug up—supposed to be the remains of Indians, buried in a former age; and many more are doubtless now resting there, in undisturbed repose. On this island is found a very great variety of wild plants,

shrubs, and flowers; nearly two hundred different species, some of them very rare, have already been discovered. Of the *Tillium Grandiflora* sixteen varieties are found here. The seeds of plants and flowers, from the shores of all the upper lakes and rivers, have probably been washed upon this island. Some years since, a number of deer were put upon this island, which soon became quite tame; but visitors, in order to see them jump, would occasionally frighten them, when they would immediately betake themselves to the rapids, and thus were carried over the Falls, until all were finally destroyed.

The approach to Goat Island is from the American side, by means of a bridge of the most difficult and hazardous construction, which extends from the shore, 28 rods, to Bath Island, and thence, 16 rods farther, to Goat Island.

There are many other beautiful islands situated among the rapids of this river, a number of which, as Bath, Ship, and Luna are, and all the rest might be, connected with Goat Island by bridges, and afford the most charming views of the surrounding scenery. On Bath Island, which is 24 rods in length, containing about two acres, is the Toll House. On this island is situated Porter's extensive Paper Mill, three stories high, in which may be manufactured yearly 10,000 reams of paper.

Luna Island, about 30 yards in width, stands directly on the precipice, near Goat Island, and divides the stream, a part of which forms the most splendid cascade, perhaps, in the world. This is about twenty-two yards in width, and is sometimes called the "Centre Fall," to distinguish it from the other two main sheets. Approaching this island from the foot of what is called, from the shape of the path, the "Hog's Back," visitors have, from the north-west

corner, a much better view of the American Fall than can be obtained from any other place. This fall, like the other, has evidently changed its shape within a few years, and has now nearly as much of a resemblance to a horse-shoe as the other.

There are ten other islands in the rapids, besides those above mentioned, containing from one-fourth to an acre each.

THE FALLS—TERRAPIN BRIDGE AND TOWER.

The water on the American side, as ascertained by frequent measurement, falls 164 feet, and, on the Canada side, 158 feet. The fall on the Canada side, embracing much the largest channel of the river, is called, from the shape of the precipice, the Crescent or Horse-Shoe Fall, and near to this, a bridge, called the Terrapin Bridge, has been constructed, 300 feet in length, from Goat Island, and projecting ten feet over the Falls. Near the termination of this bridge, in the water, and on the very verge of the precipice, a stone tower, forty-five feet high, with winding steps to the top, was erected, in the year 1833, from which, or from the end of the bridge, the effect of the Falls upon the beholder is most awfully sublime and utterly indescribable. The sublime, arising from obscurity, is here experienced in its greatest force. The eye, unable to discover the bottom of the Falls, or even to penetrate the mist that seems to hang as a veil over the amazing and terrific scene, gives place to the imagination, and the mind is instinctively elevated and filled with majestic dread.

The solar and lunar bows, the river above and below, and, indeed, the whole scenery of the Falls and Rapids, appear to better advantage from this point than from any other; and no visiter, on either side, should leave the Falls without visiting this tower and bridge.

The lunar bow, in the time of full moon, appears like a brightly illuminated arch, reaching from side to side, and is an object of great attraction, especially as the world presents only a few other places where such a bow is ever seen.

Goat Island, in a moonlight night, is the resort of great multitudes, where they find themselves introduced to a scene of unrivalled beauty and magnificence. The Rapids, at such a time, sparkle with phosphoric splendour, and nature around wears an irresistible charm of loveliness.

BIDDLE STAIRCASE—ÆOLUS' CAVE.

At the lower end of Goat Island, about one-third across it, a staircase, erected in the year 1829, at the expense of Mr Nicholas Biddle of Philadelphia, gives visitors an opportunity of descending below the bank, and of passing a considerable distance behind the two main sheets of water. The descent from the top of the island to the margin of the river, is 185 feet. A common flight of steps leads down 40 feet to the perpendicular spiral steps, 90 in number, which are enclosed in a building in the shape of a hexagon, resting on a firm foundation at the bottom. From the foot of the building, there are three paths leading to the most important points of observation, one of which leads to the river below, 80 feet, where visitors will find one of the finest fishing places in this part of the world. All the varieties of fish existing in Lake Ontario are found here, among which are sturgeon, pike, pickerel, black and white bass, herrings, catfish, eels, &c. Here was *Sam Patch's* jumping place. The path at the left of the staircase leads to the great Crescent Fall, where, when the wind blows down the river, a safe and delightful passage is opened behind the sheet of water.

The path at the right leads to a magnificent cave, appropriately named, when it was first discovered, twenty-five years since, Æolus' Cave, or Cave of the Winds. This cave is about 120 feet across, 50 feet wide, and 100 feet high ; it is situated directly behind the Centre Fall, which, at the bottom, is more than 100 feet wide, and, were the rocks excavated a little, and a few steps made, visitors could safely pass into and entirely through the cave, behind the sheet of water. Beyond this cave, at the foot of Luna Island, there is an open space, where persons may amuse themselves upon the rocks, over which the floods are pouring, and then go behind the whole American Fall.

The writer of these pages first conceived the idea of effecting an entrance into this cave, July 14, 1834, while passing in front of the American Fall in a boat ; and, the next day, it was effected for the first time by passing round the outside of the fall and descending from the foot of Luna Island. Accompanying the above idea, was a project of passing behind the whole American Fall, 56 rods, and coming out near the ferry. This passage, though not yet effected, is believed to be possible ; for the opening between the sheet of water as it falls and the rock behind is from 15 to 50 feet wide, and there are rocks to walk upon through the whole distance. If there be any insurmountable obstacle, it will probably be found in the tremendous wind and spray occasioned by the falling flood. A passage into the cave was at first considered a great exploit ; but a passage behind the whole sheet would be inconceivably greater. The cave itself is the *ne plus ultra* of wonders, a visit to which no person ought to omit. Ladies and gentlemen can very often, when the wind blows down the river, pass a considerable distance behind the sheet of water within the cave, without getting wet at all.

THE FERRY.

There is another staircase, leading down the bank, about six rods below the Falls, where visitors will find a safe ferry to the Canada side, and have an opportunity of viewing a scene of surpassing grandeur.

The ferrymen are very civil and accommodating, and able to give much information to visitors. Whenever required, they take parties out on pleasure or fishing excursions, and thus enable them to take a more extensive view of the gorgeous river scenery.

CANADA VIEWS.—CITY OF THE FALLS.

Directly opposite the Falls, on the Canada side, an enterprising Company have projected and laid out what they call "The City of the Falls," and are now making very considerable improvements. They hope soon to have schools, churches, libraries, ball and promenade rooms, baths, public gardens, and, indeed, everything considered necessary for an elegant and fashionable city. The streets are laid out with much judgment and taste, and the city has an imposing and attractive appearance on paper; but how it will appear when actually built upon the solid earth, other generations must tell.

On the table land on the river's bank below the Falls, and opposite the Ferry, Mr Crysler has recently built a splendid hotel, for the accommodation of visitors, which contains upwards of sixty rooms, and will accommodate from sixty to one hundred guests. This is a delightful site for a village, and will, in a few years, probably, be the most central place of resort on that side of the river.

In ascending the high bank, the visiter is presented with some delightful views of the Falls and Rapids, and of the surrounding country. Two spacious hotels, the

Pavilion and Ontario House, situated on the high bank, are much frequented, and can accommodate nearly one hundred and fifty guests. The Pavilion has an imposing appearance, and, from the observatory on its roof, visitors have an extensive view of the surrounding country.

A short distance from the Pavilion, at the Assembly Rooms, visitors will find warm and cold baths, a general collection of newspapers, and a plentiful supply of refreshments.

Strangers who have never visited the Falls, have an idea that the surrounding country must be mountainous, like that in the vicinity of most other falls; but the general aspect of the country here, for a great extent on both sides of the river, above and below, is that of an almost perfect level, and nothing indicates the existence of the river or the Falls, except the constantly ascending and floating mist, and a kind of subterranean thundering roar. Below the Falls, the earth and rocks appear as though they had been suddenly rent asunder and separated one-fourth of a mile apart, in order, by the perpendicular chasm thus made, to form a channel for the river. The whole country in Canada, between the two lakes, except a narrow strip bordering upon Lake Ontario, is generally level, rich, and productive, and is becoming populous. The views from that side, are by many considered the best; but let every one decide for himself from personal observation. In visiting the Canada side, you can cross the river at Black Rock, Lewiston, or at the Falls; and can always have carriages on that side, to transport you whither you choose. Stage-coaches run from the Hotels to Queenston and Niagara, daily; also to Chippewa and Buffalo. From Chippewa, two steamboats run daily to Buffalo, one in the morning and the other in the afternoon.

WELLAND CANAL.

Eight miles west from the Falls, is the Welland Canal, connecting the waters of Lake Erie with Lake Ontario, and affording a passage for sloops and schooners of 125 tons burthen. This canal commences at Port Maitland, near the mouth of Grand River on Lake Erie, 48 miles west of Buffalo; it runs in a straight line across Wainfleet Marsh, crosses the Chippewa River by means of an aqueduct, and enters Lake Ontario at the mouth of Twelve-Mile Creek. It is 42 miles in length, 56 feet in width, and varies from $8\frac{1}{2}$ to 16 feet in depth. The whole descent from one lake to the other, 334 feet, is accomplished by means of 37 locks. At the deep cut, on what is called the mountain ridge, the excavation is 45 feet in depth; and 1,477,700 cubic feet of earth, and 1,890,000 cubic feet of rock were removed. The locks here are 22 by 100 feet, and west of this ridge they are 45 by 125 feet. The Canal was commenced in the year 1824, and completed in five years, and cost more than D.1,000,000.

BROCK'S MONUMENT.

Six miles and a half north from the Falls, upon Queenston heights, is General Brock's Monument, constructed of freestone, 126 feet high, and admitting an ascent to the top by a flight of 170 winding steps. From this eminence, the country around, including the picturesque lake scenery, may be seen for fifty miles. The following is the inscription on this monument:—

“The Legislature of Upper Canada has dedicated this Monument to the many civil and military services of the late Sir Isaac Brock, Knight Commander of the most honourable Order of the Bath, Provincial Lieutenant-Governor and Major-General, commanding his Majesty's forces therein. He fell in action, on the

13th of October 1812, honoured and beloved by those whom he governed, and deplored by his Sovereign, to whose service his life had been devoted. His remains are deposited in this vault, as also his Aid-de-Camp, Lieutenant-Colonel John M'Donald, who died of his wounds the 14th of October, 1812, received, the day before, in action."

BURNING SPRING.

One mile south from the Falls, near the Rapids, is the Burning Spring. This is in a state of constant ebullition, and from it issues a stream of sulphurated hydrogen gas, which quickly ignites, and burns with a brilliant flame. The spring is enclosed in a barrel, which collects the gas, and lets it out through a tube, inserted at the top. This gas might, without doubt, be communicated by pipes to neighbouring buildings, and substituted for candles and lamps. There are strong indications, at this spring, of a bed of coal near; but no effort has yet been made to discover it.

BIRDS, &c.

The noblest eagles of the land delight to hover around the Falls; and here they are frequently killed, stuffed, and offered for sale. A large collection of live rattlesnakes may also be seen here.

Myriads of wild ducks and geese spend the day in and above the rapids, and regularly take their departure for Lake Ontario every night before dark; though some are often found in the morning with a broken leg or wing, and sometimes dead, in the river below the Falls. This generally happens after a very dark or foggy night; and it is supposed that, as they always have their heads up stream, while in the water, they are carried down insensibly by the rapids, till they find themselves going over the precipice, and then, in attempting to fly, they dive into the sheet of

water, and are buried for a time under the Falls or dashed upon the rocks.

Dead fish, too, of almost all sizes and descriptions, weighing from one to seventy pounds, are found floating in the eddies below the Falls, forming a dainty repast for gulls, loons, hawks, and eagles. The splendid gyrations of the gulls, and their fearless approaches, enveloped in clouds of mist, up to the boiling caldron directly under the Falls, attract much attention. But the eagle, fierce, daring, contemplative, and tyrannical, takes his stand upon the point of some projecting rock, or the dry limb of a gigantic tree, and watches with excited interest the movements of the whole feathered tribes below. Standing there in lordly pride and dignity, in an instant his eye kindles and his ardour rises as he sees the fish-hawk emerge from the deep, screaming with exultation at his success. He darts forth like lightning, and gives furious chase. The hawk, perceiving his danger, utters a scream of despair, and drops his fish; and the eagle instantly seizes the fish in the air, and bears his ill-gotten booty to his lofty eyry.

RIVER BELOW THE FALLS.

The river at the Falls is a little more than three-fourths of a mile in width, but below it is immediately compressed into a narrow channel of less than one-fourth of a mile in width. Its depth, as ascertained by sounding, is about 250 feet. Its colour is deep green, and sometimes blue; occasioned, no doubt, by reflection from the sky. The channel being between perpendicular banks, from 170 to 370 feet high, is comparatively smooth for two miles, and then runs with amazing velocity to Lewiston; and, what is somewhat remarkable, while the river makes a constant descent, the banks have a gradual ascent for six miles; so that

from the top of the bank to the water, at Brock's Monument, near Queenston, is 370 feet; and the heights there are 38 feet higher than Lake Erie, and 25 feet higher than the land at Schlosser. Whether the bed of the river here was once a natural ravine, or was formed by an earthquake, or worn away by the continued and violent action of the water falling upon the rocks—thus carrying the Falls back from Queenston to their present situation—it would be difficult to determine with certainty.

From descriptions of the Falls written nearly two hundred years ago, we learn that, though their *shape* has been somewhat altered since, they then occupied the place which they hold now, and exhibited the same wonderful phenomena. When and by whom among the whites they were first discovered, the writer has never yet been able to ascertain. Tradition ascribes their discovery to two missionaries, who were on an exploring tour to this part of the country, in an age anterior to any written account extant.

The top of the bank on either side, near Brock's Monument, affords a delightful and almost boundless prospect of the country and lake below. The unrivalled Niagara is traced to its outlet, guarded by two opposite forts, and bearing sloops and steamboats into the glassy lake; while the mighty expanse of plains and waters, presents a scene so picturesque and enchanting, that the traveller leaves his position with great reluctance. From Lewiston to Lake Ontario, seven miles, the river is deep, smooth, and navigable for vessels of every description; and Lewiston, being the head of navigation, is the principal landing place for the American steamboats that run on Lake Ontario.

At the mouth of the river, on the American side, stand the villages of Youngstown and Fort Niagara;

and on the Canada side, the villages of Niagara and Fort George.

The quantity of water constantly pouring over the Falls, and passing into the Lake, is computed, from probable data, at 670,250 tons per minute; but Dr Dwight computes it, from the depth, width, and velocity of the current, at more than 85,000,000 of tons per hour; and by another calculation, supposing a swifter current, at 102,093,750 tons per hour. Darby computes it at 1,672,704,000 cubic feet, per hour. These results are somewhat different, but the first is probable nearest the truth. Dr Dwight supposes in one calculation a current of five, and in the other, of six miles per hour, the least of which is undoubtedly too much.

Sometimes, during a part of the winter, the ice is driven by the wind from Lake Erie, and poured over the Falls in such immense quantities as to fill and block up the river between the banks, for a mile or more, to the depth of from thirty to fifty feet, so that people cross the ice to Canada, on foot, for weeks together. The river itself is never frozen, either above or below the Falls; but it affords an outlet for vast quantities of ice from the upper lakes.

OBJECTS OF SPECIAL INTEREST, CURIOSITIES, &c.

A number of these, as the islands, the bridges, the stair-cases, the burning spring, Brock's Monument, the Welland Canal, &c., have already been described. One mile above the Falls, on the American side, is the site of old Fort Schlosser; a place somewhat distinguished in the early history of this region, and commanding a most beautiful prospect of the river and rapids, of Grand and Navy Islands, and of the village of Chippewa on the opposite shore. Nothing remains of the fort, except the entrenchments, and a

few rods of pavement within. A stockade was built here in the year 1672. Before the construction of the Erie Canal, all the business between the Lakes was transacted by means of a land carriage from this place to Lewiston. Half-a-mile below the Falls under the bank are Catlin's Caves, a visit to which no traveller will be likely to regret. Vast quantities of calcareous tufa or petrified moss are found here, in all stages of its petrifying process. On the other side, nearly opposite, is Bender's Cave, a place thought by some, to be worthy of a special visit.

MINERAL SPRING.

Two miles below the Falls, on the American side, is a Mineral Spring, containing sulphuric and muriatic acids, lime, and magnesia. By the use of its waters, many important cures have been effected. For scrofulous, rheumatic, and cutaneous complaints, this spring supplies an almost sovereign remedy. From the road near the spring, travellers have a most delightful view of the whole Falls, two miles distant; and, if they see the Falls from this place first, as they generally do in coming up from Lewiston, the impression here made will probably never be effaced. Captain Hall remarks, respecting this place, "I felt at the moment quite sure that no subsequent examination, whether near or remote, could ever remove, or even materially weaken, the impression left by this first view."

WHIRLPOOL.

One mile farther down, there is a tremendous whirlpool, resembling very much, in its appearance and gyrations, the celebrated Maelstrom on the coast of Norway. Logs and trees are sometimes whirled around for days together, in its outer circles; while, in

the centre, they are drawn down perpendicularly with great force, are soon shot out again, at the distance of many rods, and, occasionally, thrust into the channel, to pass down the river. The river here makes nearly a right angle, which occasions the whirlpool—is narrower than at any other place—not more than thirty rods in width—and the current runs with such amazing velocity as to rise up in the middle ten feet above the sides. This has been ascertained by actual measurement.

There is a path leading down the bank to the whirlpool on both sides; and, though somewhat difficult to descend and ascend, it is accomplished almost every day, on the American side, by gentlemen, and often by ladies.

A brisk and very refreshing breeze is felt there, during the hottest and stillest days of summer; and no place is better fitted to elevate and expand the mind. The whirlpool is a phenomenon of great interest, as seen even from the top of the bank, especially if a small telescope be used; but, to have any adequate idea of its power and motion, visitors ought to descend to the water's edge, and walk some distance up the river. The rapids here are much more powerful and terrific than they are above the Falls.

A staircase down the bank would be a great accommodation to visitors; and it is to be hoped that one, ere long, will be constructed.

About the year 1812, an incident occurred here, perhaps worth recording. A party of men were employed in cutting cedar logs, near the river above the whirlpool, with a view to get them floated to Lewiston. One man, stepping upon some of them that were rafted, was imperceptibly, or, perhaps, through carelessness, drawn out into the current, and swiftly carried into the whirlpool. He clung to a log, and was

carried round and round in the capacious basin for hours, expecting every moment to be crushed among the logs, or thrust into the vortex, while his companions on shore could afford him no relief. At length, some of them ascended the bank, went to Queenston, four miles, and procured a boat to be drawn up by a team. This was let down the bank, and many people assembled with ropes, poles, &c., to render assistance. After the boat had been well secured, and some men had stepped in, intending to push out into the whirlpool, the man upon the log, still whirling in imminent peril of his life, was, by some action of the water, sent out directly to the shore, and finally saved, without receiving any aid from others.

DEVIL'S HOLE.

A mile below the whirlpool, is a place on the American side, called the "Devil's Hole," embracing about two acres, cut out laterally and perpendicularly in the rock by the side of the river, and about one hundred and fifty feet deep. How this hole was thus made, it is difficult to conjecture. Visitors look into it with silent, inexpressible amazement. An angle of this hole or gulf comes within a few feet of the road, affording travellers an opportunity, without alighting, of looking into the yawning abyss. But they ought to alight and pass to the farther side of the flat projecting rock, where they will feel themselves richly repaid for their trouble. The scenery there presented is singularly captivating and sublime.

This place is distinguished by an incident that occurred about the year 1759. A company of British soldiers, pursued by the French and Indians, were driven off this rock at the point of the bayonet. All, save one, instantly perished upon the rocks two hundred feet beneath them. This one fell into the crotch of a tree,

and succeeded afterwards in ascending the bank and making his escape.

A man of the name of Steadman, who lived at Fort Schlosser, was among this company of British, but made his escape on horseback, just before coming to the bank, though many balls whizzed about him in his flight. The Indians afterwards imagined him to be impenetrable and invincible, became very friendly, and ultimately, in consideration of some services he rendered them, gave him all the land included between Niagara River, and a straight line drawn from Gill Creek above Fort Schlosser to the Devil's Hole, embracing about 5000 acres. The heirs of Steadman, so late as the year 1823, instituted and carried on a long and expensive law-suit against the State of New York, to recover this land. But they could shew no title, and the suit resulted in favour of the State and the present occupants.

TUSCARORA INDIANS.

Eight miles below the Falls and three miles back from the river, is the Reservation of the Tuscarora Indians, containing two miles in width by four in length (about 5000 acres) of very excellent land. They consist of about three hundred souls, have a Presbyterian Church of 50 members, a resident clergyman, a schoolmaster, and a temperance society of more than one hundred members. They are under the care of the American Board for Foreign Missions. Their village is delightfully situated, on a high bank, commanding an extensive prospect of the surrounding country, and of Lake Ontario. But the greater part of the Indians live in a settlement a mile and a half from the village, and are not generally seen by visitors.

These Indians came from North Carolina about the year 1712, and joined the confederacy of the Five Na-

tions, themselves making the Sixth. They formerly held a very valuable interest in land in North Carolina, but have recently sold, it and divided the proceeds equally among themselves. Many of them are in very prosperous circumstances.

Visitors at the Falls have been in the habit of going in crowds to this village on the Sabbath; but the Indians have often expressed their desire that visitors would not interrupt them at that time. The Indians complain of being interrupted, crowded, and made a gazing-stock, and of having a constant example of Sabbath-breaking set before them and their children, and that, too, by those from whom they are taught to expect better things.

BATTLES.

In the immediate vicinity of the Falls, many incidents have occurred to impart an additional interest. This was the scene of a number of battles fought during the last war with Great Britain; those at Fort Erie, Chippewa, and Lundy's Lane, were among the most bloody and hard-fought that are recorded in history. The battles in this region occurred in the following order: viz., at Queenston, October 13, 1812; at York, April 27, 1813; at Fort George, May 27, 1813; at Stoney Creek, June 5, 1813; at Beaver Dams, June 24, 1813; naval battle on Lake Erie, September 10, 1813; the villages of Niagara Falls, Lewiston, and Youngstown, burnt December 19, 1813; Buffalo and Black Rock burnt December 31, 1813; Fort Erie taken July 3, 1814; battle of Chippewa, July 6, 1814; at Bridgewater or Lundy's Lane, July 25, 1814; at Fort Erie, August 15, and September 17, 1814. The burning of villages and plunder of property on the American side, are still remembered, and the circumstances detailed with thrilling interest, by many of the inhabitants.

BRIDGES.

In the year 1817, a bridge was constructed from the shore across the rapids, to the head of Goat Island, but was swept away by the ice the ensuing spring. The present bridge was constructed in 1818, and is forty-four rods in length, exclusive of Bath Island. This bridge, though crossing the foaming rapids only sixty-four rods above the Falls, over which visitors are at first disposed to walk lightly and with quickened pace, is perfectly safe for all kinds of carriages. Multitudes inquire, with wonder and eager curiosity, how it could have been constructed in this eminently dangerous place.

INCIDENTS.

Men have occasionally been drawn into the rapids with their boats, and carried over the Falls; but seldom has a vestige of them or their boats been found. The great depth of the water below, and the milky foam and tumultuous agitation occasioned by the eddies, whirlpools, and counter currents, make it next to impossible for anything once sunk to rise again, until carried so far down the stream as to make any search fruitless.

In September 1827, notice having been given in the newspapers that the Michigan, a large vessel that had run on Lake Erie, would be sent over the Falls, nearly thirty thousand people assembled to witness the novel spectacle. On board of this vessel were put two bears, a buffalo, two racoons, a dog, and a goose; the bears leaped off in the midst of the rapids, and, miraculously almost, finally reached the shore in safety. The others went over, and perished. The Michigan, before she reached the Falls, having been considerably broken in the rapids, sank to a level with the surface, and went over near the centre of the Horse-Shoe Fall.

The distance from deck to keel was sixteen feet ; and, as she did not appear to touch the bottom for eighty rods before she went over, the conclusion is, that the water as it passes over the precipice there must be at least twenty feet deep.

In October 1829, another vessel, the *Superior*, was advertised to be sent over, which drew together about fifteen thousand people. This vessel lodged in the rapids, and remained a number of weeks, and finally passed over the Falls in the night.

In August 1828, a small sloop, abandoned by her crew through fright near the mouth of Chippewa Creek, was blown, with all her sails up, so far across the river as to come down on the American side of Goat Island ; but was broken to a perfect wreck in the rapids, so as to pass under the bridge and over the Falls.

In July 1832, a canal boat was blown over from Chippewa, and lodged in the rapids, a short distance above the bridge. Some men and one woman were on board, and were saved at most imminent peril, and the boat was finally secured and drawn ashore.

The rock at the Falls is hard limestone, to the depth of about seventy feet, below which it is loose crumbling shale, which is constantly wearing away and leaving a projection of the limestone.

A mass of table-rock, 160 feet in length, and from 30 to 40 feet in width, fell off in July 1818, with a tremendous crash. On the 9th of December 1828, three immense portions broke from the Horse-shoe Fall, causing a shock like an earthquake. Another large portion fell in the summer of 1829, and the noise it occasioned was heard several miles. And yet, judging from the published accounts of the Falls, which reach back nearly two hundred years, there has been very little recession of the Falls within that period.

In October 1829, *Sam Patch* jumped twice, in the

presence of thousands of spectators, from the top of a ladder 116 feet high, into the eddy below the Falls. This ladder was erected directly below the Biddle Staircase. Poor Sam afterwards lost his life by jumping from the Falls of Genesee River at Rochester.

May 19, 1835, two men, in attempting to pass down the river from Tonnewanta to Chippewa, in a scow, were driven by the wind into the rapids, and one of them went over the Falls; the other, after leaping from the scow, reached a shoal, where he could stand in the water with his head out. In this situation, he was seen from the shore; and two men, at the hazard of their lives, went out in a boat, and succeeded in saving him, and returned safely to the shore.

Again, June 10, 1835, two men, in passing from Schlosser to Chippewa, in a skiff, were drawn into the rapids, and hurried to destruction. While in the rapids, they were seen for a short time by persons on the Pavilion. Some days afterwards, their bodies were found in an eddy, a mile below the Falls, one of which was deprived of a leg and an arm.

Many visitors err greatly in their calculations in regard to the time which they ought to spend here. They come hundreds and sometimes thousands of miles, to view the Falls, and then hurry away before they have had time to get any very full or distinct impression of the scene, or to visit one-fifth of the interesting points from which the Falls and rapids ought to be viewed. The object of the visit is thus in a great measure lost. Visitors ought to make their calculations, in the summer especially, to spend at least a week, and then they will begin to feel some regret at leaving. A distinct and lasting impression can be obtained only by looking at single portions and objects at a time, and examining these frequently and from different positions.

ROUTES AND CHARGES.

Every traveller may be presumed to know his way to the Falls, and to be capable of choosing his mode of conveyance. The general routes are—from New England, New York, or the southern cities—by steamboat, and coach, or by the Erie Canal. From Montreal, Kingston, Toronto, Sacket's Harbour, or Oswego—by steamboat, through Lake Ontario, to Niagara or Lewiston; on which lake, about twenty steamboats are in operation. From the Southern and Western States—by steamboat through Lake Erie, where you will find more than thirty in operation. Persons wishing to go from New Orleans, or any of the Western States, to New York or New England, and *vice versa*, will find this route much the pleasantest and the cheapest. The general charges are—from New York to Albany, D.2; from Albany to Niagara Falls, by packetboat on the canal, D.13; from Niagara Falls to Buffalo, D.1; from Buffalo to Cleveland, cabin passage, D.6; from Buffalo to Detroit, D.8; to Mackinaw and Saute St Maria, D.12; and to Chicago, Green Bay, and St Joseph's, D.20; from Cleveland to Pittsburgh, D.6; from Cleveland or Sandusky to Cincinnati, D.12; from Pittsburgh to Wheeling, D.3; thence to Cincinnati by the river, D.10, or by coach, D.14; from Cincinnati to Louisville, D.4; to New Orleans, D.25—return, the same; from Cincinnati to St Louis, D.16; from St Louis to New Orleans, D.25. These charges will, doubtless, be reduced, as the facilities for travelling are increased. The charges at the best hotels are generally, 50 cents for dinner; 37½ cents for breakfast or tea; and 25 cents for lodging. When an individual spends a number of days at a hotel, the charges are very much less. Charges on Lake Ontario:—From Lewiston to Toronto, D.2; ditto to Rochester, D.3;

ditto to Kingston, D.7 ; ditto to Oswego and Sacket's Harbour, D.6 ; ditto to Ogdensburg and Prescott D.8 ; ditto to Montreal, D.15 ; ditto to Quebec, D.20. Fare on the canal :—In the packets, 4 cents per mile, including board ; in the line-boats, 2½ cents per mile, including board. Fare in stage coaches, average about D.1 per twenty miles.

☞ Dont suffer yourself to be imposed upon, turned from your route, and subjected to unnecessary expense and trouble, by interested boat and coach runners and agents. Much complaint is made, and that justly, about these things of frequent occurrence in America.

TABLE OF DISTANCES.

	Miles.
From Steamboat-landing, across to Chippewa, .	2½
From Fort Schlosser to Chippewa,	1½
Pavilion Hotel to do.	2
Across the River at the Falls,	¾
	Rods.
To Goat Island by the Bridge,	58
Across the Falls on the American side,	56
Across the foot of Goat Island,	80
Length of Goat Island,	160
Across the Horse-Shoe Falls,	114
	Feet.
Depth of water at the Horse-Shoe Fall,	20
Depth of water at the Ferry,	250
From the Eagle Hotel across to the Pavilion, on the Canada side, 1⅓ miles, viz :—	
	Rods.
From the Eagle Hotel to top of the bank,	100
Top of the bank down the staircase to the River,	28
Width of River at the Ferry,	76
Up the Canada Bank,	76
From the top of the Bank to the Pavilion,	256

	Miles.
From the Falls to the Mineral Spring,	2
the Whirlpool,	3
the Devil's Hole,	3½
Erie Canal at Tonnewanta,	11
Buffalo,	22
From Buffalo to Albany, by canal,	363
by coach through Utica,	298
by Cherry Valley,	284
To Olean Point,	76
Fredonia and Dunkirk,	45
Portland,	60
Erie,	90
Ashtabula,	134
Cleveland,	188
Columbus,	328
Pittsburgh by way of Erie,	219
Huron,	240
Sandusky,	250
Detroit,	310
Mackinaw,	627
Green Bay,	807
Saute St Maria,	707
Chicago,	1212
Cincinnati,	446
Chillicothe,	381
From Erie, Pa. to Pittsburgh,	129
Ashtabula,	45
From Ashtabula to Wheeling,	143
From Cleveland to Pittsburgh,	133
Zanesville,	156
Sandusky,	84
Columbus,	139
Cincinnati,	252
Ohio Canal from Cleveland to Portsmouth,	306
From Sandusky to Cincinnati,	213

TABLE OF DISTANCES.

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Miles.		Miles.
2	From Sandusky to Louisville,	359
3	Nashville.	540
3½	St Louis,	517
11	New Orleans,	1712
22	From Detroit to Chicago, by land,	250
363	Niagara Falls by land, through	
298	Canada,	244
284	From Niagara Falls to Tuscarora Village.	8
76	Lewiston,	7
45	Fort Niagara,	14
60	Burlington Bay, by land,	62
90	Toronto by land,	107
134	Toronto by steamboat,	50
188	Genesee River,	94
328	Oswego,	154
219	Sacket's Harbour,	199
240	Ogdensburg,	264
250	Prescott,	265
310	Montreal,	405
627	Quebec,	585
807	From Quebec to mouth of St Lawrence,	400
707	Boston,	484
1212	From Montreal to Boston,	304
446	St John's,	27
381	St John's to Whitehall,	150
129	Whitehall to Albany,	72
45	From Niagara Falls to Lockport,	20
143	Rochester,	84
133	Canandaigua,	112
156	Albany by Cher. Val.	
84	Turnpike,	300
139	New York,	450
252	Philadelphia,	510
306	Baltimore,	636
213	Washington,	674

BUFFALO

is 21 miles from the Falls of Niagara, and has become the greatest city of the west. Here terminates the Erie Canal; and from her wharfs are shipped immense quantities of merchandise to the west, by the means of steamboats and vessels navigating Lakes Erie, Michigan, Huron, and Superior, together with their tributary streams. When the railroads, now in progress and contemplated, are completed, Buffalo will possess advantages not surpassed by any inland city in the world. The population already amounts to upwards of 16,000, and is fast increasing in numbers and wealth.

There are several public buildings; many of them beautiful specimens of architecture, and three public squares, which add much to the beauty of the place. A railroad is now nearly finished to the Niagara Falls, thence to extend to Lockport, a distance of 41 miles.

The harbour of Buffalo is rendered safe and commodious, and is well fitted by nature and art, to accommodate lake and canal navigation. Between thirty and forty steamboats run between Buffalo and various places on the lakes. A morning and evening boat leave daily for Detroit, stopping at several intermediate landings. A number of ships and square-rigged vessels whiten the lakes with their canvass, bearing from port to port, great quantities of agricultural produce and merchandise.

When the proposed ship canal, from the Hudson river to Lake Ontario, and the steamboat canal round the Falls of Niagara, is completed, it will, in conjunction with the Illinois and Michigan Canal, which is to commence at Chicago, and strike the Illinois River near the mouth of the Little Vermilion River, make an unbroken inland communication for vessels of a large class from New York to New Orleans.

From Buffalo to Detroit, via Cleveland, by Steamboat.

Sturgeon Point, N.Y.	16	Cleveland,	30	193
Cattaraugus,	10	Sandusky,	54	247
Dunkirk,	13	Cunningham's Island,	12	259
Portland,	18	North Bass Island,	10	269
Burgett's Town, Penn.	18	Middle Sister Island	10	279
Erie	17	Amherstburg,	20	299
Fairview,	11	Fighting Island,	6	305
Ashtabula, Ohio,	28	Detroit, M. T.	12	317
Fairport,	32			

From Buffalo to Erie, Pennsylvania.

Hamburgh,	12	Westfield,	15	60
Cattaraugus,	13	Erie,	80	90
Fredonia,	15			

From Buffalo to Olean.

Hamburgh,	12	Ellicotville,	8	48
Boston,	8	Chappelsburgh.	16	64
Springfield,	10	Olean,	12	76
Ashford,	10			

From Buffalo to Ithaca.

Aurora,	15	Conhocton,	8	86
Warsaw,	26	Bath,	20	106
Perry,	8	Jersey,	10	116
Moscow,	7	Salubria,	15	131
Genesee,	4	Ithaca,	20	151
Deasville,	18			

From Buffalo to Youngstown, via Niagara Falls.

Tonnewanta,	11	Lewiston,	7	28
Niagara Falls,	10	Youngstown,	7	35

From Buffalo to Niagara Falls, Canada side.

Black Rock,	2	Chippewa,	15	18
Waterloo,	1	Niagara Falls,	2	20

From Buffalo to Montreal, by Steamboat and Coach.

Lewiston,	28	Morristown,	50	232
Youngstown,	7	Ogdensburg,	12	294
Genesee River,	74	Galloup Islands,	5	299
Great Sodus Bay,	35	Hamilton,	19	318
Oswego River,	28	St Regis,	35	353
Sacket's Harbour,	40	La Chine,	53	406
Cape Vincent,	20	Montreal,	7	413

STEAMBOAT ROUTE FROM LEWISTON
AND QUEENSTON TO MONTREAL.

A number of commodious steamboats ply on Lake Ontario, between Niagara River and the St Lawrence, stopping at several intermediate landings.

A steamboat leaves Lewiston or Queenston every day of the week ; on leaving either of the above places, the boat proceeds down the Niagara River, to

YOUNGSTOWN, 7 miles, which is situated half a mile from the mouth of the river.

LAKE ONTARIO.

This lake is in length 180 miles, and in circumference 467. In many places its depth has not been ascertained. In the middle, a line of 350 fathoms has been let down, without finding bottom. Of the many islands which this lake contains, the principal is Grand Isle,* opposite to Kingston. At this place, the lake is about 10 miles in width, and from thence it gradually contracts until it reaches Brockville, a distance of about 50 miles, where its width is not over 2 miles. About 40 miles of this distance is filled with a continued cluster of small islands, which, from their

* Purchased for the colonization of the Jews.

number, have been distinguished by the name of the Thousand Islands.

Though inferior in its extent to the remaining 4 great western lakes, Ontario is far from being the least interesting. The north-east shore of the lake consists principally of low land, and is in many places marshy. On the north and north-west, it is more elevated, and gradually subsides towards the south. The margin of the lake is generally bordered by thick forests, through which are occasionally seen little settlements, surrounded with rich fields of cultivation, terminated by lofty ridges of land, here and there assuming the character of mountains. Some of the highest elevations of land are the cliffs of Toronto, the Devil's Nose, and the Fifty-Mile Hill. The principal rivers which empty into the lake on the south, are the Genesee and Oswego. The water of the lake is deep, clear, and cold, and abounds with a variety of excellent fish.

FORT NIAGARA, is situated at the junction of the lake and river; directly opposite, on the Canada side, is the village of NIAGARA, formerly called *Newark*. The ruins of *Fort George*, in the immediate vicinity, are still to be seen. The *Welland Canal*, connecting Lakes Erie and Ontario, empties into Lake Ontario, 14 miles above this place, at Port Dalhousie.

On leaving the Niagara River, the passage boats generally strike out into the lake, and cross over to

TORONTO, (formerly called York,) the capital of Upper Canada, a distance of 36 miles.

CHARLOTTE, 74 miles from Fort Niagara, is situated at the mouth of the Genesee River, and is the first port, on the American side, where the boats land, after leaving Niagara.

CARTIAGE, 5 miles up the Genesee River, is within

3 miles of Rochester ; a railroad is constructed, uniting these two places. The passage boats usually stop at Carthage, long enough to enable passengers to make a short visit to Rochester.

GREAT SODUS BAY, 35 miles from Carthage, is destined to become a place of considerable importance ; a sloop canal is about being constructed from this place, extending to Cayuga Lake, a distance of about 20 miles.

OSWEGO, 65 miles from Carthage, is a place of great importance, possessing advantages by nature and art superior to any other point on Lake Ontario. The contemplated ship canal from the Hudson River, will terminate at this place ; in connection with the steamboat canal, round the Niagara Falls, it will benefit Oswego to a great extent. The Oswego Canal terminates here, uniting with the Erie Canal at Syracuse, 38 miles distant. Coaches leave daily for Utica, a distance of 75 miles. The ruins of Fort Oswego and Fort Ontario, are both to be seen at this place.

SACKET'S HARBOUR, 40 miles from Oswego, is a small village, celebrated for its being the headquarters of the American army and navy on the lake, during the war of 1812. Black River empties into the lake, a little north of the village.

KINGSTON lies directly opposite Sacket's Harbour, a distance of 38 miles. It is the best harbour belonging to Great Britain. To this place the British sent a quantity of water-casks to the fleet, during the last war, thinking that Lake Ontario was a salt-water lake. This was the headquarters of the British army and navy, and is now a military station. The *Rideau Canal* commences at this place, extending to the Ottawa River.

CORNELIA, 23 miles from Kingston, on the American side of the river, is the next stopping place for

the passage-boats, after leaving Kingston. Here commence the *Thousand Islands*.

ALEXANDRIA BAY, 12 miles further. The river here continues full of almost innumerable islands.

BROCKVILLE, 30 miles from the last landing, and 65 from Kingston, is a beautiful village.

MORRISTOWN is nearly opposite, on the American side.

OGDENSBURG, 12 miles from Brockville, is situated at the mouth of the Oswegatchie River, and is a good harbour. This is a thriving village, containing a population of upwards of 2000 inhabitants. Steam-boat navigation on the St Lawrence, here terminates. Coaches leave Ogdensburg daily for Utica and Plattsburg, each 120 miles distant. The contemplated railroads to extend from this place, when completed, will be of great advantage to Ogdensburg. Coaches and passage-boats leave Ogdensburg almost every day for Montreal, a distance of 140 miles. The navigation here becomes dangerous; but the boats are furnished with skilful pilots, and every necessary implement for their good management.

From Ogdensburg to Montreal, passengers can either go by coaches, passage-boats, or, at intervals, by steam-boats, avoiding the principal rapids.

From Ogdensburg to Plattsburg.

Canton,	.	17		Bangor,	.	11	61
Potsdam,	.	10	27	Malone,	.	8	69
Parishville,	.	10	37	Chateaugay,	.	12	81
Hopkington,	.	6	43	Duerville,	.	25	106
Dickinson,	.	7	50	Plattsburg,	.	14	120

PRESCOTT, a small village on the Canadian side, is directly opposite Ogdensburg; the Canadian vessels here transship their passengers and merchandise. Two or three fine steamboats, expressly fitted to stem the current below this place, run down the river on the

route to Montreal, about 35 miles, where steamboat navigation entirely ceases, until you arrive at Cornwall, 90 miles above Montreal. Directly opposite Cornwall, on the east side of the river, is the boundary line between the United States and Canada.

For a description of Montreal and Quebec, see pages 71 and 75.

TOUR FROM NEW YORK TO WASHINGTON CITY.

(For Table of Distances see page 15.)

PHILADELPHIA,

the chief city in Pennsylvania, and formerly the seat of government of the United States of America, was founded by the venerable William Penn, then proprietor of Pennsylvania, who arrived and landed at Newcastle, (Del.) October 24, 1682, and soon after concluded that famous treaty with the natives, which they promised should endure "as long as the trees should grow, or the waters hold their courses;" which promise they faithfully adhered to, during the period of the proprietary government. Upon a survey of the banks of the River Delaware, and due deliberation, the spot where the city now stands was selected as the most eligible situation for a town. The Indians called the place *Coaquannock*. Some of the emigrants who preceded Penn, provided for themselves (with the assistance of the natives) temporary accommodations, on the site where the city now stands, in bark huts, or in caves dug in the high bank that overhung the Delaware. In one of these rude caves was born John Key, the first native Philadelphian, who lived to

see a regular city built where a wilderness had been. He died in 1767, aged 85. John Drinker, who was also born in one of these caves, survived until the Declaration of Independence. The first house in Philadelphia was a low wooden building, owned and occupied as a tavern by George Guest. It stood on the east side of Front Street, a little to the north of what is now called Dock Street, and which was then a creek, or inlet, flowing as far to the north and west as Chestnut and Third Streets. A wooden drawbridge was erected near the mouth of the inlet, to admit craft up; and sloops and other vessels lay on the spot where now stands that spacious building, the Girard Bank. The small force of the current being, however, insufficient to carry off the mud and filth, which became offensive at low water, it was, at an early period, arched from Third and Chestnut to Walnut and Second; and, in 1784, the arch was continued to near Spruce Street. This circumstance accounts for Dock Street not being crossed as the other streets are, at right angles. One of the first brick buildings stood at the north side of Chestnut Street, opposite to Carpenter's Court, and formed the back part of the house occupied by J. Keen, currier, some years since. It was built by David Brientnall. The building which the proprietor occupied as his town residence, and which was erected within a few years after his arrival, still stands in Letitia Court. Upwards of eighty houses were erected during the first year.

Having glanced at what Philadelphia was about one hundred and fifty years since, we will now give a short description of what it is at this day. The city of Philadelphia, strictly speaking, consists of that portion only of the town which is bounded by the river Delaware on the east; by Cedar Street, (called also South Street,) on the south; by the Schuylkill River,

on the west ; and by Vine Street, on the north ; but, in its more general acceptation, includes the large and increasing districts of Southwark, the Northern Liberties, Kensington, &c. &c. Philadelphia is in latitude $39^{\circ} 56' N.$, and longitude $1^{\circ} 52' E.$ from Washington, and is about 120 miles distant from the Atlantic Ocean, by the course of the Delaware. The site of the city is level, and it is built upon the most uniform rectangular plan. The streets are from 50 to 113 feet wide: it is probably the most regular city in the world—a circumstance that secures it numberless advantages in the way of convenience.

The STATE HOUSE, in which the continental congress sat, and from whence the *Declaration of Independence* issued, is still standing. It is situated in Chestnut Street, is built of brick, comprising a centre and two wings, and has undergone no material alteration since its first erection. The front is a considerable distance back from the street, the walk being paved to the curb-stone with brick, and two elegant rows of trees extending its whole length. East of the main entrance, in the front room, the sessions of Congress were held, and the question of Independence decided.

BALTIMORE.

The rapid growth, and present extent and population of this city, are truly remarkable, and to be ascribed not less to the spirit of enterprise which has always characterised its inhabitants, than to the natural advantages of its position. Its site is on the north side and at the head of tide water on the Patapsco River, 14 miles above its entrance into the Chesapeake.

For tobacco and flour, Baltimore is the leading market ; for flour, the first in the world. Within 20 miles around, the water power is almost incalculable.

It drives more than sixty flour mills, besides manufactories of cloth, &c.

Most of these establishments are well worthy of the regard of tourists. It cannot be expected that we should describe them minutely, our object being but briefly to indicate their existence; but almost all strangers make a visit to the cathedral, the exchange, the museums, the monuments, the railroads, and the public fountains, of which there are four tastefully ornamented, and giving a copious supply of pure spring water.

The CATHEDRAL is built after the Grecian Ionic order, on a plan drawn by that distinguished architect, the late H. B. Latrobe.

The MERCHANT'S EXCHANGE, built by private subscription, is another monument to the public spirit of the citizens.

For its houses, for the accommodation of travellers, Baltimore is not remarkable, except for its CITY HOTEL. This is the most splendid edifice of its kind in the Union, if not in the world.

WASHINGTON CITY.

As the seat of government of the Union, it is a place of much resort during the session of Congress in the winter; but is mostly deserted by strangers in the summer. It is situated on the Maryland side of the Potomac, and on a point of land formed by the junction of the Eastern Branch. The District of Columbia, in which the city is situated, was ceded to the United States, by Maryland and Virginia, in 1790; and in 1800 it became the seat of the general government. This District is about 10 miles square, lying on both sides of the Potomac, and is under the immediate direction of Congress.

The *Capitol* stands on a high and lofty eminence.

and commands a delightful prospect of the Pennsylvania Avenue, the President's House, Georgetown and the Potomac, the General Post-office, the Navy Yard, Greenleaf's Point, the bridge on the river, and the road to Alexandria and Mount Vernon. The capitol is built of freestone, painted white, (to hide the smoke occasioned by the conflagration which succeeded the capture of the city by the British troops in 1814,) has two wings, and is a very magnificent edifice. The *Rotunda* comprehends the spacious area between the two wings of the structure, and is of a circular form. There is nothing that equals it in the country; and, of itself, it well deserves a journey to Washington.

The *President's House*, which is also constructed of stone, two stories high, with four spacious buildings near it, for the accommodation of the heads of department, make an interesting spectacle for the visiter.

Perhaps there is no spot in the United States that holds out more inducements to a traveller, than this city, during the sessions of Congress. It is the theatre on which the pride and power of the American nation are congregated. It is the residence of all the foreign ministers, and embraces a large portion of the gay and fashionable world.

The *Navy Yard*, situated on the eastern branch of the Potomac, is an object worthy of attention. An elegant monument is here erected to the memory of the American officers who fell in the Tripolitan war, and which was *mutilated by Britons in the year 1814!*

GEORGETOWN is on the same side of the Potomac with Washington, at the distance of 3 miles west of the capitol.

ALEXANDRIA, an incorporated city, 6 miles from Washington, on the west bank of the river, is a place of extensive business, and of fashionable resort during the

sittings of Congress. It contains a court house, six churches, and a theological seminary.

The *Museum* at this place, among other things, contains an elegant satin robe, scarlet on one side and white on the other, in which General Washington was baptized; a penknife, with a pearl handle, given to him by his mother, when he was in his twelfth year, and which he kept fifty-six years; a pearl button, from the coat he wore at his first inauguration as President of the United States, in the old City Hall, New York; a black glove, worn by him while in mourning for his mother; part of the last stick of sealing wax which he used; the original of the last letter written by him, being a polite apology, in behalf of himself and Mrs Washington, for declining an invitation to a ball at Alexandria; it is penned with singular neatness, accuracy, and precision, and contains this expression—"Alas! our dancing days are over;" a beautiful masonic apron, with the belt of scarlet satin, and the white kid gloves worn by him the last time he shared in the social ceremonies of the "mystic tie."

The country between this city and the capitol is but thinly inhabited, and the soil poor and unproductive; but the road is good, and a ride to Alexandria constitutes one of the amusements of a winter at Washington.

MOUNT VERNON, on the south side of the river, is 39 miles from the mouth of the Potomac Creek, and 15 from Washington. To this sacred spot the mind of every American recurs with the most enthusiastic devotion. He looks upon it as consecrated ground. Here the immortal Washington, after having conducted the American armies forth to victory and independence, retired to enjoy the rich reward of his services, in the warm-hearted gratitude of his countrymen, and in the peaceful seclusion of private life.

The road to it is almost uninhabited, and difficult to trace. The house stands on an eminence, embracing a delightful view of the Potomac, with a rich and beautiful lawn extending in front to the river.

The *Tomb of Washington* is visited as an interesting object of contemplation. No monument has yet been erected to his memory; but it will survive, long after monuments shall have crumbled into dust.

INTERNAL IMPROVEMENTS IN CANADA.

Welland Canal.—This Canal opens a navigable communication between Lake Erie and Lake Ontario, and overcomes all the descent of Niagara Falls and Niagara River, between the two lakes. It admits vessels of 125 tons burthen, being wider and deeper than any similar work in America, with the exception of the Chesapeake and Delaware, and Louisville and Portland Canals. It commences at Port Maitland, on Lake Erie, at the mouth of the Ouse, or Grand River; follows the channel of that stream, for a short distance; and, by a cut of 10 miles, crosses the Wainfleet marshes, to the Welland, or Chippewa River; up the channel of which stream it passes, for a distance of about 10 miles. To this point, its direction has been north-east. Hence, the Canal passes, in a northern course, to the summit-ridge; here, it traverses a stupendous deep-cut, of two miles in extent, which required prodigious excavations, in some parts through solid stone: at this place, nearly the whole difference of level between Lake Erie and Lake Ontario is overcome, by a series of locks seventeen in number. The deep-cut and locks, are considered one of the most striking canal spectacles in America. At the foot of this

series, the Canal is led along a ravine $2\frac{1}{4}$ miles, by 12 locks, to St Catherine's. Having descended from the summit-level, 322 feet, from the latter point to Lake Ontario, five miles, the Canal reaches, by four locks, its northern termination, at Port Dalhousie, on Lake Ontario. Length, from Port Maitland to Port Dalhousie, 42 miles; descent, 334 feet; locks, 34 in number, all descending. The dimensions of the locks north of the summit-ridge, are, 22 feet wide, 100 feet long, and 8 feet deep; those on the south side of the ridge, are 45 feet in width, and 120 feet in length. This work cost about D.1,000,000.

Rideau Canal.—This important work is under the direction of a board of commissioners, assisted by a corps of Royal Engineers. It commences on Lake Ontario, at Kingston, and pursues a north-east direction through Cataraqui and Indian Rivers, and also through several lakes, with some of which it is identified in its course, until it reaches Rideau Lake, the summit-level, 165 feet above Lake Ontario. At the outlet of Rideau Lake, it intersects the river of the same name, and pursues its route in a north-east direction, sometimes in the bed of the Rideau, and sometimes along its banks, to the Ottawa, or Grand River, at Bytown, about 135 miles above Montreal, by the course of the stream. Length from Lake Ontario to Bytown, 130 miles; to Montreal, by the Canal and the Ottawa River, 265 miles. The locks are 53 in number; each 134 feet long, by 33 feet wide. The ascent, from Kingston to the summit-lake, is by 19 locks, overcoming an elevation of 165 feet; descent, from Lake Rideau to the Ottawa River, by 34 locks, 290 feet: total lockage, 455 feet. The Ottawa, at Bytown, is about 125 feet below the level of Lake Ontario, and about 110 feet above the level of the St Lawrence River, at Montreal. The above work

is estimated to cost about one million of pounds sterling.

La Chine Canal, on the Island of Montreal, commences a few miles above the city of Montreal. It was constructed to overcome the impediment in the navigation of the St Lawrence River, occasioned by the Rapids of St Louis. Nine miles in length ; and cost D.220,000.

Ontario and Rice Lake Canal.—The British Government has it in contemplation to construct a canal from Port Hope, on Lake Ontario, to Rice Lake, a distance of 14 miles. The cost is estimated at £101,535 : 15 : 6. The elevation to be overcome is 361 feet. This will be the first step in a plan of communication, for connecting Lakes Huron and Ontario. The navigation will be carried through, or along, the Otanabee River, and the chain of lakes whose waters are discharged into Rice Lake, by that stream—viz. Trout, Shemong, Pigeon, Sturgeon, Cameron's and Balsam Lakes.

ABSTRACT OF THE CANALS IN THE UNITED STATES.

	Miles.
Cumberland and Oxford, Maine, - - - - -	20 $\frac{1}{2}$
New Hampshire Canals, - - - - -	10
Vermont Canals, estimated, - - - - -	1
Middlesex, Massachusetts - - - - -	27
Pawtucket, Massachusetts, - - - - -	1 $\frac{1}{2}$
Blackstone, Massachusetts and Rhode Island, - - - - -	45
Hampshire and Hampden, Massachusetts, - - - - -	20
South Hadley Canal, Massachusetts, - - - - -	2
Montague Canal, Massachusetts, - - - - -	3
Farmington, Connecticut, - - - - -	58
Enfield, Connecticut, - - - - -	5 $\frac{1}{2}$
New York State Canals, - - - - -	539
Delaware and Hudson, New York and Pennsylvania,	108
Chittenango, New York, - - - - -	11 $\frac{1}{2}$
Morris, New Jersey, - - - - -	90
Delaware and Raritan, New Jersey, - - - - -	65
Salem, New Jersey, - - - - -	4
Washington, New Jersey, - - - - -	1
Pennsylvania State Canals, - - - - -	601 $\frac{1}{2}$
Union and Feeder, Pennsylvania, - - - - -	106
Schuylkill, Navigation, Pennsylvania, - - - - -	108
Lehigh, Pennsylvania, - - - - -	46 $\frac{3}{4}$
Conestoga, Pennsylvania, - - - - -	18
Codorus, Pennsylvania, - - - - -	11
Conewago, Pennsylvania, - - - - -	2 $\frac{1}{2}$
Chesapeake and Delaware, Delaware, - - - - -	13 $\frac{1}{2}$
Chesapeake and Ohio, Maryland, - - - - -	110 $\frac{1}{2}$
Port Deposit, Maryland, - - - - -	10
Great and Little Falls, Maryland, - - - - -	3 $\frac{1}{4}$
Washington City Branch, District of Columbia, - - - - -	1 $\frac{1}{4}$
Dismal Swamp, Virginia and North Carolina, - - - - -	23
James and Jackson River, Virginia, - - - - -	37 $\frac{1}{2}$
North West, North Carolina, - - - - -	6
Weldon, North Carolina, - - - - -	12
Chub Foot and Harlow, North Carolina, - - - - -	1 $\frac{1}{2}$
Santee, South Carolina, - - - - -	22
Winyaw, South Carolina, - - - - -	7 $\frac{1}{2}$
Saluda South Carolina, - - - - -	6 $\frac{1}{4}$
Catawba, Wateree, &c., &c., South Carolina, - - - - -	16

	Miles.
Savannah and Ogeechee, Georgia, - - - -	16
Carondelet, Louisiana, - - - - -	1 $\frac{1}{2}$
Lake Veret, Louisiana, - - - - -	8
Louisville, Kentucky, - - - - -	2
Ohio and Erie, and branches, Ohio, - - - -	334
Miami, and branch, Ohio, - - - - -	66
Lancaster Lateral Canal, Ohio, - - - - -	9
Wabash and Erie, Indiana, - - - - -	15

ABSTRACT OF THE RAILROADS IN THE UNITED STATES.

	Miles.
Quincy Railroad, and branch, Massachusetts, - -	4
Boston and Worcester, Massachusetts, - - -	43 $\frac{1}{4}$
Boston and Providence, Massachusetts, - - -	42
Boston and Lowell, Massachusetts, - - - -	25
Providence and Stonington, Rhode Island and Connecticut, -	48 $\frac{1}{2}$
Mohawk and Hudson, New York, - - - - -	15
Saratoga and Schenectady, New York, - - - -	21
Ithaca and Owego, New York, - - - - -	29
Rochester, New York, - - - - -	3
Buffalo and Black Rock, New York, - - - - -	3
Haerlem, New York, - - - - -	7
Rensselaer and Saratoga, New York, - - - - -	25
Camden and Amboy, New Jersey, - - - - -	61
Paterson, New Jersey, - - - - -	16
New Jersey, - - - - -	25 $\frac{1}{2}$
Delaware and Jobstown, - - - - -	13
Philadelphia and Columbia, Pennsylvania, - - -	35 $\frac{3}{4}$
Alleghany Portage, Pennsylvania, - - - - -	36 $\frac{3}{4}$
Philadelphia, Norristown, and Germantown, Pennsylvania, -	21
Philadelphia and Trenton, Pennsylvania, - - -	26 $\frac{1}{4}$
Mauch Chunk, and branches, Pennsylvania, - - -	13 $\frac{1}{2}$
Room Run, Pennsylvania, - - - - -	5 $\frac{1}{4}$
West Chester, Pennsylvania, - - - - -	9
Central, or Danville and Pottsville, Pennsylvania, -	51 $\frac{1}{2}$
Minchill and Schuylkill Haven, Pennsylvania, - -	20
Mount Carbon, Pennsylvania, - - - - -	7
Lyken's Valley, Pennsylvania, - - - - -	16 $\frac{1}{2}$
Little Schuylkill and Tamaqua, Pennsylvania, - -	21 $\frac{1}{2}$

Miles.	Schuylkill Valley, and branches, Pennsylvania,	Miles.	25
16	Mill Creek, and branches, Pennsylvania, - - -	7	
1½	Pine Grove, Pennsylvania, - - - - -	4	
8	Lackawaxen, or Carbondale, Pennsylvania, - - -	16½	
2	Newcastle and Frenchtown, Pennsylvania, - - -	16½	
334	Baltimore and Ohio, and branch, Maryland, - - -	329	
66	Baltimore and Susquehannah, Maryland and Pennsylvania,	76	
9	Petersburg Roanoke, and branch, <i>via</i> North Carolina,	71½	
15	Manchester, or Chesterfield, - - - - -	13½	
	Portsmouth and Roanoke, - - - - -	77	
	Winchester and Potomac, - - - - -	30	
	Potomac and Richmond, - - - - -	75	
	Richmond and Petersburg, - - - - -	21½	
	Cape Fear and Yadkin, - - - - -	80	
	South Carolina, - - - - -	135½	
	Brunswick, - - - - -	12	
	Tuscumbia, Courtland, and Decatur, - - - - -	45½	
	Lake Pontchartrain, - - - - -	4½	
	Lexington and Ohio, - - - - -	90	

ITED

Miles.
4
43¼
42
25
48½
15
21
29
3
3
7
25
61
16
25½
13
85¾
36¾
21
26¼
13½
5¼
9
51½
20
7
16½
21½

DISTANCES, IN MILES, FROM PLACE TO PLACE,
ON SOME OF THE
PRINCIPAL CANALS AND RAILROADS.

ERIE CANAL.				Miles.
<i>Albany to Buffalo.</i>				
	Miles.			
Washington, -	5	Auriesville, -	2	54
Gibbousville, -	5½	Fulton, -	4	58
West Troy, -	6¾	Riker's Basin, -	7	65
Junction of the Erie		Spraker's Basin, -	2	67
and Champlain Ca-		Canajoharie, -	3	70
nals, -	9	Fort Plain, -	3½	73½
Lower Aqueduct,	13	Nowadaga Creek,	9¾	83
Wat Hoix Gap, -	15½	Fall Hill Ravine,	4	87
Upper Aqueduct,	25	Little Falls, -	1	88
Schenectady, -	29	German Flats, -	3	91
Plattekill Aqueduct,	31	Fulmer's Creek Aque-		
Florida Aqueduct,	44	duct, -	6	97
Schoharie Creek,	52	Myers' Creek do. -	4	101
		Ferguson's do. -	6	107
		Utica, -	3	110

N

	Miles.
Whitesboro' - - -	4 114
Oriskany, - - -	3 117
Rome, - - -	8 125
New London, - -	7 132
Loomis, - - -	6 138
Oneida Creek, -	3 141
Lenox Basin, - -	3 144
Canastota, - - -	2 146
New Boston, - -	4 150
Chitteningo, - -	4 154
Kirkville, - - -	4 158
Manlius, - - -	4 162
Orville, - - -	3 165
Syracuse, - - -	6 171
Geddesburg, - -	2 173
Nine-Mile Creek,	6 179
Camillus, - - -	1 180
Canton, - - -	5 185
Jordan, - - -	6 191
Weed's Point, -	6 197
Centre Port, - -	1 198
Port Lyon, - - -	2 200
Montezuma, - - -	6 206
Clyde, - - -	11 217
Lyons, - - -	9 226
Lockville, - - -	6 232
Newark, - - -	1 233
Port Gibson, - -	3 236
Palmyra, - - -	5 241
Fair Port, - - -	11 252
Fullam's Basin,	2 254
Pittsford, - - -	6 267
Brighton, - - -	6 266
Rochester, - - -	4 270
Spencer's Basin,	10 280
Ogden, - - -	2 282
Adams' Basin, -	3 285
Brockport, - - -	5 290
Holley, - - -	5 295
Murray, - - -	2 297
Albion, - - -	8 305
Portville, - - -	4 309
Oak Orchard, - -	5 314

	Miles.
Medina, - - -	1 315
Middleport, - -	6 321
Lockport, - - -	12 333
Pendleton, - - -	7 340
Tonnewanta, - -	12 352
Black Rock - - -	8 360
Buffalo, - - -	3 363

CHAMPLAIN CANAL.
Albany to Whitehall.

West Troy, - - -	7
Junction, - - -	2 9
Waterford, - - -	2 11
Mechanicsville, -	8 19
Stillwater, - - -	4 23
Bemus' Heights,	3 26
Schuylerville, - -	9 35
Guard Gates, - - -	2 37
Fort Miller, - - -	3 40
Fort Edward, - - -	8 48
Kingsbury, - - -	5 53
Fort Anne, - - -	7 60
Narrows, - - -	6 66
Whitehall, - - -	6 72

MORRIS CANAL.
*Newark to Phillipsburg, op-
posite Easton, Penn.*

Bloomfield, - - -	5 $\frac{1}{2}$
Paterson, - - -	9 14 $\frac{1}{2}$
Little Falls, - -	5 19 $\frac{1}{2}$
Mead's Basin, - -	3 $\frac{1}{2}$ 23
Montville, - - -	7 30
Powerville, - - -	3 $\frac{1}{2}$ 33 $\frac{1}{2}$
Rockaway, - - -	5 $\frac{1}{2}$ 39
Dover, - - -	4 43
Drakesville, - - -	7 50
Outlet of Hopatcong Pond, - - -	2 $\frac{1}{2}$ 52 $\frac{1}{2}$
Stanhope, - - -	2 $\frac{1}{2}$ 55
Hacketstown, - -	9 $\frac{1}{2}$ 64 $\frac{1}{2}$
Anderson, - - -	8 72 $\frac{1}{2}$
Mansfield, - - -	2 75 $\frac{1}{2}$

les.
315
321
333
340
352
360
363

7
9
11
19
23
26
35
37
40
48
53
60
66
72

urg, op-
nn.
5½
9 14½
5 19½
3½ 23
7 30
3½ 33½
5½ 39
4 43
7 50

2½ 52½
2½ 55
9½ 64½
8 72½
2 75½

	Miles.
Broadway, - - -	4 79½
New Village, - - -	2½ 82
Phillipsburg, - - -	8 90

DELAWARE AND RARITAN CANAL.

Bordentown to New Brunswick.

Lambertown, - - -	4½
Trenton, - - -	1½ 6
Lawrence's Meadows, 4½	10½
Stony Brook, - - -	3 13½
Rocky do. - - -	3½ 17
Kingstown, - - -	2 19
Rocky Hill, - - -	2 21
Griggstown, - - -	2½ 23½
Blackwell's - - -	4 27½
Millston, - - -	2½ 30
Bound Brook, - - -	5½ 35½
New Brunswick, - - -	6½ 42

CAMDEN AND AMBOY RAILROAD.

Camden to South Amboy.

Pensaukin Creek,	7
Rankocus River, - 5	12
Burlington, - - - 6	18
Craft's Creek, - - 6	24
White Hill, - - - 2	26
Bordentown, - - - 1½	27½
Crosswick's Creek, 2½	30
Centreville, - - - 7	37
Hightstown, - - - 4	41
Spotswood, - - - 11	52
Herbertsville, - - 2½	54½
South Amboy, - - - 6½	61

PHILADELPHIA AND TRENTON RAILROAD.

Philadelphia to Morrisville.

Frankford, - - -	4
Pennepack Creek, 4½	8½
Pequasin Creek, - 1½	10
Dunksville, - - - 3	13

	Miles.
Harlington, - - -	1 14
Bristol, - - -	3½ 17½
Tullytown, - - -	3½ 21
Tyburn, - - -	2½ 23½
Morrisville, - - -	2½ 26½

From Bristol to Mauch Chunk, via Delaware Division Penn. Canal and Lehigh Canal.

Morrisville, - - -	9½
Yardleyville, - - - 4½	14½
Brownsburg, - - - 3½	17½
Taylorville, - - - 3½	21½
New Hope, - - - 4	25½
Lumberville, - - - 7	32½
Point Pleasant, 1½	33½
Smithville, - - - 3	36½
Erwina, - - - 4	40½
Monroe, - - - 8½	49½
Williamsport, - - - 9	58½
Easton, - - - 1½	59½
Bethlehem, - - - 12	71½
Allentown Bridge, 5	76½
Beil's Creek, - - - 5½	82½
Berlin, - - - 5½	87½
Craig's Creek, - - - 3	95½
Bowman, - - - 3	98½
Lehigh, - - - 4	102½
Falls of Lehigh, 1	103½
Mauch Chunk, - - - 2¾	106½

Philadelphia to Port Carbon, via Schuylkill Navigation.

Viaduct Phila. and Col. Railroad, - - - 2

Canal at Falls, - - -	2 4
Manayunk, - - -	3 7
Morristown, - - -	9 16
Perkiomen Creek, 8½	24½
Phoenixville, - - - 3½	28
Pottstown, - - - 15	43
Unionville, - - - 3	46
Birdsboro', - - - 6	52

	Miles.
Reading, - - -	12 64
Hamburg, - - -	23 87
Port Clinton, - -	4 91
Schuylkill Haven, 10½	101½
Mount Carbon, - 4	105½
Pottsville, - - ½	106
Port Carbon, - - 2	108

UNION CANAL.

Reading, - - -	4
Bernville, - - -	15½ 19½
Stouche's Town, 11½	31
Myers' Town, - - 4	35
Lebanon, - - - 9	44
Tunnel, - - - 3	47
Water Works, - - 3	50
Swatara Aqueduct, 4½	54½
Beaver Creek, - 18	72½
Middletown, - - 9½	82

*Philadelphia to Pittsburgh, via
Philad. and Col. Railroad,
Main Division Penn. Canal,
Alleghany Portage Railroad,
and Western Division Penn.
Canal.*

Philadelphia and Co- lumbia Railroad, Viaduct over the Schuylkill River,	3
Buck Tavern, - - 8	11
Spread Eagle, - - 5	16
Paoli, - - - 4½	20½
Warren, - - - 1½	22
Valley Creek, - - 7	29
Downington, - - 3	32
Coatsville, - - 8	40
Gap Tavern, - - 11½	51½
Soudersburg, - - 9½	61
Lancaster, - - 9¼	70¼
Mount Pleasant, - 7	77¼
Columbia, - - 4½	81¾

MAIN DIVISION PENNSYLVANIA CANAL.

	Miles.
Marietta, - - -	3 84½
Bainbridge, - - -	6½ 91
Falmouth, - - -	3½ 94½
Middletown, - - -	4¼ 98¾
Highspiretown, -	3 101¾
Harrisburg, - - -	6¼ 108
Port Dauphin, - -	7½ 115½
Juniatta River, -	8½ 124
Newport, - - - 10	134
Lower Aqueduct, -	6 140
Thompsontown, - -	5 145
Mexico, - - - 7	152
Mifflington, - - -	4 156
Lewiston, - - - 14	170
Waynesburg, - - -	14 184
Aughwick Falls, -	12 196
Huntingdown, - - -	17 213
Petersburg, - - - 7	220
Alexandria, - - - 7	227
Williamsburg, - - -	13 240
Frankstown, - - -	10¼ 250¼
Hollidaysburg, - -	3 253¼

ALLEGHANY PORTAGE RAILROAD.

Inclined Plane, No.	
10, - - -	3¾ 257
Do. do., No. 6, - -	6½ 263½
Mountain Bridge, -	9 272½
Ebensburg Bridge, 3	275½
Staple Bend Tunnel, 10	285½
Johnstown, - - -	4½ 290

WESTERN DIVISION PENNSYLVANIA CANAL.

Laurel Hill, - - -	6¾ 296¾
Lockport, - - - 9¼	306
Chestnut Hill, - -	5 311
Blairsville, - - -	8 319
Saltzburg, - - - 16	335
Salt Works, - - - 7	342
Warrenton, - - - 5	347

SYL-
Miles.
84½
91
94½
98¾
101¾
108
115½
124
134
140
145
152
156
170
184
196
213
220
227
240
250¼
253¼
RAIL-
3¾ 257
6½ 263½
9 272½
3 275½
10 285½
4½ 290
N PENN-
AL.
6¾ 296¾
9¼ 306
5 311
8 319
16 335
7 342
5 347

	Miles.
Leechburg, - - 10	357
Aqueduct over Alleghany River, - - 3	360
Freeport, - - 2	362
Logan's Ferry, - 13	375
Pine Creek, - - 12	387
Pittsburgh, - - 7	394

OHIO AND ERIE CANAL.
Cleveland to Portsmouth.

Mill Creek Aqueduct,	9
Tinker's Creek, - 4	13
Boston, - - 8	21
Peninsular, - - 3	24
Old Portage, - 8	32
Newberry Coal House, 3	35
Akron, - - 3	38
New Portage, - 6	44
Clinton, - - 8	52
Fulton, - - 4	56
Massillon, - - 9	65
Bethlehem, - - 6	71
Bolivar, - - 9	80
Zoar, - - 3	83
Jenning's Bridge, - 8	91
Dover, - - 2	93
Lockport, - - 4	97
Newcastle, - - 2	99
Trenton, - - 4	103
Babillard, - - 5	108
Salisbury, - - 4	112
New-Comers' t'n, 6	118
Evansburg, - 4	122

	Miles.
Newport, - - 10	132
Roscoe, - - 3	135
Stillwell's Locks, - 10	145
Webbsport, - - 4	149
Frazeesburg, - - 6	155
Nashport, - - 6	161
Licking, - - 9	170
Newark, - - 6	176
Hebron, - - 9	185
Millersport, - - 6	191
Baltimore, - - 5	196
Havensport, - - 6	202
Carroll, - - 2	204
Waterloo, - - 5	209
Lockburn, - - 12	221
Bloomfield, - - 7	228
Circleville, - - 8	236
Deer Creek, - 14	250
Chillicothe, - 9	259
Waverley, - - 20	279
Jasper, - - 6	285
Portsmouth, - 25	310

MIAMI CANAL.
Cincinnati to Dayton.

Reading, - -	12
Sharon, - - 4	16
Hamilton, - - 12	28
Middleton, - - 14	42
Franklin, - - 7	49
Miamisburg, - 6	55
Alexanderville, - 3	58
Dayton, - - 8	66

THE END.

