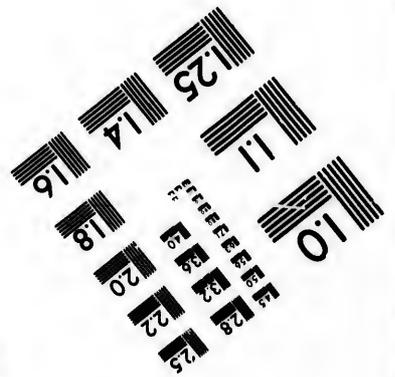
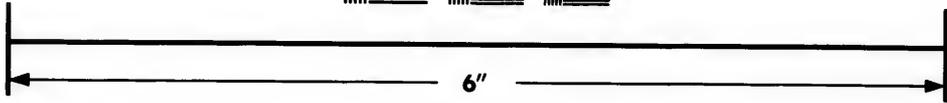
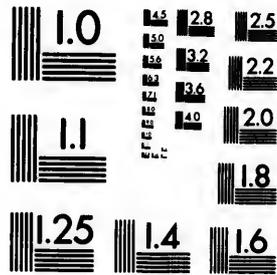


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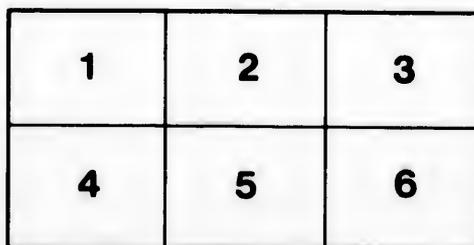
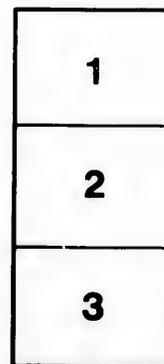
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TO THE  
GULF OF MEXICO AND THE PACIFIC, VIA THE GREAT LAKES,  
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CALIFORNIA, WITH THEIR RESPECTIVE DISTANCES.

The whole brought down to the present time.

~~~~~  
BY S. L. MASSEY.  
~~~~~

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## P R E F A C E .



THE following work was commenced about a year ago, at the earnest solicitation of an esteemed friend, who has since been suddenly called away to the enjoyment of a higher state of society. The materials for the work have been collected and arranged for publication, mostly during leisure hours ; and often no opportunity was given to read the manuscripts a second time. Errors may, therefore, have escaped detection, which under other circumstances would have been avoided. Although, with the exception of a few pages, every line of the work has been written in our own language, yet we have not aimed at *originality*, but rather at *correctness, value, and brevity*.

We have designed to have the work take a much wider range than any similar one yet presented to the public. We have endeavored to make a book that will merit reading ; and be what its name indicates, a pleasing companion for the traveler ; — a book that will not only give him the name and location of places along the principal thoroughfares, but will abound with incidents of a novel and entertaining character, which he will wish to remember, and delight to read. Besides, the character of the soil, resources, present and future prospects, together with the past history of most places in the Mississippi Valley, and along the Gulf and Lake shores, pass in review before the reader. All of the

principal routes in the West, South, and North, together with those leading from thence to the East, are fully and correctly given.

We believe that the descriptions which are given of the various towns along the western waters, will be found to be correct. But as the West is just beginning to develop its resources, and as towns are springing up almost every day, it is more than likely that some small places may have been omitted; but we think such omissions, if any exist, are but few and unimportant. To those who wish to enlarge their field of geographical knowledge, and impart it to others, we recommend this work as a valuable companion.

STEPHEN L. MASSEY.

CINCINNATI, MAY, 1851.



FROM THE SOURCE OF THE MISSISSIPPI RIVER TO  
THE GULF OF MEXICO.

**Itasca Lake.**—This is the actual source of the longest and main fork of the Mississippi, the Lac la Biche of the French). This beautiful lake, which is some five or seven miles in length, reposes amidst hills of marine sand, of the drift epoch, and consists of pure springs of water, gushing out in copious rills, within a visible basin. The Indian (name) term of Lot-osh-ca, and denoting a characteristic property of the female breast, imparts a vivid idea in which these infant sources of the father of rivers gush from their sandy elevation.

Many suppose the word "Itasca" to be derived from the last and first syllables of the two Latin words, *veritas caput*, which means, the *true head*.

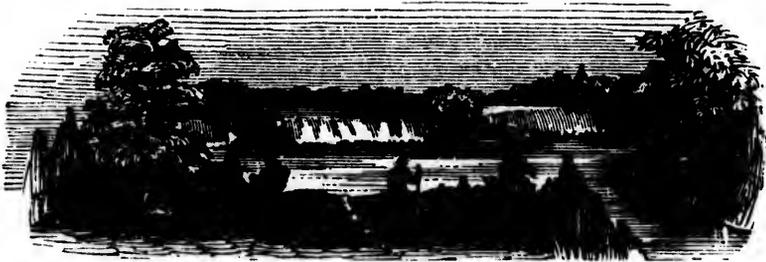
Schoolcraft, accompanied by the late Dr. Houghton and Col. Allen (then Lieut. Allen), of the army, two gentlemen who subsequently distinguished themselves in their several departments, and by Mr. Bentwell, a clergyman from New Hampshire, and Mr. John Stone, of Michigan, with Ozawindib, or Yellow Head, a Chippewa chief, as the principal guide, reached Itasca lake on the 13th of July, 1832, being just three hundred and five years after the Spanish had first, incidentally, descried its mouth. Its distance from the Gulf of Mexico, he estimated at three thousand one hundred and sixty miles. The entire altitude of the lake, as determined by Mr. Nicollet, in 1836, is one thousand five hundred and seventy-five feet, which is one hundred and five feet below the summit of its envioning hills; and its latitude, at Schoolcraft's island, the only island in it, is  $47^{\circ} 13' 35''$ . From this time, the source of the Mississippi has remained a fixed fact in our geography. The face of the country about its head, presents a very similar appearance to that at its estuary.

**Fort Gaines.**—This fort is situated six miles south of Crow Wing, or De Corbeau river, and one hundred and twenty-two miles north of St. Paul. It was commenced in 1848. The population, including garrison, does not exceed 150.

**Swan River,** Benton county, eighteen miles south of Fort Gaines, and one hundred and four north of St. Paul. Near the mouth of this river, on the east side of the Mississippi, a small settlement has been formed. It contains 2 trading houses, 1 hotel, 5 or 6 dwelling houses, with a population of about 25.

**Sank Rapids,** county seat of Benton county, twenty-eight miles south from Swan river, and seventy-six miles north from St. Paul. The village is situated on the east side of the Mississippi, in the center of a very fine farming country. It has 1 trading house, 2 stores, 1 hotel, and a population of 180.

**Rum River** (Indian name, Iskode Waboy) rises to the north of the Mississippi, in Mille Lacs, and after a course of about eighty miles, falls into the Mississippi, twenty-eight miles north of St. Paul. At the mouth of this river, a ferry has been commenced, and a settlement made, which now contains 1 trading house, 1 grocery and a population of 15.



**Falls of St. Anthony** (St. Anthony City), Ramsey county, twenty miles south of Rum river, and eight miles north-west of St. Paul.

These falls are sixteen and a half feet perpendicular, and about thirty rods in width, divided by a conical island, leaving about two-thirds on the west side. The fine scenery about the Falls attracts great numbers of visitors during the summer months. The town of St. Anthony is beautifully situated on the side and summit of a hill, rising up from a precipice, from which a fine view of the falls and surrounding country can be obtained. It contains 1 chapel and school room, 1 hotel, 5 stores, 1 saw mill, 1 grist mill, 160 dwellings, and about 600 inhabitants. The land, in the vicinity of the falls, consists of prairie, interspersed with openings of various extent, and is

generally admirably adapted to agricultural purposes. It is also well watered by numerous small lakes and streams, whose never failing springs add much to the strength and fertility of the soil. These lakes and streams are well stocked with fish.

**Notes.**

The falls of St. Anthony were named by Father Hennepin, a companion of the enterprising M. De la Salle, who, in 1680, ascended the Mississippi river as far as the falls and reported that he had discovered its source. The Mississippi river was discovered by Marquette, seven years before.

This table shows the distances of those places on the Mississippi, above Galena, from each other, and from the Falls.

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| St. Paul, Min.,       | . . . . . 5    | 12                      | Fort Crawford, Wis.,   | . . . . . 1  | 272 |
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| La Crosse, Wis.,      | . . . . . 88   | 184                     | Peru, Iowa,            | . . . . . 21 | 325 |
| Root River, Min.,     | . . . . . 6    | 190                     | Dubuque, Iowa,         | . . . . . 9  | 334 |
| Bad Axe, Wis.,        | . . . . . 20   | 210                     | Fever river, Ill.,     | . . . . . 18 | 352 |

**Fort Snelling**, six miles south-east of St. Anthony, and six miles to the west of St. Paul. This fort is situated on the west side of the Mississippi, and is built on the point of land formed by the junction of the Mississippi and Minesota rivers.

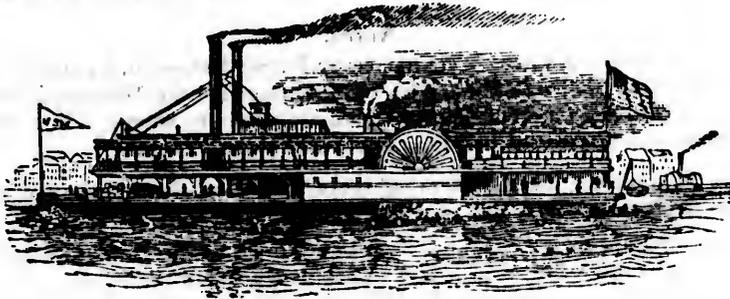
**St. Peters** (Mendota), one and a half miles south of Fort Snelling, and six miles west from St. Paul. From its fine position, at the mouth of the Minesota, a river which must, one day, bear upon its waters the valuable products of a fertile and luxuriant soil, it offers prospects as brilliant as any other town in the territory. The country around Mendota is beautiful and fertile. It contains 4 stores, 30 dwellings, and a population of 300. Here is a depot of the American Fur Company.

**St. Paul**, Ramsey county, seat of government. This is the present head of navigation for the east side of the Mississippi. It is pleasantly situated on the summit of a bluff, from which a fine view of the river may be had.

Since the erection of the mill at St. Anthony, buildings have gone up rapidly, and this city can now boast of many dwelling houses, &c., displaying great architectural taste. The soil in the vicinity is good, and many farms have lately been commenced, with every prospect of success.

It contains a court house, 4 churches—1 Roman Catholic, 1 Presbyterian, 1 Baptist and 1 Methodist—3 schools, with about

60 scholars, 1 territorial library, containing 15 or 16 hundred volumes, 2 printing offices, each issuing a weekly newspaper, 15 stores, 300 dwellings and 1,500 inhabitants



HEAD OF STEAMBOAT NAVIGATION.

**Red Rock**, Ramsey county, six miles south of St. Paul. Its name is derived from a large rock, which the Indians have painted red, and styled *Wakon*, or Spirit rock. Red Rock was first settled by the Methodist missionaries, in 1837, under the superintendence of the Rev. Alfred Brunson. An Indian school was established, at an expenditure of thirty thousand dollars; but, after a few years, the mission failed, accomplishing but little permanent good.

The soil in this district is well adapted to the growth of corn. The village consists of about 15 buildings; population, 80.

**Vermilion River** rises in Minesota and flows north-east, on a line nearly parallel with the St. Peter's river, and empties into the Mississippi a short distance above the mouth of the St. Croix river.

**St. Croix River** rises in the north-western part of Wisconsin and flows southward till it reaches the Mississippi in 44° north latitude. It is navigable for steamboats about sixty miles. Large quantities of pine lumber are annually brought down the river and shipped to St. Louis. At the falls, the head of navigation, there is a fine town springing up.

**Point Douglas**, Washington county, post town, twenty-five miles south of Stillwater, and twenty-one miles south-east of St. Paul. This village is situated on the west side of the mouth of Lake St. Croix. It contains 1 hotel, 1 public house, 3 stores, 20 very neatly finished buildings, with a population of 100.

It has an excellent landing. In the lowest stage of water, this is the head of navigation on the Mississippi.

## Notes.

**LAKE ST. CROIX.**—This lake receives the waters of the St. Croix river and its tributaries. The river and lake form most of the boundary line between Minnesota and Wisconsin. There is a bar in this lake called Cat-fish Bar, which extends about two miles into the lake. The Indians regard this bar and lake with dread; they would rather carry their canoes than paddle them across the lake.

**STILLWATER**, county-seat of Washington county, seven miles north-east from St. Paul. This town is situated on the west side of Lake St. Croix, twenty miles from its mouth; and, from its many advantages of water privilege and excellent land, bids fair for a speedy growth. It contains 1 land office, 1 saw mill, 1 court house, 3 hotels, 4 stores, and about 50 well finished buildings (dwelling houses). There is also 1 church and 2 lecture rooms in course of erection. Also, a school, with 25 scholars; the population is about 800.

**Lake Pepin**, about fifteen miles below the mouth of the St. Croix river, and one hundred miles below the Falls, is formed by an expansion of the Mississippi. It is about twenty-five miles long, and four wide; the water is clear, and the current very gentle. On the eastern side of the lake, is the celebrated *Maiden's Rock*, which rises to the height of near five hundred feet. Near this point, is the mouth of Pepin river, which empties into the lake; and, on the opposite side, is the Cannon river. The shores of this lake abound with *carnelian* and other valuable stones.

**Chippewa River** rises in the northern part of Wisconsin, near the head waters of the Montreal, and flows in a south-westerly direction. After a course of near three hundred miles, it joins the Mississippi near the termination of Lake Pepin. Its principal branches are the Clear Water and Red Cedar rivers. It is navigable for steamboats seventy miles. The shores abound with pine forests. There is a very important trading post at the mouth of this river, in Wisconsin, which may one day become a large town.

## Note.

The mouth of this river is the southern boundary of that tract of land known as *Carver's Tract*. It lies principally in Crawford county, and contains an area of more than eight millions of acres. Captain Carver held this land by a deed obtained from the Indians, May 1st, 1767. It commences at the Falls of St. Anthony and follows the Mississippi to the mouth of the Chippewa; thence east, about one hundred miles; thence north, one hundred and twenty miles; and thence, in a direct line, to the Falls. *The Mississippi Land Company*, of New York, obtained, in 1824, a recognized deed, before Judge Van Ness, of the U. S. District Court, New York.

**Wazi Oju and Maniska Rivers** rise in the south-eastern part of Minnesota, and flow north-east and empty into

the Mississippi, The waters of the two rivers are united by a small creek, just before they enter the Mississippi.

**Mountain Island River**, a small stream in the western part of Wisconsin, empties into the Mississippi.

**Sappah or Black River** rises near the center of Wisconsin and flows south-west. Before entering the Mississippi, it separates into two branches, forming a delta of some extent. It is navigable for steamboats sixty miles.

**Prairie a la Crosse River** flows through the western part of Wisconsin into the Mississippi, one hundred and eighty-six miles below the falls of St. Anthony, and eighty-nine miles below the Chippewa.

**La Crosse**, a small town situated at the mouth of the La Crosse River, Crawford county, Wisconsin.

**Hoka, or Root River**, enters the Mississippi from Minnesota, five miles below the mouth of the La Crosse.

**Raccoon River**, a small stream, flows into the Mississippi from Wisconsin, nearly opposite Root river.

**Bad Axe River** rises in Wisconsin and flows in a westerly direction, till it joins the Mississippi two hundred and eleven miles below the falls of St. Anthony.

**Upper Iowa River** rises in Minnesota and flows south-east, then north-east, through the north-eastern part of Iowa, and enters the Mississippi two hundred and ten miles below the Falls, forming part of the boundary line between Iowa and Minnesota.

**Prairie du Chien**, Crawford county, Wisconsin, is one hundred and twenty-five miles west of Madison, three miles above the mouth of the Wisconsin river, and about two hundred and seventy-five miles below the Falls. It is situated on the borders of an extensive prairie, and occupies the site of an old Indian village, from whose chief, called by the French Chien, it derives its name. The town contains a court house, and an academy and several churches. There are excellent hunting grounds in the vicinity of this place. The water courses and marshes are covered with wild rice, which the Indians gather for food. Numerous mounds are scattered over the land—the remains of a people whose history is unknown to us, and whose existence might have been doubted, had they not, like the builders of the pyramids, left these unmistakable evidences of their having “lived, and moved, and had a being.” Stages leave three times a week for Galena. Population 2,300.

**Fort Crawford**, two miles below Prairie du Chien, is on the Wisconsin side of the Mississippi. Fort Atkinson, Iowa, near the head waters of Turkey river, is nearly due west from

this station. By going through Prairie du Chien, travelers will find a good road between the two forts.

**Wisconsin River** rises in some small lakes near the boundary of Michigan, and after a south and south-westerly course of four hundred miles, crossing the entire State of Wisconsin, it enters the Mississippi in  $43^{\circ}$  north latitude and  $91^{\circ}$  west longitude. It is navigable for steamboats one hundred and eighty miles. There is a *portage* of about two miles between the Wisconsin and Fox rivers, which will doubtless soon be connected by a canal. In time of high water, small boats can pass from one river to the other.

**Note.**

The State of Wisconsin, having received from Congress a grant of half a million acres of land, design improving the navigation of these rivers, so as to open, by way of Green Bay, a continuous steamboat communication between Lake Michigan and the Mississippi. The construction of the canal, and the improvement of Fox river, are under contract to be completed during the present year.

**Prairie la Port**, Clayton county, Iowa, is a trading post of some importance, although it contains but few houses. It is situated on the west bank of the Mississippi, on a high bluff, twenty miles south of the Wisconsin river.

**Cassville**, Grant county, Wisconsin, is on the east side of the Mississippi, three hundred and ten miles below the Falls. It was laid out on a large scale, under the direction of a New York Company, and intended as a summer resort for pleasure parties. The company built a fine hotel, and there the matter ended.

**Turkey River** rises in Iowa, and after a course of one hundred and fifty miles, passing diagonally through Clayton county, enters the Mississippi. It is not navigable for steamboats.

**Frankford**, Clayton county, Iowa, is a small trading post at the mouth of Turkey river.

**Note.**

**POTOSI**, Grant county, Wisconsin, is situated on a bayou a short distance from the river. There are rich lead mines in the neighborhood. To these the town owes its importance. Steamboats can only approach the town during high stages of water.

**Sinapee**, Grant county, Wisconsin, is a small town a few miles above Dubuque.

**Note.**

**PERU**, Dubuque county, Iowa, is situated on the south side of the Little Makoquette river, a short distance above its junction with the Mississippi.

**Dubuque**, Dubuque county, Iowa, is on the west bank of the Mississippi, three hundred and thirty miles below the Falls. It is situated on a gently sloping prairie, in one of the richest lead districts in the world. It contains a land office, 6 or 8 churches, and work shops of all descriptions. On account of an island in front of the town, boats are compelled, in low water, to land at the island, which is near a mile from the main landing of the town. This retards the growth of the place, and greatly injures its trade. The town received its name from Dubuque, its earliest settler. His tomb, on a high bluff a short distance below the town, overlooking the Mississippi, is an object of great interest to travelers.

**Fever River**, a small, sluggish stream, empties into the Mississippi, from Illinois, about sixteen miles below Dubuque. It is navigable for steamboats to Galena, during most of the year. On account of the narrowness of this stream, boats have great difficulty in getting up and down. It is sometimes necessary to dig away a portion of the bank to get room to turn. The great central railroad, extending from *Cairo* to Galena, was located along the banks of this river: its remains are still to be seen.

#### Notes.

**GALENA**, Joe Daviess county, Illinois, is situated on Fever river, seven miles from its mouth. It is located near the center of a rich lead district, extending, on both sides of the Mississippi, from the Wisconsin to the vicinity of Rock river. It derives its name from *galena*, a kind of lead ore found in the vicinity. In 1822, the process of smelting was first commenced; since that time there has been as high as 13,000,000 of pounds smelted in one year. The ore lies in horizontal *strata*, varying in thickness from a few inches to several feet, and yields 75 per cent of pure lead. A railroad is being constructed between Galena and Chicago, a distance of one hundred and sixty miles. It is also in telegraphic communication with St. Louis, and with the East along the northern frontier. Population, 5,000.

The most direct route to Minnesota, from the East, is by way of the Michigan central railroad, and the railroad and stage route from Chicago to Galena. The railroad on this line is completed from Chicago to Elgin, forty miles; the whole distance to Galena is one hundred and sixty miles.

The stage on this route travels night and day. If persons wish to take a little more time, and travel only during the day, they can go to Milwaukee and take the stage from there to Galena, which travels only in the day time, over a road quite as good, and through a country quite as pleasant. Or, if a journey by water is preferred, they can take the canal, at Chicago, and go by the way of St. Louis, which will make the journey more expensive and at least a week longer. By the shortest route, the journey may be performed from Albany to St. Paul within a week, and at an expense of not far from \$35 00. The fare is as follows: from Albany to Buffalo, \$10 00; from Buf-

falo to Chicago, \$10 00; from Chicago to Galena, \$8 00; and from Galena to St. Paul, \$6 00.

Goods are transported by wagons from Chicago to Galena in great quantities. The expense of transportation between the two places is from \$1 00 to \$1 25 per hundred weight.

The following table contains the distances of most of the towns and rivers along the Mississippi, from Galena to the mouth of the Missouri:

|                              |         |     |                              |         |     |
|------------------------------|---------|-----|------------------------------|---------|-----|
| Bellevue, .....              | 14      | 360 | Montrose, Iowa, }            | .....10 | 557 |
| Savannah, .....              | 20      | 380 | Nauvoo, Illinois, }          | .....12 | 569 |
| Charleston, Iowa, .....      | 3       | 383 | Keokuk, Iowa, .....          | .....4  | 573 |
| Lyons, Iowa, .....           | 15      | 398 | Warsaw, Illinois, }          | .....16 | 589 |
| Fulton City, Illinois, ..... | 2       | 400 | Des Moines River, }          | .....9  | 598 |
| New York, Iowa, .....        | 3       | 403 | Tully, Missouri, .....       | .....10 | 608 |
| Albany, Illinois, .....      | 7       | 410 | La Grange, Missouri, .....   | .....8  | 616 |
| Camanche, Iowa, .....        | 3       | 413 | Quincy, Illinois, .....      | .....10 | 626 |
| Port Byron, Illinois, .....  | 13      | 426 | Marion City, Missouri, ..... | .....23 | 649 |
| Hampton, .....               | 6       | 432 | Hannibal, Missouri, .....    | .....11 | 660 |
| Davenport, Iowa, }           | .....8  | 440 | Louisiana, Missouri, .....   | .....14 | 674 |
| Rock Island, }               | .....30 | 470 | Clarksville, Missouri, ..... | .....13 | 687 |
| Muscatine, Iowa, .....       | 30      | 470 | Hamburg, Illinois, .....     | .....15 | 702 |
| New Boston, Illinois, .....  | 23      | 493 | Westport, Missouri, .....    | .....28 | 730 |
| Iowa River, .....            | 1       | 494 | Gilead, Illinois, .....      | .....3  | 733 |
| Oquawka, Illinois, .....     | 18      | 512 | Illinois River, .....        | .....20 | 753 |
| Burlington, Iowa, .....      | 13      | 525 | Alton, Illinois, .....       | .....5  | 758 |
| Skunk river, .....           | 6       | 531 | Missouri River, .....        | .....   |     |
| Fort Madison, .....          | 16      | 547 |                              |         |     |

**Bellevue**, Jackson county, Iowa, is a small town situated on a high bluff, seven miles below the mouth of Fever river. It is one of the most pleasant situations on the river, and well deserves its name.

**Makokety River** empties into the Mississippi from Iowa, a few miles below Bellevue. It furnishes the best water power of any river in the State.

**Huntsville**, Joe Daviess county, Illinois, nearly opposite the mouth of Makokety river, is a small and unimportant town.

**Savannah**, county-seat of Carroll county, Illinois, is situated on the east bank of the Mississippi, a short distance above the mouth of Plum creek. It contains a court house, jail, and a number of stores and dwellings. Population, 250.

**Charleston**, Clinton county, Iowa, is situated on the Mississippi, about three hundred and eighty miles below the Falls. It is a small place, and of but little importance.

**Lyons**, Clinton county, Iowa, is a small town about fifteen miles below Charleston. Population, 300.

**Fulton City**, Whiteside county, Illinois, is just opposite Lyons, and is its rival town. Population, 500.

**New York** is a name given to a small and unimportant place in Clinton county, Iowa, five miles below Lyons.

**Albany**, Whiteside county, Illinois, is a flourishing town. The location being good, the town will doubtless continue to increase. Population near 700.

**Camanche**, Clinton county, Iowa, is on the west side of the river, a short distance below Albany. Population about 100.

**Wapsipinecon River** rises in the north-eastern part of Iowa, and after a winding course of about two hundred miles, empties into the Mississippi. It affords excellent water power for mills; and it is hoped that the enterprising people who are fast settling in that portion of country, will not let it remain long unoccupied.

**Princeton**, Scott county, Iowa, is situated on the west side of the Mississippi, near the mouth of the Wapsipinecon river.

**Port Byron**, Rock Island county, Illinois, is a small town, fifteen miles below Camanche. It is situated near the head of the upper rapids.

**Hampton**, Rock Island county, Illinois, is situated six miles below Port Byron. It has considerable trade in earthen ware. Population, 300.

**Le Clare**, Scott county, Iowa, is a small town, containing but few houses. It takes its name from an old Frenchman, who was the owner of most of the land in the neighborhood.

**Davenport**, Scott county, Iowa (county-seat), is one of the most flourishing towns in Iowa. It is a beautiful situation, and appears better from the river than any other town on the Upper Mississippi. It has considerable trade, and is rapidly increasing in importance. Being surrounded by a rich country, it will soon become a large place. Population, 2,000.

**Rock Island** is the name given to a large island in the Mississippi, ninety-four miles below Galena, and just above the mouth of Rock river. The southern part of the island is occupied by Fort Armstrong, an old U. S. Blockhouse in time of Black Hawk's wars. The fort stands upon a rock, near twenty feet above the surface of the river. There is a recess in this rock called *Black Hawk's Cave*, where, it is said, he often concealed himself. The officers and soldiers had most of the island under cultivation; the remains of the gardens and hedges are still to be seen. It was here that Col. Davenport was murdered, July, 1845, by a party of lawless wretches. The Mississippi at this point is very rapid; it falls twenty-one feet, ten inches, in the distance of fifteen miles. Ledges of rock.

extend across the river and, at low water, greatly obstruct the navigation.

**Note.**

The country around Rock Island is probably one of the richest in the world. It consists mostly of prairie land, rising in a succession of little knolls, which, at a distance, appear like the swells of the ocean, as it rolls about the verdant islands of the East. After leaving the river, the land rises gradually into a chain of rounded hills, thinly covered with trees. The Indians regard this as *their promised land*. Here they can gather the honey-suckle, grape, plum and mulberry, from trees planted, by the *Great Spirit*, centuries ago; and, from the bosom of every lake, without any plowing or sowing of their own, they can gather an abundant harvest. The *Great Spirit* scatters bountifully their bread upon the waters, which in due time they gather with rejoicing.

**Moline**, Rock Island county, Illinois, is a small place at the head of Rock Island.

**Rock Island City**, county-seat of Rock Island county, Illinois, is situated near the junction of the Rock and Mississippi rivers. The city is rapidly increasing; and, being surrounded by a good agricultural country, it will, doubtless, one day become a large town. Coal, good timber and limestone, are found in sufficient quantities for all practical purposes. Rock river affords excellent water power for propelling machinery. Population near 2,000.

**Rock River** rises in the southern part of Wisconsin, and after a rapid, south-westerly course of three hundred miles, enters the Mississippi, a short distance below the island. It is navigable for steamboats two hundred and fifty miles.

**Rockingham**, Scott county, Iowa, is situated on the Mississippi, nearly opposite Rock river. It is pleasantly located on a bluff bank, and contains a number of dwellings and several mills. Population, 500.

**Muscatine** (formerly Bloomington), Muscatine county, Iowa, is one of the most flourishing towns in the State. It is the county-seat, and contains a fine court house, a jail, and several good stores and churches. It was laid out in 1836 and has a population of 1,500.

**New Boston**, Mercer county, Illinois, is situated on a sandy bluff, twenty-six miles below Muscatine. This town has doubtless seen its best days. Population, 200.

**Iowa River** rises in Iowa, and after an easterly course of three hundred miles, enters the Mississippi near five hundred miles below the Falls. Its principal branch, Red Cedar, is navigable for keel-boats one hundred miles above its junction with the Mississippi. The Iowa is navigable for steamboats

one hundred miles. The water of the river is clear and pure; the banks are high and covered with good timber.

**Note.**

**IOWA CITY**, the capital of the State, is situated on the Iowa river, near the head of steam navigation. The city was laid out in 1839; previous to this, it was an Indian hunting ground. The banks of the river, at this point, rise in natural terraces. The first plateau from the river is devoted to public promenade. Most of the buildings, public and private, are at some distance from the river. The Capitol, on Capitol street, is one of the finest buildings in the State. It is of Doric architecture, one hundred and twenty feet long, sixty feet wide, and two stories high. The dome of the building is sustained by twenty-two Corinthian columns, which give it a rich and elegant appearance. Population, 1,000.

**Keithsburg**, county-seat of Mercer county, Illinois, is a small town, pleasantly situated on the Mississippi. It has a good landing, and is the outlet of a rich country. Large quantities of grain are produced in the vicinity and shipped to various points along the river.

**Oquawka**, county-seat of Henderson county, Illinois, is situated on the east bank of the Mississippi, five hundred miles below the Falls. It stands on a sandy slope, and is a place of considerable trade. It contains a printing office and several good stores. Population, 1,000.

**Burlington**, Iowa, the old capital of the State and county-seat of Des Moines county, is one of the best built towns on the Upper Mississippi. It is surrounded by hills, which add greatly to the beauty of the place. The town is regularly laid out, and contains several neat churches, the State's prison, and many fine residences. It was once the residence of Black Hawk, and here his remains have been deposited. Its increase in commerce and population have far surpassed that of any other town in the State. It has a prospect of becoming a large city at no very distant day. Population, 2,500.

**Skunk River**, a small stream, enters the Mississippi from Iowa, a few miles below Burlington.

**Fort Madison**, county-seat of Lee county, Iowa, is on the west bank of the Mississippi. It became a town in 1835; since that time it has increased rapidly. The town occupies the site of an old fortification, built, in 1808, as a defense against the Indians, who, in 1813, obliged the garrison to abandon and burn the fort. Population, 1,100.

**Montrose**, Lee county, Iowa, is situated on an elevated prairie which commands a view of the river and country for twenty miles around. Numerous Indian mounds, the deposi-

torics of the ancient dead, are found in the vicinity. This town stands at the head of the Lower Rapids (*Des Moines*), and is the place of reshipping in time of low water. Population, 300.

**Nauvoo**, Hancock county, Illinois, the sacred city of the Mormons (*see note*), is the most remarkable city in the Union. It is situated on a high slope, elevated several feet above the surface of the river. The location is one of the best in the West. The land was purchased by the Mormons, and the city laid out in 1840, under the direction of Joe Smith. It was twelve miles in circumference—streets regular, crossing each other at right-angles. The dwellings were mostly plain, with the exception of the Great Temple, which was one of the finest buildings in the West: it was one hundred and thirty feet long, eighty-eight feet wide, sixty-five feet to the top of the cornice, and one hundred and sixty-three to the top of the cupola, and worth half a million of dollars. It was designed to accommodate a congregation of three thousand persons. The basement of the temple contained the *baptistry*, or brazen sea, in which new converts were baptized. This pool was supported by twelve gilded, colossal oxen, and was designed to imitate the brazen sea of Solomon. In the erection of this magnificent structure, most of the male population were engaged. Each one considered it his duty to contribute as far as he was able, believing he was erecting a temple which would stand till the end of time. The Mormons, supposing themselves the true *Latter Day Saints*, into whose hands the earth would soon pass, did not, at all times, pay a due regard to the rights and privileges of others. This constantly brought them into difficulty; and though often in fault, yet they were persecuted beyond measure. Smith and others of his sect were arrested and thrown into prison, where, in June, 1844, they were murdered by a lawless mob, without even the *form* of a trial. In October, 1848, the temple was fired, and soon reduced to a heap of ruins. The city is now in the hands of a band of French Socialists; the property, however, is in constant dispute, there being no good titles. Only a small number of the dwellings are occupied—the Mormon population, which at one time exceeded 15,000, having moved to California. The present population does not exceed 2,000.

#### Note.

The Mormons first appeared in the United States about 1830. Joseph Smith, their prophet, pretended to have found an addition to the Bible, engraved on twelve golden plates. After being submitted to Professor Anthon and others, who pronounced the inscriptions a mess of jargon, he, by Divine assistance,

was enabled to get a correct translation, which he published under the title of the *Book of Mormon*. This book pretends to throw some light upon the history of the lost Tribes of Israel: how they found their way to America by crossing Behring's Straits, traveling along the shores of the Pacific till they reached the warm and beautiful country of Mexico. Here they formed settlements, and sent colonies to Central America and Peru. They applied themselves to agriculture, built cities and temples, which they adorned in the most magnificent style. They soon degenerated, however, and established for themselves one of the most cruel systems of idolatry ever invented by man. At the great Temple of the Sun, ten thousand human beings were sacrificed annually. A large mound, estimated to contain several millions of human skulls, has recently been discovered in Chili, near the remains of one of these temples. Thus we see, that, according to Joe Smith and his deluded followers, all those stupendous ruins which are found in Mexico, Central and South America, and which have been so graphically described by Stephens and others, are fully explained, and their history simple and well understood. The mysterious plates contain the records of events, the history of which would have puzzled the world till the end of time. But mankind will still form their own opinions, study these ruins with delight, and speculate upon their origin, notwithstanding the Great Prophet has pretended to reveal their history.

**Nashville**, Lee county, Iowa, is a small place, four miles below Nauvoo. Population, 200.

**Keokuk**, Lee county, Iowa, is situated at the foot of the Lower Rapids, and is a place of considerable trade. In low water, the large boats from below cannot pass the rapids; their freight is discharged at Keokuk and conveyed to Montrose, where it is again shipped on smaller boats. The growth of this town is not as rapid as its situation demands. The property being in constant dispute, no one feels secure in making any very substantial improvements; for this reason the town presents rather a mean appearance. Population, 1,500.

**Churchville** (Alexandria), Clark county, Missouri, is situated at the mouth of the Des Moines river. It contains about 12 stores and 50 dwellings. Population, 200.

**Warsaw**, Hancock county, Illinois, stands on a high bluff at the foot of the rapids, near the site of old Fort Edwards. The situation is such that it cannot be seen from the river. It contains 1 or 2 mills, several stores and a number of neat dwellings. Population, 1,200.

**Des Moines River** rises in the southern part of Minnesota, and, after a course of four hundred miles, joins the Mississippi four miles below Keokuk. It is navigable for steamboats two hundred and fifty miles. The boundary line between Iowa and Minnesota runs along this river for several miles.

**Tully**, Lewis county, Missouri, is pleasantly situated on the Mississippi, eighteen miles below Warsaw. Population, 250.

**La Grange**, Lewis county, Missouri, is situated on the west side of the Mississippi, just below the mouth of the Wyconda river. Population, 600.

**Quincy**, county-seat of Adams county, Illinois, stands on an elevation above the river, about one hundred and twenty-five miles from the mouth of the Illinois river, and commands a fine view of the surrounding country. There is a large amount of pork packed here, annually, and shipped to various points along the Mississippi. The town contains a splendid court house, and several fine churches. Population, 5,000.

**Marion City**, Marion county, Missouri, is on the west bank of the Mississippi, and is the commercial capital of the county. The location of the town is beautiful; it extends along the river bank for about a mile and a half. It contains several steam mills, and a population of near 1,100.

**Hannibal**, Marion county, Missouri, is situated on the Mississippi, one hundred and eighty miles north-east of Jefferson City. It contains a number of good stores and several mills. Population, 900.

**Saverton**, Ralls county, Missouri, is pleasantly located on the west bank of the Mississippi. Population, 1,000.

**Salt River** rises in Missouri and flows in a south-easterly direction till it joins the Mississippi, eighty-five miles above the mouth of the Missouri. It is navigable for a short distance.

**Louisiana**, Pike county, Missouri, is situated on the west bank of the Mississippi, two miles below the mouth of Salt river. It contains many good residences. Population, 700.

**Clarksville**, Pike county, Missouri, is but a small place. It contains a few ordinary dwellings, and a population of 300.

**Hamburgh**, Calhoun county, Illinois, is a flourishing town on the east side of the Mississippi. It has a good landing, and employs a capital of near \$100,000 in mercantile and manufacturing pursuits. Population, 800.

**Westport**, Lincoln county, Missouri, is situated on the west bank of the Mississippi, fourteen miles below Hamburgh. Population, 200.

**Note.**

**GILEAD**, Calhoun county, Illinois, is situated on a slough, a short distance from the river, and fifteen miles below Westport. The location of this town is very much against its growth. Population, 600.

**Bailey's Landing**, Lincoln county, Missouri, is situated on the Mississippi, about fifteen miles above the mouth of the Illinois river. Population, 100.

**Illinois River** rises in the north-eastern part of the State of Illinois, and after a course of four hundred miles, unites with the Mississippi in latitude  $38^{\circ} 58'$  north. The river is formed by the union of the Kankakee and Des Plaines rivers. Above the mouth of Vermilion river, it is greatly obstructed by rapids; but below this point the current is gentle, and the river is navigable for steamboats during most of the year. The land bordering on the river is generally rich, but subject to frequent inundations. Steamboats ascend the river about two hundred and fifty miles, where, by the aid of the Chicago and Illinois canal, a direct communication is opened with the Lakes. *See page 187.*

**Grafton**, Jersey county, Illinois, is a small place, having but little trade. In course of time it may become a town of some importance. The population amounts to but a few hundred.

**Alton**, Madison county, Illinois, is situated on the east side of the Mississippi, two and a half miles above the mouth of the Missouri. The town is well laid out—streets wide and regular. The commercial advantages of this place are second to none in the State. The surrounding country abounds in good timber and coal. It contains a number of good churches of various denominations, and several schools. There is near a million of dollars capital employed in the various business operations. Population, 3,000.

**Missouri River**.—Above the mouth of the Missouri, the Mississippi is a clear and comparatively gentle stream, bounded by high, bluff banks; below this, its character is entirely changed—its waters are no longer clear. Uniting with the turbulent Missouri, it rolls on, forming islands and removing plantations, till its influence is lost in the bosom of the ocean itself. The Missouri rises in the far distant mountains of the West. The mountain torrents which roll down the sides of those snow-clad pinnacles, after mingling together their waters, dash furiously on through a winding course of three thousand miles, till they embrace the *Great Father of Waters*.

This river in the early part of its course is a foaming mountain torrent, which rolls through a chasm of perpendicular rocks, nearly six miles in length and twelve hundred feet in height, called the *Gates of the Rocky Mountains*. Sixty miles below the eastern ridge, it forms a succession of cataracts, which are second only to Niagara in grandeur. In the space of seventeen miles the river has a descent of three hundred and sixty feet. It now flows through vast prairies, and after receiving the Yellowstone, a large and navigable river, it takes

a south easterly direction, obtaining its principal tributaries from the West. The channel is rendered intricate by the great number of islands and sand-bars; and in many places the navigation is made very hazardous by the rafts, snags, banks, &c. The river begins to rise in March, and continues till July, when the summer floods of its remote tributaries come in. During this period, there is sufficient depth of water for steamboats of almost any class; but during the remainder of the year, it is hardly navigable for any distance, by the smallest vessels that float upon the western waters. See page 175.

**Bloody Island**, situated in the Mississippi between Illinois Town and St. Louis, is a sandy island, covered with cotton-wood. It is the place where all those bloody affairs, which so often occur in the neighborhood, are settled. Hence its name, *Bloody Island*.



VIEW OF ST. LOUIS FROM BLOODY ISLAND.

**St. Louis**, capital of St. Louis county, Missouri, is the largest city in the State. It is pleasantly situated on the Mississippi, eighteen miles below the mouth of the Missouri. Its latitude is  $38^{\circ} 36'$  north, and its longitude  $89^{\circ} 56'$  west. It was founded about 1764, by a company of French fur traders, who supposed it to be a spot where the trade of the Missouri, Mississippi, and other great rivers of the West, would be likely to center. It received the name of St. Louis in honor of the reigning sovereign of France. The city rests upon a bed of limestone, and is elevated some distance above the surface of the river. The streets in the lower part of the city are narrow and dirty. In the back part, the land is quite level, but covered with pools and stagnant water. The center of the city, however, is well built and contains many good buildings, with spacious and beautiful gardens attached to them. The court house is a splendid building; the lower floor is paved with stone. In the center there is a rotunda with a sash top, and

two circular stairs starting from the center in different directions. The inside finish is of heavy oak; the witnesses all have fine oak desks and seats; the judge's seat is very much like a church pulpit of the "Corinthian order." The city hall and Catholic cathedral are also very splendid buildings. The latter has a chime of six bells, the largest of which weighs over two thousand pounds. There are also several medical schools and universities, filled with students from various parts of the country.

The location of this city for commerce, is second to none in the West. It is the center of a vast and fertile country, watered by the largest rivers in the world. The country bordering on the upper Mississippi is well adapted to the growing of wheat, which is shipped in large quantities to St. Louis. Thus, St. Louis is fast becoming one of the greatest flour markets in the Union. The total annual commerce of St. Louis, including exports and imports, cannot be far from \$100,000,000.

In 1849, the city was visited by a fire, which was the largest fire that ever occurred in the West. Although the amount of property destroyed was much less than that of the great fire in New York, yet the extent of the burnt district far exceeded it. The fire began among the boats at the wharf, and after burning twenty-one of them, communicated to the heavy mercantile houses along the river. Several hundred persons were thus, in a few minutes, thrown destitute upon the world, who, but a short time before, were enjoying the pleasures of a peaceful home.

The population of the city has increased rapidly: in 1810, it was less than 2,000; in 1830, it was 7,000; in 1840, it was 16,000; in 1845, 35,000; and in 1850, 70,000.

#### Note.

The following table contains the distances of those places on the Mississippi between St. Louis and the mouth of the Ohio:

|                                  |    |                                  |    |     |
|----------------------------------|----|----------------------------------|----|-----|
| Cahokia, Illinois,.....          | 3  | Lacourse's Island,.....          | 14 | 90  |
| Carondalet, or Vide } .....      | 4  | 7 Devil's Bake-oven and } .....  | 15 | 105 |
| Pouche, Missouri, }              |    | Grand Tower, }                   |    |     |
| Jefferson Barracks, Missouri,... | 2  | 9 Bainbridge, Missouri,.....     | 17 | 122 |
| Harrison, Illinois,.....         | 20 | 29 Devil's Island,.....          | 8  | 130 |
| Herculaneum, Missouri,.....      | 2  | 31 Cape Girardieu, Missouri,.... | 6  | 136 |
| Selma, Missouri,.....            | 4  | 35 Commerce,.....                | 12 | 148 |
| Fort Charter's Island,.....      | 15 | 50 Dog-tooth Island,.....        | 11 | 159 |
| St. Genevieve, Missouri,.....    | 11 | 61 Elk Island,.....              | 8  | 167 |
| Kaskaskia river,.....            | 14 | 75 Cairo, Illinois, and }        |    |     |
| Chester, Illinois,.....          | 1  | 76 mouth of the Ohio, }          | 8  | 175 |

**Illinois Town**, St. Clair county, Illinois, is situated on

the east side of the Mississippi, just opposite St. Louis. The people of this town have never been on very friendly relations with those of St. Louis—several disputes having arisen in relation to the channel of the river, which has been annually leaving the St. Louis side. But all this amounts to nothing, as St. Louis will remain in *Missouri*, enjoying the free air of heaven, while Illinois Town is submerged beneath the waves of the Mississippi. Population 600.

**Cahokia**, St. Clair county, Illinois, was one of the first settled towns in Illinois. It was settled by the French previous to 1700, and early became the seat of the fur trade. The situation of the town is very unhealthy, and few Americans think of spending a season here. Coal is found to some extent in the vicinity. Population, 2,000.

**Carondalet**, St. Louis county, Missouri, is situated on the west bank of the Mississippi, near five miles below St. Louis. It contains 2 academies and several schools. Population, 3,000.

**Jefferson Barracks**, St. Louis county, is eleven miles below St. Louis, and is one of the most extensive military establishments in the West. It is now under the command of Colonel J. Plympton, of the 7th infantry.

**Maramec River** rises in Crawford and Washington counties, Missouri, and flows north-east, then south-east, and empties into the Mississippi, twenty miles below St. Louis. It is navigable for boats about sixty miles.

**Harrison**, Mouroe county, Illinois, is a small village, situated on the Mississippi, twenty miles below Jefferson Barracks. Population, 150.

**Herculaneum**, Jefferson county, Missouri, two miles below Harrison, and thirty-one below St. Louis, is a flourishing town, and exports annually a large amount of lead and shot. Population, 700.

**Bridgewater**, Monroe county, Illinois, is nearly opposite Herculaneum. It is a small village; and, in a commercial point of view, of but little importance. Population, 200.

**Selma**, Jefferson county, Missouri, is situated on the west bank of the Mississippi, thirty-five miles below St. Louis. It has a good landing, and carries on considerable trade in lead. Shot are also made here in large quantities. Population, 300.

**Fort Chartres**, Randolph county, Illinois, was an old French fort, built in 1721, as a defense against the Spaniards. It is now a heap of ruins. The walls are fast crumbling away, and vines and trees are springing up around these venerable remains. This fort was designed to be the strongest fortress on the continent, and its walls were built of solid masonry. It

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| .....15 | 105 |
| .....17 | 122 |
| ..... 8 | 130 |
| ..... 6 | 136 |
| .....12 | 148 |
| .....11 | 159 |
| ..... 8 | 167 |
| ..... 8 | 175 |

situated on

was the head quarters of the commandant in upper Louisiana, and the center of fashion in the West.

**Note.**

**ST. GENEVIEVE**, capital of Genevieve county, Missouri, is a pleasant town, sixty-one miles below St. Louis, and the oldest in the State. It stands about two miles back from the river. Population, 2,000.

Directly back of this town, a few miles, is Potosi. It is located in the finest mineral district in the United States. The Iron Mountain, the greatest natural curiosity in the West, is also in the vicinity. This mountain is an almost solid mass of ore, three miles long, a mile broad at the base, and three hundred feet high.

**Kaskaskia River** rises near the center of the State of Illinois, and after a course of four hundred miles, empties into the Mississippi, near the southern terminus of the *American Bottom*. It is navigable for steamboats one hundred and fifty miles.

**Note.**

**KASKASKIA**, capital of Kaskaskia county, Illinois, situated on the Kaskaskia river, seven miles from its mouth, is the oldest European settlement in the Mississippi valley. It was founded by Father Graven, in the latter part of the seventeenth century, and gradually became the central point of French colonization. When ceded to the English, in 1763, it contained one hundred families. The town contains several Catholic institutions, a court house and United States' land office. The inhabitants are mostly of French origin. Population, 1,000.

**Chester**, Randolph county, Illinois, is on the east side of the Mississippi, one mile below the mouth of the Kaskaskia river. The town is built on an elevated bottom, and is the commercial depository of a fine country. It is a flourishing place, and contains a population of 700.

**Mary's River** rises in Illinois and flows south-west into the Mississippi. It is a small stream, and not navigable.

**Devil's Bake-oven and Grand Tower.**—These are names given to a portion of a gigantic range of rocks, rising to a considerable height on both sides of the river, nearly midway between St. Louis and the mouth of the Ohio. The summits of this range are crowned with vegetation, which looks smilingly down upon the water as it dashes against its base. The current here is very swift; and, by its force and constant wearing away of the cliffs, it has separated a large portion, which stands like a gigantic column in the midst of the waves. Such is "Grand Tower," which rises near fifty feet above the surface of the river.

Those hardy boatmen of the West, who navigated our western waters before the introduction of steam, dreaded this place

more than any other on the river. The only way they could ascend the river, was to pull their boats along the Illinois shore by means of ropes. The Indians, who were always on the lookout for plunder, would conceal themselves in the bushes, and, when a favorable opportunity offered, would fall upon them. Thus many valuable lives and cargoes were lost, in attempting that which steam now accomplishes in perfect security.

**Muddy River** rises in Illinois and flows south-west into the Mississippi. It is navigable only for a short distance.

**Devil's Tea-table and Cornice Rocks** are great natural curiosities. The water has worn the rocks into regular shapes, representing continuous rows of cornice work and other architectural devices of the greatest beauty, which hang majestically over the river.

**Bainbridge**, Cape Girardieu county, Missouri, is situated seventeen miles below "Grand Tower." It is a small place, and has but little trade. Population, 200.

**Cape Girardieu**, in the county of the same name, is on the Mississippi, ten miles from Jackson, the county-seat. It has a number of good stores and mills, 2 academies, 3 schools, and 1 convent. There was a severe shock of an earthquake felt here in 1811; also another in 1812. It is the seat of St. Mary's college, founded in 1830; which now has a president, 5 professors, and a library of 2,500 volumes. Population, 1,500.

**Commerce**, Scott county, Missouri, is on the west bank of the Mississippi, and contains a number of stores and dwellings. It has considerable trade, and a fine country back. Population, 300.

**Ohio City**, Mississippi county, Missouri, is on the west bank of the Mississippi, just opposite Cairo. It contains but few houses, though it occupies a very important position. The land is low, and subject to inundations.

**Cairo**, Alexandria county, Illinois, is situated at the mouth of the Ohio, on a very low point of land. On account of the frequent inundations, the growth of this town has been very slow. The location is a good one, and some means will doubtless be adopted to build up a town. This was designed as the commencement of the great Central Railroad, the rails of which were partly laid several years ago. There are but few houses in the place; though many lots were sold, some time ago, which no one, but the inhabitants of the *deep*, ever saw. Population, 200.

**Ohio River**.—This river is formed by the union of the Alleghany and Monongahela rivers, which receive their waters principally from the Alleghany mountains. These rivers are

navigable; the one for keel-boats, two hundred and fifty miles, and the other for steamboats as far as Brownsville, sixty miles. The Ohio begins at Pittsburgh, and, after pursuing a south-westerly course of one thousand miles, empties into the Mississippi, in latitude  $37^{\circ}$  north, and longitude  $88^{\circ} 58'$  west.

There is no river in the world that flows for such a distance with such uniformity and gentleness. There are no falls, except at Louisville; the river here descends twenty-two and a half feet in two miles. In high water, the largest boats can pass over the falls without difficulty; but in moderate stages of water, it is dangerous, and many boats have been lost or injured by attempting to pass over. The Ohio flows through a rich bed of bluish limestone, which admits of a fine polish. The land along the river consists mostly of fine bottoms, which are probably the richest in the Mississippi valley. This river was called by the French, "*La Belle Rivière*;" the appropriateness of which any one will acknowledge, who, for the first time, floats upon its waters. The rich products of six of the largest States in the Union, float annually down this river, which is now the outlet of most of the inland commerce of the country.

The Ohio is navigable for about nine months of the year, for all classes of boats, to Pittsburgh. During the spring, there is sufficient water to float almost any vessel that rides the ocean: the mean difference between high and low water mark being near sixty feet. The impediments to navigation in the Ohio, consist mostly of sand-bars, which are thrown up by its numerous tributaries, or deposited in the bends by the floods. Several plans have been proposed to prevent these formations, but none have been fully tested. Yet it is hoped that the day is not far distant, when the eye of general government will be directed to these great inland streams of the West, with the same earnestness that it now is to those numerous *little rivers* which pour into the ocean along the Atlantic shore, and which are so *amply provided for in the CONSTITUTION*. See page 84.

#### Note.

This table contains the distances of those places on the Mississippi between the mouth of the Ohio and New Orleans:

|                                 |     |                           |         |     |
|---------------------------------|-----|---------------------------|---------|-----|
| Columbus, Kentucky,.....        | 18  | Ashport, Tennessee,.....  | 5       | 146 |
| Hickman, Kentucky,.....         | 19  | Osceola, Arkansas,.....   | 12      | 158 |
| New Madrid, Missouri,.....      | 42  | Plum Point,.....          | 3       | 161 |
| Point Pleasant, Missouri,....   | 7   | 1st Chickasaw bluff,..... | 5       | 166 |
| Little Prairie, Missouri,.....  | 27  | Fulton, Tennessee,.....   | 2       | 168 |
| Needham's cut-off,.....         | 25  | Randolph, Tennessee, }    | .....10 | 178 |
| Bearfield Landing, Arkansas,. 3 | 141 | 2d Chickasaw bluff, }     |         |     |

|                                |    |     |                                 |    |      |
|--------------------------------|----|-----|---------------------------------|----|------|
| 3d Chickasaw bluff,.....       | 17 | 195 | Vicksburgh, Mississippi,.....   | 2  | 631  |
| Greenock, Arkansas,.....       | 30 | 225 | Warrenton, Mississippi,.....    | 10 | 641  |
| Wolf river, } .....            | 20 | 245 | Palmyra, Mississippi,.....      | 15 | 656  |
| Memphis, Tennessee, } .....    |    |     | Carthage Landing, Louisiana,.   | 4  | 660  |
| Norfolk, Mississippi,.....     | 10 | 255 | Point Pleasant, Louisiana,...   | 10 | 670  |
| Commerce, Mississippi,.....    | 17 | 272 | Big Black river,.....           | 14 | 684  |
| Peyton, Mississippi,.....      | 31 | 303 | Grand Gulf, Mississippi,.....   | 2  | 686  |
| St. Francis river, } .....     | 13 | 316 | St. Joseph's, Louisiana, } ..   | 10 | 696  |
| Stirling, Arkansas, } .....    |    |     | Bruinsburgh, Mississippi, }     |    |      |
| Helena, Arkansas,.....         | 10 | 326 | Rodney, Mississippi,.....       | 10 | 706  |
| Yazoo Pass,.....               | 10 | 336 | Natchez, Mississippi,.....      | 41 | 747  |
| Horse-shoe Bend,.....          | 8  | 344 | Ellis cliffs, Mississippi,..... | 18 | 765  |
| Montgomery's Pl., Arkansas, }  | 58 | 402 | Homochitto river,.....          | 26 | 791  |
| Victoria, Mississippi, }       |    |     | Fort Adams,.....                | 10 | 801  |
| White river,.....              | 4  | 406 | Red river Island and Cut-off,.  | 11 | 812  |
| Arkansas river } .....         | 16 | 422 | Raccourci cut-off,.....         | 10 | 822  |
| Napoleon, Arkansas, }          |    |     | Bayou Sara, St. Francisville, } | 30 | 852  |
| Bolivar, Mississippi,.....     | 13 | 435 | and Pt. Coupee, Louisiana, }    |    |      |
| Columbia, Arkansas,.....       | 53 | 488 | Waterloo, Louisiana,.....       | 6  | 858  |
| Point Chicot,.....             | 4  | 492 | Pt. Hudson, Louisiana,.....     | 5  | 863  |
| Greenville, Mississippi,.....  | 4  | 496 | Baton Rouge, Louisiana,....     | 25 | 888  |
| Grand Landing, Arkansas,....   | 40 | 536 | Plaquemine, Louisiana,....      | 23 | 911  |
| Princeton, Mississippi,.....   | 5  | 541 | Bayou la Fourche and } ..       | 34 | 945  |
| Lake Providence, Louisiana,.   | 29 | 570 | Donaldsonville, Louisiana, }    |    |      |
| Tompkinsville, Louisiana,...   | 15 | 585 | Jefferson College,.....         | 16 | 961  |
| Campbellsville, Louisiana,...  | 16 | 601 | Bonnet Quarre Chute,.....       | 24 | 985  |
| Millikinsville, Louisiana,.... | 10 | 611 | Red Church, Louisiana,....      | 16 | 1001 |
| Yazoo river, } .....           | 8  | 619 | Carrolton, Louisiana,.....      | 19 | 1020 |
| Sparta, Louisiana, }           |    |     | Lafayette, Louisiana,.....      | 4  | 1024 |
| Walnut Hills, Mississippi,.... | 10 | 629 | New Orleans,.....               | 2  | 1026 |

**Baldwinsville**, Scott county, Missouri, is situated on the west side of the Mississippi, a short distance above Columbus. It is a small place and contains a population of only 200.

**Columbus**, capital of Ballard county, Kentucky, is on the Mississippi, about twenty miles below the mouth of the Ohio. It has several extensive ware-houses, and is a flourishing town. Stages leave three times a week for *Lexington*. Population, 750.

**Hickman**, capital of Hickman county, Kentucky, is pleasantly located on the Mississippi, nineteen miles below Columbus. It contains a court house and several churches. Stages leave three times a week for Nashville. Population, 450.

**New Madrid**, capital of New Madrid county, Missouri, was once a noted place; but since the great earthquakes of 1811 and 1812 it has greatly declined. It is situated in one of those great curves or bends so common in the lower Mississippi.

Previous to the earthquake, the banks were somewhat elevated; but since that, the current of the river has undermined them, and the town now lies quite low. It contains a court house, several churches, and a number of stores. Population, 600.

**Note.**

Earthquakes are very common in tropical countries, but are seldom felt in high northern latitudes. New Madrid suffered more during the earthquakes of 1811 and 1812, than any other town in the United States, either before or since, from a similar cause. The first shock was felt in the early part of the evening. December 16th, and being slight, gave but very little alarm. About midnight, however, the shocks became more violent. The waters of the Mississippi, which were clear, suddenly rose several feet, and assumed a reddish appearance, as if mingled with blood. The earth opened in wide fissures, and, closing suddenly, threw jets of sand and water several feet into the air. A dense vapor, like smoke, floated in the atmosphere. Sand-bars seemed to rise from the bed of the river and drive the angry waters far over the surface of the land. Boats, broken from their moorings, soon disappeared in the vortices of the returning waters. The shocks continued to be repeated for several weeks, with less and less violence, till, at last, they died away, like the trembling sensation produced by a wagon, as it rolls over the rough pavements of our cities. The town appeared to sink several feet, and the bottoms of several lakes became so elevated, that they have since been planted with corn.

**Point Pleasant**, New Madrid county, Missouri, is a small town, seven miles below New Madrid. It is a flourishing place, and exports large quantities of corn to the lower countries. Population, 100.

**Riddle's Point**, New Madrid county, Missouri, is merely a landing point for goods. It is located in the midst of a country that pays the diligent farmer with an abundant harvest. Large quantities of corn are raised in the vicinity, and shipped to various points on the Mississippi and its tributaries.

**Little Prairie**, New Madrid county, Missouri, is a pleasant little town, twenty-seven miles below Point Pleasant. It has 1 school of 35 scholars, and 3 churches. Population, 500.

**Needham's Cut-off.**—These cut-offs are channels formed by the current, in the circular bends of the river. The floods are constantly washing away the banks, thus giving the current a chance to go where it pleases. These constant changes in the channel, render the navigation of the river quite intricate.

**Obion River** rises in West Tennessee and flows southwest into the Mississippi. It is navigable for sixty miles.

**Bearfield Landing**, Mississippi county, Arkansas. It is a mere landing, and of no further importance.

**Forked Deer River** flows from West Tennessee into the Mississippi, a few miles below Needham's cut-off. It is navigable one hundred and ninety-five miles.

**Ashport**, Lauderdale county, Tennessee, is on the east side of the Mississippi, near the lower end of the Canadian Reach. It has several ware-houses and a steam saw mill. Population, 200.

**Osceola**, county-seat of Mississippi county, Arkansas, is a small village, just at the head of *Plum Point Bars*.

**Plum Point**.—This is one of the most difficult places to pass on the Mississippi. From the frequent changes in the channel, bars have been thrown up, in which a large amount of drift has become embedded, rendering navigation very difficult. Quite a number of boats have been lost here.

**1st Chickasaw Bluff**.—These bluffs, which are four in number, are merely ordinary banks, extending for a few miles along the river. The highest is elevated about thirty feet above high water mark. After passing these banks, the country bordering on the river is very low; the next similar elevation is at Vicksburgh, three hundred and sixty-five miles below.

**Fulton**, Lauderdale county, Tennessee, is a small place, situated on the lower extremity of the 1st Chickasaw bluff. It contains several ware-houses, and a number of dwellings, and has some trade in cotton. It is supported by a rich country, which may one day build up a large town. Population, 400.

**Hatchee River** rises in Tennessee and flows west into the Mississippi, one hundred and seventy-eight miles below the mouth of the Ohio. It is navigable as far as Bolivar, seventy-five miles.

**Randolph**, Tipton county, Tennessee, is situated on the Mississippi, at the mouth of the Hatchee river, near the head of the 2d Chickasaw bluff. It is a small place, and not in a very flourishing condition. Population, 300.

**2d Chickasaw Bluff** is about one hundred and seventy-five miles below the mouth of the Ohio. It presents nothing attractive in its appearance, but is a point from which large quantities of cotton are annually shipped.

**3d Chickasaw Bluff**.—This bluff is separated from the main channel of the river by a slough, which is only navigable in high stages of water.

**Greenock**, Crittenden county, Arkansas, is a small village, situated on the west bank of the Mississippi. Population, 200.

**Wolf River** rises in the northern part of the State of

Mississippi and flows in a westerly direction till it joins the Mississippi just above Memphis. It is not navigable.

**Memphis**, Shelby county, Tennessee, is the emporium of West Tennessee, and the first town of importance below the mouth of the Ohio. It is built on the 4th Chickasaw bluff, which is near thirty feet above high water mark. The town is regularly laid out; but, owing to the lack of pavements, the streets are very muddy. It is destined to be a large town, as it is the only eligible site for a city, on either side of the Mississippi, between the mouth of the Ohio and Vicksburgh. The commerce of the place consists principally of cotton; more than 120,000 bales have been shipped annually. A United States' navy yard has been lately established here, and the necessary buildings are being constructed. The river is deep enough to float, to the Gulf, any vessel of war. It contains 6 churches, 2 medical schools, a number of private schools, a large number of stores, and a telegraph office. Its annual commerce exceeds \$5,000,000. Population, 12,000.

Stages leave 3 times a week for Nashville; and steamboats arrive and depart daily for St. Louis, Cincinnati, and New Orleans.

**Pickering**, Shelby county, Tennessee, is a small village, containing several large commission houses. It has an excellent landing, but is too near Memphis ever to be much of a town.

**Norfolk**, De Soto county, Mississippi, is on the Mississippi river, ten miles below Memphis. It is a small place, and of but little importance.

**Commerce**, Tunica county, Mississippi, is on the east side of the Mississippi, twenty-five miles below Norfolk. It was designed to be a large town, but appears to have fallen short of the expectations of its original projectors. Population, 200.

**Peyton**, county-seat of Tunica county, Mississippi, is a small, flourishing town on the east side of the Mississippi. It contains a court house and a few dwellings. Population, 500.

**St. Francis River** rises in Missouri, and flows southeast into the Mississippi. It is four hundred miles long, and navigable for boats three hundred miles.

**Stirling**, Phillips county, Arkansas, is a small trading post, at the mouth of the St. Francis river.

**Helena**, county-seat of Phillips county, Arkansas, is a flourishing town, containing a court house and jail, several stores, and a United States' land office. There is a fine chain of hills in the rear of this town, which give it a fine appearance. A large amount of cotton, raised along the St. Francis river, is annually shipped from this place. Population, 500.

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**Yazoo Pass, or Bayou**, is ten miles below Helena, and connects the Mississippi and Yazoo rivers. It is sufficiently wide and deep to admit flat-boats, which pass to the latter river with heavy loads of cotton—distance three hundred miles.

**Delta**, capital of Coahoma county, Mississippi, is situated on the Mississippi, at the mouth of the bayou. It is a new village, and contains but few houses.

**Horse-shoe Bend**.—This bend takes its name from its resemblance to a *horse-shoe*. There is a cut-off here which saves considerable time for boats.

**Montgomery**, Desha county, Arkansas, is a mere landing for goods. It contains but few houses, and has but little prospect of becoming a town.

**Victoria**, Bolivar county, Mississippi, is a small place. A large amount of goods are landed here for the interior.

#### Note.

It was near this point that the great De Soto first beheld the Mississippi. The exact point cannot be determined; but, from the descriptions given, it must have been somewhere between Helena and the mouth of White river. De Soto was a man of influence and courage. And though other expeditions had proven disastrous, he was willing to embark his fortune and fame in the discovery and conquest of the rich agricultural and mineral countries, supposed to exist in Florida and north of the Gulf of Mexico. This expedition, ever memorable in the history of our country, sailed from Havanna on the 12th of May, 1539. After a voyage of two weeks, the fleet landed in a small bay on the coast of Florida. Fired by a thirst for gold, and ambitious to be the first discoverers of the country, they eagerly plunged into the wilds of Florida and began their search for gold. The natives opposed them at every step. In order to make himself as secure as possible, De Soto always contrived to get possession of the chief of the country through which he was passing, whom he held a prisoner, as security for the good conduct of his people. After wandering about for more than two years, through a populous and hostile country, he at length reached the Mississippi. He crossed the river and wandered about Arkansas, in the neighborhood of White river. Provisions failing, and suffering from the coldness of the winter, he again directed his course toward the Mississippi, which he reached about twenty miles below the mouth of the Arkansas river. Here, situated on two hills, about one hundred yards from the river, was the Indian town of *Guachoya*. De Soto's courage here began to fail him. He saw his best friends, one by one, perishing in a hostile country, with but little hope of being able to obtain supplies and reinforcements from Cuba. The fatigues and disappointments of the expedition began to weigh so heavily on his mind, that they brought on a fever, which soon terminated his existence. He appointed Luis de Moscoso his successor, and exhorted his officers and soldiers to be true to their king and commander. He died at the age of forty-two, a stranger in a savage land. His followers, fearful that the Indians would be apprised of his death, gave out word that he was recovering. They prepared the ground as if for parade, and

buried him in secrecy. But the Indians suspected their intentions, and they determined to remove his remains that night. They accordingly cut a large, green oak tree, and made a coffin by excavating the heart. Having placed the body securely in this, they sunk it in the middle of the river, in nineteen fathoms of water. Thus, the first discoverer of the Mississippi rests beneath its waves.

After an absence of four years, during which they suffered the most incredible hardships, the remnant of this once gallant army succeeded in reaching Cuba. During their wanderings through the country, they treated the natives with the utmost cruelty, their thirst for gold remaining to the last. See *Irving's Conquest of Florida*.

**White River** rises in the Black mountains, Missouri, and flows south-east into the Mississippi. About seven miles from the mouth it is connected, through a low forest, by a bayou, with the Arkansas, thirty miles from its mouth. It flows through an extremely fertile country and rich mineral district. Near its mouth it runs through a deep swamp. Its length is seven hundred miles, and it is navigable for boats five hundred miles.

**Arkansas River** rises in the Rocky Mountains, and after pursuing an easterly course of near two thousand miles, it empties into the Mississippi in latitude  $33^{\circ} 40'$  north. It flows mostly through a sandy country, abounding in salt. Boats have ascended this river as far as Fort Gibson, nine hundred and sixty miles from its mouth. The river above this, and even down to Fort Smith, sixty miles below, loses itself, in dry seasons, among the quicksands that fill its bed. The current is generally very rapid; the river has often risen fifteen feet in twenty-four hours. Next to the Missouri, this is the largest tributary of the Mississippi, though not the most important. Below Little Rock, the land along the river is more productive, and well timbered. The territory drained by this river and its tributaries is estimated to contain 178,000 square miles.

#### Notes.

**FORT SMITH.** Crawford county, Arkansas, is a lively little town, situated on the Arkansas river, near the western boundary of the State. The United States government has established a fort here for the protection of the western frontier. It is just on the boundary of the Indian Territory. The fort is now under the command of Captain C. C. Sibley, of the 5th Infantry. There are many very rich merchants in this town, who have made vast fortunes by trading with the Indians, hundreds of whom can be seen in town every day. Blankets and *Red-eye* sell better here than any thing else. The town contains a population of about 700.

**LITTLE ROCK,** capital of the State, Pulaski county, is on the Arkansas, about four hundred miles from its mouth, in latitude  $34^{\circ} 40'$  north, and longitude  $83^{\circ}$  west. Population, 3,000.

This town was officially styled *Arkopolis*, but the name Little Rock, given in allusion to the rocks found in the vicinity, being the first met with in ascending the river, has prevailed. It is built on a high bluff on the right bank of the Arkansas river. Coal, iron and valuable stone, are found in the neighborhood. A little to the south-west, and near the center of the State, are the celebrated sulphur and hot springs, which are visited by great numbers of invalids, and are said to possess great medicinal properties.

**ARKANSAS POST**, Arkansas county, is the oldest town in the State. It was founded by the French in 1685. It is located on a high bluff; but, in the rear of the town, the land is low and frequently inundated. It is situated about sixty miles from the mouth of the river, and contains a court house, jail, and printing office. Population, 600.

**Napoleon**, Chicot county, Arkansas, is situated on the west bank of the Mississippi, at the mouth of the Arkansas river. It is becoming an important point, as all the produce brought down the river is landed there for re-shipping. Population, 600.

**Bolivar**, capital of Bolivar county, Mississippi, is on the east side of the Mississippi river, and north of Lake Bolivar. It is a small place, being merely a landing from which produce and cotton, raised in the interior, are shipped.

**Columbia**, county-seat of Chicot county, Arkansas, is on the Mississippi, sixty-six miles below the Arkansas river. At this point, the cotton plant begins to flourish with more vigor, being near its proper latitude. The town contains a court house and a number of dwellings. Its location is pleasant. Population, 300.

**Point Chicot**, formerly capital of Chicot county, is on the Mississippi, four miles below Columbia. It now looks like a fine plantation, with its numerous negro quarters scattered about.

**Greenville**, Washington county, Mississippi, is a small village a few miles below Point Chicot. Population, 200.

**Worthington Landing**, Washington county, Mississippi, is merely a landing, and of no further importance.

**Grand Lake Landing**, Chicot county, Arkansas, is on the Mississippi, near the southern boundary of the State. Grand Lake is a short distance back of the landing.

**Princeton**, county-seat of Washington county, Mississippi, is a landing point for the plantations in the neighborhood of Lake Washington. It is a small village, containing a number of stores, and a population of about 300.

**Bunche's Bend and Cut-off** is ten miles below Princeton. This cut-off runs through a swamp, and is but a

few miles across; while the main channel flows round a circular bend of nearly eighteen miles.

**Providence**, capital of Carroll parish, Louisiana, is on the Mississippi, nineteen miles below Bunche's bend. It contains a court house, jail, hospital, and a number of stores and dwellings. It is a handsome town, and has considerable trade in cotton. Population, 350.

**Talhula**, capital of Issaquena county, Mississippi, is a small place on the east side of the Mississippi. It contains a court house and a few dwellings. Population, 200.

**Note.**

**LAKE PROVIDENCE**, in the vicinity of Providence, and from which the name is derived, is the ancient bed of the Mississippi, which has now taken a different direction. In the northern and southern parts, the entrance from the river has become closed. Its out-let, on the south, is through Tensas river, or bayou, a branch of the Washita. It is here that the *Spanish moss* is first seen growing. The palmetto, with its broad leaves spread out like fans—the lofty cotton-wood tree—the wild and impenetrable cane-brake, and the impassable swamp, all flourish here in their native characters. Alligators are frequently seen, reposing upon a log, enjoying the sun as it pours its scorching rays upon the surface of the water. At other times, they either sit quietly on the shore, or walk deliberately to some neighboring swamp, there to lave in waters untouched by solar rays.

**Tompkinsville**, Carroll parish, Louisiana, is a neat little place, extending for some distance along the river, and contains the residences of a number of wealthy planters.

**Campbellsville**, Carroll parish, is also a settlement of planters. It is a small place, and of but little importance.

**Millikinsville**, Madison parish, Louisiana, is a large settlement of planters, who have many fine residences.

**Yazoo River** rises near the central part of the State of Mississippi. It is formed by the union of the Tallahatchee and Yallahusha, which are navigable rivers. After receiving the Sun-flower, which runs nearly parallel with the Mississippi, and is navigable for eighty miles, it empties into the Mississippi, three hundred miles from its source. The country bordering on this river is very rich, and produces cotton in great abundance. From Lafone, at the mouth of the Tallahatchee, several large steamboats run regularly to New Orleans, during the cotton season. The number of bales of cotton that annually float down this river, is estimated at 150,000. It is navigable throughout its whole length, three hundred miles.

**Note.**

**YAZOO CITY**, Yazoo county, Mississippi, is a flourishing town on the east side of the Yazoo river, about one hundred miles from its mouth. It

contains several stores and ware-houses and a population of 800. Stages leave three times a week for Holly Springs, and steamboats run regularly to New Orleans.

**Sparta**, Madison parish, Louisiana, is a small village, nearly opposite the mouth of Yazoo river.

**Walnut Hills**, a short distance above Vicksburgh, extend along the river for about two miles. They rise to the height of near five hundred feet, and display the finest scenery on the lower Mississippi. They are under a high state of cultivation, which renders them very attractive in their appearance.

**Vicksburgh**, capital of Warren county, Mississippi, is built on a hill nearly three hundred feet above the river, and five hundred miles above New Orleans. It was settled in 1824 by Neivitt Vick, Esq., and became a city in 1836. This city is the depot of all the Yazoo country. The soil is exceedingly fertile, producing abundant crops of grain, cotton and tobacco. About 90,000 bales of cotton are annually shipped from this place to New Orleans. It contains a court house, 5 churches, 3 academies, a theater, and several public and private schools. Population, 4,000.

This city presents a fine view from the river; the location being high, and the houses built in terraces on the sides of the hills, give the whole a very romantic appearance. A railroad extends to Jackson, the capital of the State, forty-six miles, which cost \$395,600. There is another road, thirteen miles in length, that extends from Jackson to Brandon—cost, \$100,000.

Steamboats arrive and depart daily, for most places along the Mississippi and Ohio rivers; cars, in connection with stages, run regularly to Maysville, *via* Jackson, Columbus, Tuscumbia, Nashville, and Lexington, Kentucky.

**Warrenton**, Warren county, Mississippi, is a pleasant little town, ten miles below Vicksburgh. It contains several stores, and a population of 300.

**Palmyra Settlement**, Warren county, Mississippi, is on the Mississippi river, about twenty-five miles below Vicksburgh. The population is small, and the place of but little importance.

**Carthage**, Tensas parish, Louisiana, is a small place, and only important as a landing. It contains but few dwellings.

**Point Pleasant**, Tensas parish, Louisiana, is on the west side of the Mississippi, ten miles below Carthage. It is a mere landing, containing but few houses.

**Big Black River** rises in the State of Mississippi, and after a course of one hundred and sixty miles, flows south-west into the Mississippi. It is navigable for boats sixty miles.

**Grand Gulf**, Claiborne county, Mississippi, is pleasantly located on *Grand Gulf*, which is nothing but a large bend in the river, a short distance below the mouth of Black river. It contains a public hall, theater, hospital, several churches, a Masonic hall, and a bank. Population, 1,000.

Steamboats arrive and depart daily, for New Orleans and other places on the Mississippi.

**Bayou Pierre** empties into the Mississippi ten miles below Grand Gulf. Keel-boats can ascend it as far as Port Gibson, which is a flourishing town, about thirty miles from its mouth. It is the county-seat of Claiborne county, and contains a population of 2,000.

**Bruinsburgh**, Claiborne county, Mississippi, is a small place at the mouth of Bayou Pierre.

**St. Joseph**, capital of Tensas parish, Louisiana, is a small village on the west bank of the Mississippi. It contains a court house and a number of stores. Population, 200.

**Bohannon**, Jefferson county, Mississippi, is a pleasant little town, containing 12 stores and several good dwellings. Population, 500.

**Fairchild's Creek**, a small and unimportant stream, empties into the Mississippi a little above Natchez.

**Natchez**, capital of Adams county, Mississippi, is built mostly on a high bluff, near two hundred feet above the river, and is the largest town in the State. It was founded by D'Iberville (*see note*) in 1700. That portion of the city on the margin of the river is termed "NATCHEZ, UNDER THE HILL," and is the abode of some of the most dissolute wretches that ever infested a city. Most of the heavy mercantile business is done in this part of the town, and many of the stores are owned by men of the highest respectability, who do a large and profitable business. The upper town stands on a high bluff, or hill, about two hundred feet above the surface of the water. From this point, a fine view of the surrounding country can be obtained. As far as the eye can reach, along the margin of the river, it beholds rich and well cultivated plantations; while, beyond this, mingling with the blue mists that float along the edge of the horizon, nothing can be seen but a boundless waste of deep and impenetrable swamps. The streets are generally regular and broad; the houses are built mostly of wood, and are but one story high. In 1840, a severe tornado swept over this city and destroyed a large amount of property. But through the benevolence of other cities, the damage was soon repaired—so that, now, scarce a vestige of its path remains. This city is one of the principal cotton ports on the Missis-

ssippi; the streets are often rendered impassable by the piles of cotton bales waiting to be shipped. The city contains a large number of stores, 3 churches, 4 banks, a hospital, an orphan asylum, 1 academy, a Masonic hall, and several steam saw mills.

Natchez has often been visited by the yellow fever, which has taken off many of its best citizens. During most of the year, however, it is a very healthy and pleasant place of residence. It carries on an extensive inland and foreign trade: many large vessels come up to the town, receive their freight, and sail to foreign ports. There are several large founderies here, which are extensively engaged in making engines, cotton presses, and sugar mills. Population, 7,000.

Steamboats arrive and depart daily, for New Orleans, St. Louis, Cincinnati, and all intermediate ports. Stages leave three times a week for Jackson and St. Francisville.

#### Note.

D'Iberville, whose name occupies a large space in the early history of our country, and especially in those events which transpired on the lower Mississippi, was no ordinary man. He was a Canadian by birth, though his parents came originally from Normandy. He possessed great courage and resolution: in the midnight attack upon Schenectady—at Port Nelson—at Newfoundland—and, lastly, at Hudson's Bay—he showed himself to be a *man* as well as a Christian. But no where did he display himself to more advantage, than in the discovery of the mouth of the Mississippi, the last great act of his eventful life. He set sail for the Mississippi on the 17th of October, 1698, with two frigates, two small vessels, and about two hundred settlers. When they arrived at the mouth, they found it greatly obstructed by bars and floating drift. On the 2d of March, they succeeded in entering this mighty river in two small barges; they probably proceeded as far as the mouth of Red river, and then returned, by way of the Bayou which bears his name, and Lakes Pontchartrain and Maurepas, to St. Louis Bay. After building a fort and leaving his two brothers in command, he sailed for France. About this time, Hennepin, under the patronage of William III, of England, published a book, in which he falsely asserted that he had explored the Mississippi to its mouth. An expedition soon sailed from England to take advantage of this pretended discovery. While one of the vessels was proceeding on her way up the river, in search of a safe channel, they met D'Iberville's brother, who had been sounding the river a little below the present site of New Orleans. He told the English Captain that he was on French Territory, and, unless he retreated, he would be compelled to use the force at his command to prevent their advance. The English, believing the statement true, turned back. The bend in which this interview occurred is called *English Turn* till this day.

In December, 1699, D'Iberville returned from Europe, with new plans of colonization. In company with his brother, he ascended this great river for the purpose of selecting a site for a town. When he arrived in the country of the Natchez, the Great Sun, their principal chief, came out to welcome them.

A high bluff, on which Natchez now stands, was selected, and called Rosalie, in honor of the Countess Pontchartrain. The fort, however, was not built till 1716, sixteen years after the selection of the site. Up to this time, no permanent settlement had been made at Natchez. The few traders and hunters who had taken up their abode among the Indians, did not attempt to form a settlement. But after the completion of the fort, the tide of emigration poured in so rapidly, that it soon became the most important place in Louisiana.

**Vidalia**, Concordia parish, Louisiana, is a small place, situated on the Mississippi, opposite Natchez. It is the county-seat, and contains a court house and a small number of dwellings.

**Ellis Cliffs** is a high ridge on the east side of the Mississippi, about twenty miles below Natchez. They extend for several miles along the river, and tend to relieve the eye of the low and monotonous scenery of the lower Mississippi.

**Fairview**, Concordia parish, Louisiana, is a small town on the west side of the Mississippi, a short distance below Ellis cliffs.

**Homochitto River** rises in Mississippi and flows west into the Mississippi, twenty-six miles below Ellis cliffs. It is only a small stream, and not navigable.

**Port Adams**, Wilkinson county, Mississippi, is a small town on the river, and is considered the port of Woodville, a thriving town, a short distance in the interior. Population, 300.

#### Note.

**WOODVILLE**, capital of Wilkinson county, Mississippi, is situated in the south-western part of the State, eighteen miles from the river. It is a neat and flourishing town, containing a court house, market house, bank, and several churches. It is connected with St. Francisville by a railroad. Population, 1,500.

**Red River** rises near the base of the Rocky Mountains, in the mountainous region of north-west Texas. After pursuing an easterly course of fifteen hundred miles, it empties into the Mississippi. It receives in its course the waters of several rivers, the largest of which are the Blue river and False Washita, or Rio Negro. After leaving the mountains, it flows through extensive prairies of rich, red soil, which impart their color to the water. From this circumstance it received the name of *Red* river. The margin of the river is covered, in many places, with fine vines, which are loaded with rich fruits. The bottoms on this river are from one to ten miles wide, and are well timbered with willow, locust, cotton-wood, pawpaw and buckeye. On the uplands, elm, ash, hickory, mulberry and black-walnut grow in great abundance.

About one hundred miles above Natchitoches, commences what is termed the "Great Raft." It consists of fallen trees and drift, which have been collecting here for ages. This raft extends for seventy miles, and, by damming up the waters, causes the river to expand to the width of near twenty miles. In some places soil has collected upon it, and willows have taken root. It was so cemented together that horses and cattle have passed over it in safety. The United States government have cut away, at great expense, a large portion of this, for the purpose of making a safe steamboat channel through it; but it appears to accumulate as fast as it is removed. Along the river, the trees grow very tall and thick; in some places their branches nearly meet across the stream.

Above the raft, the river is wide and deep, and navigable for several hundred miles. A few miles below Natchitoches, the river divides into a number of channels, and extends over a large tract of country, filling numerous small lakes. The bottom land along the river is very fertile, producing corn, cotton, tobacco, and sugar cane, in great abundance. If the navigation of this river was once permanently opened, the country would soon fill with an industrious and enterprising population; lands that now lie in waste would soon be under cultivation; and boats, laden with the rich products common to the West and South-west, would glide smoothly along its *reddened* waters, to the great commercial depot of the South.

#### Notes.

**SHREVEPORT**, capital of Caddo parish, Louisiana, is situated near the boundary of the State, on the south side of Red river, five hundred miles above New Orleans. It contains a court house, 2 churches and several stores. This place is improving rapidly. Population, 2,500.

**NATCHITOCHEs**, Natchitoches parish, Louisiana, is situated on Red river, about eighty miles above Alexandria. It was first settled by the French, under a grant to St. Denis, who, in 1713, established a trading post here. In 1732, it was attacked by the Natchez Indians, who had been driven from their own country, after the great massacre of the 28th of November, 1729. After a hard fought battle, which lasted several hours, the Indians were repulsed, leaving ninety-two of their bravest warriors on the field. With this battle ends the existence of the Natchez as a distinct nation. Those who were taken prisoners were conveyed to the West Indies, there to enjoy the *sweets* of Spanish slavery. Population, 2,300.

**ALEXANDRIA**, capital of Rapides parish, Louisiana, is on Red river, one hundred and fifty miles from its mouth. The location of the town is very beautiful. The surrounding country is quite level, producing cotton in great abundance. The town consists principally of one long street, upon which stands the court house and several fine buildings. Population, 1,500.

**Red River Island and Cut-off.**—At the mouth of Red river, the main channel of the Mississippi makes quite a long bend, leaving a very narrow strip of land between. Captain Shreve, of the United States Engineers, cut a channel across this bend, which, upon admitting the waters, soon became sufficiently wide and deep to allow the largest boats to pass with ease.

**Note.**

From this point, the waters of the Mississippi no longer flow in one regular channel, but, separating into a number of branches or bayous, they wend their way through lakes and swamps to the Gulf, in lines nearly parallel with the parent stream, thus dividing the southern part of the State into a number of islands. The largest of these bayous is Atchafalaya, which leaves the river about three miles below Red river, and pursues a southern course till it falls into Atchafalaya Bay, on the Gulf coast. At Plaquemine, one hundred and twenty-eight miles below, there is another bayou, which also connects with the Gulf. At Donaldsonville, eighty-one miles above New Orleans, the justly celebrated Bayou La Fourche commences. It can be compared to nothing else than a beautiful ship canal. The plantations along this bayou are so thick, that they resemble one continuous town stretching from one extremity to the other. On the east, the principal out-let is the Iberville, which communicates with the Gulf, through Lakes Maurepas, Pontchartrain and Borgne. The land included between these bayous is called the *dell'a* of the Mississippi, from its resemblance to the Greek letter  $\Delta$  (*della*). This land is frequently inundated, and amounts to several thousand square miles. To prevent these overflows as much as possible, embankments have been thrown up along the river, called the *levee*. On the east side, the embankment commences about sixty miles above New Orleans, and extends for near one hundred and thirty miles; on the west side it begins at Point Coupee, one hundred and seventy-two miles above New Orleans. From this point down to New Orleans, the river is lined with beautiful plantations, upon which are many fine and costly residences. They have narrow fronts on the river, ornamented with beautiful flowers and shrubbery, but extend back into the interior for several miles. The whole has the appearance of a town, extending along the margin of the river.

**Red River Landing**, Point Coupee parish, Louisiana, is a small place, where those going up Red river usually stop. It contains but few houses, and is of but little importance.

**Raccourci Bend.**—The cut off here, was made about three years ago, by order of the State. The distance by the main channel is near thirty miles—by the cut-off it is only about half a mile. The width of the channel is four hundred yards, and sufficiently deep to admit the largest boats.

**Tunica Bend** is a large bend a few miles below. Island number 122 is in the lower part of this bend.

**Bayou Sara**, West Feliciana, Louisiana, is a noted place

for shipping cotton. It is in the midst of a thickly settled and well cultivated country, a short distance from St. Francisville.

**St. Francisville**, capital of West Feliciana parish, is a pleasant place, being built mostly on a hill, about one mile from the river. It is connected with Woodville, a distance of twenty-eight miles, by a railroad. That portion of the town that stands on the hill is well built, and contains several fine houses. Along the margin of the river, there are a number of large ware-houses, from which a large amount of cotton is annually shipped. Population, 500.

**Point Coupee**, capital of Point Coupee parish, Louisiana, is on the Mississippi, opposite St. Francisville. It is a settlement of wealthy planters, mostly French, and extends for several miles along the river. At this place, the *Grand Levee* or embankment commences. This embankment was made to protect the plantations along the river against the frequent overflows. By recent accounts, it appears to have broken away at Coupee to such an extent as to threaten the neighboring plantations, for miles below, with complete inundation. The tendency of lower Mississippi to seek new channels to the Gulf, has been apparent for a long time. The cut-offs that have been made above, though they have shortened the distance several miles, have, by giving the water a more direct course, greatly increased its rapidity, volume, and pressure against its banks. This is no doubt the cause of the *crevasse*, which has often been the means of destroying entire plantations, and burying villages in water. The land on the river, from this point to the Gulf, is, with few exceptions, below the surface of the water, even at its ordinary stage. From this and other circumstances, it appears that the whole of this lower country, was once either a great lake, or an arm of the sea, which has become filled up by the immense and rapid deposits of the Mississippi.

**Waterloo**, Point Coupee parish, Louisiana, is situated on the Mississippi, at the outlet of False river. It is a handsome settlement, surrounded by rich and beautiful plantations. Population, 200.

**Thompson's Creek** enters the Mississippi from the east, a short distance above Port Hudson.

**Note.**

**JACKSON**, East Feliciana parish, Louisiana, is situated on the east side of Thompson's creek, about twelve miles from St. Francisville. It is the seat of Louisiana College, founded in 1825, which has an able faculty of 9 professors, over 100 students, and about 2,000 volumes in its libraries. The annual commencement is on the first Wednesday in June. The town contains several churches, 3 academies, and a population of 1,000.

**Port Hudson**, East Feliciana parish, Louisiana, is a small place on the east bank of the Mississippi. This place is built on White Cliffs, which rise a short distance above the river.

**Thomas's Point** is situated in an acute bend of the river, thirteen miles below Port Hudson.

**Baton Rouge**, the present capital of Louisiana and seat of justice for East Baton Rouge parish, is pleasantly situated on a beautiful bluff, rising in regular swells to the height of forty feet above the waters below. From Baton Rouge to New Orleans, the "coast," as it is called, is lined with as fine plantations as there are in the South. Every spot, susceptible of cultivation, is transformed into a beautiful garden, containing specimens of all those choice fruits and flowers which flourish only in tropical climes.

This place contains a U. States barracks, which is the finest and most commodious in the Union. It became the State capital in 1848, and contains a court house, penitentiary, and many fine residences. The penitentiary is a fine brick building, three hundred and twenty feet long, three stories high, and contains two hundred and forty cells for convicts. Baton Rouge college has 4 professors, 50 students, and a library of 10,000 volumes—the annual commencement is in December. It also contains several churches, 2 academies, and a number of schools. Population, 2,500.

**West Baton Rouge**, is a small place on the opposite side of the river.

**Manchac**, or Iberville, East Baton Rouge parish, Louisiana, is a small place at the mouth of Bayou Iberville, or Manchac pass.

**Iberville Bayou** leaves the Mississippi fourteen miles below Baton Rouge. About twenty miles from the river it is connected with the Amite river, and by means of Lakes Maurepas, Pontchartrain and Borgne, opens a communication with the Gulf. It marks the course of the great D'Iberville, when he was returning from his excursion up the Mississippi.

**Church of St. Gabriel**, Iberville parish, Louisiana, is on the Mississippi, a short distance below the bayou.

**Plaquemine**, capital of Iberville parish, Louisiana, is at the mouth of Plaquemine bayou, twenty-three miles below Baton Rouge. It contains a court house and 20 stores. Population, 500.

**Bayou Gould**, Iberville parish, Louisiana, is situated on the west side of the Mississippi. It is a small place, and of but little importance.

**Bayou La Fourche** leaves the Mississippi at Donald-

sonville, and flows in a direct line to the Gulf. It is very thickly settled on both sides, by some of the richest planters in the State. It is navigable during most of the year for a distance of sixty miles.

**Donaldsonville**, Ascension parish, Louisiana, is just below the mouth of the Bayou La Fourche, and was formerly the capital of the State. It is now the capital of the parish, and contains a court house, several churches and academies, and a land office. Since the removal of the capital, this town has somewhat declined. It is a place of considerable wealth and trade, and is the most important town near New Orleans. Population, 1,200.

**Jefferson College**, founded in 1831, is a thriving institution, sixteen miles below Donaldsonville.

**Bringers**, St. James parish, Louisiana, is on the south side of the Mississippi. It contains a court house and a number of dwellings, located mostly on the river.

**Bonnet Quarre Church**, St. James Parish, Louisiana, is on the Mississippi, twenty-four miles below Bringers. It is merely a church with a few planters' residences around it.

**Red Church**, St. John the Baptist parish, Louisiana, is on the east side of the river. This, also, is merely a church, surrounded by a fine settlement of planters.

**Carrollton**, Jefferson parish, Louisiana, is a flourishing town, situated on the Mississippi, seven miles above New Orleans, with which it is connected, by a railroad that runs to the center of the city. This is the residence of many merchants, who pass to and from the city upon the cars, which run every few minutes, during the day and evening. The *Carrollton Gardens* are much admired by all who visit them. They are public, and laid out with great taste, having a hotel attached which provides visitors with excellent accommodations. Hundreds of visitors, both young and old, come up daily from the city, during the summer months, to spend a few hours in the quiet shades of this delightful spot. Here you can amuse yourself in a variety of ways: you will see flowers, shrubbery, vines and fruits, of almost every variety; while birds of the richest plumage will enchant the ear with the sweetness of their music. After leaving the dust and bustle of such a city as New Orleans, and coming to a place like this, one would almost fancy himself in the gardens of Paradise, listening to that *unwritten* music which comes from the spirit-voices of the dead.

**Lafayette City**, capital of Jefferson parish, Louisiana, is but a continuation of New Orleans, though it is under a

separate government. It contains a court house and other county buildings, several churches and a market house. The railroad leading from New Orleans to Carrollton, passes, in Naudes street, through this city. A steam ferry is constantly running from this to the opposite shore, while another one runs to New Orleans, a distance of two miles. Most of the flat-boats, bound for New Orleans, land at Lafayette. It contains 2 academies and 4 schools. Population, 5,000.



NEW ORLEANS FROM THE MISSISSIPPI.

**New Orleans**, Orleans parish, Louisiana is situated on the Mississippi river, near the southern extremity of the Mississippi valley, in  $29^{\circ} 57'$  north latitude and  $90^{\circ} 7'$  west longitude. It is the great commercial capital of the South, and is, by the river, about one hundred miles from the Gulf. New Orleans is the seat of justice for Orleans parish, and was, until recently, the capital of the State. This city is built on a low strip of marshy land lying between Lake Pontchartrain and the Mississippi river. The ground gradually falls back toward the lake, and in no part of the city is it sufficiently elevated to throw the waste water into the river. In time of heavy rains many of the streets are flooded with water, and in some places it covers the first floors of the houses.

Above New Orleans, and joining it, is the city of Lafayette, which is fast becoming an important place. On the opposite side of the river, is the town of Algiers. This place is extensively engaged in ship building; it contains several large ship-yards, which employ a great number of hands. Above and below the city, as well as in the rear, there are several small villages, called Fauxbourgs, which are properly a part of New Orleans, though under different governments. The principal of these are St. Mary, Annunciation, Marigny, Franklin, Washington, St. Claude, &c.

In 1836, the Legislature divided the city into three municipalities, each having a distinct council for the management of its internal affairs, in conformity to the regulations of the general government. The first municipality occupies the center, and extends from the river to Lake Pontchartrain. The second embraces the upper part of the city, and the third, the lower. The Carondelet, or old canal, is in the first municipality. This canal runs in a line with Orleans street, the center street of the city, to Bayou St. John. The canal is about two miles long, and from twenty-five to thirty feet in width, and from four to seven feet in depth. The basin is in the center of the city, near the Catholic cemetery. It is about five miles from the canal, down the bayou, to its junction with Lake Pontchartrain, where there is a large dam about three-quarters of a mile in extent; at the extremity, there is a light house, from which vessels commence their voyages to various parts of the world. By this canal, is brought cotton, tobacco, lumber, wood, lime, brick, pitch, bark, sand, oysters and produce, to the New Orleans markets. There is another canal running through the city to the lake, which does a large amount of business. The New Orleans and La Fourche canal extends through Algiers to Bayou La Fourche, a distance of eighty-five miles. This is a very important work, as it brings in communication with New Orleans, some of the richest agricultural portions of the State. There are three railroads in this city: the Orleans and Carrollton railroad, which runs through most of the second municipality, to Carrollton, a distance of seven miles; the New Orleans street railroad, which starts near the river, in the lower part of the city, and extends to Lake Pontchartrain, a distance of six miles. This road is in connection with a line of superb steam packets, which run regularly, *via* Lake Pontchartrain, to Mobile. The third and last railroad is the Mexican Gulf railway, which starts off at right-angles from the Pontchartrain road, at the corner of the Elysian Fields and Good Children streets, and runs eastward to Lake Borgne, a distance of twenty-seven miles. It is designed to continue this road to the Gulf. The fare from New Orleans to Lake Borgne is seventy-five cents, which is certainly high, considering the bad state of the road. The shell road is the pride of New Orleans. It extends to the lake, and runs along side of the new canal. This road is made of small, white sea-shells, which soon become broken and cemented together. It presents a beautiful appearance, being as smooth as a parlor floor. This road well deserves the attention of strangers.

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sidering the size and importance of the place. St. Charles hotel, built in 1836, is one of the finest buildings in the city. It is situated on St. Charles street, and extends from Gravier to Common street. It is built of freestone, and, in architecture, resembles the Capitol at Washington. The Verandah, at the corner of St. Charles and Common streets, is another fine building. It is built perfectly square and plain, presenting nothing very attractive in its appearance. The new Hall of the second municipality is one of the most splendid buildings in the city. The front is of fine white marble. The new Custom House is one of the largest buildings of the kind in the Union. It is built of New England granite, which is brought in vessels from Boston. In fact, most of the building stone used here, is brought from Boston and other eastern cities. The United States Branch Mint is a large edifice of the Ionic order, two hundred and eighty-two feet long and one hundred and sixty-eight feet deep. The Catholic Cathedral is also a large and splendid building. The United States Marine Hospital is on the opposite side of the river. It consists of a large main building with two wings, and, at a distance, resembles a castle of ancient times. The markets also deserve attention. They are conducted on a different plan from those of most of our western cities. There are stands erected along the sides of the market house for the sale of coffee, chocolate, cakes, pies, &c. These are the boarding places of hundreds of people who wander about without any fixed place of residence. The city contains several public squares, which are ornamented with fine trees and shrubbery. Along the sides of several of the principal streets, there have been planted rows of fine trees, which make delightful promenades. The Post Office, on Royal street, a short distance above the St. Charles, is well conducted, and probably one of the best arranged offices in the country. The University of Louisiana was founded in 1835, and has an elegant building at the corner of Common and Philippe streets. It has 7 professors and 40 students. There is a department of medicine, law, political economy, and commerce, with able professors in each, connected with this institution, which render it one of the most desirable places in the State for obtaining a thorough education. The annual lectures of this institution commence on the 20th of November, at the college edifice. New Orleans has quite a number of excellent public schools, in which several thousand children daily receive instruction.

The cemeteries of New Orleans attract considerable notice. On account of the marshy state of the soil, all the graves are above ground. The coffins are placed in a kind of vault,

closed with cement. The custom prevails here, to a considerable extent, of planting flowers on the graves of departed friends. Fine wreaths are hung on the bushes about the graves, and cut flowers, placed in vases, are tastefully arranged around, and renewed with as much care as though they were placed on a parlor mantel. Thus, ere the morning sun pencils with radiant light the eastern sky, a father or a sister, a brother or a husband, a wife or a mother, moves with slow paces to these receptacles of the dead, there to bestow some twig, or flower (frail memento of departed kindred), upon the grave of whom they loved. But, as if emblematic of the forms that there lie entombed, how soon do they wither and fade away. It matters but little to us, whether our graves be planted with flowers or thorns—whether a board or marble slab bears our epitaph—whether our graves be made in the ocean or on the land—provided we have erected in this life, by the good we have done, a lasting monument of our existence.

New Orleans is built upon the convex shore of a large bend which resembles a crescent or new moon; for this reason it is often called the *Crescent City*. The city proper contains sixty-six complete squares, each having a front of three hundred and nineteen feet. The streets, with a few exceptions, are less than forty feet in width. The population consists mostly of French, Spanish and Americans; but you can find men here from almost every nation in the civilized world, dressed in the fashions of their own land, speaking the language of their own country.

In 1718, Bienville selected the site of New Orleans, and determined to make it the capital of Louisiana. It increased but slowly at first: in 1723, it contained one hundred cabins, a small chapel, and about two hundred inhabitants. In 1769, it suffered greatly from the yellow fever; in 1788, a disastrous fire swept over the city, and destroyed near one thousand houses; in 1803, it passed, by purchase, into American hands, since which time it has been steadily advancing in commerce and population. The business of New Orleans is done mostly between the months of November and June, which is the healthy season. The population at this season is about 200,000, while in July, August and September, it does not exceed 120,000.

The situation of this city for commerce, is not surpassed by any in the Union. The Mississippi and its tributaries, alone, afford at least ten thousand miles of steam navigation, which, independent of the communication with the ocean, would soon build up a great commercial city. The exports of New Orleans are nearly equal to those of New York, while the imports



Orleans boats, \$20 00—in Cincinnati boats, \$12 00; Cincinnati, \$10 00; Pittsburgh (by changing boats at Cincinnati), \$16 00; Mobile, \$5 00; Galveston, \$20 00; Savannah, \$25 00; Charleston, \$30 00; Baltimore, \$50 00; Philadelphia, \$60 00; New York, \$60 00—(by steamship), \$75 00; Boston, \$70 00; Havanna, \$25 00; Vera Cruz, \$30 00; Liverpool, \$120 00; London, \$125 00; Havre, \$120 00.

**Note.**

This table contains the distances of places on the Mississippi, from New Orleans to the Gulf.

|                                 |    |                       |                      |    |    |     |
|---------------------------------|----|-----------------------|----------------------|----|----|-----|
| Battle Ground,.....             | 6  | South-west Pass,..... | 25                   | 90 |    |     |
| English Turn,.....              | 12 | 18                    | Outer Pass,.....     | 4  | 94 |     |
| Poverty Point,.....             | 20 | 38                    | Balize, .....        | 5  | 99 |     |
| Wilkinson's,.....               | 8  | 46                    | Parat South Pass and | }  | 5  | 104 |
| Johnson's .....                 | 7  | 53                    | Gulf of Mexico,      |    |    |     |
| Fort Jackson and St. Philip,... | 12 | 65                    |                      |    |    |     |

**The Battle Ground.**—In order to give any thing like a connected account of the battle of New Orleans, which took place here on the 8th of January, 1815, and of the circumstances connected with it, it will be necessary to go back a few years, and take up the history in regular order.

In 1759, Great Britain had over-run most of the province of New France, and obtained possession of Quebec, Ticonderoga, Crown Point and Niagara. During this war, Spain had formed a family compact with France, and taken sides against England. In 1762, hostilities ceased between the three powers, and peace was restored by the ratification of the treaty of Paris, dated February 10th, 1763. By this treaty, England obtained possession of Canada and all the posts along the St. Lawrence. France also ceded to her all of that portion of Louisiana, extending from the source of the Mississippi, on the east side, to the mouth of the Bayou Iberville; thence, along the bayou, to Lake Maurepas; thence, along the center of the lakes, to the Gulf of Mexico, including the port and river of Mobile. The navigation of the Mississippi was to remain forever free to both powers. At the same time, the French King formed a secret treaty with Spain, by which he agreed to deliver to the Spanish government the remainder of Louisiana, including the Island of New Orleans. Thus ends, for a time, the jurisdiction of France in America. Two or three years elapsed before Spain took possession of this valuable territory. The French population were very much dissatisfied at the change; and, in order to prevent an outbreak, it was deemed necessary to keep a large military force constantly at New Orleans. The

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laws of Spain were very despotic and unpopular. Morales, the intendant, knowing that Spain could not long maintain her position on the Mississippi, determined to exercise his vindictive feelings against the Americans, by denying them the right to deposit goods and produce in New Orleans. This act so completely aroused the people of the Western States, that it was with great difficulty that the general government was able to restrain them from the conquest of the country. This suspension of trade brought the people of New Orleans on the verge of famine. Accordingly, to modify the evil, without fully removing the cause, Morales issued an order, that western people might have the privilege of sending flour into the territory, provided they paid a duty of *six per cent. ad valorem*, and shipped it in Spanish vessels. But the Americans respectfully declined to avail themselves of the privileges of this order. The King, however, so far revoked the acts of Morales, as to again restore, in 1803, the free navigation of the river, and the right to deposit at New Orleans.

After the overthrow of the Bourbon dynasty, the French people began to cast their eyes, for the first time, over the great western ocean to their brethren in Louisiana, who had been suffering for so many years under the galling yoke of Spanish tyranny. Accordingly, on the 1st of October, 1800, the King of Spain formed a secret treaty with the First Consul, by which he agreed to deliver, within six months, the province of Louisiana to the French authorities. In consideration of this act of Spanish generosity, the French established on the throne of Tuscany, the Prince of Parma, son-in-law of the King of Spain. Napoleon now began to make extensive preparations to extend his authority over this rich and valuable territory. A large fleet and an army of twenty-five thousand men were soon ready to sail for the Mississippi. After spending a year in the various ports of Holland, continually watched by the English, Napoleon determined to abandon the enterprise, and transfer, if possible, the territory to the United States. Near the close of the year 1802, he directed his minister, M. Talleyrand, to open negotiations with Mr. Livingston, United States minister at Paris. While this correspondence was going on, Mr. Jefferson, then President, deeming the possession of New Orleans and Florida of vast importance to the whole Union, sent over Mr. Monroe, with instructions to make some arrangement, if possible, for its purchase. When Mr. Monroe arrived in Paris, he was somewhat surprised to find Napoleon so willing to part with Louisiana. His willingness, however, was the result of necessity, as it must soon have passed into the hands of Great

Britain, had he not sold it to the United States. The only thing then for the American Commissioners to arrange, was to fix the price to be paid. Napoleon wanted 125,000,000 francs; but the commissioners, thinking it by far too high, offered only 50,000,000. After some time spent in consideration, they agreed, on their own responsibility, to pay 80,000,000. Their course was fully approved by the President and his Cabinet, and confirmed by the Senate of the United States. On the 20th of December, 1803, the Province of Louisiana was officially delivered over to the constituted authorities of the United States.\* Thus was a vast empire won for freedom, without sacrificing a drop of human blood.

The Spanish Government were very much displeased at this transfer of Louisiana, but finally, in 1804, became reconciled. Spain, however, still retained possession of Florida till 1820, when it was purchased by the United States. Immediately after the United States obtained possession of Louisiana, it was formed into a territorial government; not, however, on quite as liberal principles as the people anticipated. The Governor had the appointment of the Legislative Council, which was to consist of thirteen of the ablest men in the Territory. In 1811, the people were authorized by Congress, to form a state constitution; and in 1812, Louisiana was admitted into the Union, with full privileges, as a sister state of this Great Western Republic. In 1812, war was declared between England and the United States, and the British Ministry resolved, if possible, to possess themselves of Orleans, and thereby control the entire navigation of the Mississippi. New Orleans was in imminent danger; the city was without defenses, and the Spaniards, at Mobile and Pensacola, were ready to receive a British army with open arms. This state of things, was repeatedly urged upon the consideration of the President and his Cabinet, but nothing was done, till the arrival of General Jackson, in the autumn of 1814. Had the different passes on the Gulf been properly guarded, and forts built, as recommended by General Wilkinson, the British army would never have found their way to the "*Plains of Chalmette.*" They would have gone to rest beneath the waves of the ocean, without effecting a landing on the coast. But this was not the case; Louisiana was soon called upon, to check the advance of a powerful British army, who adopted for their watchword "*Booty and Beauty;*" an army, who were well clothed, and provided with everything; while her own feeble little band, were destitute of almost every necessary of life. And had it not been for the

\* See American State Papers. Also, Martin's Louisiana.

patriotism of the ladies of New Orleans, who supplied the army with clothing, they must all have perished from the inclemency of the weather.

On the 12th of December, 1814, the British fleet made their appearance off Cat Island, near the entrance of lake Borgne. Commodore Patterson dispatched a flotilla of five gun-boats, to observe the movements of the enemy, and check if possible, his advance. On the 14th, the boats were attacked by a superior force of forty-three barges, and twelve hundred men, and after a gallant struggle of one hour, they were overpowered and compelled to surrender. In this engagement, the Americans lost but six killed and thirty-five wounded, while the British loss could not have been less than three hundred in killed and wounded.

General Jackson, on reviewing the militia and defenses of the city, found that there were a large number of persons wandering about, who were entirely indifferent as to the final issue of the coming contest. For this, and other reasons, he deemed it necessary to proclaim *martial law*, which no doubt saved the city. This measure was very much opposed at the time. Judge Hall, an Englishman by birth, took upon himself the responsibility to impose upon the General, after the battle, a fine of \$1000, in consequence of the suspension of the *habeas corpus* act. The Judge undertook to interfere with the military arrests, and Jackson ordered him beyond the limits of the camp. This fine, which the General promptly paid from his own resources, was refunded by Congress with interest, a short time before his death.

On the 22d, a division of the British army, under General Keane, succeeded in passing from lake Borgne into Bayou Bienvenu, which extends nearly to the Mississippi, by the aid of some Spanish fishermen, whom they employed as guides. The British, supposing themselves perfectly secure, and that the whole country would soon fall into their hands, concluded to encamp near the banks of the river. The American general determined to attack them in their new position. He accordingly collected his whole force, which was less than 2,000, and marched to attack the English, who were not less than 3,000 strong. The schooner *Caroline*, and the *Louisiana*, were sent down the river, with orders to commence the attack when the proper signal should be given. The action commenced at half-past seven in the evening, by a heavy discharge of grape and cannister, which was the first warning the enemy had of the approach of the American army. Jackson commanded here in person; and so complete was the surprise of the enemy, that hundreds were cut down, without even an opportunity of offering any resistance. The British lost near four hundred, in killed, wounded, and prisoners.

General Jackson fell back within five or six miles of the city; where he commenced fortifying himself on a narrow strip of land, lying between a low swamp and the river. The General determined to build a breastwork of cotton-bales and earth, extending from the swamp to the river, a distance of nearly a mile. He accordingly ordered all the drays and wagons in the city, to commence hauling the cotton from the warehouses; which orders they were compelled to obey, at the peril of their lives. The front of this cotton breastwork was protected by a deep ditch, filled with water. On the 28th, a skirmish occurred a short distance from the American lines, which lasted several hours; in this the English lost about two hundred and fifty, and the Americans only seven.\*

The British army under Packingham, encamped near the American lines, waiting several days for reinforcements. The Americans numbered six thousand, and the British fifteen thousand. At length the anxious night of the 7th had passed away, and the dawn of the glorious 8th, had just shed its mellow light on the extended lines of the two reposing armies. Packingham, after sending eight hundred of his men, under Colonel Thorton, on the opposite side of the river, arranged the remainder of his army into two divisions, of sixty deep; the right under General Gibbs, and the left under General Keane. The English moved slowly to the attack; but when within a short distance, the batteries along the American lines opened upon them such a destructive fire, that their ranks were broken almost as fast as they were closed up. But when they came within reach of the muskets, the whole American line opened upon them such a discharge of musketry, that they soon retired in confusion from the field. Packingham was killed in front of his troops, endeavoring to encourage them by his presence. The officers succeeded in bringing the troops to a second attack, but this was even more disastrous than the first. They soon gave way, leaving more than 2,000 lying on the field. The American loss was only seven killed and six wounded.

The battle of New Orleans, one of the most important in the history of our country, was the closing scene of the war of 1812. This war cost the United States near \$75,000,000, and the lives of several thousand of her best troops. The loss to England was immense; in her Louisiana campaign alone, she lost at least five thousand men, besides a very large amount of military and naval stores. Notwithstanding this heavy loss of the United States, the war of 1812 was no doubt a good thing for the country, as it gave greater security to our commerce, and established throughout the world a name and influence that even England herself fears.

\* See Breckenridge' History of the War.

The battle of New Orleans, was fought after the signing of the treaty of peace ; yet both parties were entirely ignorant of it ; as it was not officially known in New Orleans, till the middle of the following February. This treaty was concluded at Ghent, on the 24th of December, by John Quincy Adams, James A. Bayard, Henry Clay, Jonathan Russell, and Albert Gallatin, as Envoys Extraordinary, on the part of the United States ; and Lord Gambier, Henry Goulburn, and William Adams, on the part of Great Britain.

**Fort St. Leon** is on the Mississippi, seventeen miles below New Orleans.

**English Turn**, is a bend in the river, opposite Fort St. Leon. It is the point where the English vessels, sent to explore and take possession of the Mississippi, met the French, who informed them that they were in the dominions of his majesty, the King of France, and unless they retreated, the large force, which they alledged was but a short distance up the river, would be brought against them. The English reluctantly turned, and sailed down the river.

**Forts St. Philip and Jackson**, are on the Mississippi, about seventy miles below New Orleans. It was the design of the British commander, to reduce these forts, which had been previously garrisoned by Jackson, so he could have the aid of the squadron in a grand attack upon New Orleans. But the squadron, which consisted of two bomb-vessels, a brig, a sloop, and a schooner, all well manned, did not, from the difficulties of navigation, arrive before Fort St. Philip till the morning of the 9th of January. They soon commenced a tremendous cannonade, which was answered by such a well-directed fire from the fort, that the vessels were compelled to fall back a distance of two miles. And finally on the 18th of January, after trying in vain to take the fort, they concluded to abandon the enterprise. The fort was defended by less than four hundred men, under the command of Major Overton.

**The Mouths of the Mississippi.**—We have now arrived at the point where this mighty river, separating into a number of branches, resembling a large hand with extended fingers, discharges its waters into the Gulf. The sediment which is annually deposited here, is about  $\frac{1}{1133}$  of the quantity of water by weight. This affords a great obstruction to navigation, especially in low water. This water is found, by actual experiment, to contain carbonic acid, chlorine, lime, oxide of iron, magnesia, soda, and several other substances, which are the cause of its deleterious effects.

The North-east Pass, latitude  $29^{\circ} 7' N.$ , and longitude  $89^{\circ} 10' W.$ , is the principal pass. It is through this pass, that the English fleet, that was to have assisted at the attack on New Orleans, entered the river. The word Balize, means a level; at the mouth of the pass, there is a small settlement of pilots, known as the Balize settlement. The other passes, are the Outlet Pass, the South-east, the South, the South-west, and the West.

**ROUTES ON THE GULF OF MEXICO.**

A brief account of those cities adjacent to New Orleans, which are connected with it, by regular lines of steamers.

**Mobile**, Mobile county, Alabama, is situated on the west side of Mobile bay, about thirty miles from the sea, and one hundred and sixty-seven from New Orleans. It is the commercial capital of the State, and next to New Orleans, the greatest cotton market in the Union — 320,000 bales have been exported in a single year. The situation is considered very healthy; being built on a plain, that rises near fifteen feet above tide-water. The breezes from the sea, render the atmosphere pure, which together with the climate, make it the resort of great numbers of invalids, from various parts of the world. The city is supplied with water, brought from a neighboring hill, and distributed through the town in iron pipes. This city contains a naval hospital, city hospital, four banks, a theater, Burton Academy, and several churches. There is a railroad in progress, from this place to the mouth of the Ohio. If this road is ever completed, it will throw into Mobile a very large proportion of the western trade, that now goes by way of Orleans. This road will be able to compete with the steam navigation of the Mississippi, by shortening the distance, from the mouth of the Ohio to the Gulf, near five hundred miles, and gaining about twenty hours in time, at a saving of five dollars in fare.\* About two miles from Mobile, is **SPRING HILL COLLEGE**, incorporated in 1830, which has a president and twelve instructors, one hundred students, and a library of four thousand volumes. Annual commencement, first day of February. Population of the city, 73,000.

The Bay of Mobile, is the outlet of one of the most prolific cotton-growing regions in the south. At present, an annual product of over 500,000 bales, is sent through this bay to various European markets. The value of this product, is estimated at \$17,000,000.†

Steamboats arrive and depart daily for New Orleans, by way of the lakes; fare, on regular line five dollars; in other boats, four

\* See De Bow's Commercial Review, vol. 7, p. 459. † Ibid. p. 286.

dollars. Boats run also, regularly to Montgomery, on the Alabama river, where they connect with the cars on the Montgomery and West Point railroad. The fare to Montgomery is ten dollars, and the time, fifty hours. From this point, there is a daily line of stages, that run through Greenville and La Grange, to Griffin, on the Georgia Central Railroad, a distance of about seventy-five miles; this road connects at Atlantic, with the Charleston and Georgia railroad. The distance from Charleston to Montgomery is five hundred and twenty miles; fare, \$26.50, and time fifty-three hours. A line of sailing vessels plies regularly, between Mobile and New York.

#### Notes.

FORT BOWYER (Morgan) that commands the entrance of the bay of Mobile, is built upon a low, sandy point, just opposite Dauphin Island. This fort is noted as being the place where the retreating British army, under Cockburn, after they had received official intelligence of the signing of the Treaty, determined, by the direction of their unprincipled commander, to glut their vengeance on the feeble garrison, of three hundred men—which, but a few months before, had destroyed a large amount of their shipping. After a bombardment of four days, they were compelled to surrender to the British forces, which amounted to twenty-five sail, and five thousand troops.

The name of the present city of Mobile was derived from that of the Indian town of Mauville, which was situated on the Alabama, near its junction with the Tombigbee. De Soto, of whom we have had occasion to speak in a former part of this work, during his wandering through the southern part of the United States, came, in 1540, to the border of the territory of Tuscaluza, a proud and warlike chief. This chieftain was disposed to treat the Spaniards with kindness, and render them all the assistance in his power. De Soto, under the guise of friendship, obtained possession of his person, and held him a close prisoner, during his march through the country over which he presided. Tuscaluza obtained permission to dispatch some of his attendants in advance to Manville, in order to make preparations for the arrival of his distinguished strangers. But these preparations, were preparations of war. As soon as they learned the condition of their chief, the warriors of his own and neighboring tribes collected in the town of Manville, there to await the orders of their cacique.

De Soto, leaving the main part of his army behind, under Moscoso, pushed rapidly on to Manville, where he arrived on the 18th of October. He was met by a large party of warriors, preceded by a band of music, and conducted into the town. De Soto found it a strongly-fortified place, surrounded by a wall, made of pickets, with but two gates—one on the east side, and one on the west; the houses were mere sheds, covered with reeds and straw. After

the soldiers had been supplied comfortable quarters, Tuscaluza informed De Soto that he wished to retire a short distance, to make further preparations for his army. But he was making preparations for himself. Soon, the town was filled with a multitude of warriors; and over the surrounding plain, as far as the eye could reach, nothing could be seen, but one vast assemblage of Indians. Scarce had the echo of the warwhoop died on the ear, than the Spaniards and Indians became engaged in one general melee. The Spaniards, perceiving that the Indians had the advantage, retreated to the plain without the walls. After the battle had raged furiously up and down the plain for several hours, the Spaniards determined to destroy the walls, and burn the houses. Soon the whole town was one sheet of fire. Thousands of females and children were consumed in the houses where they had taken shelter. This was a critical moment. Had it not been for the arrival of the main body of the army, the Spaniards would certainly have lost the day. The battle now began with renewed fury, and ceased only with the setting sun — and seldom did he ever set on a more desolate scene. The streets of the town were blockaded with the dead; the houses were about all consumed, and with them the clothing and baggage of Spaniards. About fifty of the Spaniards had been killed, all of them more or less wounded, and seventeen hundred wounds required a surgeon's care. The plain around was strewed with more than twenty-five hundred Indian bodies, besides those who perished by the flames within the walls. The situation of the Spaniards was beyond description — with no medicine, no food, no baggage, and not even a shed to protect their wounded bodies from the dampness of the midnight air, they were compelled to lie down upon the field of battle, with no other consolation than having destroyed a populous village and thousands of innocent lives.

**Pensacola**, Escambia county, Florida, is situated on Pensacola Bay, ten miles from the sea. The town is built on a sandy plain, about forty feet above the waters of the Bay. It is regularly laid out, and contains a court house, custom house, and two public squares. Eight miles below the city, there is a United States' Navy Yard, which covers eighty acres of ground. Population, 3,000.

Stages leave three times a week for Mobile, *Alabama*, and Tallahassee, *Florida*.

**Galveston**, Texas, is the most important city in the State. It is situated on the eastern part of Galveston Island, at the entrance of the Bay. It was first settled in 1837, since which time it has rapidly increased in commerce and population. It contains a large number of stores and commission houses, four cotton presses, two high schools, one university, and six churches. It has an excellent harbor, with sufficient depth of water to float all

ordinary vessels, and is by far the most flourishing place in the State. Population, 6,000.

There is a regular line of steam packets running weekly to New Orleans; also, a daily line to Houston, eighty-five miles distant. Boats are constantly running to the Brazos, Trinity, and Sabine rivers, and to Corpus Christi.

**Vera Cruz**, capital of the State of Vera Cruz, Mexico, is situated on the south-west shore of the Gulf of Mexico, in  $19^{\circ} 12'$  north latitude, and  $96^{\circ} 9'$  west longitude, and has an average annual temperature of  $77^{\circ}$ . It is the principal seaport of Mexico, and is one of the oldest Spanish towns on the continent. The present city of Vera Cruz was founded by Count de Monterey, near the close of the sixteenth century, and is situated about fifteen miles from the old town planted in 1519, by Cortes, who, guided by religious superstition, named it "*LA VILLA VICA*," or, *The rich town of the true Cross*. Before approaching the city, the lofty peak of Orizaba comes in view, with its cap of eternal snow, rearing its head far above the region of the drifting clouds, which hover around its summit.

The city is enclosed by walls, and the streets are wide, regular, well-paved, and lighted by two hundred and thirty-two lamps. The houses are mostly two stories high, with flat roofs, and built of submarine stone, obtained from the seashore. The red and white cupolas, numerous towers, and battlements, present a beautiful appearance when viewed from the sea. The harbor is very insecure, on account of the rocky state of the coast, and the severity of the gales that prevail here during a large portion of the year. The public buildings consist of hospitals, churches and convents, and a custom house, all remarkable for their size and solidity, rather than for their architectural beauty. The climate of the city, owing to the reflected heat from the numerous sand hills without the walls, and the scarcity of water, is extremely unhealthy, especially to foreigners. It is perhaps more subject to yellow fever than any other place on the coast.

The country in the vicinity of Vera Cruz, produces everything in abundance. Cattle roam in vast numbers over the plains, which, when properly cultivated, yield annually two abundant crops of corn, and tropical fruit of a superior quality. The tablelands vary so little in temperature, that they will produce most of the grains and fruits common to both temperate and torrid zones.

Vera Cruz has been besieged and taken near ten times—once by a band of robbers—twice by the independent and ministerial troops—three or four times by the Spaniards—once by the French—and lastly by the Americans, under General Scott. The castle of **SAN JUAN DE ULLOA** commands the entrance of the

harbor, and is the most celebrated fortress in America. It was commenced in 1582, on a small island or bar, a little more than one thousand yards distant from the town. This island received the name of Juan, from *Juan de Grijalva*, who landed here previous to the arrival of Cortes upon the continent. There was an Indian temple upon this island, in which the natives offered human sacrifice to their gods, in obedience to the commands of Acolhua, one of their kings, whose name became attached to the island, and was soon abbreviated into the word **ULLOA**. The cost of this great work, whose foundations, buried deep in the sea, have resisted for near three centuries the lashing of its waves, and the fleets of the most powerful nations, is estimated at forty millions of dollars. The fortress is made of *Madrepora Astrea*, a kind of coral that is found in great abundance on the neighboring islands. The walls are from four to five yards in thickness, with a course of harder stone for the exterior. There are seven large cisterns within the castle, which contain ninety-three thousand seven hundred and sixty-seven cubic feet of water. Its full equipment of artillery pieces is three hundred and sixty-seven.

The population of Vera Cruz is 15,000, and its commerce, very extensive. Most of the goods for the interior pass through this place. It is connected with the city of Mexico, by an excellent road, along which stages and merchandise are constantly passing. A regular communication is kept up by sea, with the various United States and European ports. British steamers on their way to Vera Cruz, usually arrive at ship island on the 21st or 22d of each month.

**Chagres and Panama**, situated in the republic of New Grenada, on opposite sides of the Isthmus of Darien, are, from the great amount of travel to California, fast becoming important places. Chagres is on the Chagres river, seven miles from its mouth, and is the landing place of all those who are going to California, by way of the Isthmus. The Chagres river is navigable as far as Cruces, which is but fifteen miles from Panama. The passage across the Isthmus is usually performed on mules, and during the rainy season is extremely difficult. The climate is very unhealthy, and few foreigners think of remaining long in the place.

**PANAMA**, on the bay of Panama, Pacific coast, is a fortified town, having considerable trade.

The population of Chagres is 2,000, and of Panama 10,000.

The price of passage from New York to Chagres, varies from \$50, to \$150. From Chagres to Panama, with two hundred pounds of baggage, it is about \$10. From Panama to San Francisco, \$150 to \$300, according to the accommodations.

Through tickets can be obtained in New York and Philadelphia for \$200, (steerage,) and \$400, (cabin,) in the regular line of steamers.

**Havana**, the capital of the island of Cuba, is situated in the north-western part of the island, in  $23^{\circ} 9'$  north latitude, and  $82^{\circ} 23'$  west longitude. This city has one of the most secure and commodious harbors in the world. Its entrance is through a small channel, admitting but a single ship; but within the basin it will contain a thousand ships. The harbor is sheltered from the wind by the surrounding heights, and the channel which communicates with the sea, is eight or ten fathoms deep. On the hills opposite the city, there is a continuous row of forts, from whose outer parapet, elevated one hundred and fifty feet above the level of the sea, a beautiful view of the city and its environs can be obtained. These works are said to have cost forty millions of dollars.

The greatest object of attraction in Havana, is the cathedral. It is situated in the oldest part of the city, near the entrance of the port. Externally, it presents nothing attractive. It is built of coral rock of a yellowish color, which gives it an appearance of great age. The interior is adorned with paintings and the shrines of saints. The windows being small and near the ceiling, admit but little light, giving the whole interior the appearance of a place of great solemnity. In this cathedral are deposited the remains of Columbus, who gave a new continent to the world. His bones rest on the right hand of the altar, in a small recess in the wall. On the left hand side of the altar hangs the painting which was the constant companion of Columbus during his eventful voyages. Columbus died at Valladolid, May 20th, 1506, and his body was deposited in the Convent of St. Francisco. In 1513, his remains, and those of his son, were removed to Seville. In 1536, they were removed to Hispaniola, where they remained till 1795. His remains were then collected and carried in great pomp to Havana, where they now rest.

Moro and Punta castles are very strong works, but they yielded to the English in 1762, who captured nine vessels, and goods to the amount of £3,000,000. The arsenal and dockyard are also on a grand scale. The city, when viewed from a distance, presents a most beautiful appearance. Its numerous churches, with their lofty spires pointing upward to the heaven they profess to love — its beautiful gardens, ornamented with all the beauties of tropical climes — and its numerous beautiful and costly mansions all conspire to impress the mind with the idea of its wealth and magnificence. But when one wanders for a short time about the town, these visions of beauty soon, in a great measure, fade

away, as the abodes of the poor present a striking contrast with the palaces of the rich. The streets are narrow and poorly paved. The commerce, which is considerable, consists mostly of sugar, and tropical fruits. Population, 140,000. Vessels run regular to New Orleans, and most of the Atlantic ports. Also, to all the important seaports of Europe.

### STEAMBOAT, RAILROAD, AND STAGE ROUTES.

ROUTES FROM THE PRINCIPAL PLACES ON OR NEAR THE MISSISSIPPI, AND GULF OF MEXICO, TO VARIOUS POINTS IN THE INTERIOR, WITH THEIR INTERMEDIATE DISTANCES.

*From Dubuke to Davenport, by Stage.*

Distance to Andrew, 27 miles ; to De Witt, 26 miles ; to Davenport, 21 miles. Total distance to Davenport, 74 miles.

*From Galena to Chicago, by Stage.*

Distance to Elizabeth, 15 miles ; to Burr-oak Grove, 18 miles ; to Freeport, 13 miles ; to Silver Creek, 6 miles ; to Vanceburgh, 9 miles ; to Rockford, 12 miles ; to Cleveland, 7 miles ; to Belvidere, 7 miles ; to Amesville, 7 miles ; to Marengo, 5 miles ; to Coral, 4 miles ; to Hampshire, 6 miles ; to Udina, 8 miles ; to Elgin, 6 miles ; to Bloomingdale, 12 miles ; to Cazenovia, 13 miles ; to Chicago, 12 miles. Total distance to Chicago, 160 miles. Daily lines, fare \$8. The GALENA AND CHICAGO RAILROAD is now in operation between Elgin and Chicago, a distance of about forty miles.

*From the mouth of the Illinois to Chicago.*

Distance to Montezuma, 5 miles ; to Augusta, 10 miles ; to Naples, 8 miles ; to Meradosha, 16 miles ; to Beardstown, 33 miles ; to Havana, 31 miles ; to Pekin, 9 miles ; to Peoria, 15 miles ; to Rome, 13 miles ; to Lacon, 17 miles ; to Hennepin, 15 miles ; to Peru, 5 miles ; total distance by the river to Peru, 202 miles. By the ILLINOIS AND MICHIGAN CANAL from Peru to La Salle, 2 miles ; to Utica, 4 miles ; to Ottawa, 9 miles ; to Marseilles, 8 miles ; to Clarkson, 12 miles ; to Morristina, 4 miles ; to Dresden, 9 miles ; to Dupage River, 4 miles ; to Joliet, 10 miles ; to Lockport, 6 miles ; to Keepotaw, 5 miles ; to Des

Plaines, 5 miles ; to Summit, 10 miles ; to Cannelport, 8 miles ; to Chicago, 4 miles. Total distance to CHICAGO, 100 miles. Whole distance from the mouth of the Illinois river, 302 miles

*From St. Louis to Springfield and Indianapolis, by Stage.*

Distance to Edwardsville, 21 miles ; to Paddock's Grove, 10 miles ; to Bunker Hill, 5 miles ; to Carlinville, 19 miles ; to Girard, 13 miles ; to Auburn, 11 miles ; to Springfield, 17 miles ; total distance to SPRINGFIELD, 96 miles. *Via Terre Haute.*—To Rochester, 10 miles ; to Taylorsville, 16 miles ; to Shelbyville, 30 miles ; to Cochran's Grove, 11 miles ; to Paradise, 8 miles ; to Bethsaida, 7 miles ; to Charleston, 8 miles ; to Hitesville, 12 miles ; to Grand View, 6 miles ; to Paris, 12 miles ; to New Market, 12 miles ; to Terre Haute, 10 miles ; total distance to TERRE HAUTE, 142 miles. To Van Buren, 12 miles ; to Harmony, 7 miles ; to Manhattan, 8 miles ; to Putmanville, 4 miles ; to Mount Meridian, 6 miles ; to Stilesville, 8 miles ; to Belleville, 8 miles ; to Plainfield, 5 miles ; to Bridgeport, 6 miles ; to Indianapolis, 9 miles ; total distance to INDIANAPOLIS, 73 miles. Whole distance from St. Louis to Indianapolis, 311 miles. From this point, the Ohio river can be reached by the Indianapolis and Madison Railroad; distance, 86 miles—fare, \$2.50. For intermediate places on this road, see page 223.

For routes on the Missouri river, see page 175, and on the Ohio river, see page 84.

*From St. Louis to Buffalo, via Sandusky.*

Distance (by steamboat) to the mouth of the Ohio, 172 miles ; to Cincinnati, 508 miles ; to Sandusky, (by Little Miami and Mad River Railroad, (see page 222 for intermediate places on these roads,) 218 miles ; to Buffalo, (by steamboat, on Lake Erie,) 249 miles. Whole distance to Buffalo, 1147 miles. The fare from St. Louis to Cincinnati, is \$6, and from Cincinnati to Buffalo, \$10.00.

*From Columbus Ky. to Lexington, by Stage.*

Distance to Milburn, 8 miles ; to Mayfield, 21 miles ; to Wadesborough, 20 miles ; to Aurora, 12 miles ; to Canton, 8 miles ; to Cadiz, 9 miles ; to Bellevue, 12 miles ; to Hopkinsville, 10 miles ; to Elkton, 20 miles ; to Russelville, 15 miles ; to South Union, 14 miles ; to Bowling Green, 14 miles ; to Dripping Spring, 14 miles ; to Three Forks, (near Mammoth Cave,) 8 miles ; to Glasgow, 10 miles ; to Blue Spring Grove, 12 miles ; to Monroe, 17 miles ; to Greensburgh, 6 miles ; to Campbellsville, 12 miles ; to New Market, 12 miles ; to Lebanon, 6 miles ; to Perryville, 18 miles ; to Harrodsburgh, 10 miles ; to Shawnee Run, 7 miles ; to

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*From Columbus to Nashville, Tenn.*

Distance to Clinton, 12 miles ; to Feliciana, 11 miles ; to Boydsville, 16 miles ; to Paris, 20 miles ; to Sandy Hill, 12 miles ; to Renoldsburg, 19 miles ; to Waverly, 9 miles ; to Batsons, 12 miles ; to Charlott, 10 miles ; to Chesnut Grove, 22 miles ; to Nashville, 18 miles ; total distance to NASHVILLE, 161 miles.

*From Memphis to Charleston, S. C.*

Distance (by stage,) to North Mount Pleasant, 38 miles ; to Holly Springs, 17 miles ; to Ripley, 28 miles ; to Jacinto, Miss., 32 miles ; to Tuscumbia, 56 miles ; to Decatur, (by railroad,) 43 miles ; to Gunter's Landing, (by steamboat on the Tennessee river,) 60 miles ; to Van Buren, (by stage,) 29 miles ; to Gaylesville, 22 miles ; to Rome, 32 miles ; to Kingston, 16 miles ; to Augusta, (by Georgia R. R., see R. R. Guide,) 231 miles ; (passengers now cross the Savannah river, where omnibuses are in waiting, to convey them to the depot of the Charleston Railroad at Hamburg. For routes on this road, see R. R. G.) Distance from Hamburg to Charleston, 136 miles ; whole distance from Memphis to Charleston, 740 miles.

*From Memphis to Little Rock.*

Distance to Marion 10 miles ; to St. Francisville, 30 miles ; to Clarendon, 50 miles ; to Little Rock, 65 miles ; total distance 155 miles. The distance from Little Rock to Hot Springs, is as follows : to Colledgeville, 15 miles ; to Caldwellton, 9 miles ; to Owensville, 9 miles ; to Whittington, 8 miles ; to Hot Springs, 12 miles ; total distance from Little Rock, 53 miles.

THE HOT SPRINGS are situated near the Washita River. These Springs, on account of the medicinal quality of their waters, are fast becoming a place of fashionable resort, as well as the abode of invalids. The waters are said to be excellent for scrofula, rheumatism, and other chronic diseases ; but it is extremely doubtful, whether diseases, that have baffled the skill of the most eminent physicians, are speedily cured by a few draughts from a spring whose waters often require all the resolution of well men to retain. It is not for one moment to be doubted, but that an absence from *drug stores* and a residence of a few months in the country contribute greatly to the restoration of health. Visitors will find here a good hotel ; the proprietor Mr. Mitchel, having every arrangement for the accommodation of invalids, in both summer and winter. Board, \$25 per month, \$8 per week, \$1.50 per day.

A line of stages run twice a week, Monday and Friday mornings, from Little Rock to the Springs, a distance of 53 miles.

*From Vicksburgh to Jackson, by Railroad.*

Distance to Montalban, 6 miles ; to Bovina, 3 miles ; to Edwards, 8 miles ; to Boltons, 9 miles ; to Clinton, 10 miles ; to Jackson, 10 miles ; whole distance to JACKSON, 46 miles. Fare \$2.

JACKSON, Hinds county, Mississippi, is on the west side of Pearl river, which is navigable for boats to this place. It is built on a level plain, about half a mile square, and is regularly laid out. It contains an elegant state house, a United States' land office, a bank, four churches, four printing offices, several schools, and Centenary college. Population, 3,000.

Cars leave daily for Vicksburgh, and stages for Natchez, by way of Newtown, Line Store, Gallatin, Reid's Store, Malcolm, Hamburgh, and Washington.

*From Natchez to Georgetown, on Pearl river, by Stage.*

Distance to Washington, 6 miles ; to Hamburgh, 10 miles ; to Malcolm, 10 miles ; to Reid's store, 19 miles ; to Gallatin, 15 miles ; to Georgetown, on Pearl river, 18 miles ; total distance, 138 miles.

*From New Orleans to Natchez, by Railroad and Stage.*

Distance (by stage) to Red church, 18 miles ; to Bonnet Quare, 20 miles ; to Bringer's, 22 miles ; opposite Donaldsonville, 15 miles ; to Iberville, 20 miles ; to Manchac, 10 miles ; to Baton Rouge, 11 miles ; to Mount Willing, 32 miles ; to St. Francisville, 13 miles ; to Woodville, (by railroad,) 28 miles ; to Cold Spring, (by stage,) 15 miles ; to Natchez, 22 miles ; whole distance to NATCHEZ, 226 miles.

*From New Orleans to Washington.*

Distance to Mobile (by steamboat,) 167 miles ; to Montgomery, (by stage,) 212 miles ; to West Point, (by railroad,) 88 miles ; to Covington, (by stage,) 117 miles ; to Charleston, (by railroad,) 269 miles ; to Wilmington, (by steamboat,) 158 miles ; to Fredericksburgh, (by railroad,) 323 miles ; to Washington, (by steamboat,) 42 miles. Total distance to WASHINGTON, 1377 miles.

*From New Orleans to Mobile, by Railroad and Steamboat.*

Distance to Lakeport, on Lake Pontchartrain, (by railroad,) 6 miles ; by steamboat to Point aux Herbes, 15 miles ; to Fort Coquilles, 7 miles ; to Lake Borgne, 11 miles ; to Grand Island, 9 miles ; to St. Joseph's Island, 4 miles ; to West Marianne, 5 miles ; to East Marianne, 5 miles ; to Cat Island, 11 miles ; to

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*From New Orleans to Covington.*

By railroad to Lakeport, thence by steamboat to Madisonville, on the opposite side of Lake Pontchartrain, 33 miles; thence to Covington, 8 miles; whole distance, 47 miles

*From New Orleans to Galveston, by Steamboat.*

Distance to English Turn, 12 miles; to Poverty Point, 23 miles; to Fort St. Philip, 37 miles; to the mouth of the Mississippi, 33 miles; to Galveston, 345 miles; whole distance to Galveston, 450 miles.

*From Galveston to Austin, by Stage.*

Distance to Houston, 80 miles; to San Felipe de Austin, 55 miles; to Rutersville, 42 miles; to La Grange, 5 miles; to Bastrop, 40 miles; to Austin, 33 miles; whole distance to AUSTIN, 225 miles.

*From Mobile to Montgomery, by Steamboat.*

Distance to Fort St. Philip, 29 miles; to the mouth of Tombigbee, 23 miles; to Gosport, 60 miles; to Claiborn, 6 miles; to Lower Peach Tree Landing, 29 miles; to Upper Peach Tree Landing, 30 miles; to Canton, 19 miles; to Portland, 20 miles; to Cahaba, 23 miles; to Selina, 16 miles; to Benton, 28 miles; to Vernon, 22 miles; to Washington, 19 miles; to Montgomery, 12 miles; whole distance to Montgomery, 327 miles.

*From Mobile to Columbus, on the Tombigbee, by Steamboat.*

Distance to the mouth of the Tombigbee, 43 miles; to Jackson 45 miles; to St. Stephens, 8 miles; to Coffeeville, 26 miles; to Wood's Bluff, 20 miles; to Moscow, 66 miles; to Bluffport, at the mouth of the Black Warrior, 14 miles; to Jones' Bluff, 42 miles; to Gainesville, 16 miles; to Hebron, 10 miles; to Vienna, 15 miles; to Pickensville, 33 miles; to Nashville, 9 miles; to Columbus, 20 miles. Whole distance to Columbus, Mississippi, 367 miles.

*From Pensacola to Tallahassee, by Stage.*

Distance to Florida Town, 15 miles; to Milton, 7 miles; to Almirante, 38 miles; to Geneva, 44 miles; to Campbelltown, 24 miles; to Webbville, 13 miles; to Marianna, 13 miles; to Chatahoochee, 24 miles; to Quincy, 18 miles; to Salubrity, 9 miles; to Tallahassee, 13 miles; whole distance to Tallahassee, 218 miles.

Stages run from Pensacola to Blakeley, on the east side of Mobile Bay, a distance of 50 miles.

*From Chagres to New York, by Steamer.*

Distance to Havana, 1,048 miles; to Charleston Bay, 646 miles; to Sandy Hook, 614 miles; to New York, 12 miles; total distance to NEW YORK, 2,320 miles.

*From Chagres to San Francisco.*

Distance to Gorgona, (by mules,) 36 miles; to Panama, 20 miles; to Acapulco, (by steamer,) 1,000 miles; to Mazatlan, 1,000 miles; to San Diego, 1,000 miles; to Monterey, 420 miles; to San Francisco, 80 miles; whole distance to SAN FRANCISCO, 5,876 miles.

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## ROUTES EAST OF PITTSBURG.

### A DESCRIPTION OF THE MOST IMPORTANT PLACES AND ROUTES, EAST OF PITTSBURG.

#### **The Monongahela River.**

THE MONONGAHELA rises in Randolph county, Virginia, and after a northern course of three hundred miles, unites with the Allegheny at Pittsburg. It is navigable for steamboats, as far as Brownsville, sixty miles above Pittsburg; and for keelboats, near two hundred miles from its mouth. Its principal branches are the Cheat and Youghiogeny rivers. Large quantities of excellent coal are annually brought down this river, and shipped to various points on the Ohio and Mississippi rivers. The navigation of this river has been greatly improved and made permanent, by the erection of eight or ten substantial locks, between Brownsville and Pittsburgh. Boats now run daily to the latter place.

**Clarksburg**, county seat of Harrison county, Virginia, is situated on the west fork of the Monongahela, seventy miles from the Ohio river. The town stands on a small piece of elevated land, surrounded by a few small hills, while Elk Creek flows gently through the town, imparting its beauties to the scene. There are excellent coal mines in the vicinity of this place, which yield a large amount of coal. Iron and salt are also found to some extent. It is a flourishing place, and contains several large mercantile houses, four churches, two academies, and two printing offices. Population 2,500.

**Fairmont**, capital of Marion county, Virginia, is situated on the Monongahela, twenty-two miles north of Clarksburg.

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The town was incorporated in 1820, and is now a very flourishing village. It contains a number of stores, four churches, several mills, and 150 dwellings. The surrounding country is hilly, and the soil productive. The forests are filled with excellent timber, and the earth is well stored with iron and coal, which are largely exported. Population, 700.

**Palatine**, Marion county, is on the Monongahela river, just opposite Fairmont. It is a thriving village, containing ten stores, several mills, and 100 dwellings. Population, 400.

**Morgantown**, county seat of Monongalia county, is a flourishing and wealthy village, situated on the Monongahela, about sixty miles south of Pittsburg. The town was laid out on the lands of Zaquell Morgan, in 1785. It contains a number of stores and mills, two printing offices, one academy, four churches, and 250 dwellings. The surrounding country is very fertile, and abounds in coal and iron. About five miles from Morgantown, on the road to Clarksburgh, there is a large rock, about 150 feet by 50, which contains numerous engravings of animals, well executed; the history of this curiosity is unknown. Population, 1,000.

**New Geneva**, Fayette county, Pennsylvania, is pleasantly situated on the right bank of the Monongahela, at the mouth of George's creek. It contains about 100 dwellings, a large steam flour mill, and a glass factory.

This place derives its name from Geneva in Switzerland, the birthplace of ALBERT GALLATIN, who many years ago, in company with a Mr. Nicholson, and the Messrs. Kramer, established the glass works at this place. Mr. Gallatin lived for many years, in a log cabin near the river; but after he was called to take part in the affairs of his adopted country, he built an elegant mansion on the high grounds, about two miles above Geneva.

The life of the Hon. Albert Gallatin, is interesting and lengthy, and is incorporated in the history of our country for the last forty years. Being a man of true republican principles, he left the home of his fathers at the age of nineteen, and came to the then infant republic of America. After being called to fill various posts of honor, such as U. S. Senator, Minister, and Secretary of Treasury; he died at Astoria, L. I. on the 12th of August, 1849, at the advanced age of 88 years.

**Brownsville**, Fayette county, Virginia, is situated twelve miles north-west of Uniontown, at the intersection of the national road, and the Monongahela river. It occupies an important point as a place of business, enjoying the advantages of the national road, the improved navigation of the river, and the Baltimore and Ohio railroad.

The inexhaustible beds of coal in the vicinity, must eventually make it a great manufacturing place. The town contains a bank, a Masonic Hall, seven churches, several foundries, and machine shops, a number of mills, three glass factories, and other factories of various articles. There is a splendid bridge over the Monongahela, which was built in 1832, and is 630 feet long, and cost \$50,000. Brownsville was incorporated in 1815, and now contains a population of 3,000.

**Monongahela City**, Washington county, Pennsylvania, is situated on the Monongahela, at the mouth of Pigeon creek. The town occupies a beautiful plain, ascending gradually from the river. Iron, coal, and salt, abound in great quantities throughout the surrounding country. This town is noted as being the place where the insurgents held a great meeting in 1794, during the *Whiskey Insurrection*. Since the year 1830, this place has increased rapidly. It contains two glass factories, three saw mills, two carding machines, and six churches. Population, 1,100.

#### Note.

GREENSBURG, county seat of Westmoreland county, is situated thirty-one miles east of Pittsburg, on the Pittsburg and Bedford turnpike. It contains a court house, an academy, and ten churches. It was incorporated in 1799, but has increased slowly, as there are no facilities for manufacturing. Population, 1000.

This place is noted as the spot where the remains of the unfortunate General Arthur St. Clair repose. Here, in an obscure corner of a Presbyterian churchyard, the weary limbs of this man found that rest, of which life deprived them. For years those moldering ashes were marked by no monument, save the thorns and thistles that grew in their native wildness, over his grave. In his old age, he was forsaken by his friends, and, we regret to add, by his country. After suffering from the pangs of poverty, he finally succeeded in obtaining from Congress, a pension of \$60 per month. He died on the 31st of August, 1818, in the 84th year of his age. In 1832, the Masonic fraternity, acting upon the *square* of equal justice, placed over his grave a monument, bearing the following inscriptions:—*South side*: "The earthly remains of Major General St. Clair, are deposited beneath this humble monument, which is erected to supply the place of a nobler one, due from his country. He died August 31, 1818, in the 84th year of his age." *North side*: "This stone is erected over the remains of their departed brother, by members of the Masonic Society."

**Elizabethtown**, Alleghany county, Pennsylvania, is a beautifully located manufacturing town, situated on the Monongahela, sixteen miles above Pittsburg. The town was laid out in

1787, the year that the north-west territory was organized by Congress, and in 1800 the business of ship building was commenced. Since this time, Elizabethtown has turned out several thousand tons of boats, barges, and other river craft. The completion of the Monongahela slack water navigation has greatly increased the commercial advantages of this place. The town contains four churches, three ship yards, several saw mills, and glass, woolen, and other manufactories. Population, 1,000.

**Braddock's Field**, is in Alleghany county, on the banks of the Monongahela, ten miles above Pittsburg. This field will long be remembered and visited, as it is the spot where Washington, the great and good, first displayed those high qualities of a man and a general, which in after life entitled him to the respect of his country. The ground is somewhat elevated, and at the time of the battle, was covered with a dense forest, in which the Indians had secreted themselves, waiting the advance of the British, who were on their way to Fort Du Quesne. Washington advised Braddock to send forward scouts, and in case they were attacked by Indians, to take to the woods and fight them in their own way. But this prudent advice was treated with contempt by the proud Braddock, who relied upon the superior discipline of his English troops. Accordingly on the 9th of July, he began his march with as much parade, as though his army were about to be reviewed by the Duke of Wellington. He had not advanced far, when the deafening sound of the Indian war cry rang through the wood at the road side, and fell with fearful accent on his ear. Soon there blazed from every tree, the awful flash of Indian muskets, which soon threw the advancing army in great confusion. Braddock, under whom three horses had been killed, soon received a mortal wound in his lungs, and was carried off the field by Col. Gage, (afterwards Gen. Gage.) The battle lasted three hours, during which most of the officers, and seven hundred of the British were killed or wounded. The so called regular troops fled in every direction, leaving everything a prey to the enemy. The three companies of Virginia troops who were engaged in this disastrous battle, behaved themselves in a masterly manner, and of some companies, not one was left to tell the fate of their friends. Of the whole number engaged, but thirty escaped the fate of their brave but haughty commander. The retreating army carried their wounded General for four days. When seven miles from Dunbar's camp he expired, and was buried in the center of the road, cut by the advancing army. It is near a small run, a little north of the national road, which deviates somewhat from Braddock's, between the fifty-third and fifty-fourth mile from Cumberland. A plain shingle nailed to a

tree, was the only monument that marked the grave of this hero of the French war. Some time since, his remains were accidentally disinterred, and many of his bones and military trappings found their way to the museum, where they are preserved as curiosities.

**Birmingham**, is a large manufacturing town, situated on the south side of the Monongahela, one mile from the center of Pittsburg. It has three churches, one market-house, and several large glass factories, and iron foundries. There is over \$300,000 capital employed here in the various manufactories. The population is 3,000.

### **The Alleghany River.**

The Alleghany river rises in the northern part of Pennsylvania, thence flows in a north-westerly direction through the southern part of New York, thence returning to Pennsylvania; and after pursuing a general south-west direction of four hundred miles, unites with the Monongahela at Pittsburg. The waters of this river are pure and clear, while those of the Monongahela are colored by the soil through which it flows. Vast quantities of lumber are sawed along this river, and floated in rafts to Pittsburg and Cincinnati. It is navigable for keel boats, about 250 miles. The country between the Allegheny and Monongahela rivers, is the richest coal region in the Union. As we pass down the Ohio, the mind becomes more and more impressed with the idea that the river has not always pursued the same channel; but that a large tract of country on both sides of the Ohio, was once beneath its sounding waves. Instead of a river, it was probably then a great lake, with a few mountain streams pouring into it. These streams in their rapid course, must necessarily carry with their rolling current, vast quantities of timber, which would be deposited in regular layers at the mouth, and afterward covered with soil. Ages indefinite and unnumbered roll by; generation after generation of animal existence pass away, and new creatures constantly appear—man, the beauty of God's creation, at last comes into being, "multiplies and replenishes the earth;" more than one hundred generations of these new forms lie moldering in the dust they tread, when by chance there is discovered deep in the earth a vegetable substance, highly inflammable in its nature, but hard as the rocks that lay on the summit of the hills. The question now arises, is not this coal the same substance, that once floated along that river, was imbedded in earth, and, after undergoing successive chemical changes, according to laws of whose action we know but little, has assumed this new form, in order to subserve more fully the wants of man?

**Olean**, Cattaraugus county, New York, is situated on the Alleghany at the junction of Olean creek. This is a flourishing village, and destined to become a very important place. The Genesee valley canal, which connects it with Rochester, terminates here. The line of the Erie railroad, see page 221, which connects New York and Dunkirk on Lake Erie, passes through this place. The width of the Alleghany is twenty rods, and its channel free from obstructions. It is estimated that more than 200,000,000 feet of lumber, of excellent quality, is annually sent to various places along the river. Population, 1,000.

**Warren**, county seat of Warren county, is situated on the right bank of the Alleghany river, near the mouth of Conewango creek. It is built on a plain containing an area of three hundred acres, elevated about thirty-five feet above the water. It was incorporated in 1832, and laid out on an extensive plan. Near the center, is a large public square, around which are the court house and public offices. But the growth of the place has been slow, and the public buildings are left almost alone, most of the houses being built along the river. During the winter and summer months, Warren is an extremely dull place. But during the spring, the town is alive with the bustle and activity of lumber merchants, preparing to depart for below, with their long train of rafts. Population, 1,200.

**Franklin**, county seat of Venango county, Pennsylvania, is situated on the Alleghany, near the mouth of French creek. It was laid out in 1795, and contains the usual county buildings, and six churches. There are several large mills and furnaces in the vicinity, from which the town derives a large amount of trade. During high water, the Allegheny is navigable from Pittsburg to this place, a distance of one hundred and twenty-four miles. The dams on French creek afford immense water-power mills. There is a splendid bridge across the Alleghany here, which is a great advantage to the town. Population, 1,000.

**Kittanning**, seat of justice of Armstrong county, Pennsylvania, is situated on the left bank of the Alleghany, near the center of the county, and was formerly the site of an old Indian town of the same name. This town was laid out in 1804, and consists of four principal streets, running parallel with the river, crossed at right angles by eight others. It contains the county buildings, an academy, a female seminary, and several churches. The town is considered healthy, and abounds with pure and wholesome water. Being situated in the midst of a rich agricultural and mineral country, it bids fair to become an important manufacturing town. Population, 1,500.

**Freeport**, Armstrong county, Pennsylvania, is a flourishing town on the right bank of the Alleghany river, and Pennsylvania canal, see page 80. This canal, which runs through the town, has been throwing a great amount of business in the place, which otherwise would have sought different channels. Many salt wells were sunk in the hills south of the village, which are now in successful operation. Population, 1,200.

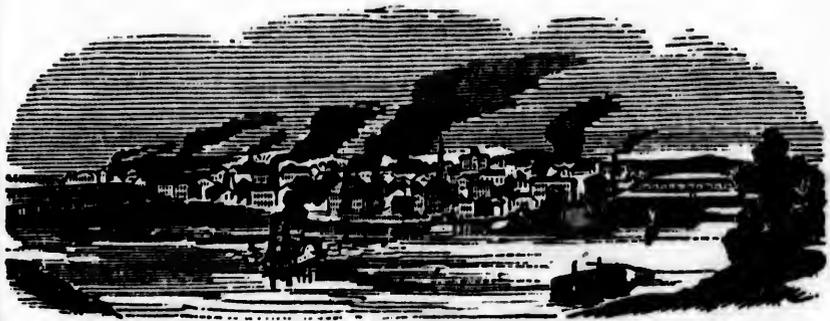
**Sharpsburg**, is pleasantly situated on the right bank of the Alleghany, five miles above Pittsburg. It is a small village, containing an industrious and enterprising population. It has several large ship yards, from which a number of steam and keel boats are annually launched.

**Lawrenceville**, named in honor of Capt. Lawrence, of the U. S. Navy, is pleasantly situated on the left bank of the Alleghany, two and a half miles above Pittsburg. In the center of the town, there is an U. S. Arsenal, at which are stored all sorts of military equipments, which are shipped west and south, as occasion requires. In the vicinity, on the high grounds, there are many fine mansions, the residences of the wealthy citizens of Pittsburg. The town contains four churches and a lyceum. It was at this place where General Washington, in 1753, came near losing his life by attempting to cross the river on a raft, when it was filled with floating ice.

**Alleghany City**, is situated on the right bank of the Alleghany river, opposite Pittsburg. This city is strictly a part of Pittsburg, though under a different corporation. Many of the business men of Pittsburg reside here, in order to escape the clouds of smoke, that constantly hover over the "Iron City." It has considerable commerce, and does a large manufacturing business; employing a capital of near \$1,500,000. The city contains twenty churches of various denominations, three academies, fifteen schools, and a population of 11,000.

The Western Theological Seminary of the Presbyterian Church was located here, in 1827. It stands on a hill which rises about one hundred feet above the river. The building is one hundred and fifty feet long, four stories high, with wings three stories high. From this hill, you have a beautiful view of both cities, as they stretch along the margin of the rivers which wind through the valley below. This institution has connected with it, a workshop for manual labor, and a library of 6,000 volumes.

Behind Seminary hill, is the Western Penitentiary, an immense castle-built building, of the ancient Norman style. It was completed in 1827, at a cost of \$183,092; near 1,200 prisoners have been received here, since the commencement of the institution.



VIEW OF PITTSBURG.

**Pittsburg**, capital of Alleghany county, Pennsylvania, is situated at the junction of the Alleghany and Monongahela rivers. This city is built upon a pointed strip of land, lying between the Alleghany and Monongahela rivers, in latitude  $40^{\circ} 26'$  north, and longitude  $79^{\circ} 59'$  west. About a mile back, rise Grant's, Ayer's, and Quarry hills. The city is rapidly extending itself on the sides and summits of these hills, which are high and airy. This city was laid out in 1765, on the plan of Philadelphia, with streets running parallel to the river, and crossing each other at right angles. It is compactly built with fine brick houses, which, owing to the smoky atmosphere that is constantly floating about them, present rather an ancient appearance. The public buildings are not numerous; the court house on Grant's hill, is a splendid building, 165 feet long and 100 deep, of Grecian Doric architecture, and cost \$200,000. The buildings of the Western University of Pennsylvania, on Third, between Smithfield and Grant streets, were erected in 1830, and are an ornament to the city; the Roman Catholic Cathedral, on Grant's hill, is another fine building. The city contains, besides the public buildings mentioned above, forty churches of different denominations, three market-houses, a museum, five banks, capital over \$3,000,000, and a number of fine hotels. The Monongahela house, is one of the finest buildings in the city, and is not surpassed by many in the West. It stands near the end of the Monongahela bridge, opposite the regular steamboat landing, and has a front of 120 feet on the river, and 160 feet on Smithfield street; it was completed in 1841; is five stories high, and cost, with the ground, \$100,000. There are, also, insurance companies, a board of trade who have a reading room and exchange for merchants, the Monongahela Navigation Company, for improving that river by

dams and locks ; and about twelve transportation companies, for receiving and shipping goods to various points on the rivers and canals.

Pittsburg is the most extensive manufacturing town in the West. The principal articles manufactured are steamboats, engines, bar-iron, nails, and ploughs; glass-ware, cotton cloths, leather, and saddlery, and a great number of other articles which are manufactured on a smaller scale. The capital employed in the various manufactories, is over \$3,000,000. There is over \$500,000 worth of machinery, and \$300,000 of hardware and cutlery, manufactured here annually

The city is supplied with clear and wholesome water, which is raised from the Alleghany by steam power, to a reservoir on Grant's hill, 116 feet above the river. The basin is 11 feet deep, and will contain 1,000,000 of gallons. The water is conducted through the city in iron pipes, which are in all, over twelve miles in length.

Pittsburg is connected with the villages on the opposite side of the Monongahela, by a bridge, erected in 1818, at a cost of \$102,450, having eight arches, resting on stone piers, and 1,500 feet in length. Across the Alleghany, there are four bridges, besides the aqueduct of the Pennsylvania canal. About a mile below the city, is the pleasant village of Manchester ; while on the opposite side, at the foot of Coal hill, is Sligo, with its long smoky streets, and numerous noisy manufactories. These, and the other villages and towns in the vicinity, may properly be considered as forming part of one great commercial and manufacturing city, whose natural advantages are probably surpassed by no city in the world. Nature has made it truly a great place; man has, as yet, developed but a *small portion* of its greatness.

Besides the natural advantages for manufacturing, Pittsburg has also, nearly equal advantages, natural and artificial, as a commercial city. Being located at the head of a river, more than one thousand miles in length, and which opens at all times, a safe and direct communication with the largest valley in the world, and the richest in agricultural products,—washed on the north and south sides by two navigable rivers, which flow from the interior of two of the oldest and largest states in the Union—situated at the western terminus of the Pennsylvania canal, which crosses the entire state of Pennsylvania, and which does a very large business—and together with its lines of projected railroads, it enjoys resources for commerce, second to but few inland towns.

On the 10th of April, 1845, the city of Pittsburg suffered greatly from one of the most disastrous conflagrations that ever

occurred in this country. The fire broke out about noon in an old frame shed, and the wind blowing briskly at the time, the flames soon spread over most of the south-eastern part of the city. The flames rolled rapidly from building to building for near forty-eight hours,—destroying about one thousand houses, among which were the best hotels in the place, banks, churches, &c. The amount of property destroyed, is estimated at \$6,000,000.

The population of Pittsburg in 1810, was 4,768; in 1820, 7,248; in 1830, 12,542; in 1840, 21,115; and in 1850, 50,000. Including those places in the vicinity of the city, the population will be near 100,000.

#### Notes.

The city of Pittsburg occupies the site of Fort Du Quesne, which was built by the French in 1754, and named in honor of the Governor of New France. This place had been pointed out by Washington as a suitable point for a fort. Lieutenant Ward had been sent with forty men, to build a fort, and establish a trading post; but no sooner had he accomplished his mission, than he was compelled to give way to the French, who, having heard of the designs of the English, advanced with a strong force down the Alleghany, to intercept their plans. The English were permitted quietly to evacuate; after which the French commenced their fort, which soon became one of the strongest fortified places west of the mountains. In 1755, Gen. Braddock came over from England, with a large regular army, for the purpose of conquering the Ohio country. The whole force under his command, amounted to twenty-five hundred. He arranged his army in two divisions; the first consisting of twelve hundred men, he commanded in person; the second under Col. Dunbar, was ordered to follow by slow marches. After a march of nearly four weeks, the advancing division arrived on the 8th of July, at the junction of Youghiogeny and Monongahela rivers. On the morning of the 9th of July, the army crossed the river, within ten miles of the fort. Pursuing their course, thoughtless of danger, they were soon arrested in their march, and thrown into confusion, by the sudden discharge of the muskets of eight hundred French and Indians. The English were totally defeated, leaving three hundred and fifty privates, and twenty-six officers, dead upon the field. See *Braddock's Field*, page 71.

In 1758, the ministry, under the guidance of William Pitt, determined to retrieve the honor of the British arms. They accordingly sent an army of seven thousand men toward the Monongahela, for the reduction of Fort Du Quesne. The French commander, deeming resistance useless, determined to abandon the fort as soon as the British army came in sight. After having placed in boats, provided for the occasion, all his troops, artillery, and munitions of war, he dismantled the fort, set fire to the buildings, and departed

down the Ohio, to join the French troops on the Mississippi. The English re-built the fort, and changed the name to "Pitt," in honor of William Pitt, prime minister of Great Britain.

This table contains the distances of most places on the Ohio, between Pittsburg and Cincinnati.

|                              |    |                     |                          |     |     |
|------------------------------|----|---------------------|--------------------------|-----|-----|
| Middletown, Pa. ....         | 12 | Gallipolis, O. .... | 4                        | 281 |     |
| Economy, Pa. ....            | 8  | 20                  | Millersport, O. ....     | 25  | 306 |
| Freedom, Pa. ....            | 6  | 26                  | Guyandotte, Va. }        |     |     |
| Beaver, Pa. ....             | 5  | 31                  | Proctorsville, O. }      | 13  | 319 |
| Georgetown, Pa. }            |    |                     | Burlington, O. ....      | 8   | 327 |
| Glasgow, Pa. }               | 16 | 47                  | Big Sandy River, }       |     |     |
| Liverpool, O. ....           | 4  | 51                  | Catlettsburg, Va. }      | 4   | 331 |
| Wellsville, O. ....          | 4  | 55                  | Hanging Rock, O. ....    | 13  | 344 |
| Steubenville, O. ....        | 19 | 74                  | Greensburg, Ky. ....     | 6   | 350 |
| Wellsburg, Va. ....          | 7  | 81                  | Wheelersburg, O. ....    | 8   | 358 |
| Warrenton, O. ....           | 7  | 88                  | Portsmouth, O. }         |     |     |
| Martinsville, O. ....        | 8  | 91                  | Scioto River, }          | 12  | 370 |
| Wheeling, Va. }              |    |                     | Rockville, O. ....       | 17  | 387 |
| Bridgeport, O. }             |    |                     | Vanceburg, Ky. ....      | 3   | 390 |
| Elizabethtown, Va. }         |    |                     | Rome, O. ....            | 7   | 397 |
| Big Grave Creek, O. }        | 13 | 110                 | Concord, Ky. ....        | 6   | 403 |
| New Martinsville, Va. ....   | 11 | 121                 | Manchester, O. ....      | 7   | 410 |
| Clarrington, O. ....         | 4  | 125                 | Maysville, Ky. }         |     |     |
| Sisterville, Va. ....        | 26 | 151                 | Aberdeen, O. }           | 12  | 422 |
| Newport, O. ....             | 12 | 163                 | Charleston, Ky. ....     | 7   | 429 |
| Marietta, and }              |    |                     | Ripley, O. ....          | 2   | 431 |
| Harmer, O. }                 | 18 | 181                 | Higginsport, O. ....     | 7   | 438 |
| Vienna, Va. ....             | 6  | 187                 | Augusta, Ky. ....        | 4   | 442 |
| Parkersburg, Va. }           |    |                     | Mechanicsburg, Ky. ....  | 7   | 449 |
| Belpre, O. }                 |    |                     | Neville, O. ....         | 3   | 452 |
| Blennerhasset's Island. .... | 2  | 196                 | Moscow, O. ....          | 4   | 456 |
| Hockingsport, O. ....        | 11 | 207                 | Point Pleasant, O. }     |     |     |
| Bellville, Va. ....          | 4  | 211                 | Belmont, Ky. }           | 4   | 460 |
| Murraysville, Va. ....       | 5  | 216                 | New Richmond, O. ....    | 5   | 465 |
| Shade River, O. ....         | 1  | 217                 | Palestine, O. ....       | 5   | 470 |
| Ravenswood, Va. ....         | 11 | 228                 | Little Miami River, .... | 14  | 484 |
| Letartsville, O. ....        | 22 | 250                 | Columbia, O. ....        | 1   | 486 |
| Pomeroy, O. ....             | 14 | 264                 | Jamestown, Ky. }         |     |     |
| Coalport, O. }               |    |                     | Fulton, O. }             | 3   | 489 |
| Sheffield, O. }              |    |                     | Newport, Ky. }           |     |     |
| Point Pleasant, Va. }        |    |                     | Cincinnati, O. }         |     |     |
| Gt. Kanawha River, Va. }     | 12 | 277                 | Covington, Ky. }         | 2   | 491 |

The English  
William Pitt,

Ohio, between

|       |    |     |
|-------|----|-----|
| ..... | 4  | 281 |
| ..... | 25 | 306 |
| ..... | 13 | 319 |
| ..... | 8  | 327 |
| ..... | 4  | 331 |
| ..... | 13 | 344 |
| ..... | 6  | 350 |
| ..... | 8  | 358 |
| ..... | 12 | 370 |
| ..... | 17 | 387 |
| ..... | 3  | 390 |
| ..... | 7  | 397 |
| ..... | 6  | 403 |
| ..... | 7  | 410 |
| ..... | 12 | 422 |
| ..... | 7  | 429 |
| ..... | 2  | 431 |
| ..... | 7  | 438 |
| ..... | 4  | 442 |
| ..... | 7  | 449 |
| ..... | 3  | 452 |
| ..... | 4  | 456 |
| ..... | 4  | 460 |
| ..... | 5  | 465 |
| ..... | 5  | 470 |
| ..... | 14 | 484 |
| ..... | 1  | 486 |
| ..... | 3  | 489 |
| ..... |    |     |
| ..... | 2  | 491 |
| ..... |    |     |

**STEAMBOAT, RAILROAD, AND STAGE ROUTES.**

*From Pittsburg to Baltimore.*

Distance to Braddock's Field (by steamboat,) 10 miles ; to McKeesport, 6 miles; to Elizabethtown, 8 miles; to Monongahela City, 11 miles; to Believern, 13 miles; to Cookstown, 2 miles; to Brownsville, 10 miles : whole distance to BROWNSVILLE, 60 miles. Distance to Uniontown (by stage,) 12 miles; to Somersfield, 21 miles; to Addison, 4 miles; to Little Crossing, 13 miles; to Frostburg, 13 miles; to Cumberland, 10 miles: whole distance to CUMBERLAND, 133 miles. Distance to Little Cacapon (by Baltimore and Ohio railroad. For routes, &c., see R. R Guide,) 21 miles; to Hancock, 34 miles; to Martinsburg, 23 miles; to Harper's Ferry, 19 miles; to Frederick, 20 miles; to Ellicot's Mills, 47 miles; to Relay House, 6 miles; to Baltimore, 8 miles: whole distance to BALTIMORE, 311 miles. Fare \$10, time 32 hours.

**Uniontown**, county seat of Fayette county, is a flourishing town, situated on the national road, four miles west of Laurel Hill, and sixty-two from Cumberland. This town was laid out by Henry Beeson, a Quaker from Berkley county, Va., in 1767. Besides the county buildings, the town contains nine churches, one college, and one female seminary. The constant travel on the national road, which forms the principal street of the town, give to it the appearance of great life and activity. Every hour of the day, stages may be seen passing through the town. Population, 2,500.

**Cumberland**, capital of Alleghany county, Maryland, is situated on the Potomac, 178 miles from Baltimore, at the present extremity of the Baltimore and Ohio Railroad. It is a well built town, containing a court-house, a market-house, six churches, a bank, and several hotels. It occupies the site of Fort Cumberland, a place noted in the early history of that section of country. The mountain scenery is beautiful, and beds of excellent coal abound in the surrounding hills and mountains. Population, 7,500.

**Harper's Ferry**, Jefferson county, Virginia, is pleasantly situated on the Potomac, at the mouth of the Shenandoah river. This flourishing town stands in the valley of the Potomac, where that crystal stream breaks its way through the lofty pinnacles of Blue Ridge, which rise twelve hundred feet above the surface of the river, whose rippling waves, acting through untold centuries, have thus worn a wide and deep channel for its pure waters, which continually roll onward to the ocean—the receiver of every

stream. Harper's Ferry is sixty miles above Washington, and contains twenty-five stores, two cotton factories, situated on the island of Virginus, formed by the Shenandoah, one foundry, a United States' Armory and National Arsenal, seven churches, a female seminary, and Masonic, Odd-fellows, and Sons of Temperance Halls. The Chesapeake and Ohio Canal passes along the opposite side of the Potomac, and the Baltimore and Ohio Railroad runs directly through the town. There is a fine bridge over the Potomac, of about eight hundred feet in length. Population, including the suburbs, is near 10,000.

The National Armory and Arsenal at Harper's Ferry, are the most extensive establishments of the kind in the Union. The lower Armory stands on the margin of the river, a little above the bridge. It consists of about fifteen different buildings two stories high, among which the various parts of the business of manufacturing fire-arms are divided. The rifles are all made at the upper Armory, which stands on Hall's Island, about three-quarters of a mile up the Shenandoah. There are, at present, near four hundred hands employed in making new guns, and re-molding old ones. They turn out 1,500 per month, or 18,000 per annum. After these guns are finished, they are taken to the Arsenal, which consists of two larger buildings, situated on Shenandoah street, near the river. At this place, are constantly stored about 90,000 stand of arms. The Arsenal grounds are beautifully ornamented with trees, shrubbery, and flowers, and present a very neat and tasteful appearance.

The scenery about Harper's Ferry is worth, as Jefferson says in his Notes on Virginia, "a trip across the Atlantic." Perpendicular ledges of rocks rise on both sides of the Potomac, to the height of near a thousand feet, forming the wildest scenery of which the mind is capable of conceiving. Jefferson's Rock, the place where he wrote his notes, is a high rock resembling a center table. From this point, you can obtain a view, which is not surpassed in beauty by many in the world. If it be by moonlight, when the soft light of that evening luminary melts into crystals as it descends through the mountain gorges, to rest upon the bosom of that sparkling stream, the effect is sublimely grand, and far beyond the power of language to describe.\*

*From Pittsburg to Philadelphia.*

Distance to Johnstown (by the Pennsylvania Canal,) 104 miles;  
to Hollidaysburg (by Alleghany and Portage Railroad,) 36 miles;

\* See Jefferson's Notes on Virginia.

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104 miles; and,) 36 miles;

to Harrisburg (by canal,) 146 miles; to Philadelphia (by Columbia and Philadelphia Railroad, and Harrisburg and Lancaster Railroad,) 106 miles: whole distance to PHILADELPHIA, 392 miles. Fare \$13; time 4½ days, in packet line.

Another route to Philadelphia, is by way of Baltimore; as in first route, thence by the Baltimore and Wilmington Railroad, to Wilmington, 70 miles; thence by the Wilmington and Philadelphia Railroad, to Philadelphia, 27 miles.

*From Pittsburg to Erie, by Stage.*

Distance to Alleghany, 1 mile; to Bakerstown, 16 miles; to Glade Mills, 6 miles; to Butler, 9 miles; to Brownington, 13 miles; to North Liberty, 8 miles; to Mercer, 12 miles; to Meadville, 30 miles; to Rockdale, 13 miles; to Waterford, 11 miles; to Erie, 14 miles: whole distance to ERIE, 133 miles. Fare \$5; time 30 hours.

*From Pittsburg to Buffalo, New York, by Stage.*

Distance to Mercer, as in previous route, 65 miles; to Henderson, 12 miles; to Franklin, 12 miles; to Perry, 22 miles; to Irvine, 19 miles; to Warren, 7 miles; to Carroll, 15 miles; to Jamestown, 6 miles; to Vermont, 7 miles; to St. Clairsville, 6 miles; to Casadaga, 7 miles; to Fredonia, 9 miles; to Irving, 15 miles; to Hamburg, 19 miles; to Buffalo, 12 miles: whole distance to BUFFALO, 233 miles.

*From Pittsburg to Wheeling, by Stage.*

Distance to Herriotsville, 10 miles; to Cannonsburg, 8 miles; to Washington, 7 miles; to Claysville, 10 miles; to West Alexandria, 7 miles; to Triadelphia, 5 miles; to Wheeling, 8 miles; whole distance to WHEELING, 55 miles. Fare \$3; time 12 hours.

*From Pittsburg to Wooster, Ohio.*

Distance to Beaver, 27 miles; to Industry, 7 miles; to Ohioville, 9 miles; to Little Beaver Bridge, 2 miles; to Calcutta, 2 miles; to New Lisbon, 12 miles; to Buck's, 5 miles; to New Garden, 3 miles; to New Alexander, 4 miles; to New Franklin, 6 miles; to Paris, 4 miles; to Osaburg, 6 miles; to Canton, 5 miles; to Massillon, 8 miles; to East Greenville, 6 miles; to Dalton, 4 miles; to East Union, 5 miles; to Wooster, 8 miles: whole distance to WOOSTER, 123 miles. Fare \$5; time 30 hours.

## ROUTE OF THE OHIO.

**The Ohio**, as we have before seen, is formed at Pittsburg by the union of two rivers. This river and its tributaries, drains most of the territory between the Alleghany mountains and Mississippi river, and is the great thoroughfare between the southern and central portions of the Union. But a little more than a half a century has passed away, since the Indian paddled in security his light canoe down its gentle current. But the white man, looking from the summits of the Alleghany, saw these boundless plains of the West, and sighed for the fate of the Indian. For soon he knew, that the arms of civilization would extend themselves across the continent, and tie together the two great oceans that encircle it. The Indian and his canoe have long since gone to the region of the setting sun. The beautiful boat, ornamented by American art, now rides in peace its quiet waters. The busy work-shop, and fertile field, pour into its channel their first and richest fruits. Thus, instead of a dead solitude, it is now a river of life and motion, pouring the wealth of this rich valley into the great southern markets.

**Middletown**, Alleghany county, Pennsylvania, is a small village situated on the Ohio, 12 miles below Pittsburg.

**Economy**, Beaver county, Pennsylvania, is a German settlement, 18 miles below Pittsburg, belonging to the Harmony Society.\* The streets of the village are broad, and the houses are mostly frame and brick; each house has a fine garden, ornamented with shade trees, and bowers of vines. There is a large hall, where the people meet and hold their public festivities. The wants of all classes are amply provided for, and all seem industrious and contented. Population, 800.

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\* George Rapp, the founder of this society, emigrated to this country, in 1803, from Wirtemberg, on account of religious persecutions. He first purchased a tract of land in Butler county; but afterwards moved to the Wabash; but the climate not being healthy, he returned to Pennsylvania, in 1825, and made a large purchase in Beaver county. He soon built the town of Economy, which now contains 200 houses; among these are a church, a public hall, a large woolen and cotton factory, and a large number of work-shops.

The advantages claimed for these, and similar associations, are a more equal distribution of labor and capital. As things now exist in society, the sweat of the mechanic fills the coffers of the rich, the labor of the poor builds

**Freedom**, Beaver county, Pennsylvania, is a small manufacturing town, pleasantly situated on the Ohio. Messrs. Phillips and Graham commenced building a ship-yard here, in 1832, since which time, several large manufactories have sprung up in and about the town. Being built on a gently sloping hill, it presents a fine view, when seen from the river. Population, 500.

**Beaver River** is formed by the union of the Mahoning and Shenango rivers; the former rises in Ohio, and the latter in Pennsylvania. The main river has a course of only about twenty miles. The state authorities have erected dams in several places on the river, for the purpose of rendering a greater amount of water power for manufacturing purposes. It is estimated that there is water power sufficient to propel several hundred mills.

**Beaver**, county seat of Beaver county, Pennsylvania, is situated on the Ohio, just below the mouth of Beaver river. It is built principally on a long street, running parallel to the Ohio, about forty rods from the bank of the river. There is a shoal in front of the town, which greatly obstructs the landing. The court-house, jail, and three churches, all stand in an open square, through which runs the main street. There are several large factories and mills in operation about the town. The water power afforded by Beaver river, is very great, since the building of the state dams. The water falls about sixty-nine feet, in five miles. A branch of the Pennsylvania Canal extends to the head of slack-water navigation on the Shenango river, and a branch of the Ohio Canal extends to Akron, Summit county, Ohio.

In the vicinity of Beaver, there are several thriving villages, among which is **BRIGHTON**, a promising village, on the west side of Beaver river, four miles from its mouth. A fine bridge, 600 feet long, connects it with **NEW BRIGHTON**, which is situated on the east side of the river, opposite the Lower Falls. This is also connected by a bridge with **FALLSTON**, which is noted for its manufactories of woolen, cotton, paper, oil, wire, scythes, baskets, window-sash, ploughs, carpets, engines, &c. The other villages are **SHARON**, **BRIDGEWATER**, and **ROCHESTER**—all thriving towns on

the palaces of the great. That there are evils in society, no one doubts; but the great mass of those who pretend to be reformers, are nothing but grumblers—speculative philosophers, who talk much and think but little. The plans of association, formed in different countries, at different times, have all failed to accomplish the great end of their founders—the happiness of mankind. These associations, in a pecuniary point of view, have done even *less* for *their members*, than the industrious, enterprising, and economical mechanic or farmer can accomplish, under similar circumstances, in any corner of the civilized world.

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Beaver river, within a short distance of each other. **PHILLIPSBURG** is on the Ohio, opposite the mouth of Beaver river. It contains a large ship yard, and about 400 inhabitants. The combined population of these villages is near 10,000.

**Georgetown**, Beaver county, Pennsylvania, is a small village, situated on the Ohio, forty-four miles below Pittsburg. It is one mile from the Ohio state line, and contains a population of 400.

**Glasgow**, Columbiana county, Ohio, is located on the Ohio river, opposite Georgetown. This place has but recently been laid out; a number of buildings have been erected, and it has a prospect of becoming a thriving town.

**Liverpool**, Columbiana county, Ohio, is situated on the Ohio river, four miles below Georgetown. It has five schools, and several earthen-ware manufactories. Population, 700.

**Wellsville**, Columbiana county, Ohio, is four miles below Liverpool, at the mouth of Yellow creek. This place has an excellent landing, and is surrounded by a rich country. It was laid out in 1824, by William Wells, from whom it derives its name. The business of the town is rapidly increasing; and if the contemplated railroad to Cleveland is completed, it will become a large and important place. The town contains several churches, mills, machine shops, and stores. Population, 1,200.

About two miles below Wellsville, is the place where Logan, the white man's friend, mourned the loss of his murdered family.\*

#### Note.†

It was near this place, where the celebrated fight between Poe and the Wyandotte chief, noted for his size and strength, is said to have occurred. A party of eight men, among whom were Adam and Andrew Poe, set out in pursuit of some Indians who had been committing murders in the neighborhood. On the following morning, they came upon an Indian trail. To avoid an ambuscade, Andrew left the party, and crept along the bank of the river. He had not gone far, before he discovered Indian rafts fastened at the foot of the banks. Not seeing any one, he passed softly down the bank, and soon discovered the giant chief and a small Indian, standing with their guns cocked, looking in the direction of the remainder of the party, who by this time had passed some distance down the river. Poe took deliberate aim at the chief; and, had it not been that his rifle missed fire, this would have been the Indian's last. The snapping of the gun arrested the attention of the Indians; but Poe without a moment's hesitation dropped his gun, and sprung upon them so suddenly, that he soon succeeded in bringing them to the

\* See Silliman's Journal for 1836.

† See Doddridge's Notes.

ground. They very soon, however, extricated themselves. The Indian ran to the raft and got his tomahawk, to dispatch his pale-faced enemy, while the chief hugged him closely in his arms. Poe watched his movements, and when he was about to deal the fatal blow, he gave him such a severe kick, that he knocked the tomahawk from his hand. The savage approached a second time more cautiously, but was again disappointed; Poe by throwing up his arm ward off the blow, and by a violent effort extricated himself from the grasp of the chief, snatched one of their guns, and shot the Indian through the heart, as he came running the third time to tomahawk him. The two were now left alone; and owing to the slippery state of the banks, they soon found themselves in the river, each endeavoring to drown the other. They were finally carried so far out into the current, that they were compelled to swim for mutual safety. They directed their course toward the shore, to end the contest by arms. Poe, seeing that the Indian was gaining on him, determined to remain in the water, and escape being shot by diving. By the time the chief reached the shore, Adam Poe came up. Both their guns were empty, and whoever loaded first would be the victor. Poe succeeded in loading first, and he shot the Indian just as he was in the act of elevating his gun.

**Steubenville**, county seat of Jefferson county, Ohio, is situated on the Ohio, nineteen miles below Wellsville. The name is derived from Fort Steuben, which was erected in 1789, near the present site of the Female Seminary. This fort was garrisoned by U. S. infantry, but at the time of Wayne's victory, it was abandoned. Steubenville was laid out in 1798, and incorporated in 1805. The town stands upon an elevated plain, in the midst of beautiful scenery. The surrounding country is rich, and produces wheat in great abundance. There are a large number of stores, several churches, a bank, woolen, glass, and cotton factories, and numerous machine shops, in this place. There are a number of public and select schools, a male academy, and a female seminary. The seminary stands on High street, on an eminence that commands a fine view of the town. It was erected at a cost of \$40,000, and employs 12 teachers, and usually has 150 pupils, who must be over twelve years of age. This institution is in a flourishing condition, and has a wide spread reputation.

The population in 1810, was 800; in 1820, 2,479; in 1830, 2,964; in 1840, 4,247; in 1850, 7,950.

Steamboats are passing up and down the river, almost hourly, and stages leave daily for most of the towns in the interior of the state.

**Wellsburg**, capital of Brooke county, Virginia, is situated on the Ohio, twenty-two miles above Wheeling. It was laid out in 1789, by Charles Prather, and received the name of Charleston,

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which was afterward changed to Wellsburg, in honor of Alexander Wells, who built the first flour warehouse in the state of Ohio. The town is surrounded by hills that abound in coal, which is furnished to the manufactories at a few cents per bushel, About 50,000 barrels of flour, are annually exported to New Orleans. The present population is near 3,000.

Wellsburg is a flourishing place, and contains 6 churches, a large number of stores, and manufactories and mills of every kind. Among the noted men who have lived here, may be mentioned Philip Doddridge, a member of Congress, who died at Washington in 1832, and who was universally admired for his eloquence and fine talents. His brother, the Rev. Dr. Doddridge, the author of the "Notes" before referred to, was an Episcopal clergyman in this place.

**Note.**

**Bethany**, 8 miles east of Wellsburg, is noted as being the residence of Alexander Campbell, the founder of that religious denomination, known as "Disciples," or "Christian Baptist." The Bethany college was founded in 1841 by Alexander Campbell, and is in a flourishing condition. The town is small, and contains but few dwellings.

**Warrenton**, Jefferson county, Ohio, is a small village, seven miles below Wellsburg. Population, 350.

**Martinsville**, Belmont county, Ohio, is situated on the river, about a mile above Wheeling. It contains 3 churches, 10 stores, and a population of 500.



VIEW OF WHEELING.

**Wheeling**, county seat of Ohio county, Virginia, is situated on the Ohio river, at the mouth of Wheeling creek, on a high alluvial bank, ninety-five miles below Pittsburg. This city is surrounded by a range of rough, precipitous hills, in which

are deposited vast quantities of coal. It stands on the site of Fort Henry, and was first laid out in 1793, and now extends near two miles along the river, and is the most important town in Western Virginia. Wheeling creek divides the city in two parts, which are connected by a fine stone bridge. The city is supplied with water raised from the Ohio. Opposite the city, in the Ohio, is Zane's island, so named in honor of Col. Ebenezer Zane, one of the first settlers; which contains 350 acres, a large portion of which is laid out in lots, and connected with the city by a bridge over which the national road passes. This place has received the name of Columbia City.

The National Road, which was built by order of Congress, and afterwards dedicated to the states in which it lies, and which is designed to extend from Washington City to St. Louis, passes through Wheeling, and brings it in communication with some of the richest portions of Ohio and Virginia.

The manufactories of Wheeling are on a large scale. There are now in operation 4 founderies, 4 engine factories, 1 nail factory which turns out 1,200 kegs of nails per week, 8 houses for the manufacture of glass, 4 cotton and woolen factories, 2 paper mills, 1 steel and spring factory, 1 silk factory, 3 manufactories of copperas, white and sheet lead, together with a large number of mills of various kinds in the city and vicinity. The business in the above branches during the last year, amounted to \$3,365,000.

The commerce of Wheeling is also extensive; it being the general depot for goods which arrive by way of the national road, and which are shipped to all parts of the West, along her numerous canals, railroads, and rivers.

The city contains 14 churches of various religious denominations, a large number of stores, commission and forwarding houses, and 5 public schools, employing 19 teachers; one female seminary of 109 pupils, a male seminary with 93 pupils, and 7 private schools.

The following is a list of the chartered institutions of the city, and their respective capitals:

|                                                      |         |         |           |
|------------------------------------------------------|---------|---------|-----------|
| Merchants' & Mechanics' Bank, chartered              | 1835,   | capital | \$540,000 |
| North Western Bank of Virginia,                      | " 1819, | "       | 792,000   |
| Wheeling Savings Institution,                        | " 1834, | "       | 15,540    |
| Fire & Marine Ins. Co. of Wheeling,                  | " 1832, | "       | 100,000   |
| Wheeling and Belmont Bridge Co.,                     | " 1847, | "       | 200,000   |
| Wheeling Gas Company,                                | " 1849, | "       | 50,000    |
| Wheeling Hotel Company,                              | " 1849, | "       | 40,000    |
| Wheeling, West Liberty and Bethany Turnpike Company, | " 1847, | "       | 35,000    |
| Wheeling Female Seminary,                            | " 1848, | "       | 18,000    |

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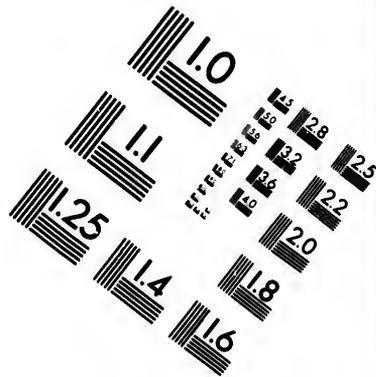
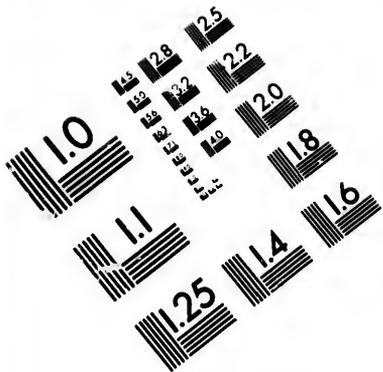
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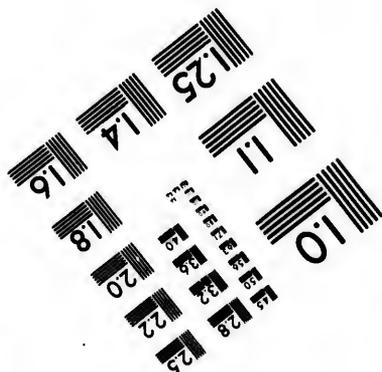
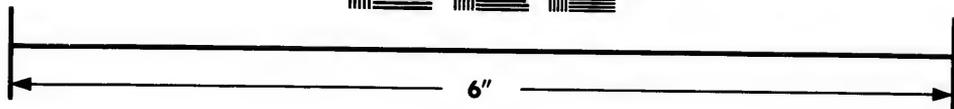
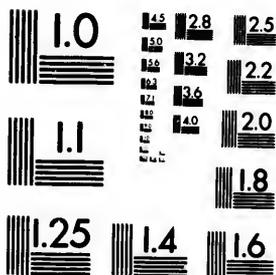


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| Wheeling Lyceum,             | chartered 1832, | capital \$ | —      |
| Washington Hall Association, | “ 1849,         | “          | 12,000 |
| Western Insurance Company,   | “ 1840,         | “          | 90,000 |
| Wheeling Hospital,           | “ 1850,         | “          | 50,000 |

Besides these, there is a handsome court-house, jail and county offices ; 4 newspaper offices, 2 daily, 1 weekly, 1 monthly and 1 semi-monthly. There is also a telegraph office, connecting with all the principal cities east and west ; a theatre, masonic hall, &c.

The object of greatest interest to the traveler, is the Wire Suspension Bridge, that spans the Ohio at this place. It is the work of the same genius that bridged Niagara. It occupied near two years in building, and cost near \$200,000. The span is the longest in the world, being 1010 feet — that of Freiburg, which is the longest in Europe, being only 905 feet. It is built 92 feet above low water mark, is 21 feet wide, and is supported by 12 wire cables, each 1380 feet long, and 4 inches in diameter, and each contains 572 strands of No. 10 wire. There is a carriage way of 17 feet, and two foot-paths, each 3½ feet wide. The towers on the Wheeling side are 153½ feet above low water mark, and 60 feet above the abutment on which it stands ; on the other side they are 21 feet lower. This stupendous structure was built by a company of capitalists, who obtained a charter in 1847. An effort is now being made to have the bridge removed, upon the plea that it is an obstruction to navigation. This is no doubt, in a great measure, the work of men who are jealous of the prosperity of Wheeling ; but it is hoped that those who have power to act in the matter, will not let such a monument of enterprise and art be removed for such trifling and selfish reasons.

Steamboats leave daily for Cincinnati and all points on the Ohio, Mississippi, and their tributaries. Stages leave daily for Baltimore, (connecting with the cars at Cumberland,) Pittsburg, Cincinnati, and Maysville, Ky. ; also, for St. Louis, (on the national road,) *via* Zanesville, Columbus, Springfield, Indianapolis, &c. ; and for Ashtabula, Cleveland, and Sandusky, three times a week ; for Marietta, twice a week. The population of Wheeling is 13,162.

### ROUTES FROM WHEELING.

#### *From Wheeling to Cincinnati.*

From Wheeling (by stage) to Bridgeport, 1 mile ; to St. Clairsville, 10 miles ; to Morristown, 11 miles ; to Fairview, 10 miles ; to Washington, 9 miles ; to Cambridge, 8 miles ; to New Con-

cord, 9 miles ; to Bridgeville, 6 miles ; to Zanesville, 8 miles ; to Hopewell, 9 miles ; to Brownsville, 6 miles ; to Linville, 5 miles ; to Hebron, 8 miles ; to Etna, 10 miles ; to Reynoldsburg, 9 miles ; to Columbus, 11 miles ; to Alton, 9 miles ; to West Jefferson, 5 miles ; to Lafayette, 8 miles ; to Summerfield, 5 miles ; to Springfield, 16 miles ; to Yellow Springs, (by Little Miami Railroad,) 10 miles ; to Xenia, 9 miles ; to Spring Valley, 7 miles ; to Corwin, 7 miles ; to Freeport, 6 miles ; to Morrow, 8 miles ; to Deerfield, 5 miles ; to Loveland's, 9 miles ; to Milford, 10 miles ; to Columbia, 9 miles ; to Fulton, 4 miles ; to Cincinnati, 1 mile. Total distance from Wheeling to Cincinnati, 254 miles, 84 of which is by railroad.

*From Wheeling to Detroit.*

From Wheeling to Bridgeport, 1 mile ; to Colerain, 5 miles ; to Cadiz, 15 miles ; to Tappan, 16 miles ; to Eastport, 8 miles ; to New Philadelphia, 10 miles ; to Mount Eaton, 20 miles ; to Wooster, 14 miles ; to New Pittsburg, 11 miles ; to Ashland, 13 miles ; to Greenwich, 16 miles ; to Bronson, 14 miles ; to Norwalk, 3 miles ; to Lyme, 10 miles ; to Lower Sandusky, 21 miles ; to Woodville, 15 miles ; to Perrysburg, 16 miles ; to Toledo, 11 miles ; to Manhattan, 3 miles ; to Erie, 9 miles ; to Monroe, 11 miles ; to Brest, 5 miles ; to Brownstown, 13 miles ; to Gibraltar, 7 miles ; To Detroit, 15 miles. Total distance, by stage, from Wheeling to Detroit, 280 miles.

*From Wheeling to Baltimore.*

From Wheeling to Washington, Pa., 30 miles ; to Brownsville, 26 miles. For the remainder of the route, see route from Pittsburg to Baltimore.

*From Wheeling to Maysville.*

From Wheeling to Zanesville, as in previous route, 73 miles ; to Putnam, 1 mile ; to Fultonham, 8 miles ; to Somerset, 10 miles ; to Rushville 8 miles ; to Lancaster, 10 miles ; to Tarlton, 15 miles ; to Kingston, 9 miles ; to Chillicothe, 10 miles ; to Bournville, 13 miles ; to Bainbridge, 11 miles ; to Cynthiana, 5 miles ; to Sinking Springs, 10 miles ; to Locust Grove, 8 miles ; to Dunbarton, 5 miles ; to West Union, 10 miles ; to Aberdeen, 17 miles ; to Maysville, 1 mile. Total distance to Maysville, 224 miles.

*From Wheeling to Cleveland.*

From Wheeling to Wooster, 87 miles ; to Jackson, 11 miles ; to Seville, 15 miles ; to Medina, 24 miles ; to Brunswick, 32

miles ; to Strongsville, 38 miles ; to Cleveland, 52 miles. Total distance to Cleveland, 260 miles.

**Wheeling Creek**, rises in the south-western part of Pennsylvania, and enters the Ohio at Wheeling. The mouth of this stream (Fort Henry) was the theatre of some of the most daring exploits connected with the early Indian warfare of our country.

**Note.**

**Fort Henry.** The first settlement was formed here in 1769, by three brothers of the name of Zane, together with a small party of emigrants. The fort, however, was not built till 1774, and was at first called Fincastle ; but in 1776, the name was changed to that of Henry, in honor of Patrick Henry, the eloquent and patriotic Governor of Virginia. During Dunmore's war it was a place of refuge for settlers.

In the month of September, 1777, the fort was besieged by a party of five hundred Indians, led on by the notorious Simon Girty, who was then in the service of the British government. On the evening of the 26th of September, the settlers in the neighborhood of Fort Henry were surprised by the smoke and flames proceeding from a block-house, a few miles down the river. They immediately became apprehensive of the approach of Indians, and hastened to seek shelter in the fort. The garrison numbered forty-two fighting men, all well enough supplied with guns, but powder was scarce. The night was passed in quiet ; but early in the morning, the alarm was given ; and a party of fifteen men, who were sent out to dislodge the enemy, were decoyed into an ambuscade and all killed but three, who made their escape by concealing themselves among the logs and brushes. Another party of thirteen going out to their rescue, shared a like fate. The garrison, now consisting of but fourteen men, was called upon by Girty to surrender in the name of his Britannic Majesty. The answer to this summons was a rifle shot, which came near closing forever the savage warfare of Girty. Finding the attempts at frightening of no avail, they commenced the work of storming in good earnest. But being without cannon or scaling ladders, their muskets and rifles made no impression on the walls ; while their own ranks were constantly thinned by the galling fire of those fourteen well-aimed rifles within the fort.

Getting tired of this mode of warfare, they procured a hollow maple tree, which, by stopping up one end, and boring a touch-hole, afforded a substitute for a cannon, with which they expected to be able to annihilate the little fort.

Having loaded their extemporaneous weapon to the muzzle, with stones and pieces of iron, it was brought to bear on the gate of the fort. The match was applied, and lo ! it blew into ten thousand fragments, killing five

Indians, and wounding as many more. It did no more damage to the garrison, than a battery of pop-guns.

They continued their ineffectual attempts to dislodge the garrison until the next morning; when finding every effort unavailing, they raised the siege and dispersed. Their loss amounted to nearly one hundred in killed and wounded. The loss of the garrison was, twenty-six killed, and five wounded. These all fell in the first attack outside the fort, not a man having been killed inside the walls, and but one wounded, and he very slightly. Thus ended this sanguinary conflict; standing in history as a monument to the bravery of the early settlers of Western Virginia.

**Bridgeport**, lies directly opposite Wheeling, in Belmont county, Ohio. It contains a church, a saw and grist mill, besides several stores and commission houses.

The national road passing through it, serves to add some importance to the village, as a depot for goods forwarded through that section of country. The population of Bridgeport is about 500.

**Elizabethtown**, lies thirteen miles below, on the Virginia side, and is the county seat of Marshall county, Virginia. Big Grave creek empties into the Ohio at this point, separating this town from Moundsville. The two contain several stores, a newspaper, an academy, and a steam flour mill; with about 1,200 inhabitants.

**Big Grave Creek** derives its importance from the Indian mound, a short distance from the mouth. It is 70 feet in height, and about 900 feet in circumference at the base. It has an observatory on top, erected in the year 1837, by Mr. A. B. Tomlinson, which can be seen from the river.

Grave Creek was settled in 1770, by Joseph Tomlinson, who, with a small party, emigrated from Maryland. The mound was discovered by him two years afterward.

In the month of September, 1777, Capt. Foreman, and twenty-one associates, all settlers of Grave Creek, were massacred by a party of three hundred Indians; probably a portion of the same that attacked Fort Henry. The following inscription may be found on a monument erected to the memory of these brave men, about four miles from the mouth of the stream:

“This humble stone is erected to the memory of Capt. Foreman and twenty-one of his men, who were slain by a band of ruthless savages—the *allies* of a *civilized* nation of Europe—on the 25th of September, 1777.

So sleep the brave who sink to rest,  
By all their country's wishes blest.”

**Stienerville**, situated eight miles below, in Belmont county, Ohio, is a small village, noted as being the scene of a bloody battle, between a party of Americans and Indians, in the month of May, 1794. The battle was called *Captina*, in honor of the creek, on whose banks it was fought.

**New Martinsville**, three miles below, in Marshall county, Virginia, is a small village, containing a population of about 200.

**Fish Creek**, is a small stream rising in Tyler county, Virginia, and empties into the Ohio at New Martinsville.

**Clarington**, is situated at the mouth of Sun Fish creek, in Monroe county, Ohio. The country around abounds in beds of iron and coal. The population of Clarington is 300.

**Sun Fish Creek**, is a small stream, rising in Monroe county, Ohio, and empties into the Ohio river at Clarington.

**Sisterville**, is twelve miles below, in Tyler county, Virginia. It was laid out originally as the county seat; but from some mysterious cause, it was bereft of that honor, which was conferred on the village of Middletown, about nine miles in the interior. The population of Sisterville is about 250.

**Newport**, is a flourishing town, situated twelve miles below, in Washington county, Ohio. The population is about 600.

**Middle Island Creek**, is a small stream rising in Harrison county, Virginia, and emptying into the Ohio river at the village of Centreville.

**Centreville**, is a small village, situated on the west bank of Middle Island creek, in Tyler county, Virginia, and contains about 200 inhabitants.

**Marietta**, is situated on the Ohio, nineteen miles below, at the mouth of the Muskingum river, in Washington county, Ohio, and is the seat of justice for that county. The city is built on level ground, and in consequence of this, is often overflowed by the rivers. This city has long been celebrated for its neat and handsome dwellings, with their beautiful and ornamental flower-gardens; and the high tone of morality and literary intelligence which pervades all classes. The churches are 7 in number, viz: 1 Baptist, 1 Episcopalian, 1 Universalist, 1 Methodist, 1 German Methodist, 1 Catholic and 1 Presbyterian.

Marietta College is a handsome edifice, with beautiful grounds attached. It was chartered in the year 1835, and was mainly intended as a theological seminary; and there are few institutions of the kind in the country, which rank higher in the confidence of its patrons than this.

In addition to these, there are 2 academies, 2 public libraries, a bank, 2 printing offices, several mills and factories, and more than twenty stores.

The population of Marietta will number about 2,500.

The early history of Marietta is intimately connected with the early history of the state of Ohio; it being the place where a permanent settlement was first formed. It was settled by a party of 47 New Englanders, under the guidance of Gen. Rufus Putnam, in the spring of the year 1788. These men were all characterized by a strict sense of morality, and stern integrity, and no set of men could have been better fitted for the trials and privations of early pioneers, than they were. Under such favorable circumstances their prosperity, which was unabated for years, is not to be wondered at. The name of Marietta was given to the village on the 2d day of July, in honor of Marie Antoinette, the beautiful queen of the unfortunate Louis XVI, whose sad fate all are acquainted with. On the 2d day of Sept., 1788, was assembled the first court of justice ever held in the North-west territory. The ceremony of opening the court was conducted with great dignity and decorum. A procession was formed in the following order: 1st. High Sheriff with drawn sword; 2d. Citizens; 3d. Officers of the Army; 4th. Members of the Bar; 5th. Supreme Judges; 6th. The Governor and Clergy; 7th. Judges of the Court of Common Pleas. They then marched round the settlement to the town hall, and took their seats. The court was opened by prayer, by the Rev. Dr. Cutler, and then proceeded to business. The novelty of this proceeding brought to the village a number of Indians as spectators; although none of them ventured to enter the hall.

The objects of the greatest interest to the stranger in Marietta, are the Indian mounds, which are quite numerous in the vicinity; one of these rises to the height of thirty-two feet perpendicular, and is one hundred and ten feet in circumference at the base.

Besides the steamboats which arrive and depart daily, there are two regular stage lines, one to Zanesville, Ohio, and the other to Wheeling, Virginia.

**Harmar**, is situated on the south side of the Muskingum river, directly opposite Marietta. It is favorably situated for manufacturing purposes, having the double advantage of two rivers and the falls of the Muskingum. Steamboat building has been carried on to a considerable extent of late years. Harmar has a fine large hotel, a Methodist church, a male and female academy, a steam mill, iron foundery, half a dozen stores, and about 1,000 inhabitants.

The site of this village was occupied in early times, by Fort Harmar, which was built in the year 1786, by a detachment of U. S. troops, under the command of Major Doughty, and belonging to Col. Josiah Harmar's regiment, in honor of whom the fort was named. It was occupied by troops for several years, whose duty it was to guard the settlements in the vicinity. It was a beautiful and romantic place, and was the second fort erected in Ohio.

**The Muskingum River** is formed by the junction of the Tusawara and White Woman rivers, which unite at Coshocton. It is one of the largest rivers which lie wholly in the state. Navigation is greatly impeded in this river, in consequence of the numerous falls and rapids. There have been many dams and short canals constructed, however, by which means the river is made navigable about 100 miles.

The disadvantages in regard to navigation, are, in a measure, made up by the easy access of water power afforded by these numerous falls and rapids. It unites with the Ohio at Marietta, and is 225 yards wide at the mouth.

#### Note.

**Coshocton** is beautifully situated at the head of the Muskingum river, 113 miles from Marietta, and is the county seat of Coshocton county. It was laid out in the year 1802, and was called Tusawara, which name it retained until the year 1811, when it received its present appellation.

It contains 4 churches, 2 newspaper offices, a flour mill, and woolen factory, half a dozen stores, and has a population of 1,000.

When the river is very high, steamboats occasionally ascend as high up as this point.

**Zanesville** is situated on the east bank of the Muskingum river, 80 miles from its mouth. It is the county seat of Muskingum county, and ranks with the principal towns in the state. It was laid out in the year 1799, by Ebenezer Zane and John McIntire, and was first called Westbourn, which name it bore until the establishment of a post-office, when it received its present name. The commerce of Zanesville is considerable, having a trade opened by means of steamboats, with Pittsburgh, Cincinnati and New Orleans, &c., and through the northern part of the state, by means of the Ohio canal, with which it is connected by a side cut-off at Dresden. The national road also passes through it, and adds considerable to its trade.

The natural advantages for manufacturing purposes possessed by Zanesville, are not surpassed by any other town in the state. Besides the immense amount of water power afforded by the river, the surrounding hills abound with beds of bituminous coal, affording ample supplies of fuel for all purposes. Though possessed of so many advantages for a manufacturing town.

the citizens of Zanesville have not improved them as they might have done. There seems to have been a mania for the salt trade, to the exclusion of almost every thing else. Circumstances have shown, of late years, that Zanesville cannot compete with New York, and the Kanawha region in the manufacture of this article. This fact, the citizens now see, and are gradually turning the bulk of their business into other channels.

Zanesville is divided into South and West Zanesville, and Zanesville proper. These are divided by the river, over which there are bridges, connecting them with each other, and with the village of Putnam, a short distance below.

The churches of Zanesville are 14 in number, viz: 3 Lutheran, 2 Baptist, 2 Methodist Episcopal, 1 Protestant Methodist, 1 Universalist, 1 Episcopalian, 2 Catholic, 1 Presbyterian, and 1 African.

It contains, also, 7 flour mills, 5 saw mills, 2 oil mills, 1 paper mill on the late improved plan, 7 iron founderies, 2 glass factories, 2 manufactories of crockery ware, 4 machine shops, 2 woolen factories, 1 shoe-last manufactory, besides numerous others of minor importance. There are 5 printing offices, in which are printed the Gazette, weekly; Aurora, weekly; Courier, weekly and tri-weekly; the Western Recorder, weekly; and a Counterfeit Detector.

For the education of the young, Zanesville has many and superior advantages. There are two large buildings, one for males, and the other for females, each capable of holding three hundred scholars, which contain schools as ably conducted as any institution of the kind in the state. These buildings belong to the town, and were built under the direction of the late John McIntire, who left his entire estate, to found and sustain a school for the benefit of the poor. In these schools, the poor, who are unable to pay, have the same advantages as the wealthy, who are charged a moderate compensation.

There are also district schools in West and South Zanesville, which are free to all who are willing to attend. Besides these, there is a handsome courthouse, with public offices in the west wing, and an atheneum in the east wing, in which there is a library of over 9000 volumes, and a cabinet of minerals. There is also a market house, a bank, and a juvenile lyceum, with a library attached.

The town is supplied with water from a reservoir, on a hill 160 feet high. The water is forced up by means of a powerful force pump; it is then conducted through the town by means of iron pipes, as is usual in cities.

The population of Zanesville is 8,000. Steamboats arrive and depart daily. Stages leave daily for Maysville, Ky., Cincinnati, and Wheeling; and three times a week for Marietta, and Cleveland, *via* Massillon.

**Putnam**, is a small village, situated opposite Zanesville, in the same county. It contains a printing office, one Methodist, and one Presbyterian church, and the Putnam Female Seminary, which is an incorporated institution, and has been in operation about 13 years. The cost of the building

with furniture, &c., was more than \$20,000. The original name of the town was Springfield, but there being another town of that name in the state; it was changed to its present name, which was that of its founder, Edwin Putnam. The population is about 1,200.

**Vienna**, a pleasant little village, is situated on the Ohio, in Wood county, Virginia, opposite an island of the same name.

**Parkersburgh**, Wood county, Virginia, is pleasantly situated on the Ohio, at the mouth of the Little Kanawha river. It is the county seat, and contains the usual public buildings, together with a number of factories of various kinds, about a dozen stores, and several churches. It has considerable trade, and efforts are being made to extend the Baltimore and Ohio railroad to this point. The population is about 3,500.

**Belpre**, or "Beautiful Meadow," opposite Parkersburgh, in Washington county, Ohio, is a pleasant place, extending about ten miles along the river. It was first settled in the year 1789, but has improved very slowly. It now contains a population of near 1,500.

**The Little Kanawha River**, rises in Braxton county, Virginia, and flows in a north-westerly direction, and empties into the Ohio just below Parkersburgh.

**Blannerhassett's Island**, a beautiful island in the Ohio, two miles below Belpre, is remarkable as being the residence of one of the most fortunate men that ever landed on our shores.

Herman Blannerhassett, an Irishman by birth, who left the verdant home of childhood, in company with his wife, to seek that quiet among strangers, which the disturbed state of his country denied him at home, found, in 1798, a dreary island in the Ohio, upon which he resolved to spend the remnant of his days. In a short time this island was transformed into one of the most enchanting spots in the country—disturbed not by the jarring sounds of a tumultuous city, or the wild excitement of politics, the years of his life seemed to glide along as smoothly as the waters of the beautiful river that passed his island home. But alas! how uncertain and how fleeting are the pleasures of life! Little did he think that there was *one*, high in the honors of his adopted country, who, one day, would heap dishonor upon his head, and send him, broken-hearted, to die in a distant land. This island will ever remain as a memento of the fate of its unfortunate proprietor, the story of whose wrongs has been rendered immortal by the genius of Wirt.

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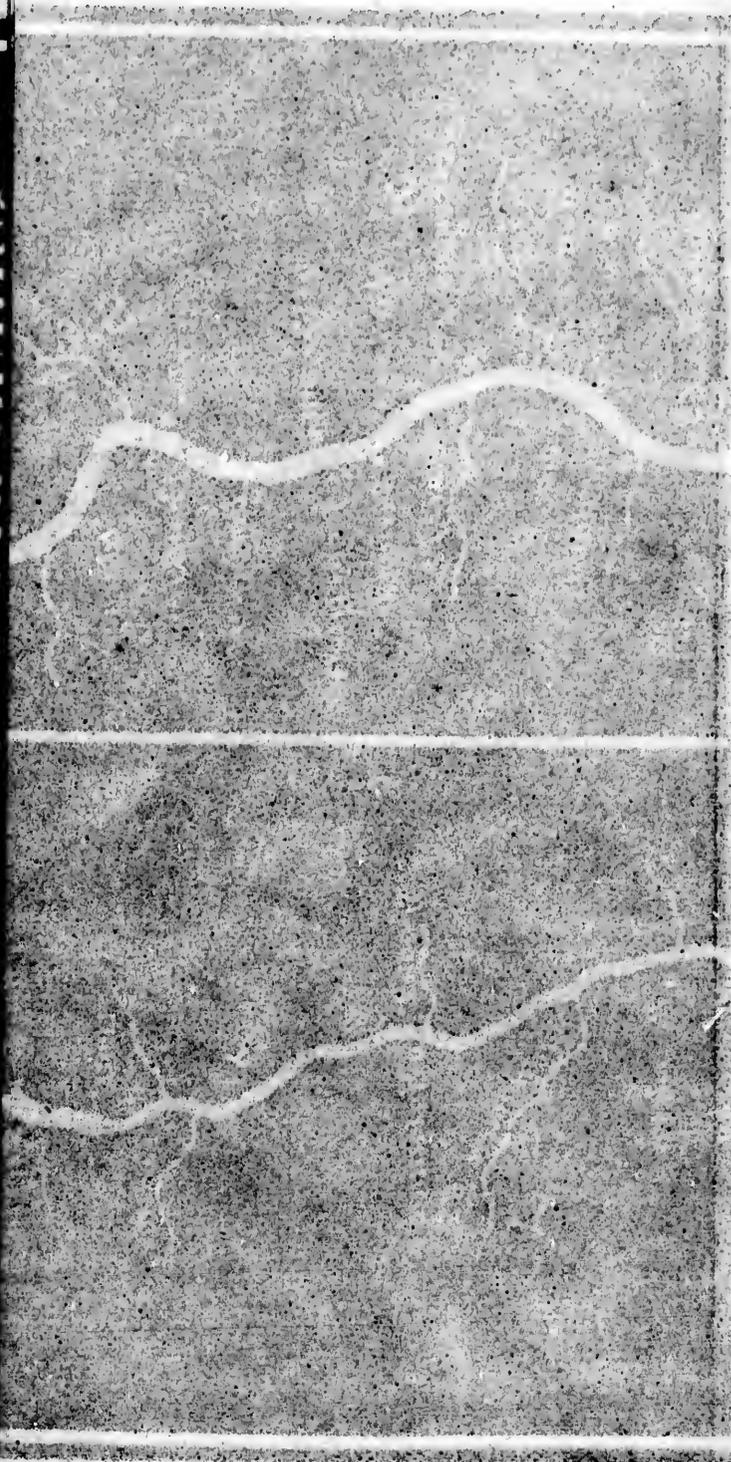
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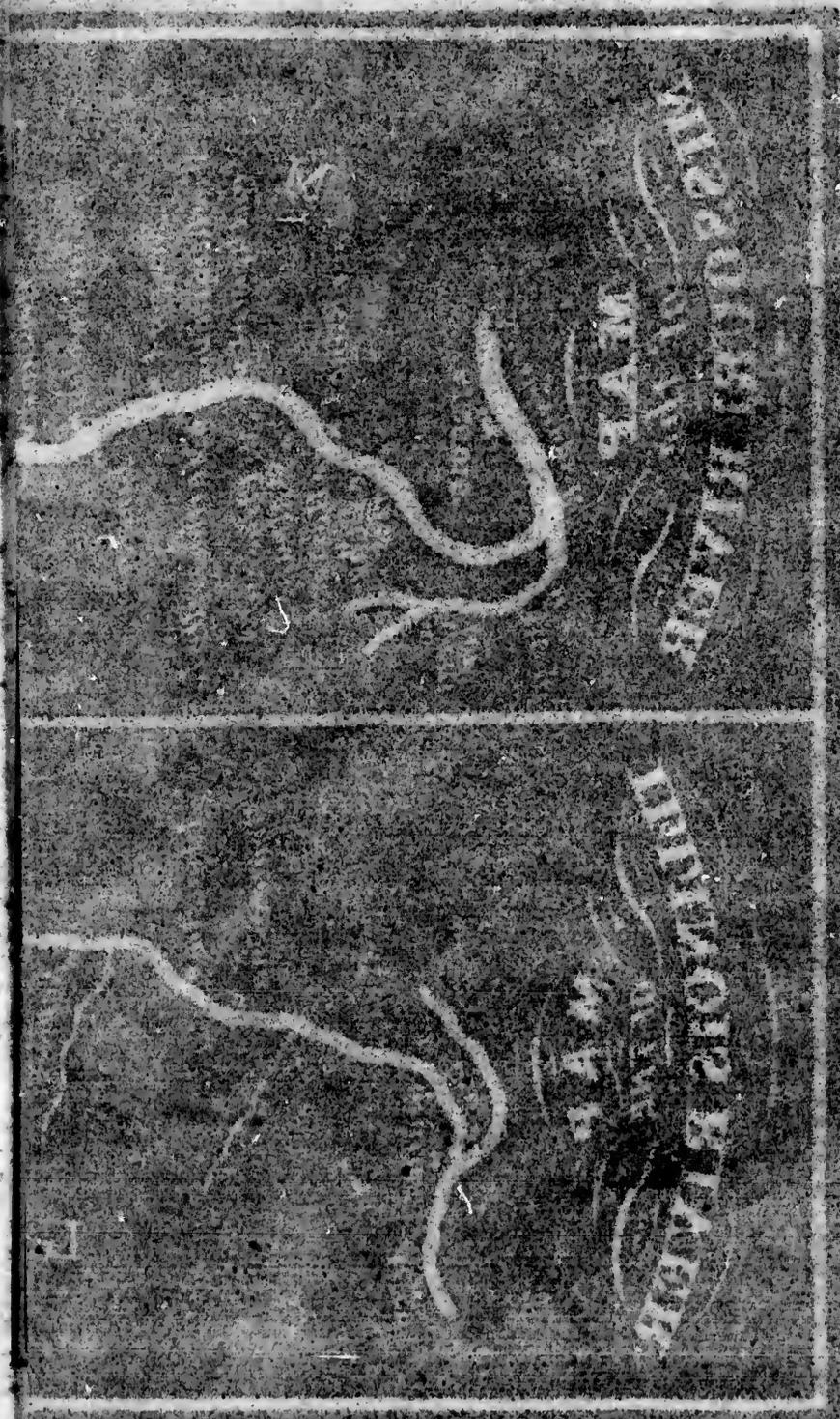
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COURT









The mansion of Blannerhassett was the resort of the best society ; and his wealth and the intelligence of his wife, caused many of the most distinguished men in the country to become his guests.

After the defeat of Aaron Burr, in 1804, for the Vice Presidency, he went to New York and became a candidate for Governor. He was opposed by Hamilton, a man of high mind and excellent talents. Burr was defeated, and taking advantage of some language used by his opponent, challenged him to fight a duel. The parties met, and Hamilton fell.

Burr now seeing that all hope of future distinction in the East was forever lost, determined to separate the Union, and establish an empire in the West. On the 2d of March, 1805, he took his celebrated leave of the U. S. Senate, and on the 29th of April, he arrived at Pittsburgh. He soon repaired to the residence of Blannerhassett, and persuaded him to join in the conspiracy, and embark all his fortune in the scheme. From this point, Burr made excursions into Ohio and Kentucky, obtaining money, men, boats and provisions. When his real designs became known, all his movements were watched, and his plans constantly defeated. On the 26th of December, 1806, he arrived at the mouth of the Cumberland river, with only about 100 men ; with these he descended the Mississippi river. Gen. Wilkinson, however, of whom Burr had made a confidant, had informed the President of his plans, and was authorized to arrest him for treason. On the 17th of January, 1807, Burr gave himself up to the authorities of Mississippi territory, and underwent an examination. He was placed under bonds, and while the grand jury were investigating the case, he made his escape. He was arrested on the Tombigbee river, on his way to Florida, and sent to Richmond for trial. His examination was commenced in the Circuit Court of the United States, before Judge Marshall, on the 22d of May. Two bills were found against him ; but, contrary to the wishes of the President, the suit was discontinued on the part of the United States, and he soon after left the country for Europe.

Blannerhassett was also acquitted, but he was a ruined man. After wandering from place to place, he died in the year 1822, on the island of Guernsey, in the English channel. His wife returned to the United States, and applied to government for indemnification, but without success. She died in New York, in the year 1842.

**Troy**, Athens county, Ohio, is a pleasant little village, at the mouth of the Hockhocking river. It is often called Hockingport, and is of but little importance in a commercial point of view. The population is 250.

**Hockhocking River**, rises in Fairfield county, Ohio, and after a circuitous course of eighty miles, enters the Ohio at Troy. It received its name from the Indians, in consequence of a supposed resemblance, in some places, to a *bottle*. It is navigable for small boats as far as Athens. Seven miles from Lancaster it falls over a perpendicular ledge of rocks, forty feet high. The country bordering on the river abounds in romantic scenery, and in some places there are to be seen many ancient mounds and fortifications, the remains of a race long since passed away.

The valley of the Hockhocking appears, from recent investigations, to have once been covered with yellow pine forests, the remains of which are to be seen. There has been found, in several mounds that have been opened, scattered among the human bones, the charcoal of pine wood; which shows that at the time of their erection, this was the prevailing tree of the forest.

#### Note.

**Athens**, county seat of Athens county, Ohio, is situated on the Hockhocking river, about 72 miles south-east from Columbus. It became the county seat in 1805, and now contains several churches, and about 20 stores. It is the seat of the Ohio University, the oldest college in the state. The Ohio University was founded in 1819, and endowed, by Congress, with two townships of land, containing 46,000 acres, yielding an annual income of \$5,000. It was once in a very flourishing condition, but of late it has failed to sustain its high reputation. It numbers among its graduates many prominent men of our day. The population of Athens is about one thousand. Stages leave daily for all the principal points in the state.

About four miles from Athens, there are several mounds, fortifications and gateways. From one mound there were taken over one thousand perches of stone, differing from any now found in the vicinity, for the purpose of constructing a dam across the river. There were also found copper rings and other curious relics. There are in this region many fossil relics, bearing devices and figures, so ingeniously wrought as to induce the belief that they were the work of man before the flood, and which became buried in heaps of sandstone, and afterwards consolidated into rock. The strata which extends through this region, forms one vast cemetery, in which are deposited specimens of those plants that existed in the early ages of the world.

**Belleville**, situated at the mouth of Lee's creek, in Wood county, Virginia, four miles below Troy, is a small but beautiful village. In early times it was the scene of many tragical events enacted by the merciless savages. It was settled in the year 1785,

by Joseph Wood, Esq., who, in company with some others, emigrated from Pittsbnrgh. The next year they erected block-houses to defend themselves from the Indians, who became extremely troublesome, by the many depredations which they committed on the unoffending settlers.

**Murraysville**, five miles below Belleville, in Jackson county, Virginia, is a small village of minor importance. There have been several steamboats built here lately, which shows that efforts are being made toward progression.

**Shade River**, is a small stream rising in Meigs county, Ohio, and emptying into the Ohio one mile below Murraysville. In by-gone days the mouth of this river was the spot where the Scioto Indians crossed, after their marauding expeditions in Virginia. The place was known by the name of the "*Devil's Hole*," for many years.

**Ravenswood**, lies eleven miles below, in Jackson county, Virginia. It contains 2 churches, 2 school-houses, and one large mill; with a population of 350. The country around is finely adapted for grazing, and large numbers of cattle and sheep are raised. Although Ravenswood is only ten years old, it is quite a business place, and bids fair to make a large town in time.

**Le Tartsville**, is a small village, situated twenty-three miles below Ravenswood, in Meigs county, Ohio. It lies opposite an island of the same name in the Ohio river.

**Graham's Station**, lies six miles below, on the Ohio, in the same county. It is quite a small village, and is of no particular importance. Its population is 120.

**Pomeroy**, is situated eight miles below, and is the county seat of Meigs county, Ohio. It is located in the midst of wild and romantic scenery, and is overhung by a lofty and precipitous hill, leaving not more than twenty-five rods for the width of the town, which extends along the river for more than a mile.

There are 6 churches, a court-house, printing office, 20 stores, several founderies, mills, machine shops, carding machines, tan-yards, &c., &c. The population is about 2,000.

Steam engines are used exclusively for driving machinery, of which there are about a dozen in constant operation.

Pomeroy derives its importance solely from the coal mining business, which is carried on very extensively. The first coal dug here was in the year 1819; but the business was not commenced in good earnest, until the year 1832, when Mr. Samuel Pomeroy, having purchased a share of the coal land, formed a company, consisting of himself, two sons, and two sons-in-law,

under the firm of Pomeroy, Sous & Co. Since that time mining has been an important business at Pomeroy. The annual product of the coal mines is now estimated at 2,000,000 bushels, and is constantly increasing.

**Coalport**, situated one mile below, on the same side of the river, and in the same county, is the principal depot of the Pomeroy mining company. Railways are laid from the hills to the river, where the boats lie to receive the coal.

**Middleport**, lying alongside of Coalport, has been recently laid out for the accommodation of the rapidly increasing coal trade.

**Sheffield**, is a small flourishing village adjoining Middleport, and may be considered part of the same town.

**Point Pleasant**, the county seat of Mason county, Virginia, is situated twelve miles below, at the mouth of the Great Kanawha river. It is a small village, containing a court-house, 2 churches, 3 mills, several stores and 2 tanneries; with a population of 500.

The spot on which Point Pleasant is built, is celebrated in the annals of Virginia, as being the scene of one of the bloodiest Indian battles that was ever fought in the state. The battle took place on the 10th of October, 1774, between a large party of Indians, consisting of Shawnees, Mingoos, Delawares, Wyandots, and Cuyahogans, led on by the celebrated Shawnee chief, Cornstalk, and a branch of Lord Dunmore's army, numbering eleven hundred men, under the command of Gen. Lewis. The battle raged all day long with doubtful success, and it was only through the means of stratagem, that the Indians were at last frightened into a retreat. Gen. Lewis' loss was seventy-five killed, and one hundred and forty-three wounded. The loss of the Indians could not be ascertained, but must have been very large. Cornstalk, who was a brave and noble chief, was murdered at this place, in the year 1777. The Governor offered a large reward for the arrest of the murderers, but all efforts for their apprehension proved unsuccessful. The town, not prospering for some years after this event, gave rise to a superstitious belief that the murder was the cause of it.

Steamboats arrive and depart daily; stages leave three times a week for the Virginia Springs.

**The Great Kanawha River**, rises in the Alleghany mountains, taking its course in a north-westerly direction through some of the grandest and most romantic scenery in the West, and empties into the Ohio at Point Pleasant. It is the largest river

in Western Virginia. By means of a vast amount of labor, the river has been made navigable about sixty miles. At the head of navigation are the Kanawha Salines. By boring to the depth of five hundred feet below the surface, there may be found streams of water highly impregnated with salt, which gushes up in immense columns, high above the level of the ground.

The salt is manufactured by evaporation, which is carried on by a steam process. There are now over 3,000,000 bushels manufactured annually.

The river above the salines has numerous falls and rapids, being in character with the surrounding country, which is exceedingly rocky and mountainous. On the banks of New river, about ten miles from its junction with the Gauley, (the two forming the Kanawha,) is a rugged pillar of rocks rising to the height of one thousand feet perpendicular. It was formerly known by the name of "Hawk's Nest," but is now called "Marshall's Pillar," in honor of Chief Justice Marshall, who once stood on the summit and measured the distance to the valley below.

This pillar, with the accompanying scenery, has never failed to impress the beholder with the sublimest thoughts, and the grandest conceptions of the works of nature; and no traveler who finds himself in this vicinity should fail to pay a visit to this stupendous monument of nature's handy work.

**Gallipolis**, situated four miles below Point Pleasant, is the county seat of Gallia county, Ohio. It was settled by a company of French, who emigrated to this place in the year 1791. They were particularly unfitted for the hardships and privations of a backwoods life, being mostly persons who were raised amidst the gaities and luxuries of Paris. Consequently, for a few years, they suffered considerably. But being of a lively, vivacious turn, they succeeded in time, in accommodating themselves to the circumstances in which they were placed.

There are now in Gallipolis, 3 churches, 2 newspaper offices, 17 stores, and about 1,800 inhabitants.

**Millersport**, is a small village in Lawrence county, Ohio, twenty-five miles below Gallipolis, containing about 40 houses, 4 stores, and a population of 150.

**Guyandotte**, thirteen miles below, in Cabell county, Virginia, is a place of considerable importance as a point of steamboat embarkation and debarkation. The village contains a church, 10 stores, 1 or 2 saw-mills, and is flourishing very rapidly. The population, which is steadily on the increase, is about 1,000.

At this point persons from the South and West, going to the Virginia Springs, usually disembark from the steamboats and

take the stage. Stages leave here three times a week for Richmond, Washington, and Baltimore, *via* the White Sulphur Springs.

### THE VIRGINIA SPRINGS.

The most frequented of these are the White Sulphur Springs, situated in Howard's creek valley, in Greenbrier county, on a branch of the Greenbrier river.

They are a great resort for invalids, and those in search of amusement and pastime, and the waters are thought to possess medicinal virtues in an eminent degree, particularly in chronic diseases. They contain chloride of sodium, sulphate of soda, carbonate of magnesia, sulphate of lime, oxide of iron, sulphate of magnesia, precipitated sulphur, phosphate of lime, iodine, and organic matter. The gases which enter into their composition, are hydrogen, nitrogen, carbonic acid, and sulphurated hydrogen. The scenery in the neighborhood of these springs is beautiful and romantic; encircled by bold and lofty mountains, and traversed by bright and shining rivulets. There are few places in the country that possess greater charms for the eye of the painter than this lovely valley. Thirty-five miles to the north, in the county of Bath, are the Warm Springs, one of the oldest watering places in the state. The waters are very clear and transparent, and have a temperature of 98° Fahrenheit.

The Hot Springs lie five miles to the southward, in the same county. There have been excellent arrangements made at these springs for the accommodation of patients, both male and female. The waters vary in temperature from 98° to 106°.

In the eastern extremity of Monroe county, are the Sweet Springs. These are highly recommended on account of the tonic powers with which their waters are said to be possessed. The temperature of the water is 73° Fahrenheit.

The Salt Sulphur Springs are also situated in Monroe county, and are highly celebrated for the medical properties of their waters, and the superior accommodations for invalids and visitors. The temperature ranges from 50° to 60°.

The Red Sulphur Springs lie 17 miles to the southward, in the same county. The water is cool and transparent. The temperature is 52°.

The Blue Sulphur Spring, situated on a small stream which empties into the Greenbrier river, enjoys a high reputation for the medical properties of its waters. It is consequently much frequented by invalids, during the summer season.

**Guyandotte River**, rises in Logan county, Virginia, in the neighborhood of the great flat top mountains, and empties into the Ohio at the town of Guyandotte.

**Proctorville**, is a small village, in Lawrence county, Ohio, and lies nearly opposite Guyandotte.

**Burlington**, is situated eight miles below, and is the county seat of Lawrence county, Ohio. It is a small village, containing a court-house, 2 churches, half a dozen stores, and about 400 inhabitants.

The country around Burlington on both sides of the river, abounds in beds of iron ore. There are now twenty-one furnaces in operation, employing more than two thousand workmen, which annually turns out about thirty-eight thousand tons of pig iron, valued at \$1,125,000.

**The Big Sandy River**, four miles below, rises in the Alleghany mountains, and empties into the Ohio at the village of Catlettsburg, Kentucky. It is navigable as far as the mountains, and for nearly two hundred miles forms the boundary line between Virginia and Kentucky.

**Catlettsburg**, situated at the mouth of the Big Sandy river, in Greenup county, Kentucky, is a small village containing only about half a dozen houses. It forms the extreme north-eastern point of the state.

**Hanging Rock**, thirteen miles below, is situated on the Ohio river, in Lawrence county, Ohio. Being in the neighborhood of the iron manufactories, large quantities of that article are shipped from this port. There is to be a railroad built, about fifteen miles in length, connecting this place with the iron regions.

The village derives its name from an immense sandstone cliff, which overhangs the rear of the town.

It contains a church, half a dozen stores, a forge, rolling-mill, and foundery, with a population of about 250.

**Greenupsburg**, county seat of Greenup county, Kentucky, lies six miles below, at the mouth of the Little Sandy river. It was laid out in the year 1818, and now contains a fine large court-house, a church, school-house, 11 stores, a number of mechanics' shops, and a population of about 300.

**The Little Sandy River**, is a small stream, rising in Carter county, Kentucky, and emptying into the Ohio at Greenupsburg.

**Wheelersburg**, lies eight miles below, in Scioto county, Ohio. It is a small but flourishing village, with a population of 300.

**Portsmouth**, county seat of Scioto county, Ohio, is situated twelve miles below, at the mouth of the Scioto river, and also at the southern terminus of the Ohio canal. Portsmouth stands in a most advantageous situation for trade, being connected by the Ohio canal with the great lakes on the north, as well as the most fertile agricultural districts in the state of Ohio. The iron region being in the vicinity, also adds considerable weight to its trade.

These advantages have all been more or less improved by its enterprising inhabitants, and the town presents a lively and business like appearance.

A company of capitalists have now in process of erection, on the opposite side of the Scioto, a basin with dry-docks for building and repairing steamboats. The town now contains a fine court-house, 1 Methodist, 1 Episcopal, 1 Presbyterian, and 1 Catholic church, 2 well conducted free schools, one for boys, and the other for girls, a rolling-mill, oil-mill, carding machine, 2 printing offices, several founderies, about 40 stores, and a population of about 3,500.

In the vicinity of Portsmouth are to be seen the remains of many ancient works, which have excited considerable curiosity among the antiquarians of our day. Steamboats leave daily for all points on the Ohio river, and stages leave daily for Columbus *via* Lucasville, Piketon, Waverly, Chillicothe, Circleville, &c.; distance 90 miles; fare \$3. 50.

**The Ohio Canal**, one of the first great public works of the state, was commenced in the year 1825, and finished in 1832, at a cost of \$5,000,000. It traverses the entire length of the state from north to south. After leaving Portsmouth it takes its direction almost due north for the space of ninety miles, crossing the Scioto river twice in its course; it then takes an easterly direction, passing through the valley of the Tusawara, then diverging to the northward again, passes through the valley of the Cuyahoga, and continuing in this direction, connects with Lake Erie at Cleveland. Its length is 307 miles.

There are 152 locks, and 8 branches. The Columbus branch, connecting the city of Columbus with the main canal, is ten miles in length. The Lancaster branch, extending to Lancaster, is nine miles long. The Athens branch is an extension of the Lancaster branch, and is called the Hocking canal. Its length is fifty miles. The Zanesville branch extends to the town of Zanesville, and is fourteen miles long. The Walhonding canal is a branch of the Ohio, commencing at the town of Roscoe, and crossing the valley of the Mohican. Its length is twenty-five

miles. The Granville branch extends to the village of Granville, and is six miles long. The Eastport branch extends to the village of Eastport, and is four miles long. The Dresden branch, two miles long, connects the Ohio canal with the Muskingum river, and through the means of locks and dams, with the Ohio river at Marietta. Besides these, there is the Sandy and Beaver canal, which may be considered a branch of the Ohio. It extends from the village of Bolivar to the mouth of Beaver creek, about thirty miles below Pittsburgh. The Pennsylvania and Ohio canal extends from Akron till it meets a division of Pennsylvania canal near the town of New Castle. Length in Ohio 77 miles, and in Pennsylvania, 8 miles. Cost \$764,372.

The following table contains a list of places and distances on the Ohio Canal and branches, between Portsmouth and Cleveland:

|                                         |    |                |                            |     |     |
|-----------------------------------------|----|----------------|----------------------------|-----|-----|
| Jasper, .....                           | 26 | Newport, ..... | 3                          | 191 |     |
| Waverly, .....                          | 6  | 32             | Evansburg, .....           | 9   | 200 |
| Sharonville, .....                      | 4  | 36             | New Comer's Town, .....    | 4   | 204 |
| Chillicothe, .....                      | 16 | 52             | Salesbury, .....           | 6   | 210 |
| Deer Creek, .....                       | 9  | 61             | Babelard, .....            | 4   | 214 |
| Circleville, .....                      | 14 | 75             | Trenton, .....             | 5   | 219 |
| Bloomfield, .....                       | 8  | 83             | New Castle, .....          | 4   | 223 |
| COLUMBUS, .....                         | 10 | 93             | New Philadelphia, .....    | 2   | 225 |
| Lockburn, .....                         | 10 | 103            | Dover, .....               | 4   | 229 |
| Columbus and Lancaster }<br>road, ..... | 7  | 110            | Jennings' Bridge, .....    | 2   | 231 |
| Waterloo, .....                         | 5  | 115            | Zoar, .....                | 8   | 240 |
| Carroll, .....                          | 4  | 119            | Bolivar, .....             | 3   | 243 |
| Havensport, .....                       | 2  | 121            | Bethlehem, .....           | 8   | 251 |
| Baltimore, .....                        | 5  | 126            | MASSILLON, .....           | 6   | 257 |
| Millersport, .....                      | 4  | 130            | Fulton, .....              | 9   | 266 |
| Hebron, .....                           | 6  | 136            | Clinton, .....             | 4   | 270 |
| Newark, .....                           | 8  | 144            | New Portage, .....         | 8   | 278 |
| Licking, .....                          | 7  | 151            | Akron, .....               | 6   | 284 |
| Nasport, .....                          | 9  | 160            | Newberry, .....            | 3   | 287 |
| Frazeesburg, .....                      | 6  | 166            | Old Portage, .....         | 4   | 291 |
| Dresden, .....                          | 6  | 172            | Peninsula, .....           | 8   | 299 |
| Webbsport, .....                        | 2  | 174            | Boston, .....              | 3   | 302 |
| Stillwell's Locks, .....                | 4  | 178            | Tinker's Creek, .....      | 9   | 311 |
| Roscoe, .....                           | 10 | 188            | Mill Creek Aqueduct, ..... | 5   | 316 |
|                                         |    |                | CLEVELAND, .....           | 10  | 326 |

## THE HOCKING CANAL.

From Portsmouth to Carroll, as before given, 119 miles; to Lancaster, 9 miles; to Logan, 19 miles: to Nelsonville, 14 miles; to ATHENS, 15 miles. Whole distance to Athens, 176 miles.

**Chillicothe**, county seat of Ross county, lies on the west bank of the Scioto, and on the line of the Ohio canal. It is forty-five miles north of Portsmouth, and the same distance south of Columbus. It is situated on a level plot of ground, about twenty-five feet above the river. The plan of Chillicothe is excellent; the streets being laid out broad and straight, meeting at right angles; much resembling Philadelphia in this respect. The scenery in the vicinity is beautiful and romantic in an eminent degree.

Chillicothe was laid out in the month of August, 1796, by Gen. Nathaniel Massie, on his own land. He gave a lot to every one who chose to settle on it. Thus, by holding out inducements to emigrants, the village improved rapidly. In the year 1800, Congress removed the seat of government of the North-west territory from Cincinnati to this place. The legislature for two years held their sessions in a small two story log house, which was also used as a church on Sunday; in the upper story there was a billiard table and other paraphernalia of a gambling saloon. Here many would congregate to gamble, who, willing to lose their last cent at the gaming table, would thus hurry away the peaceful hours of midnight, while those whom they were bound to protect, were at home, struggling between fear and sleep, endeavoring to catch the sound of the well-known footsteps. The old state-house was finished in 1802, and is yet standing. The constitution of the state of Ohio was framed in this house on the first Monday of November, 1802, from which time Ohio was an independent state. The legislature continued to meet at Chillicothe until 1810, when Zanesville came in for the honor. In 1813, they moved back again to Chillicothe, and in 1816 Columbus was made the capital of the state, which it has continued to be to this day, and more than likely will continue to be so for some time to come.

Chillicothe now contains thirteen churches, viz.: 2 Methodist, 2 Presbyterian, 1 Associate Reformed Presbyterian, 1 Protestant Methodist, 1 Baptist, 1 Episcopal, 1 Catholic, 1 German Lutheran, 1 German Methodist, and 2 African. It has also, 1 male academy, and 1 female seminary, 60 stores of various kinds, 5 newspapers, 1 bank, 5 flour mills, and 4 pork-packing establishments. Chillicothe occupies an advantageous situation for trade. Being the commercial center of the Scioto valley, and connected with the Ohio river by means of the canal and Scioto river, it stands a fair chance of being an important commercial city. The population is now 800. Stages pass daily through the town for Zanesville, Columbus, Portsmouth, and Maysville, Kentucky.

**Circleville**, county seat of Pickaway county, Ohio, is a flourishing town, situated on the Ohio canal and Scioto river, 19 miles north of Chillicothe. The town is built on the site of an ancient fortification, and was laid out in the year 1810, by Daniel Dresbach. It derived its name from the circular form of one of the ancient ruins which were found here. These ruins have long since disappeared before the steady march of improvement, which has marked the settlement of our western country.

For an interesting account of these ruins, the reader is referred to a work published in 1820, entitled "*Archæologia Americana.*"

Circleville now contains a fine court-house, 2 Presbyterian, 1 Methodist, 1 Lutheran, 1 United Brethren, and 1 Episcopal church; 2 academies, 4 printing offices, 1 bank, 30 stores, and a population of 4,000.

The trade of Circleville is quite extensive, and rapidly increasing.

Three miles and a half south of Circleville are situated the *Pickaway Plains*, said to contain the richest soil in the state of Ohio. In ancient times these plains were covered with rare and beautiful flowers, and a person gazing on this garden of nature could scarcely believe they were in a trackless wilderness. It was on these plains that the far-famed Indian chief, Logan, made his celebrated speech, which is a model of touching eloquence.

**Hebron**, Licking county, Ohio, is a small village situated at the junction of the national road with the Ohio canal. Its situation renders it of some importance as a depot for goods coming by the way of the national road and Ohio canal. The population is about 600.

**Newark**, county seat of Licking county, Ohio, is situated on the line of the Ohio canal, and the Sandusky and Columbus railroad. It lies about thirty-seven miles east of Columbus. It was laid out in 1801 by Gen. Schenk, George W. Burnet, Esq., and John M. Cummings. The streets are broad and straight, and it has a fine public square.

Newark contains 3 Presbyterian, 1 Baptist, 1 Episcopal, 1 Methodist, 1 German Lutheran, 1 Welch Methodist, 1 Welch Presbyterian, and 1 Catholic church; 4 printing offices, 4 mills and factories, and about 50 stores. The population is about 4,500.

For several miles around Newark there are to be seen numerous remains of ancient works, which were no doubt constructed by the same hands and at the same time, as those in the vicinity of Marietta and other places in the state, to which reference has already been made.

**New Philadelphia**, situated on the Ohio canal and Tusawara river, is the county seat of Tusawara county, Ohio. It was laid out in the year 1804 by John Knisley, but never made much progress until the last few years. It lies one hundred miles north-east from Columbus. It now contains 1 Baptist, 1 Methodist, and 1 Presbyterian church; half a dozen stores, 2 printing offices, 2 mills, 1 factory, and a population of about 1,500.

**Massillon**, situated in Stark county, Ohio, on the Ohio canal and Tuscarawara river, about sixty-five miles from Cleveland, is a handsome and flourishing town. It was laid out in the year 1826, by James Duncan, and now contains 1 Lutheran, 1 Baptist, 1 Episcopal, 1 Presbyterian, 1 German Evangelical, 1 Methodist Episcopal, and 1 Catholic church; 25 stores of different kinds, 3 founderies, 3 machine shops, 1 printing office, 1 bank, and 1 factory; with a population of about 2,500.

The town derived its name from a celebrated French clergyman, by the name of John Baptiste Massillon. There are many foreigners in the neighborhood of Massillon, mostly German and French. They make excellent citizens, and readily accustom themselves to the manners and customs of American society. The trade of Massillon is principally in wheat, it being in one of the richest wheat regions in the state. The commerce is all carried on by means of the Ohio canal.

**Akron**, county seat of Summit county, Ohio, is situated about thirty-six miles from Cleveland, at the junction of the Ohio and Pennsylvania canals. It was laid out in the year 1825, and was made the county seat in 1841. The Pennsylvania canal was also opened the same year, and since that time Akron has continued to increase and prosper very rapidly. The business of the town is principally confined to the wheat trade, which is carried on very extensively. Akron now contains 2 Baptist, 2 Methodist, 1 Universalist, 1 Episcopal, 1 Congregational, 1 German Lutheran, and 1 Catholic church; 30 stores, 12 mills and factories, several blast furnaces, 1 insurance company, 1 bank, 3 newspapers, with a population of about 4,000. Stages leave three times a week for Cleveland.

**The Scioto River**, rises in Hardin county, Ohio, and flows in a south-easterly direction and empties into the Ohio river at Portsmouth. It is navigable for steamboats but a short distance from its mouth. Flatboats in high stages of water are brought down from a distance of one hundred and thirty miles. Its length is one hundred and sixty miles, and it is one hundred and fifty yards wide at the mouth. The counties through which this river flows, are among the most fertile and highly cultivated in the state of Ohio. It is the second river in size which lie wholly in the state. Efforts are now being made to render it permanently navigable as far as Chillicothe.

#### Note.

**Columbus**, county seat of Franklin county, and capital of the state of Ohio, is beautifully situated on the east bank of the Scioto, ninety miles from its mouth. It lies in north latitude  $39^{\circ} 57'$ , and west longitude  $83^{\circ} 3'$  from Greenwich, and  $6^{\circ}$  from Washington. The city is situated on a level plot of

ground, and the streets are laid out with an uncommon degree of neatness and regularity, being very straight and broad, and a few of them are ornamented with fine shade trees. In the center of the city is a handsome public square containing ten acres of ground. The old state-house, which should always stand as a monument of the architecture of other days, occupies one corner of this lot; in the other, however, just opposite the Neil House, there is now in course of erection a new state-house, which, when completed, will be the finest building in the state.

The city was laid out in the year 1812, in an unbroken wilderness. In 1816 the legislature held their first session here, and in 1824 the county seat was removed to this place from Franklinton.

The first newspaper started in Columbus was the "Western Intelligencer and Columbus Gazette," which was commenced in the year 1814. It is still in existence, and is now known by the name of the "Ohio State Journal."

Columbus is a place of considerable commercial importance. The national road passes through it from east to west, and throws into it an immense stream of travel. The Ohio canal also has a branch extending to this place, while on the west comes in a branch of the Little Miami railroad, connecting with Cleveland on the north, and, by way of Xenia, with Cincinnati on the south. It will indeed, be a matter of wonder if Columbus does not, in time, become a large commercial city.

The churches are 19 in number, viz.: 3 Methodist, 1 German Methodist, 3 Baptist, 2 Presbyterian, 2 Episcopal, 1 German Lutheran, 1 German Reformed, 1 German Evangelical Protestant, 1 Universalist, 1 Welch Presbyterian, 1 United Brethren, 1 Bethel, and 1 Catholic. For educational purposes, there are several institutions enjoying a high reputation, among which is the German Lutheran theological seminary, founded in the year 1830. There is also a male academy, a female seminary, both excellent institutions, several well conducted public schools, and a high school.

The state institutions located here are, the Ohio Asylum for the instruction of the Deaf and Dumb; the Ohio Lunatic Asylum; the Ohio Institution for the education of the Blind, and the Ohio Penitentiary.

The Ohio Asylum for the instruction of the Deaf and Dumb, was founded in the year 1829. The buildings are large and handsome, and are situated in the center of beautiful grounds, ornamented with flowers and shrubbery. The whole cost of the structure was about \$25,000. The pupils, numbering over one hundred, are instructed in all the branches of a useful and practical education.

The Ohio Lunatic Asylum.—This noble monument of civilization and progress, went into operation in the year 1838. The buildings, which occupied two years in their completion, were commenced in 1836, and cost nearly \$150,000. There are thirty acres of land belonging to the institution, and immediately surrounding it, a part of which is handsomely ornamented with

shrubbery. This institution is conducted in a manner highly creditable to those having it in charge. The statistics show that nearly one-half of the patients who are received within a year of the time diseased, are cured. Of the cases of long standing, about one-fourth are cured.

The Ohio Institution for the education of the Blind was founded in the year 1837. The building is a handsome edifice, situated on the national road a short distance from the noise and bustle of the city, and surrounded by a fine garden of flowers, shrubbery, &c. The pupils numbering about one hundred, are taught in all the branches of a thorough English education, with instruction in various mechanical trades, lessons in fancy and ornamental work, music, &c. The pupils all appear to be happy and contented.

The Ohio Penitentiary is a large and imposing structure, with two wings, where those who disobey the laws by committing criminal offenses, are confined, and generally made to perform some kind of manual labor during the time for which they were sentenced. The building contains 350 separate cells for prisoners, besides the warden's house, offices, and guard rooms. In going to and from their work, the prisoners walk in close order, all having their faces directed toward the person having charge of them. Every movement is made in perfect order. The produce of their labor yields an annual surplus to the State of about \$18,000. There is a chapel connected with the building, in which there is religious worship every Sunday. This, the prisoners all attend. There have been many interesting results growing out of the mild course of treatment pursued in this prison, showing the supremacy of moral over brute force.

The city contains several of as well conducted hotels as there are in the state; the principal of which are the Neil House and American. The population of Columbus is about 18,000. Stages leave daily for Wheeling and Portsmouth, and three times a week for Sandusky and Cleveland.

**Springville**, Greenup county, Kentucky, is a small village on the Ohio, opposite Portsmouth. It contains a post office, several manufactories and tanneries, with a population of about 130. The country around abounds in beds of iron ore.

**Rockville**, Scioto county, Ohio, lies seventeen miles below Portsmouth. It is a small village containing only about half a dozen houses, a mill, and a store. It is of no particular importance, and likely never will be much of a town.

**Vanceburg**, situated two miles below Rockville, in Lewis county, Kentucky, is a small village containing four stores, several mechanics' shops, and 150 inhabitants. There is a quarry of slate stone a short distance from Vanceburgh, also one of white lime stone, and one of alum rock. On the banks of a small creek near Vanceburg, there are extensive beds of copperas, from which great quantities of this article are obtained.

**Note.**

**The Esculapian Springs.**—This is a celebrated watering place, situated a few miles from Vanceburg, said by some to be equal to the Virginia Springs. The situation is remarkably fine, and there are ample accommodations for several hundred visitors. The waters are said to possess tonic powers, and enjoy a high reputation among patients suffering under chronic diseases.

**Rome**, situated seven miles below Vanceburg, on the Ohio, in Adams county, Ohio, is a small village containing only about half a dozen houses.

**Concord**, seven miles below Rome, is a small village on the Ohio River, in Lewis county, Kentucky. It contains one church, six stores, and a population of 150.

**Manchester**, seven miles below Concord, is a small village in Adams county, Ohio. A settlement was made here as early as the year 1795, by Gen. Nathaniel Massie. It has never made much progress, however, and will not be apt to ever be of much importance. It was the county seat of Adams county for several years; but in 1803, West Union became the place where the people learned the *beauties* of *legal justice*. Manchester contains several stores, and a population of 270.

**Maysville**, twelve miles below Manchester, in Mason county, Kentucky, is a handsome and compactly built city. The first settlement made at this place, was in the year 1784, and was at that time called Limestone, by which name it was known for many years. It was subsequently changed to the one it now bears, in honor of John May, who owned the land on which the city was built. Maysville for many years improved but slowly, and many prophesied that it would never become a place of any commercial importance. But of late years it has had a new impetus given it, which has sent it far ahead of its numerous competitors.

Maysville is celebrated as having been, in early times, the residence of the far famed Col. Daniel Boone, and many others of our most noted pioneers.

The situation of Maysville is quite imposing, being built on a graceful bend of the river, and surrounded by high and precipitous hills, which extend down so near the water's edge, as to leave only about a mile for the width of the city.

It was incorporated as a city in 1833, and now contains a handsome city hall, 6 churches, (1 Baptist, 1 Presbyterian, 2 Methodist Episcopal, 1 Christian, 1 Episcopal, and 1 Catholic,) 2 seminaries, 2 public schools, 7 private schools, a large stone jail, a hospital

and almshouse, a bank, several newspaper printing offices, 2 cotton factories, 1 bagging factory, 1 wool carding machine, 2 foundries, 3 large mills, and numerous tanneries, rope-walks, candle factories, and mechanics' shops of all descriptions, 50 groceries, 30 dry goods stores, and 15 miscellaneous stores, 3 pork houses packing twelve thousand head of hogs every season, and 5 lumber yards; with a population of 5,500. The seat of justice has recently been moved from the town of Washington to this place. Steamboats ply to and from all points on the Ohio River. Stages leave daily for Lexington, *via* Blue Lick Springs, (see page 126,) and for Zanesville, Ohio; three times a week for Lexington, *via* Flemingsburg and Mount Sterling.

**Aberdeen**, situated directly opposite Maysville, in Brown county, Ohio, is a flourishing little village, containing a church, several stores, and a population of about 600. It is to this little village that those *runaways* from the surrounding country, who cannot get the consent of their parents, go to have the connubial knot tied. There is a worthy old magistrate living here, who has a great faculty for minding his own business; he, therefore, asks no questions, but goes right to work as soon as a couple present themselves as candidates, joining in one those whose feelings and dispositions often have not the least affinity for each other. This is a great undertaking, a long journey, and should be well considered before commenced.

**Charleston**, situated seven miles below Aberdeen, in Mason county, Kentucky, is a small village containing only about half a dozen houses.

**Ripley**, two miles below, in Brown county, Ohio, is a flourishing business town. It was laid out in the year 1812, and was called Staunton; it was changed to Ripley in honor of General Ripley, a military officer highly esteemed by the settlers at this place. In the first few years of its settlement, it was the seat of justice for the county. Georgetown was subsequently appointed the permanent county seat of the county.

Ripley now contains 2 Presbyterian, 1 Associate Reformed, 1 Methodist, 1 New Light, and 1 Catholic church, a high school, a female seminary, 25 stores, 1 newspaper printing office, 1 foundery, 1 carding machine, 3 mills, and a population of 2,000.

**Lavana**, two and a half miles below, in the same county, is a small village containing only a few houses, and is of no special importance, save to its own worthy citizens.

**Dover**, situated opposite Lavana, in Mason county, Kentucky, is a thriving little village, containing 2 churches, 2 large tobacco warehouses, 6 stores, 2 mills, several mechanics' shops, and a population of about 600.

There is considerable business done at this place, it being the point from which all of the tobacco raised in the surrounding country is shipped.

**Higginsport**, four miles below, in Brown county, Ohio, is a flourishing village. It was laid out but a few years since, and now contains several churches, 6 stores, 1 grist mill, and 1 saw mill, with a population of about 600.

**Augusta**, situated four miles below, in Bracken county, Kentucky, is handsomely situated, and was once a flourishing town, but has lately declined very much. There have been numerous human bones excavated from the earth in Augusta, proving it to have been a burial place in times long since gone by. A resident of this town mentions having found one hundred and ten skeletons in digging a cellar sixty by seventy feet.

Augusta contains a fine college edifice, 3 churches, 1 large steam mill, 12 stores, 3 tobacco warehouses, and about 1,200 inhabitants. Augusta college was founded in 1822, by the Methodist Episcopal Church, being the first college ever instituted by that church. For many years it sustained a high reputation, and was considered one of the best colleges in the West.

**Rockspring**, in the same county, is a landing point, three and a half miles below, and has two or three houses only.

**Chilo, or Mechanicsburg**, is situated opposite Rockspring, in Clermont county, Ohio, and contains several stores, and 150 inhabitants.

**Neville**, situated three miles below, in the same county, is a thriving and enterprising little village. It contains half a dozen stores, and about 350 inhabitants.

**Moscow**, two miles below Neville, in the same county, is a small village of minor importance, containing a Masonic Lodge, and about the same number of inhabitants as Neville.

**Point Pleasant**, is a small village, also in the same county, about three miles below Moscow. It now contains two pork-packing establishments, several stores, and about 200 inhabitants.

**Belmont**, situated opposite Point Pleasant, in Pendleton county, Kentucky, is a small village containing only half a dozen houses, and is of no great importance.

**New Richmond**, situated in Clermont county, Ohio, five miles below Point Pleasant, is a thriving business town, and is the largest and most important one in the county. It contains 2 distilleries, 2 steam mills, 2 carding machines, 1 Baptist, 1

Methodist, 1 Presbyterian, and 1 Catholic church, 2 schools, about 20 stores, and near 2,000 inhabitants.

**Palestine**, situated four miles below, in the same county, is a small village of considerable trade. There has been an extensive brick-yard started at this place lately. The brick are made by machinery, and at a much less cost than by the old method; large quantities are shipped in flatboats to Cincinnati. The population is about 350.

**The Little Miami River**, rises in Clinton county, Ohio, and empties into the Ohio river, eleven miles below Palestine, and seven above Cincinnati. It is a beautiful stream of water, bounded on either side by some of the most fertile and highly cultivated land in the state. Toward the mouth of the stream, the land bordering on it is low and level, and is known by the name of the "MIAMI BOTTOMS."

At a place called "Clifton," about seventy miles from the mouth of the river, there is a highly picturesque cataract. The channel is here cut through solid rocks, and the water falls about two hundred feet. The landscape which presents itself to the eye in this neighborhood, is surpassingly beautiful. The maddened waters of the impetuous stream, foaming and boiling in their wild career over the rocks and down the steep precipice; the high and lofty rocks hemming it in, as if to guard its course, and the calm and serene beauty of the surrounding country, form a scene on which one who loves nature and her God, could gaze with profound admiration.

The Little Miami abounds in excellent fish, and is frequently visited by parties who delight in the sport of *hooking* the finny tribe. The members of the Cincinnati Council have made several excursions to this lovely stream, in search of pastime and recreation from their toilsome and arduous duties. Many are the anecdotes related of the adventures of the worthy "Queen City" fathers, when they have thus laid aside the high honors conferred upon them by their constituents, and assumed the garb of *humble fishermen*.

**California**, Hamilton county, Ohio, is a small village recently laid out at the mouth of the Little Miami.

**Columbia**, situated two miles below, in the same county, is a small town, containing a tan-yard, 3 lumber yards, several stores, and about 1,000 inhabitants. The first settlement made at Columbia was in the month of November, 1788, by a party under the direction of Major Stites, who started from Limestone for the purpose of forming a new settlement. In this party there were many men of superior energy and enterprise, among whom we may mention Col. Spencer, Major Gano, Judge Goforth, Francis

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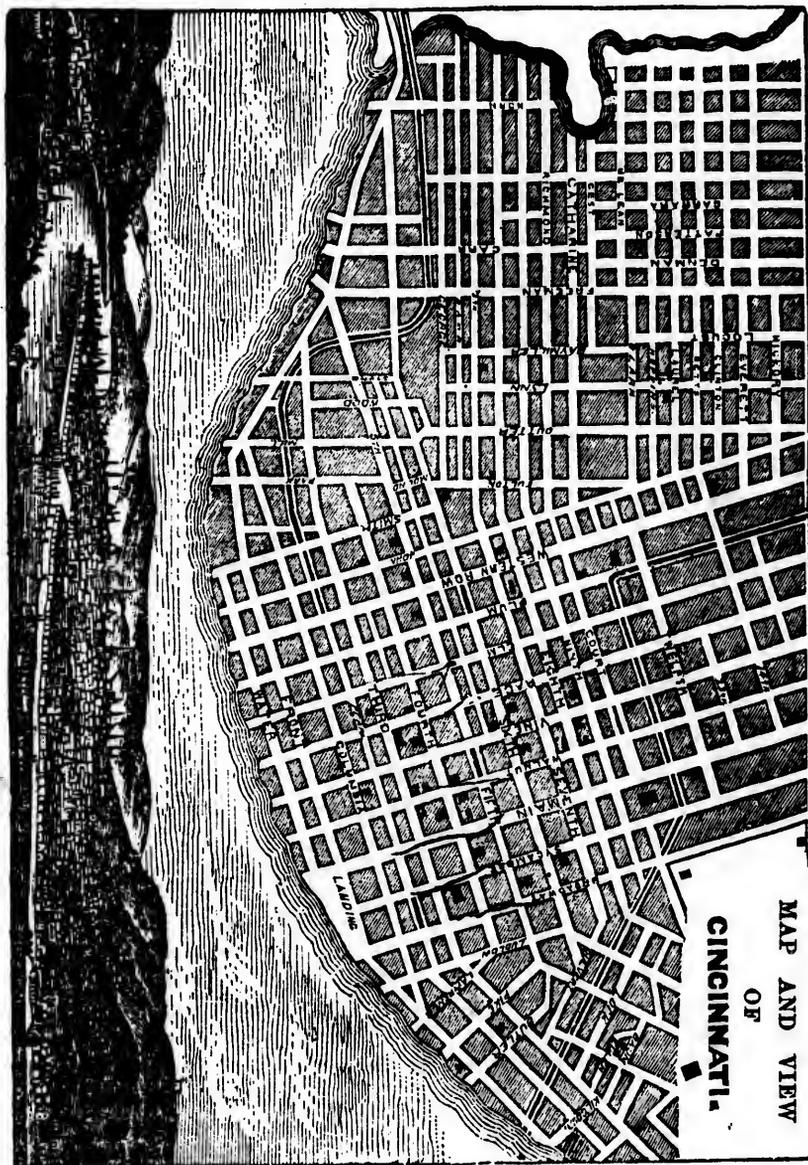
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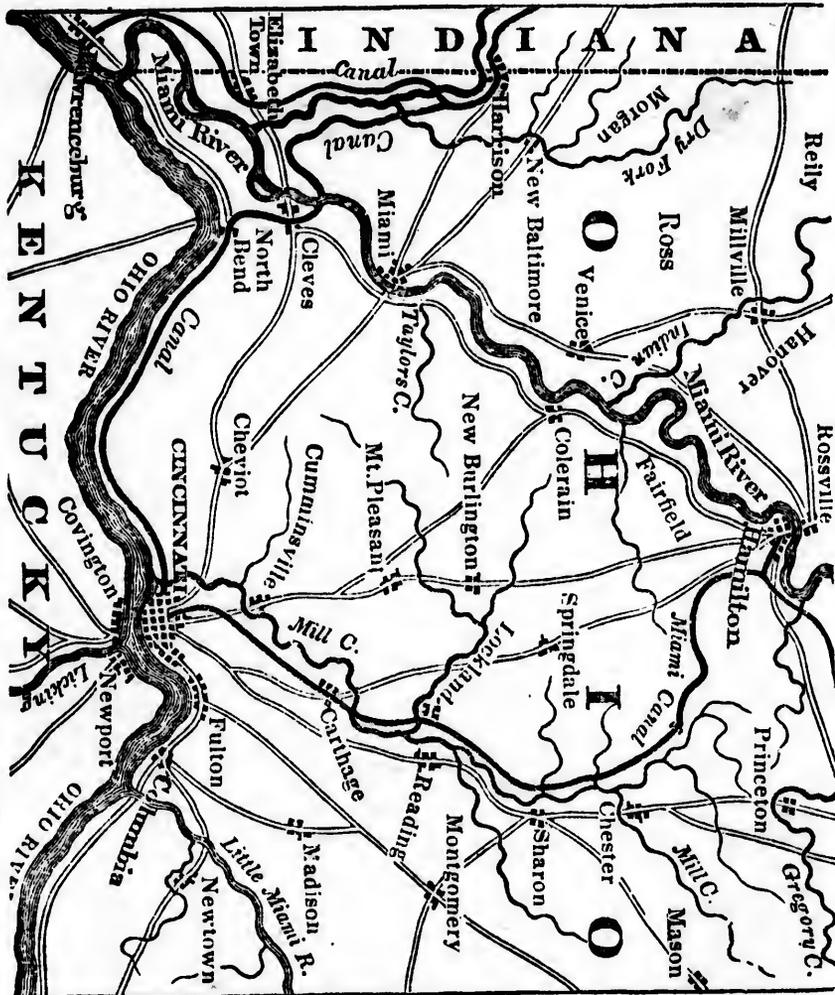
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MAP OF HAMILTON COUNTY.

Dunlavy, Major Kibbey, Rev. John Smith, Judge Foster, Col. Brown, Mr. Hubbell, Captain Flinn, Jacob White, and John Riley.

The village continued to prosper rapidly, and for several years outnumbered all its rivals in this section of country. This, however, was of short duration, as the settlement opposite the mouth of Licking proving to be a far more eligible point, soon withdrew a large portion of their population. For a full and interesting account of the settlement at Columbia, the reader is referred to BURNET'S NOTES.

**Lewistown**, two miles below Columbia, in the same county, is a small village containing a lumber yard, several stores, and about 100 inhabitants. This place properly belongs to the town of Fulton, just below.

**Jamestown**, opposite Lewistown, in Campbell county, Kentucky, is a small village which was laid out about four years since, by Col. James Taylor, of Newport, Kentucky, from whom it received its name. It has improved very rapidly, and now contains several stores, and a population of 200.

Many of the inhabitants being mechanics, work on the other side of the river. For their convenience and that of others, there is a steam ferry-boat plying between this place and Lewistown, every few minutes of the day.

**Fulton**, situated about one mile below, in Hamilton county, Ohio, is quite a flourishing town. It joins Cincinnati on the east, and appears to be a part of that city. The business of Fulton is principally teamboat building. Ship building has also been carried on here to some extent, for a few years back, and it is thought that the business in this department will be greatly increased in a few years. Immediately behind Fulton, and not more than a few hundred yards from the river bank, there are numerous high and lofty hills. These hills are filled with limestone which is quarried in vast quantities for building purposes. These stones are composed of an infinite variety of marine animals, many of which belong to species now extinct.

Fulton contains 4 churches, 2 public schools, 10 ship yards, several steam saw mills, 1 dry dock, 1 rolling mill and nail factory, 1 foundry, 1 planing machine, a number of mechanics' shops of all descriptions, about 40 stores, and a population of near 3,000. The Little Miami Railroad track passes through Fulton from west to east.

**Cincinnati**, county seat of Hamilton county, and the largest city in the Western States, stands on the north bank of



the Ohio River, in N. Lat.  $39^{\circ} 6' 30''$ , and W. Long.  $84^{\circ} 27'$  from Greenwich, and  $7^{\circ} 24' 45''$  from Washington.

The city was laid out in the year 1789, by Matthias Denman, Col. Patterson, and Col. Israel Ludlow. The name first given to the settlement, was Losanteville, which, greatly to the credit of the inhabitants, was soon abandoned for the beautiful name it now bears. The town was surveyed and laid off in lots, by Col. Ludlow, which were given to settlers, gratis. A short time after this, Fort Washington was erected; and a garrison being stationed here, the settlement was comparatively safe, and commenced increasing very rapidly. In 1800, the population was 750; in 1810, 2,540; in 1820, 9,602; in 1830, 24,830; in 1840, 46,383; and in 1850, 117,000; having more than doubled itself within the last ten years. This rapid increase is unparalleled in the history of the world.

The city stands in a valley about twelve miles in circumference, and now occupies every portion of that part of it lying north of the Ohio River. It is laid out with considerable regard to regularity; the streets in the center of the city being broad, and intersecting each other at right angles. But in those portions of the city which have been recently laid out and built up, the same degree of regularity has not been observed. Cincinnati is encircled by hills on every side, many of which are adorned by stately and elegant mansions with ornamental grounds attached; while some of them are yet covered with groves of ancient forest trees, which afford a delightful retreat for the citizens, in the sultry months of summer.

In point of commercial importance, Cincinnati has no equal in the West or South-west, with the single exception of New Orleans. By means of the numerous steamers which are constantly plying to and fro on the bosom of the majestic river which rolls gracefully on the south of the city, and the several canals and railroads which center here, Cincinnati is connected with every available point of importance in the great and highly productive valley of the Mississippi. The trade is not, however, confined to the interior; but, on the contrary, a vast amount of foreign importation and exportation is done; so important has this branch of commerce become of late years, that Congress, who had their eyes opened to the fact by the Hon. S. P. Chase, Senator from Ohio, have contracted for the building of a custom house, which will be commenced this year. The site selected, is the corner of Fourth and Vine streets, a point near the business center of the city. The branch of business which excels all others in Cincinnati, is the pork business, which is carried on more extensively here than at any other place in the world. The value of pork annu-

ally exported from Cincinnati, is estimated at \$3,000,000. This is not above, although it may be considerably under the true value. All other branches of business are in a prosperous condition, and the total amount of capital invested in commercial pursuits is estimated at \$22,000,000.

It is deeply to be regretted, that those in authority in Cincinnati do not or *will not* see the necessity of extending the public wharf. A space two squares in length, and containing about four thousand square feet, is not the kind of wharf that this city ought to have.

Manufacturing is also entered into here with great energy, and employs a vast amount of capital.

The *Franklin Cotton Factory*, erected in 1845 by a company of capitalists of Cincinnati, is one of the largest cotton factories in the West. Numerous other mills and factories are in operation, besides founderies, planing mills, saw mills, rolling mills, flour mills, type founderies, machine shops, distilleries, &c., &c. Nearly all kinds of machinery is driven by steam, and there are now over two hundred steam engines in operation in this city. The *Chemical Laboratory*, for the preparation of numerous kinds of drugs, and the manufacture of alcohol, sulphuric, nitric and muriatic acids, is quite an extensive building. It is owned by E. Graselli & Co., and does a large and lucrative business.

The *Fire Department* of Cincinnati is second to none in the Union in point of efficiency. This is probably the reason that there have been fewer *large* fires in this city than any other either east or west of the mountains. The department is divided into separate companies, each having two engines and one hose carriage, and generally composed of respectable and worthy young men. The whole is subject to the direction of the FIRE ASSOCIATION, which is composed of members elected from each company.

The PUBLIC BUILDINGS of Cincinnati are numerous, and many of them handsome specimens of architecture.

The *Cincinnati Observatory* was built by public contribution, and is a fine stone building, situated on a beautiful hill to the east of the city, called Mount Adams, in honor of the late ex-president, who officiated on the occasion of laying the corner stone, on the 9th of November, 1843. The Observatory is the residence of Professor Mitchell, who devotes his whole attention to astronomical observations. The telescope is from the manufactory of Mentz & Mahler, of Munich. It is an excellent instrument, of fine finish and vast power. Its cost was \$10,000.

The *Mechanics' Institute* is a splendid building, situated on the south-west corner of Sixth and Vine streets. It was erected by

voluntary subscriptions of the citizens. The design of the institution is a noble one—that of improving the intellectual condition of the working man. It well deserves the encouragement of all classes. The ground floor is rented out for stores of various kinds, with the exception of one large room, used as a permanent place of exhibition for articles manufactured by the mechanics of the city. The second story is divided into several separate apartments, and in the third story is a fine large hall used for concerts, public meetings, &c. Attached to the institution is a library containing over four thousand volumes of useful and standard works of every description. An annual fair for the encouragement of the mechanical arts, is held in the hall of the Institute.

The *Masonic Hall* is a fine edifice, situated on the corner of Third and Walnut streets. It was erected by the society of Freemasons of Cincinnati, and cost \$30,000. The corner room of the lower story is occupied by Messrs. Ellis & Morton, as a banking house. The second story is used as a concert and public hall, and the third story is occupied by the subordinate Lodges, Chapters of Royal Arch Masons, and the Encampment of Knights Templars.

The *Odd Fellows' Hall*, situated on the north-west corner of Third and Walnut streets, is a fine brick building, three stories high, belonging to the Independent Order of Odd Fellows.

The *Cincinnati College Edifice* is situated on the east side of Walnut street, between Fourth and Fifth streets. The front is of Dayton granite, and presents a chaste and beautiful appearance. The building is used by the merchants as an Exchange, and also by the YOUNG MEN'S MERCANTILE LIBRARY ASSOCIATION. This Association consists of about 1,250 members, with a library of 16,500 volumes, beside all the principal American and foreign periodicals.

The *Art Union Buildings*, corner of Fourth and Sycamore streets, is a place of interest to citizens and strangers. In the upper story of the building, is the gallery of the WESTERN ART UNION, where the works of some of the most eminent artists in the world may be seen at all times. This institution was gotten up by subscription—each subscriber paying five dollars, being entitled to all the rights and privileges of membership, for the term of one year. It is conducted on the same plan as similar institutions in the East, having annual drawings of prizes. The great prize of 1850 was Powers' statue of the GREEK SLAVE. It was drawn by Mr. D'Arcy, of New Orleans, and is valued at over \$3,000.

The *Burnet House* is a large and elegant hotel, situated on the corner of Third and Vine streets. It was built about one year

ago by a company of capitalists of this city, and was named in honor of Judge Burnet, one of the early pioneers of the West. The whole cost of the building, with the ground, was \$300,000. The building contains 342 rooms, and the furniture cost \$100,000. The stockholders have leased it to Messrs. Coleman & Reily. These gentlemen, by their energy and perfect knowledge of the business, have stamped it as *the* hotel of the West. The number of servants employed is 172. The highest number that have lodged at this house at one time, up to this date (February, 1851,) is 1,253. The architect of the building was Mr. Isaiah Rodgers, a gentleman who stands at the very top of his profession.

*Saint Peter's Cathedral* is a splendid edifice, 200 feet long by 80 feet broad, with a spire 250 feet high, erected by the Catholics of this city. The corner stone was laid in the year 1841, with all the pomp and ceremony which characterizes this peculiar religious sect. The cost of the building alone was \$100,000; that of the ground was \$24,000 more. The architect was the late William Walters, of Cincinnati. The altar is of pure Carrara marble, and was executed by Chiappri, of Genoa. The roof is supported by eighteen fluted free-stone Corinthian columns. The ceiling is richly and elegantly ornamented, being of stucco-work, and is considered a masterly piece of workmanship. The walls are adorned with several splendid paintings executed by the old masters. The organ of this church is one of the largest in the West; it has 2,700 pipes, 44 stops, and cost \$5,500.

There are many other churches, hotels, and public buildings of various kinds, which deserve separate notices, but our limits will not admit of it.

The number of religious denominations in Cincinnati is about 100.

The number of METHODIST EPISCOPAL churches is 10, viz: *Wesley Chapel, Morris Chapel, Asbury Chapel, Hamline church, Soule Chapel, Bethel Chapel, Maley Chapel, Christie Chapel, Union Chapel, (pewed,) and the New Street church.*

The number of GERMAN METHODIST EPISCOPAL is 3, viz: *First church, Second church, and Third church.*

The number of METHODIST PROTESTANT is 3, viz: the *Sixth street, the George street, and the Elm street churches.*

The number of METHODIST WESLEYAN is 2, viz: the *First and Second churches.*

The number of CATHOLIC churches is 7, viz: *Saint Peter's Cathedral, Holy Trinity, St. Joseph's, St. Mary's, St. Philomena, St. John the Baptist, St. Xavier's,* and one or two others in process of erection.

The number of BAPTIST is 5, viz: *First church, Ninth street*

*church. Fifth street church, High street church, and the Welch Baptist church.*

The number of OLD SCHOOL PRESBYTERIAN is 5, viz: *First church, Broadway street church, Fourth church, Fifth church, and Central church.*

The number of NEW SCHOOL PRESBYTERIAN is 4, viz: *Second church, Third church, Eighth church, and Tabernacle church.*

The number of OTHER PRESBYTERIAN churches is 5, viz: *Associate Reformed, Reformed Presbyterian (O. S.), Reformed Presbyterian (N. S.), Church of the Covenanters, and Associate Presbyterian.*

The number of EPISCOPAL is 5, viz: *Christ church, St. Paul's, Trinity, Mission church, and one in process of erection for Rev. Mr. Nicholson.*

The number of CONGREGATIONAL is 4, viz: *First church, Vine street church, the Welch church, and the Clinton street church.*

The number of CHRISTIAN DISCIPLES, OF "CAMPBELLITE BAPTIST," is 3, viz: *First church, Christian church, and the Church of the United Brethren in Christ.*

The number of LUTHERAN is 7, viz: *German church, English Evangelical church, German Lutheran, German Protestant Evangelical church, Zion church, German church, and the United Evangelical church.*

The number of GERMAN REFORMED is 2, viz: *First church, and Reformed church.*

The number of UNIVERSALIST is 2, viz: *First and Second church.*

There is, also, 1 UNITARIAN and 1 SWEDENBORGIAN church; 2 HEBREW SYNAGOGUES. and a society styled the UNIVERSAL CHURCH OF MAN, who meet on Sabbath afternoon in the hall of the Mechanic's Institute.

The HOTELS of Cincinnati will equal any in the Union in point of convenience and superior arrangements. Besides the *Burnet House*, which has been previously mentioned, there is the *Broadway Hotel*, corner of Broadway and Second streets; the *City Hotel*, on Fourth street, near Main; the *Pearl Street House*, corner of Pearl and Walnut streets; the *Walnut Street House*, a fine new hotel on Walnut street, between Sixth and Seventh; the *Dennison House*, which has lately been enlarged and fitted up handsomely, on Fifth street, between Main and Sycamore; the *United States' Hotel*, corner of Walnut and Sixth streets; the *Gibson House*, on Walnut, near Fifth street; the *Henrie House*, on Third, near Main street; the *Mansion House*, on Main, near the Canal; the *Cincinnati Hotel*, at the foot of Broadway; and many others of inferior grade.

There are several important Public Buildings now in contemplation, several of which will be commenced during the coming

summer, which will add greatly to the appearance of the city. The *Court House* is to be erected on the site of the old one which was burned down two years ago, on Main street, opposite Court. The *Custom House*, with government offices, is to be built on the corner of Fourth and Vine, as has been previously mentioned. The *City Hall* is to be erected on the corner of Plum and Eighth streets, opposite the Cathedral; and last, not least, is the *Widow's Home*, which is to be located on Mount Auburn. This building will be what its name indicates—a home for the houseless and friendless widow. The ground on which the building is to be erected, was donated for that purpose by several worthy individuals of the city; and the money to build with, was subscribed by the citizens. The whole amount was made up in a few weeks, which goes far to show that Cincinnati is not behindhand in objects of real charity.

The institutions of learning in Cincinnati are numerous and well sustained. There are five medical colleges, viz: the *Ohio Medical*, the *Eclectic Medical*, the *Botanico Medical*, and the *Ohio College of Dental Surgery*. These are all flourishing institutions, and as ably conducted as any in the country.

The Wesleyan Female College, St. Xavier College, and the Woodward College, or High School, are well regulated institutions, and extensively patronized. There are many private schools and seminaries, which hold a prominent place in the esteem of the citizens; but there are none which are looked on with so much pride as the COMMON OR DISTRICT SCHOOLS. The city is divided into fourteen school districts, each having a school house capable of accommodating five hundred pupils. The houses are built of brick, three stories high. There are now employed in the common schools of Cincinnati, 147 teachers, with 7,000 pupils in daily attendance. In connection with the common schools, there is a *Central High School*, to which those scholars who have made sufficient advancement in the district schools, are sent. They here have an opportunity of studying the languages and the higher branches of science. It is designed to make this school equal to the best eastern academies.

In the vicinity of Cincinnati, there are many handsome and beautifully located country seats. The principal portion of these are situated on "Mount Auburn" and "Walnut Hills," two delightful villages lying north and east of the city. They were formerly separate and distinct from the city; but have lately, by vote of the citizens, been taken into the corporation. On Walnut Hills is situated *Lane Seminary*, an institution which ranks high as a theological school. It is under the patronage of the Presbyterian church. The library contains over 15,000 volumes.

About five miles to the north-west of the city is *Spring Grove Cemetery*. It is now becoming the principal burial place for persons living in and near Cincinnati. It is a beautiful place, well laid out, and adorned with shade trees and shrubbery, and comprising about 250 acres, a large portion of which is still covered with native forest trees.

The Water-works of Cincinnati is an object of some interest. The water is forced, by means of a powerful steam-engine, from the river on to a hill, about fifty rods distant, and near two hundred feet above the level of the lowest part of the city; it is then conducted, by means of iron pipes, through all the principal parts of the city; thus affording a full supply of excellent water to every inhabitant, provided he *pays* for it.

The city is supplied with gas by the Cincinnati Gas Light and Coke Company. A *few* of the principal streets are lighted; but the greater portion of the city, and that which really needs it most, is left to revel in all the glory of Egyptian darkness.

The charitable institutions of Cincinnati are not numerous; yet her citizens are ever ready to exercise that godlike virtue whenever occasions demand. Hence the destitute are so well provided for through private channels, as to have but little need of *public charity*. There are, however, a hospital and lunatic asylum, a rest-house, four orphan asylums, a widow's home, house of correction, and a poor-house with a large farm attached. The last two are a few miles beyond the corporate limits of the city.

Within the city of Cincinnati, there are a number of worthy benevolent societies, which owe their existence to the philanthropy of the ladies. These societies are daily scattering the blessings and comforts of this life among those who need them.

The *Public Markets* of Cincinnati are six in number. The houses are usually one-story buildings, about three hundred feet long, the roofs of which rest upon brick pillars about eight feet apart. The markets are well supplied with fruits and vegetables raised in the adjacent country, together with fish and meats of all kinds. Fruits and butter always find a ready sale, and command good prices.

There are printed in Cincinnati eight daily papers, viz: the *Gazette, Enquirer, Times, Nonpareil, Commercial, Chronicle and Atlas*, and three German papers. The most of these issue weeklies. There are several weekly offices which do not issue dailies; among which are the *Presbyterian of the West, Watchman of the Valley, Star in the West, Columbian and Great West, Western Fountain, Merchants' Herald, Western Christian Advocate, and Catholic Telegraph*

Besides these, there are seven monthly publications, viz :

*Buchanan's Journal of Man, The Western Lancel, the Botanico-Medico Journal, the Illuminated Western World, the Masonic Review, the Ladies' Repository, and a horticultural journal.*

There are two canals, the Miami and Whitewater, which terminate at Cincinnati. The former lies wholly within the state, extending from Lake Erie to the Ohio River; but the latter lies principally in the state of Indiana. Besides these, there is the Little Miami Railroad, having branches extending to Cleveland, Hillsborough and Belpre, which enters the city on the east, and the Hamilton and Dayton Road, which comes in from the north. On the south is the contemplated Lexington Road. Casting our eyes westward, we behold two projected lines of road extending to St. Louis, which, when finished, will be the most important roads in the West. It will not be more than three years before most of these lines are in complete operation. When this is done, Cincinnati will possess advantages which must necessarily add much to her wealth and importance, and make her truly the **QUEEN and STAR CITY OF THE WEST.**

**Newport**, situated on the south bank of the Ohio river, at the mouth of Licking, is opposite Cincinnati, in Campbell county, Kentucky. This town progressed very slowly for a long time after it was laid out; but during the last five years, large additions have been made to it. Several hundred acres of land adjoining the old town, which but a few years since were covered with fields of corn, have recently been laid out in lots, upon which a large number of buildings have already been erected. The town is bounded east and south by a fine range of limestone hills containing many rare geological specimens of the antediluvian world.

Newport is rapidly increasing in population and wealth, and her commerce and manufactures have more than doubled within the period of five years. The town contains a number of churches, several schools, Odd Fellows' and Masonic Lodges, a large number of stores, mills, factories and shops of all kinds. Population near 6,000.

At the mouth of Licking there is an old United States' recruiting station, under the command of Capt. McCrea; the buildings belonging to the station have, within a few years, been rebuilt in a neat and handsome manner. The mansion of the late Gen. James Taylor, situated near the bank of the Ohio, about half a mile east of the Licking, on a beautiful knoll, a little above the general level of the town, is one of the finest private residences in the West. There are several acres of ground attached to the building, the greater portion of which is laid out and ornamented with shrubbery, in a most beautiful manner.

**Note.**

**Alexandria**, county seat of Campbell county, Kentucky, is situated about thirteen miles south-east of Newport. It is a small village, of very little importance, save that derived from the assemblage of the concentrated legal wisdom of the county. It contains a court-house, several stores, and a population of 200.

**Licking River.**— This is a very remarkable stream, and with but little expense could be made of immense value to the state. It is usually from fifty to one hundred yards wide, with high steep banks, and in many places, even in low water, is more than thirty feet deep. The average depth for sixty miles above its mouth, during two-thirds of the year, except on the ripples, will no doubt exceed eight feet. It is generally muddy, with but very little current. The shores are covered with large forest trees, whose gigantic limbs almost touch each other. The state commenced some years since to improve, by means of locks, (a thing which could easily be accomplished,) the navigation of this river. Several locks were built, and a large quantity of stone for others is now lying in sweet repose in the bottom of the river, never to be again disturbed so long as the state maintains its present position with regard to internal improvements.

During high water, light draught steamboats can, without difficulty, ascend fifty or sixty miles. This river rises in the Cumberland mountains, Floyd county, Kentucky, and after pursuing a north-westerly course of one hundred and eighty miles, empties into the Ohio opposite Cincinnati.

There are many small streams called Licks, which empty into this river, and whose waters are highly prized throughout the United States. The principal of these are situated in Nicholas county, and are known as the BLUE LICK SPRINGS. The water is found to contain sulphureted hydrogen, carbonic acid, muriate of soda, muriate of magnesia, muriate of lime, sulphate of lime, sulphate of soda, sulphate of magnesia, and carbonate of lime. Several thousand barrels of this water are annually exported. Connected with the springs are fine accommodations for visitors. The main hotel is six hundred and seventy feet in length, and three stories high. Thousands of the *Parisians* of the West and South visit this place during the summer months.

The action of the water upon the system is purgative, diaphoretic, and alterative, and for some diseases is highly recommended.

**Covington**, Kenton county, Kentucky, (see note,) is beautifully situated on the Ohio and Licking rivers, opposite the public landing of Cincinnati. It is one of the most important

places in the state. The streets are regularly laid out, and viewed from a distance, appear to be a continuation of those of Cincinnati. This city is bounded south and west by a continuation of the same range of hills that surround Newport, and we might add, were it not for the passage of the Ohio and Licking rivers, the sites of Newport, Covington and Cincinnati would form one vast circular valley of more than twelve miles in circumference, surrounded by hills, varying from two to three hundred feet in height.

The public buildings of the city are 2 Methodist churches, 1 Presbyterian, 1 Baptist, 1 Christian, 1 Episcopal, and 2 Catholic; one large city hall, which stands in the public square, 2 female academies, 2 common and several private schools, and the Western Baptist Theological Institute. This college is situated on a high point of the city, about a mile from the Ohio river. It is surrounded by beautiful grounds, is richly endowed, and is in a very flourishing condition. The Rev. S. W. Lynd, formerly pastor of the Ninth street Baptist church, Cincinnati, is now (1851) president. The female seminary of the Rev. Mr. Orr is beautifully situated on the bank of Licking, in a retired place. It is surrounded by fine grounds for exercises and promenade. This school is well conducted and has a good reputation. The Licking Iron Works, situated on Licking river, and owned by Messrs. Morrell, Stewart & Co., of Cincinnati, is a fine, new establishment for the manufacture of bar, sheet iron, &c. The business of the establishment is rapidly increasing, and will, no doubt, in time, equal any of the Pennsylvania manufactories of a similar kind.

The LINDEN GROVE CEMETERY, situated about a mile back of Covington, is a lovely place for the repose of the silent dead. The ground is level and beautifully ornamented with trees. The avenues are narrow and intersect each other at right angles.

The population of Covington is 12,000.

#### Notes.

Kenton county is named in honor of Gen. Simon Kenton, one of the early pioneers of Kentucky and of the West. Gen. SIMON KENTON was born in Fauquier county, Virginia, on the 15th of May, 1755. The adventures of this singular man appear more like the imaginings of a writer of romance, than the events of real life. His career teems with incidents of a most wonderful and romantic character. But these ended, in a measure, with his youth. After spending his life in the service of his adopted state, he was called upon, in his old age, to mourn over the legal acts of our so-called enlightened and Christian society.

At the age of sixteen, having got into difficulty with a young man by the name of Veach, about a young lady with whom it appears he was enamored, he encountered his rival in a retired spot, and beat him unmercifully, so much so that he thought he had killed him. Horror-struck at the thought of being a murderer, he immediately fled, and to this circumstance is Kentucky indebted for one of her noblest and truest defenders.

He remained in the western wilds for the period of thirteen years, engaged in the various struggles with the savages, and always holding a prominent place under the command of Boone, Clarke, and others. He was generally employed as a spy or guide, having, from his expertness and knowledge of the country, become invaluable in that capacity. He suffered many hardships, and among others, captivity by the savages; but it is probable that his remorse of conscience, believing himself a murderer, was greater than all his other sufferings. Who then can depict his joy, when in the year 1782, he heard that his father yet lived, and also that young Veach whom he thought he had murdered? On hearing this news he immediately determined to return home, and bring his father's family to the West. His father died before reaching Kentucky. Kenton, during his career in the West, had accumulated several valuable tracts of land, on which he determined to build up settlements. As the country began to fill up, and land to increase in value, speculators from the East begun to arrive, and before Kenton was aware of it, he found his lands dwindling away like the snows of winter before the summer's scorching rays, scarce leaving him a place to lay his furrowed head. In Kentucky, that state for which he had suffered so much, and for whose welfare he had toiled and bled, he was imprisoned for debt! What a lasting disgrace to the state. It would be better to let all the swindlers in Christendom go free, than that one such man as SIMON KENTON should be disgraced by imprisonment for debt.

In 1802 he moved to Ohio, where he resided in poverty and obscurity, until the year 1813, when he again went forth to meet the foe at the battle of the Thames. After the battle, he returned to his cabin home in Ohio, and dwelt in complete retirement until his death, which occurred in the month of April, 1836, at the age of eighty-one years. His grave may be seen about five miles from Bellefontaine, Ohio. It is surrounded by a rude picket fence, now fallen to pieces, and over it is a small slab, having inscribed on it his name, place of birth, and death. So rest the brave.

**The Latonia Springs**, about four miles south of Covington, have good accommodations for visitors, and being but an hour's ride from Covington, are much frequented during the summer months.

**Independence**, county seat of Kenton county, Kentucky, is a small village situated about ten miles from Covington. It contains a court-house, church, post office, several stores, and about 150 inhabitants.

**The Miami Canal**, connecting the Ohio river and Lake Erie, descends to the level of the Ohio at Cincinnati, by means of locks. This was the second great work of internal improvement in the state. The canal is one hundred and eighty-one miles in length, about four feet deep, and forty feet wide, and cost \$3,750,000. The Warren canal is a branch of the Miami, about twenty miles in length, extending from Middletown to Lebanon.

Above Dayton, for the distance of 113 miles, the canal is known as the Miami Extension. It here forms a junction with the Wabash and Erie canal, and thus connects with Lake Erie.

The following table shows the relative distances of the principal towns on these canals, from Cincinnati to Toledo:

|                         |    |                  |                               |     |     |
|-------------------------|----|------------------|-------------------------------|-----|-----|
| <i>Miami Canal.</i>     |    | St. Mary's,..... | 11                            | 134 |     |
| Lockland,.....          | 15 | Deep Cut,.....   | 12                            | 146 |     |
| Hamilton,.....          | 15 | 30               | Junction,.....                | 35  | 181 |
| Middletown,.....        | 14 | 44               | <i>Wabash and Erie Canal.</i> |     |     |
| Franklin,.....          | 6  | 50               | Defiance,.....                | 9   | 190 |
| Miamisburg,.....        | 6  | 56               | Florida,.....                 | 10  | 200 |
| Dayton,.....            | 12 | 68               | Napoleon,.....                | 8   | 208 |
| <i>Miami Extension.</i> |    | Damascus,.....   | 9                             | 217 |     |
| Troy,.....              | 22 | 90               | Providence,.....              | 6   | 223 |
| Piqua,.....             | 8  | 98               | Waterville,.....              | 11  | 234 |
| Newport,.....           | 16 | 114              | Maumee city,.....             | 6   | 240 |
| Minster,.....           | 9  | 123              | Toledo,.....                  | 10  | 250 |

Fare, \$6 50. Time, 56 hours.

The following is a table of distances on the Wabash and Erie canal, from Cincinnati to Lafayette, Indiana:

|                         |     |            |                  |     |     |
|-------------------------|-----|------------|------------------|-----|-----|
| Junction,.....          | 181 | Peru,..... | 15               | 280 |     |
| Antwerp,.....           | 14  | 195        | Lewisburg,.....  | 8   | 288 |
| State Line,.....        | 4   | 199        | Logansport,..... | 8   | 296 |
| Indiana City, Ia.,..... | 3   | 202        | Lockport,.....   | 15  | 311 |
| Lewistown,.....         | 4   | 206        | Carrollton,..... | 6   | 317 |
| FORT WAYNE,.....        | 11  | 217        | Delphi,.....     | 5   | 322 |
| Aboite,.....            | 12  | 229        | Americus,.....   | 8   | 330 |
| Huntington,.....        | 16  | 245        | Lafayette,.....  | 10  | 340 |
| Wabash,.....            | 20  | 265        |                  |     |     |

Fare, \$10 00. Time, about 3 days.

**Lockland**, is a small village on the Miami canal, about fifteen miles from Cincinnati, in Hamilton county, Ohio. There are several mills in operation, which serve to give an air of industry to the place. It contains a few stores, and about 150 inhabitants. The canal locks at this place afford excellent water power.

**Hamilton**, county seat of Butler county, is situated on the Great Miami river and the Miami canal, twenty miles north of Cincinnati. It is quite a large and flourishing town, neatly built, with a handsome public square, in which are located the county buildings. The town contains 7 churches, viz.: 1 Methodist, 1 Baptist, 1 Episcopal, 1 Presbyterian, 1 German Lutheran, 1 Associate Reformed, and 1 Catholic. It has also a female seminary, 2 newspaper printing offices, 3 cotton factories, 5 flour mills, 4 saw mills, 3 founderies, 4 machine shops, about 40 stores, and has a population of 3,000.

The business of Hamilton consists chiefly in manufacturing, for the aid of which there have been constructed within the last few years, hydraulic works of immense power. There is a fine bridge connecting Hamilton with Rossville, which cost \$25,000.

Hamilton is situated on the site of Fort Hamilton. It was built in the year 1791, by order of the unfortunate Gen. St. Clair, and was intended as a depot for provisions during the disastrous campaign of that commander.

At Hamilton may be seen the grave of John Cleves Symmes, author of the Theory of Concentric Spheres. He endeavored to demonstrate that the earth was hollow, and inhabited on the inside; and that it was possible for those who lived on the outer crust to descend to those within by means of openings at the poles. He petitioned Congress several times to supply him with means and money to start on a voyage of discovery to the north pole. That august assembly, being too dull of comprehension to see the practicability and utility of such a discovery, refused to grant his request. A waggish fellow once told Mr. Symmes, that if the inside of the earth was inhabited, the volcanoes were, no doubt, the chimneys of some of the large houses; in that case, the best thing he could do would be to hire a chimney-sweep to go on an exploring expedition down the crater of Vesuvius. Whether this did not meet his views, or whether he was not fortunate enough to find a sweep willing to undertake the voyage, is an unfathomable mystery.

He made but few converts to his theory, being almost universally met with ridicule. He however bore the scorn and ridicule of the world like a martyr, and for that reason should be entitled to our respect. There has lately been a monument built to place over his remains. It is surmounted by a globe *open at the poles*, which is a *fac simile* of his theory.

Stages leave Hamilton daily for Cincinnati and Dayton. Canal boats arrive and depart constantly.

**Rossville**, situated opposite Hamilton, in the same county, is a town of considerable and growing commercial importance. It contains 1 Baptist, and 1 Presbyterian church, several mills, about 30 stores, and 2,500 inhabitants.

**Oxford**, situated about twelve miles north-west from Hamilton, in the same county, is a beautiful and pleasantly located town. It is the seat of the Miami University, an institution of high rank and extensive patronage. It

was chartered in 1809, and endowed by Congress with a township of land for its support. It was not opened for the reception of students, however, until 1824. Besides the university, Oxford contains a theological school, under the patronage of the Associate Reformed church, 5 churches, about 15 stores, and a population of 2,000.

**Dayton**, county seat of Montgomery county, Ohio, is situated sixty-eight miles from Cincinnati, on the Great Miami river and Miami canal. The town was laid out in 1795, by Gen. Jonathan Day, Arthur St. Clair, James Wilkinson, and Col. Israel Ludlow. It was made the county seat in 1803, and at that time contained but five families. Its progress was very slow, until the year 1812, when an impetus was given to it by the arrival of troops belonging to the army. From this time until 1820 it improved very rapidly. After this, business declined, and Dayton received a shock from which many supposed she would not recover; but at the opening of the Miami canal in 1827, business began to revive, and from that time there has been a rapid and steady improvement, and it now ranks as the second city in wealth in the state. The city of Dayton is laid out with a great degree of regularity and neatness, the streets being one hundred and fifty feet wide, and intersecting each other at right angles. It is almost universally pronounced by visitors, the handsomest city in the West. The court-house at Dayton is one of the handsomest buildings in the state. It is built of gray granite and cost \$63,000. In addition to the court-house, the city contains 17 churches, viz: 4 Methodist, 2 Lutheran, 3 Presbyterian, 1 Episcopal, 1 New Light, 1 Disciple, 1 German Reformed, 1 Catholic, 1 Albright, 1 Dunker, and 1 African Baptist, 4 newspaper offices, a female seminary of high standing, 4 common schools, and 1 high school, 2 banks, a jail, 14 mills of various kinds, several factories, 2 market houses, 3 iron founderies, with a large number of stores of all descriptions. The population of Dayton in 1810, was 383; in 1820, 1139; in 1830, 2,954; in 1840, 6,067; and in 1850, 12,600.

The citizens of Dayton have, at considerable expense, built a hydraulic canal, something similar to the one at Hamilton, which affords a vast amount of water power for the various mills and factories in and near the city.

Canal boats ply daily to and from Cincinnati, Toledo, and all intermediate ports. Stages leave daily for Cincinnati, Columbus, Indianapolis, Indiana, and Sydney.

**Troy**, county seat of Miami county, Ohio, is a flourishing town, situated on the Great Miami river and Miami canal, ninety miles north of Cincinnati. It was laid out in the year 1808, and soon after became the seat of justice. It is a place of considerable commercial importance. Vast quantities of wheat, corn, oats, barley, whiskey, flour, pork, lard, clover and flax-seed, salt, sawed lumber, &c., are exported. The annual shipments to and from this place, amounting to 25,000 tons. Manufacturing is also carried on to some

extent, though not so energetically as the mercantile business. Troy contains 2 Methodist, 2 Presbyterian, 1 Episcopal, and 1 Baptist church, a town and masonic hall, 1 bank, 1 market-house, 3 printing offices, 1 academy, several mills and factories, 1 foundery and machine shop, 6 large warehouses, a large number of stores, and mechanics' shops of all kinds, with a population of near 3,000. Canal boats arrive and depart daily. Stages leave regularly for Cincinnati and intermediate points.

**Piqua**, situated in the same county, about eight miles above Troy, on the Miami canal, is a thriving business town. It was laid out in the year 1809, and was first called Washington, which name it retained until about the year 1820, when it received its present name. The plan of the town is strikingly uniform and symmetrical, being laid off in regular blocks, with wide and straight streets. The town contains 12 churches, viz: 3 Methodist, 2 Presbyterian, 1 Baptist, 1 Episcopal, 1 Lutheran, 1 Associate Reformed, 1 Disciple, and 2 Catholic; a town hall, a high school, 1 bank, a number of mills and factories, several of which are driven by steam, about 125 mechanics' shops, a large number of stores of various descriptions, and a population of 3,500. Canal boats arrive and depart daily. Stages also leave for Cincinnati and Dayton.

**Defiance**, county seat of Defiance county, Ohio, is situated on the Wabash and Erie canal, at the junction of the Maumee and Auglaize rivers, and is one hundred and ninety miles from Cincinnati by the canal. It was laid out in 1822, and now contains 1 Methodist and 1 Catholic church, 10 stores, and a population of 1,000. It is well situated for trade, and will, no doubt, in time, make a place of considerable commercial importance.

The town occupies the site of *Fort Defiance*, which was erected in 1794, by Gen. Wayne. There are traces of the old fortifications still to be seen

### ROUTES FROM CINCINNATI.

The following table contains a list of the principal places, together with their distance from Cincinnati, to the mouth of the Ohio river:

|                             |    |                    |                               |    |    |
|-----------------------------|----|--------------------|-------------------------------|----|----|
| North Bend, O.,.....        | 15 | Patriot, Ia.,..... | 2                             | 49 |    |
| Great Miami river, O.,..... | 5  | 20                 | Warsaw, Ky.,.....             | 11 | 60 |
| Lawrenceburg, Ia.,.....     | 2  | 22                 | New York, Ia.,.....           | 1  | 61 |
| Petersburg, Ky.,.....       | 2  | 24                 | Vevay, Ia., and } .....       | 10 | 71 |
| Aurora, Ia.,.....           | 2  | 26                 | Ghent, Ky., }                 |    |    |
| Bellevue, Ky.,.....         | 6  | 32                 | Carrollton, Kentucky river, } |    |    |
| Rising Sun, Ia.,.....       | 3  | 35                 | and Preston, Ky.,..... }      | 10 | 81 |
| Big Bone Lick, and } .....  | 12 | 47                 | Milton, Ky., and }            |    |    |
| Hamilton, Ky., }            |    |                    | Madison, Ia., }               | 12 | 93 |

ROUTES FROM CINCINNATI.

|                                                         |    |     |                                                      |    |     |
|---------------------------------------------------------|----|-----|------------------------------------------------------|----|-----|
| Hanover Landing, Ia.,.....                              | 6  | 99  | Bon Harbor, Ky.,.....                                | 3  | 303 |
| New London, Ia.,.....                                   | 4  | 103 | Enterprise, Ia.,.....                                | 3  | 306 |
| Bethlehem, Ia.,.....                                    | 8  | 111 | Point Isabel, Ia.,.....                              | 3  | 309 |
| Westport, Ky.,.....                                     | 6  | 117 | Newburg, Ia.,.....                                   | 12 | 321 |
| Charleston Landing, Ia.,....                            | 12 | 129 | Green river, Ky.,.....                               | 6  | 327 |
| Utica, Ia.,.....                                        | 5  | 134 | Evansville, Ia.,.....                                | 8  | 335 |
| Jeffersonville, Ia.,.....                               | 9  | 143 | Henderson, Ky.,.....                                 | 12 | 347 |
| Louisville, Ky.,.....                                   | 1  | 144 | Mount Vernon, Ia.,.....                              | 25 | 372 |
| Shippingport, Ky.,.....                                 | 2  | 146 | Unlontown, Ky.,.....                                 | 15 | 387 |
| Portland, Ky., and }<br>New Albany, Ia., } .....        | 1  | 147 | Wabash river,.....                                   | 5  | 392 |
| Salt river, and }<br>West Point, Ky., } .....           | 18 | 165 | Raleigh, Ky.,.....                                   | 6  | 398 |
| Brandenburg, Ky.,.....                                  | 18 | 183 | Shawneetown, Ill.,.....                              | 5  | 403 |
| Manchport, Ia.,.....                                    | 3  | 186 | Caseyville, Ky.,.....                                | 10 | 413 |
| Northampton, Ia.,.....                                  | 7  | 193 | Battery Rock, Ill.,.....                             | 2  | 415 |
| Amsterdam, Ia.,.....                                    | 3  | 196 | Cave-in-Rock, Ill.,.....                             | 12 | 427 |
| Leavenworth, Ia.,.....                                  | 8  | 204 | Elizabeth, Ill.,.....                                | 6  | 433 |
| Fredonia, Ia.,.....                                     | 4  | 208 | Golconda, Ill.,.....                                 | 23 | 456 |
| Alton, Ia.,.....                                        | 14 | 222 | Cumberland river, and }<br>Smithland, Ky.,..... } .. | 17 | 473 |
| Concordia, Ky.,.....                                    | 10 | 232 | Tennessee river, and }<br>Paducah, Ky.,..... } ..... | 12 | 485 |
| Rome, Ia., Stephensport, }<br>and Sinking creek, Ky., } | 11 | 243 | Belgrade, Ill.,.....                                 | 8  | 493 |
| Cloverport, Ky.,.....                                   | 10 | 253 | Fort Massac, Ill.,.....                              | 2  | 495 |
| Hawsville, Ky., and }<br>Cannelton, Ia.,..... } .....   | 13 | 266 | Metropolis, Ill.,.....                               | 1  | 496 |
| Troy, Ia.,.....                                         | 6  | 272 | Hillaman, Ill.,.....                                 | 7  | 503 |
| Maxville, Ia.,.....                                     | 1  | 273 | Wilkinsonville, Ill.,.....                           | 9  | 512 |
| Batesville, Ia.,.....                                   | 2  | 275 | Caledonia, Ill.,.....                                | 10 | 522 |
| Lewisport, Ky.,.....                                    | 3  | 278 | America, Ill.,.....                                  | 3  | 525 |
| Rockport, Ia.,.....                                     | 13 | 291 | Trinity, Ill.,.....                                  | 5  | 530 |
| Owensburg, Ky.,.....                                    | 9  | 300 | Cairo, Ill., and Mouth }<br>of the Ohio..... } ...   | 6  | 536 |

Total length of the Ohio river, according to the best authorities, 1,027 miles.

*From Cincinnati, East.*

There are two principal routes, known as the Pittsburgh, and Northern routes. Those wishing to take the former can always find in waiting, at the Cincinnati wharf, one of the fine daily line of steamers which run to that place. The time is from one and a half to three days, and fare generally about six dollars, (depending upon the state of the river, and the amount of competition.) The remainder of the route is the same as that previously given on page 81.

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... 12 93

Persons going the *Northern route*, leave the Little Miami railroad depot, on East Front street, at 6 o'clock, A. M., and arrive at Sandusky early next morning, where they will find in waiting one of the splendid line of lake steamers, which will convey them to Buffalo. At Buffalo they take the Albany and Buffalo railroad to Albany; (for routes on this road, see page 218,) thence down the beautiful Hudson to New York. Time, about three days—fare \$20.

Distance to Sandusky, 218 miles, running time, 16 hours; to Buffalo, 250 miles, time, 20 hours; to Albany, 325 miles, time, 24 hours; to New York, 150 miles, time, 8 hours. From Albany to Boston, by railroad, 207 miles, time, 10 hours. Total distance from New York to Cincinnati, 938 miles, time 68 hours. From Boston, 1,000 miles, time, 70 hours. Through tickets can be purchased at the office in Cincinnati, corner of Broadway and Front. Fare to Xenia, \$1 90; to Springfield, \$2 50; to Bellevue, \$6; to Sandusky city, \$6 50; to Columbus, \$3 50; to Wheeling, \$10 50; and to Buffalo, \$10.

*From Cincinnati to Springfield.*

From Cincinnati (by the Little Miami railroad) to Columbia, 4 miles; to Plainville, 5 miles; to Loveland's, 9 miles; to Deerfield, 9 miles; to Morrow, 5 miles; to Freeport, 8 miles; to Corwin, 6 miles; to Spring Valley, 7 miles; to Xenia, 7 miles; to Yellow Springs, 9 miles; to Springfield, 10 miles. Whole distance from Cincinnati to SPRINGFIELD, 84 miles. (For remainder of the route to Sandusky, see Tables of Western Railroads, page 223.)

**Springfield**, Clark county, Ohio, is situated on the NATIONAL ROAD, forty-three miles west of Columbus, and at the northern extremity of the LITTLE MIAMI RAILROAD. It is the county seat, and was laid out in the year 1803, by James Demint. It is surrounded by a fertile and highly cultivated country, and is considered one of the most beautiful villages in the state.

The town has excellent advantages for water power, and within a circuit of three miles, there are upward of twenty mill seats.

The Methodist Episcopal church have a flourishing high school at Springfield, and the public libraries of the town contain near 4,000 volumes. There are in Springfield 12 churches, 3 printing offices, and about 25 stores, besides a large number of mechanics' shops. Population about 8,000.

Stages leave regularly for Columbus, *via* national road; also for Dayton, and other towns in the state. Fare to Columbus, \$2; time, from five to seven hours.

*From Cincinnati to Columbus.*

From Cincinnati, (by railroad,) as in previous route, to Springfield, 84 miles; to Summerfield, (by stage,) 16 miles; to Lafayette,

5 miles; to West Jefferson, 8 miles; to Alton, 5 miles; to Columbus, 9 miles; whole distance from Cincinnati to COLUMBUS, 127 miles; fare, \$4 50. Or, from Cincinnati to Xenia, (by Little Miami railroad,) 65 miles; thence to Columbus, by the Xenia and Columbus railroad, (for routes on this road, see page 221,) 54 miles: whole distance from Cincinnati to COLUMBUS, 119 miles. Fare, \$3 50; time, 3 hours.

*From Cincinnati to Maysville.*

Daily packets run regularly to Maysville, leaving Cincinnati at 10 o'clock, A. M. Fare, with excellent accommodations, \$1 50.

*From Cincinnati to Madison.*

A splendid line of steamers run daily from Cincinnati to Madison, leaving the wharf at 12 o'clock, M. Distance, 100 miles. Fare \$1 50.

*From Cincinnati to Louisville.*

There are usually two daily lines of steamers, morning and evening ones, running regularly to Louisville. The lines are composed of the first class steamers, and commanded by some of the most experienced men on the river. The accommodations are superior, and every thing is in the most perfect order. The morning line leaves at 11 o'clock, A. M., and arrives at Louisville during the night. The cars of the Little Miami Railroad arrive at the depot at 10 o'clock, A. M.; so there is always a boat in waiting for those going to Louisville. The distance to Louisville is about 140 miles; time down, from 12 to 14 hours; up, about 20 hours, including stoppages. Fare, \$2 50.

*From Cincinnati to Nashville, Tennessee.*

From Cincinnati to the mouth of the Cumberland, 474 miles; to Eddyville, 50 miles; to Canton, 20 miles; to Tobacco Port, 13 miles; to Dover, 18 miles; to Palmyra, 30 miles; to Clarksville, 15 miles; to Nashville, 55 miles; whole distance from Cincinnati to NASHVILLE, 675 miles. Fare, \$10; time, 4 days. These packets leave Cincinnati every Wednesday at 4 o'clock, P. M.

*From Cincinnati to Toledo.*

From Cincinnati (by Miami canal) to Hamilton, 30 miles; to Middletown, 14 miles; to Franklin, 6 miles; to Miamisburg, 6 miles; to Dayton, 12 miles; to Troy, (by Miami Extension canal,) 22 miles; to Piqua, 8 miles; to Newport, 16 miles; to Minster, 9 miles; to St. Mary's, 11 miles; to Deep Cut, 13 miles; to Junction, 35 miles; to Defiance, (by Wabash and Erie canal,) 9 miles; to Florida, 10 miles; to Napoleon, 8 miles; to Damascus, 9 miles;

to Providence, 6 miles; to Waterville, 11 miles; to Maumee City, 6 miles; to Toledo, 9 miles: whole distance from Cincinnati to TOLEDO, 250 miles. Fare, \$6 50; time, 3 days.

*From Cincinnati to Dayton.*

To Sharon, (by stage,) 12 miles; to Chester, 4 miles; to Bethany, 4 miles; to Monroe, 5 miles; to Franklin, 5 miles; to Miamisburg, 4 miles; to Alexandria, 7 miles; to Dayton, 12 miles: whole distance from Cincinnati to DAYTON, (by stage,) 52 miles. Fare, \$2; time, 8 hours.

*From Cincinnati to Chillicothe.*

To Fulton, (by stage,) 2 miles; to Plainville, 7 miles; to Milford, 5 miles; to Perrin's Mills, 4 miles; to Gordonville, 8 miles; to Fayetteville, 6 miles; to Dodsonville, 26 miles; to Rainsboro', 11 miles; to Bainbridge, 9 miles; to Bourneville, 10 miles; to Chillicothe, 14 miles: whole distance from Cincinnati to CHILLICOTHE, 102 miles. Fare, \$3 50; time, 16 hours.

*From Cincinnati to Indianapolis.*

To Cheviot, (by stage,) 5 miles; to Miami, 7 miles; to Harrison, 6 miles; to New Trenton, 5 miles; to Brookville, 8 miles; to Laurel City, 13 miles; to Rushville, 15 miles; to Burlington, 8 miles; to Morristown, 7 miles; to Sugar Creek, 10 miles; to Indianapolis, 15 miles: whole distance from Cincinnati to INDIANAPOLIS, 102 miles. Fare, \$2 50; time, 20 hours.

*From Cincinnati to Piqua.*

To Reading, (by stage,) 9 miles; to Mason, 6 miles; to Lebanon, 4 miles; to Ridgeville, 7 miles; to Centreville, 9 miles; to Dayton, 6 miles; to Troy, 14 miles; to Piqua, 14 miles: whole distance from Cincinnati to PIQUA, (by stage,) 79 miles. Fare, \$3 50; time, 14 hours.

*From Cincinnati to West Union, Ohio.*

To Newtown, (by stage,) 8 miles; to Mt. Carmel, 6 miles; to Batavia, 10 miles; to Williamsburg, 8 miles; to Bethel, 6 miles; to Hamersville, 3 miles; to Georgetown, 8 miles; to Russellville, 7 miles; to Decatur, 8 miles; to West Union, 10 miles: whole distance from Cincinnati to WEST UNION, 77 miles. Fare, \$3 50; time, 15 hours.

*From Cincinnati to Wheeling, Virginia.*

To Columbus, (by railroad or stage,) 127 miles; to Reynoldsburg, 11 miles; to Kirksville, 11 miles; to Lury, 3 miles; to Hebron, 2 miles; to Linnville, 8 miles; to Brownsville, 5 miles;

to Gratiot, 2 miles; to Hopewell, 4 miles; to Zanesville, 8 miles; to Norwich, 11 miles; to New Concord, 4 miles; to Cambridge, 13 miles; to Washington, 7 miles; to Fairview, 11 miles; to Morristown, 12 miles; to St. Clairsville, 12 miles; to Bridgeport, 11 miles; to Wheeling, 1 mile: whole distance from Cincinnati to WHEELING, (by stage,) 258 miles. Fare, \$10 50; time, about 40 hours.

*From Cincinnati to Nashville, Tennessee.*

To Covington, 1 mile; to Florence, (by stage,) 9 miles; to Crittenden, 16 miles; to Georgetown, 46 miles; to Lexington, 12 miles; to Nicholasville, 12 miles; to Harrodsburg, 19 miles; to Lebanon, 30 miles; to Campbellsville, 19 miles; to Greensburg, 12 miles; to Monroe, 10 miles; to Blue Spring Grove, 11 miles; to Glasgow, 13 miles; to State Line, 33 miles; to Nashville, 35 miles: whole distance from Cincinnati to NASHVILLE, 295 miles. Fare, \$12; time, about 48 hours.

*From Cincinnati to Lancaster, Ohio.*

To Montgomery, 13 miles; to Hopkinsville, 12 miles; to Morrow, 7 miles; to Rochester, 3 miles; to Clarksville, 7 miles; to Wilmington, 15 miles; to Sabina, 10 miles; to Washington, 12 miles; to New Holland, 10 miles; to Williamsport, 6 miles; to Circleville, 12 miles; to Lancaster, 22 miles: whole distance from Cincinnati to LANCASTER, 129 miles. Fare, \$5 25; time, 28 hours.

**Mill Creek**, enters the Ohio just below Cincinnati, and forms the western boundary of the corporation of said city. It is a very crooked stream, and during low water can be easily crossed on foot. It is bounded on both sides by a high range of hills, which, on the west, descend to the edge of the stream; those on the east, however, are about half a mile distant. The Miami canal passes along the edge of the latter, at an elevation of about one hundred feet above the waters of the creek. The valley included between these ranges of hills, is highly productive; but is subject to constant overflows from the river, the backwaters of which often ascend the creek for nine miles. Efforts are being made to confine the water to a narrower channel. The Dayton and Hamilton Railroad Company, whose road passes along the side of the western hills, have already changed the channel in several places.

**Industry**, situated four miles below Cincinnati, in Hamilton county, Ohio, is a small village which has been built up within a few years. It contains a large stove foundry, owned by an association of journeymen stove molders, and about 150 inhabitants.

**Home City**, six miles below Industry, in the same county, has been laid out for a town within the last three years, by an association styled "THE CINCINNATI BUILDING ASSOCIATION." There have, as yet, been but few houses erected. At a recent session of the Ohio legislature, this company obtained a charter, which will no doubt insure its permanency.

**North Bend**, five miles below Home City, and fifteen from Cincinnati, is a beautiful and retired spot, celebrated as being the residence and burial place of the lamented General Harrison. The house in which he resided is still standing; it is built of logs, and weather-boarded, which, being painted white, gives it a neat and elegant appearance. It is now occupied by the widow of the President.

The tomb in which the remains of Harrison are interred, stands on a small knoll about a quarter of a mile from the house. It is perfectly plain, without either inscription or ornament of any kind. But what need have the GREAT in deeds of glory and virtue, of "the trappings and suits of woe?" It is only those that the world knows not, who have need of monuments and sounding epitaphs.

It was at North Bend that Judge Symmes intended to have planted the emporium of the West. But fate decreed it otherwise. After laying off a town, and making immense exertions to bring settlers here, he was forced to abandon the project, and every vestige of a city has long since disappeared from the face of the country. Judge Symmes' remains lie entombed a short distance from Harrison's grave.

**The Great Miami River**, rises in Hardin county, Ohio, and after a south-west course of about one hundred miles, it empties into the Ohio, five miles below North Bend, at the state line between Indiana and Ohio. The country through which it flows is highly cultivated and exceedingly fertile; it is termed the "Great Miami Bottoms," in contradistinction to the "Little Miami Bottoms." There is a great amount of water power obtained from this stream, which renders it of immense importance to the inhabitants of the region through which it passes. Several of the most important towns in the state of Ohio are situated on this river; but being also situated on the Miami Canal, they have been previously mentioned. (See page 129.)

**Lawrenceburg**, county seat of Dearborn county, Indiana, situated two miles below the mouth of the Great Miami, is a flourishing, business-like place. That part of the town near the river being low, is liable to inundations; this has served somewhat to retard its growth. The inhabitants are now building

farther back, on higher ground, where the waters cannot reach them, and the town is improving very fast. It contains a court-house, 6 churches, a large and extensive distillery, 8 mills, a carding machine, a large number of stores of various kinds, and a population of about 4,000. The Whitewater canal passes through the town, bringing it in connection with some of the most populous districts of Indiana. Its advantages are numerous, and consequently it must prosper.

**Petersburg**, situated in Boone county, Kentucky, two miles below Lawrenceburg, is a small village, containing a mill, 2 churches, 2 schools, a tobacco factory, several stores, and a population of 250. The village seems to have occupied the site of an ancient burial ground of some race who have long ago passed to those blissful regions where the wicked cease from troubling and the weary are at rest. Many curious remains of this ancient race have been found by the inhabitants of Petersburg, in digging their wells, cellars, &c. About a quarter of a mile above the town, there are the remains of an ancient fortification, evidently erected by a more intelligent and civilized people than any of our North American Indians appear to have been; but their history is yet unwritten.

**Aurora**, situated at the mouth of Hogan creek, two miles below, in Dearborn county, Indiana, is a flourishing place, and has recently become a city. It was laid out in 1819, and incorporated as a city in 1848. A large pork business is done here, besides distilling and various other branches of business. There are 3 churches, a saw-mill, distillery, 15 stores, and a population of 2,500.

**Bellevue**, situated six miles below Aurora, in Boone county, Kentucky, is a small village, containing a few stores and about 40 inhabitants.

**Rising Sun**, county seat of Ohio county, Indiana, situated three miles below Bellevue, is a growing and flourishing town. It was made the county seat of the new county of Ohio about six years ago, and from that time has continued to improve steadily. It really is astonishing, what importance the concentration of legal wisdom gives to a town, and how it thrives under the benign smile of those whose duty and glory consists in dealing out justice (?) to the erring sons of men. Rising Sun contains a court house, 3 churches, an academy, a printing office, 3 mills, a large cotton and woolen factory, an extensive distillery, a tannery, a number of stores of various kinds, and a population of 2,500.

**Millersburg**, formerly North's Mills, is a small town in Ohio county, three miles below Rising Sun. It is one of the principal landing points for several of the interior counties.

**Big Bone Lick Creek**, empties into the Ohio River, twelve miles below Rising Sun, in Boone county, Kentucky. Near the mouth of the creek, are the **BIG BONE LICK SPRINGS**, formerly a watering place, but now seldom resorted to. The creek derives its name from the bones of the mastodon and arctic elephant, which have been found here. The first were collected in 1803, by Dr. William Goforth, an eminent physician, and one of the pioneers of the West. The collection was intrusted by him to the care of an English traveler by the name of Thomas Ashe, who took them to England to exhibit. When he arrived there, instead of performing his trust, he sold the whole collection, and kept the money. He, however, showed his wisdom in one thing, which was, never to show his face in this country again. A second collection of these bones was made in the year 1805, by order of President Jefferson; a third collection was made in 1819, by the Western Museum Society; and a fourth in 1831, by Mr. Finnell.

**Hamilton**, situated a short distance below the mouth of Big Bone Lick Creek, in the same county, is a small village of minor importance, containing half a dozen stores, and a population of about 250.

**Patriot**, situated two miles below Hamilton, in Switzerland county, Indiana, is a thriving little village, containing 3 churches, half a dozen stores, and a population of about 600.

**Warsaw**, the county seat of Gallatin county, Kentucky, situated eleven miles below Patriot, is a town of considerable trade and growing importance. There is now quite a large business done, in exporting corn, tobacco, and various kinds of produce.

It was laid out in 1831, and was at first called Fredericksburg. It retained this name but a short time; the inhabitants having imbibed an enthusiasm for suffering Poland, adopted the name of **WARSAW**, in honor of that unfortunate country. Warsaw contains a court-house, 1 Baptist and 1 Reformed church, 1 newspaper printing office, 3 schools, a distillery, 2 pork houses, 15 stores, and a population of about 900.

**New York**, also called **LITTLE YORK**, for fear that travelers should mistake it for the *city of New York*, is a small village, one mile below Warsaw, in Switzerland county, Indiana. It contains two or three stores, and about 150 inhabitants.

**Vevay**, situated ten miles below New York, is the county seat of Switzerland county, Indiana. It was first settled in 1804, by a party of Swiss emigrants, who received a grant of land from Congress, for the express purpose of cultivating the grape. This has been carried on successfully ever since, and large quantities of wine are annually made. The county is settled almost wholly by Swiss emigrants and their descendants, and it would be a difficult matter, in any country, to find a more industrious, orderly, and well informed set of people. Vevay contains a court-house, two or three churches, a jail, a dozen or more stores, and about 2,000 inhabitants.

**Ghent**, situated directly opposite Vevay, in Carroll county Kentucky, is a pleasant little village, containing 1 Methodist and 1 Reformed church, half a dozen stores, a tobacco factory, and a population of 350.

This village bears the name of the city where the treaty of peace was negotiated between Great Britain and the United States, which closed the war of 1812.

**Carrollton**, seat of justice for Carroll county, Kentucky, is situated ten miles below Ghent, at the mouth of Kentucky river.

The town was laid out in the year 1792, under the name of Port William. Previous to this date, there had been a block-house erected at this point, by Gen. Charles Scott, which was occupied by troops for several years. When the town was laid out, the post was abandoned. Carrollton received its present name in honor of the abode of that distinguished patriot, Charles Carroll. (See note.) Carrollton contains a court-house, jail, 3 churches, 1 academy, 1 common school, several mills, about a dozen stores, and a population of 1,000.

#### Note.

CHARLES CARROLL, one of that noble band that dared to question the divine right of kings, was born in the city of Annapolis, state of Maryland, on the 8th day of September, 1737. He received an excellent education, and at an early age showed signs of more than common talents. He took a firm and decided stand against British aggression and tyranny; and when that immortal paper was drawn up, which declared the American colonies free and independent states, he hesitated not to put his name to it in bold and fearless characters. An anecdote is related of him, which is as characteristic of the man, as it is bold and decided. A short time after signing the Declaration of Independence, a friend remarked to him, "that if the British caught him they would not know whether it were he, or Charles Carroll, of Massachusetts, whose name was affixed to the Declaration; hence they would be in doubt which to hang. His reply was, "In order that there may be no mistake

about it, I will inform them where I may be found," and immediately affixed the name of his estate. He was ever after known as Charles Carroll, of Carrollton. This worthy patriot and distinguished statesman, died on the 14th of November, 1832, at the good old age of ninety-five. He lived to see all those who had placed their names with his, on that glorious scroll, go to "that bourne from whence no traveler returns;" then quietly resigned his body to the peaceful earth, and in spirit hastened to join, in the angelic world, those noble souls who had gone before him.

**The Kentucky River**, rises in the Cumberland mountains, and after pursuing a north-westerly course for the distance of two hundred and sixty miles, empties into the Ohio river at Carrollton. The river has been rendered navigable, by means of dams and locks, as far as Frankfort. There are seventeen locks, built at a cost of \$2,300,000. The perpendicular hight overcome by these locks, is two hundred and ten feet.

The scenery along the banks of the Kentucky river is not surpassed by any other river in the Union, unless it be the Hudson. The channel, for the greater part of its course, runs through beds of solid limestone rock. In the neighborhood of the mouth of the river, there are many remains of ancient works, relics of a race, whose history is beyond the present limits of human knowledge, and whose deeds are buried in the impenetrable mysteries of the past.

#### Notes.

**Frankfort**, county seat of Franklin county, and capital of the state of Kentucky, is situated in a beautiful plain surrounded by lofty hills, on the Kentucky river, about sixty miles from its mouth. It was laid out in the year 1773, and was made the seat of government in 1792. The capitol is a large and handsome edifice, built of Kentucky marble. The representative hall is a large room situated in the second story of the building; it is handsomely ornamented, and is adorned with portraits of Gen. Washington, La Fayette, and Col. Daniel Boone. The senate chamber, also in the second story, is a smaller room, but very tastefully furnished. It has a full length portrait of Gen. Harrison, hanging immediately behind and over the president's chair.

The Penitentiary buildings are spacious, and admirably arranged. The plan on which this prison is conducted is a very superior one, combining punishment with moral reform and mental progress. The prisoners are required to work through the day, with the exception of the Sabbath; on this day there is divine service, at which all are required to attend. There is also an excellent library for the use of the prisoners; and those who cannot read are taught. Their diet is plain and simple, but amply sufficient for

all the wants of life. The keeper's office is a handsome building, ornamented with two Gothic towers.

In addition to these buildings, Frankfort contains a fine court-house, 4 churches, viz: 1 Baptist, 1 Methodist, 1 Presbyterian, and 1 Episcopal, an academy 1 bank, 2 newspaper offices, several factories, a large number of mechanics' shops, about 40 stores of various kinds, and a population of 3,000. The railroad from Lexington to Louisville passes through Frankfort. Cars arrive and depart daily for Lexington, Louisville, and intermediate points. Stages leave daily and semi-weekly for Louisville, Harrodsburg, and Madison Indiana.

**Lexington**, county seat of Fayette county, Kentucky, is beautifully situated twenty-five miles south-east of Frankfort, on a small branch of the Elkhorn river. The first settlement made here, was in 1776, and was called *Lexington*, in commemoration of the place where the first battle of the AMERICAN REVOLUTION was fought. It was incorporated as a town in the year 1782, and was, for a few years, the seat of government. Lexington is situated in the richest and most delightful portion of the state of Kentucky. The country around is exceedingly fertile, and under the highest degree of cultivation. The staple product of the county is hemp, for the manufacture of which there are in Lexington and vicinity more than twenty establishments, turning out annually 2,600,000 yards of bagging, and 2,200,000 pounds of rope.

The plan of the city of Lexington is elegant and uniform. The streets are broad, crossing each other at right angles, and well paved. The residences are nearly all noted for their neatness and comfort, and many of them have tastefully ornamented grounds attached to them.

The public buildings of Lexington are numerous, and generally good specimens of modern architecture. The TRANSYLVANIA UNIVERSITY, since the year 1842 under the patronage of the Methodist Episcopal Church, South, was founded by the state in the year 1798, by the association of the Transylvania seminary and the Kentucky academy. It comprises a medical school, having eight professors, and an average of one hundred and eighty students, a law school, having three professors, with an average of about one hundred students, and a literary department, denominated Morrison College. This department has six professors, and an average of three hundred students.

The Lunatic Asylum is an institution of which the state may well be proud. The buildings are spacious and admirably well adapted to the wants of the patients. The treatment of patients is conducted on the best and most approved system, and the success with which it is followed, reflects great credit on those having charge of the institution.

The other public buildings of Lexington are a court-house, masonic hall, city hospital, work-house, a free school, and eleven churches, viz.: 2 Methodist, 1 Baptist, 1 Reformed, 1 Episcopal, 2 Presbyterian, 1 Secedior, 1 Catholic, and 2 African. The population is about 10,000. The Lexington and

Ohio railroad terminates here, bringing this city in connection with Louisville, at which place the road commences. The road is ninety-three miles in length, and cost \$1,000,000. Cars arrive and depart daily for Louisville and intermediate points on the railroad. Stages leave daily for Maysville, Zanesville, Ohio, and Wheeling, Virginia; tri-weekly for Cincinnati, Ohio, and Nashville, Tennessee, *via* Harrodsburg and Bowling Green.

**Ashland**, situated about one and a half miles from Lexington, is the residence of the distinguished American statesman, HENRY CLAY. It comprises an estate of about six hundred acres, considered the best and most productive land in the state of Kentucky. The house of Mr. Clay is built of brick, plain and neat, without any display of architectural beauty. The grounds immediately surrounding the house are laid out in an elegant and tasteful manner, and ornamented with a variety of trees and shrubbery. The name of ASHLAND is as familiar to the American public, as that of the honorable gentleman who resides there.

**Boonsborough**, situated on the east bank of the Kentucky river, in Madison county, is a small village, and now of little or no importance, save its connection with the early history of the West. It was on this spot that Col. Daniel Boone made the first permanent settlement in the state of Kentucky. Here, in the midst of a trackless forest, filled with hordes of remorseless and bloodthirsty savages, Col. Boone built, in the year 1775, a rude fort of logs, and with his family took up his abode.

Colonel DANIEL BOONE, was born in Bucks county, Pennsylvania, on the 11th of February, 1731, being one year and eleven days before the birth of Washington. When he was but a boy his father moved to the head waters of the Yadkin, in North Carolina. At an early age Boone evinced an ardent love for roving through the woods with his gun on his shoulder, in pursuit of game and the excitements of the chase. From his childhood he was characterized by undaunted courage, and it is related of him that when but fourteen years of age, while out hunting in company with several boys near his own age, they encountered a huge panther. Young Boone's companions fled in terror and dismay — not so the youthful hero, but coolly raising his gun to his cheek and taking deliberate aim, shot the animal dead, while in the very act of springing on him.

Boone continued to reside in North Carolina until his fortieth year. Very little is known of his adventures during this period. The only fact of which there is any degree of certainty, is his marriage. In the year 1769, having been fired by the glowing descriptions of Finley and others concerning the beautiful country of the Far West, he determined to set out on a visit to the vast hunting grounds lying west of the Cumberland mountains. Leaving his family at their home on the Yadkin, he, in company with Finley and four others, started on their expedition. Boone remained in Kentucky for the

space of three years. Often, for months, without a single human companion, hundreds of miles from any white settlement, he quietly and contentedly pursued his favorite occupation of hunting. His companions had all fallen victims to the tomahawk and scalping knife, but one; and he becoming disheartened, returned home. But Boone's stern spirit knew nothing of discouragement, and the idea of relinquishing his expedition never once occurred to him. In fact the very perils and hardships of the life, were the charms by which he was won, and accordingly he determined to make this adventurous land his future abode. With this determination he started after his family. After selling his possessions in North Carolina, and taking leave of his friends, he, accompanied by his own and five other families with about forty men, started once more towards the Far West. The party encountered numerous hardships and privations, which so discouraged them, that they gave up the expedition, and joined the settlements on Clinch river. The party remained here until 1774. Boone was employed as a guide to conduct a party through the wilderness to the falls of the Ohio. After this, he again started for Kentucky. Accompanied by only a few followers, he arrived at the spot where Boonsborough now stands, in the early part of the year 1775, and erected a fort. While building the fort, the party were several times attacked by the Indians, and lost about half their number. As soon as the fort was completed, Boone returned to Clinch river for his family, having fully determined that Kentucky should be his abode. The little garrison at the fort were frequently attacked by the Indians, and lost many of their best men. In the month of January, 1778, Boone and a party of twenty-seven men were captured by a large body of Indians, at the Blue Lick Springs. Boone remained a captive until the following June, when being apprized of the design of the British and Indians to attack the fort at Boonsborough, he mustered all his energies for an attempt to escape. This, by his consummate skill and cool intrepidity, he was enabled to accomplish, and in a short time arrived at Boonsborough. His arrival produced the most heartfelt joy in the little fort. They had all supposed him long since dead, and his family had returned to their friends in North Carolina. Immediately on his arrival, Boone proceeded to put the fort in a state of defense, and a short time afterward the Indians, under the command of British officers, appeared before the fort. The garrison was called upon to surrender, which Boone answered by a request that they would give him two days to think about it. This request was granted. At the expiration of the time, Boone informed them that he would decline surrendering, at least for the present. A proposition was then made to treat, which ended, as might have been supposed, by treachery on the part of the enemy; and the party sent out to treat barely escaped with their lives. The attack then commenced, and continued nine days, making no impression on the fort, and killing but two of the garrison. The enemy then dispersed with the loss of twenty-

seven killed, and a large number wounded. This was the last serious attack made on Boonsborough; and Boone having once more brought his family to this place, the settlement enjoyed peace and prosperity for several years. In the month of August, 1782, Boone was engaged in the memorable and disastrous battle of the BLUE LICKS. Our limits will not admit of a full account of this battle; suffice it to say, that Boone conducted himself with that gallantry and fearless courage, which always characterized him in the hour of trial. A short time after this battle, he accompanied Gen. Clark in his expedition against the Indians, which was the last campaign of any note in which he was engaged. In the year 1795, he left Kentucky, and started for the banks of the Missouri, where he lived until 1820, when he resigned his body to its mother earth, and took his flight to realms of joy and peace. He died at the advanced age of eighty-nine years.

The remains of Col. Boone and his wife have been removed to Frankfort, Kentucky, and now lie entombed at that place. The removal of the bodies took place on the 13th September, 1845. There is to be a monument erected to mark the place of the repose of this true nobleman of nature. A monument to him cannot add to his fame; he has reared a name among men which is more durable than marble, and will live as long as virtue exists, and good deeds are appreciated.

**Preston**, is a small village just below the mouth of the Kentucky river, named in honor of Col. Preston, of Virginia. It contains 2 stores, and about 150 inhabitants.

**Madison**, county seat of Jefferson county, Indiana, situated on the Ohio, twelve miles below the mouth of the Kentucky river, is one of the largest and most important commercial cities in the state. It is beautifully located in a valley, about three-fourths of a mile in width and three miles in length, lying in a bend of the river, and surrounded by steep and rugged hills, from four to five hundred feet in height. The principal part of the city is situated more than thirty feet above the highest floods of the Ohio river.

The trade of Madison is quite extensive, and the manufactures are very important. The principal part of the trade of the city is in wheat and pork, those articles being the chief products of the state. For many years after the settlement of Madison, its progress was slow; but for the past twenty years it has improved very rapidly. The population in 1830 was 2,000, in 1840, 4,000, and now it is 10,000. There has lately been built a fine new hotel, at a cost of \$30,000, which has added much to the appearance of the city. The other buildings of note in the city, are the court-house, jail, and county offices, 2 market-houses, a bank, 2 schools, and about 15 churches, viz: 3 Methodist, 1 Baptist, 2

Presbyterian, 1 Episcopal, 1 Christian, 1 Catholic, besides those of various other denominations. Several of these buildings are handsome and costly edifices. Madison contains several mills of various kinds, founderies, factories, and a large number of stores, many of which are wholesale houses, and do an extensive business.

The Madison and Indianapolis railroad was completed in the year 1849, and is one of the most important works in the state. It was commenced by the state, but after a short time fell into the hands of a company. This road extends through some of the most populous and productive districts of the state of Indiana, and is of immense advantage to Madison in a commercial point of view. There are several branches, some completed and some in contemplation, extending from the main road, which tend to enhance the importance, and increase the business of this road amazingly. There are several important towns on the railroad between Madison and Indianapolis, among which are VERNON, COLUMBUS, FRANKLIN, and some others of minor importance.

#### Note.

**Indianapolis**, capital of the state of Indiana, and seat of justice for Marion county, is situated at the northern terminus of the Madison and Indianapolis railroad, on the West Fork of White river. It lies on a beautiful plain, nearly in the centre of the county. The location is healthy and every way desirable. The city was laid out in the year 1820, for the purpose of making it the seat of government. At that time the country around was an unbroken wilderness, the nearest settlement being more than fifty miles distant. It was but a short time, however, until the town began to improve, and this has continued to go on steadily up to this time. The commerce and manufactures of Indianapolis are in a flourishing condition. The city is situated in the midst of a most fertile agricultural district, with numerous facilities for transportation. Besides the Madison railroad, there is one extending to Lafayette, one to Bellefontaine, Peru, and Terre Haute; it is also on the line of the national road. These advantages render the onward progress of Indianapolis a certainty.

The public buildings are, a fine state-house, 80 by 160 feet, erected at a cost of \$60,000, 7 first class hotels, a splendid masonic hall, a court-house, 3 seminaries, and 17 churches, viz: 5 Methodist, 2 Presbyterian, 1 Baptist, 2 German, 1 Associate Reformed, 1 Lutheran, 1 Christian, 1 Quaker, 1 Episcopalian, 1 Catholic, and 2 African. Indianapolis also contains a number of private and district schools, 5 mills, 2 carding machines, 2 founderies and machine shops, and about 130 stores of various kinds.

Besides the above mentioned public buildings, there are some important state institutions near the city, which have been but recently established, and which deserve separate notices.

**THE ASYLUM FOR THE DEAF AND DUMB**, was established by an act of the state legislature, in 1844. The buildings are located in a beautiful grove, about a mile east of the city. The whole length of the main building is two hundred and fifty-six feet, and is beautifully stuccoed with hydraulic cement. There are now over one hundred pupils in attendance, and the institution is in a very flourishing condition. The session commences on the first Wednesday in October, and closes on the last Wednesday in July.

**THE INDIANA INSTITUTE FOR THE EDUCATION OF THE BLIND**, was founded in 1847, by legislative enactment. It occupies a beautiful site of eight acres in the northern part of the city. The building is four stories high, including basement, with a fine portico in front, and is, no doubt, large enough to meet the wants of the state for several years to come.

**THE INDIANA HOSPITAL FOR THE INSANE**, is beautifully located on a farm of one hundred and sixty acres, two miles west of Indianapolis. The cost of farm and buildings is estimated at \$72,000. The present edifice will accommodate two hundred patients. The institution is in a very prosperous condition, and the number of inmates is constantly increasing.

The population in 1830, was 1,100; in 1840, 2,700, and in 1850, 8,000.

**Milton**, Trimble county, Kentucky, is a small village situated nearly opposite Madison. It contains 2 stores, a post office, and about 150 inhabitants.

**Hanover**, six miles below Madison, in Jefferson county, is a beautiful town, situated on the high bluffs of the Ohio. The town was first settled in 1810, and now contains about 600 inhabitants.

Hanover College, established about thirty years ago by Rev. J. F. Crowe, D. D., and the Hon. W. Dunn, is a literary institution of the highest order. The average number of students is about 100.

**New London**, four miles below Hanover, in the same county and state, is a small village, containing 1 store, and about 40 inhabitants.

**Bethlehem**, situated eight miles below New London, in Clark county, Indiana, is a small town, containing a church, several stores, and a population of about 300.

**Westport**, situated on the Ohio river, in Oldham county, Kentucky, six miles below Bethlehem, is a village of some importance, containing 1 mill, 3 stores, 2 churches, and about 300 inhabitants. Westport was formerly the county seat, but for some mysterious cause which the worthy inhabitants could never fathom, the seat of justice was removed to LaGrange, where there is a Masonic college under the Grand Lodge of Kentucky.

**Charleston Landing**, twelve miles below Westport, is the landing point for the town of Charleston, which is situated two miles and a half from the river, and is the county seat of Clark county, Indiana.

**Utica**, situated five miles below Charleston Landing, is a small village in the same county. Population, 350.

**Jeffersonville**, situated nine miles below Utica, in the same county, on the Ohio river, is a pleasant and finely located town for business. It was named in honor of Mr. Jefferson, who furnished a plan for the town. His plan was to build on alternate squares, leaving the intermediate ones for pleasure grounds. This plan was soon abandoned. The Indiana State Penitentiary is located at this place. It is a fine, large building, admirably arranged, and well adapted for the confinement of convicts. The town also contains a land office, printing office, several churches, and a population of 2,000.



VIEW OF LOUISVILLE.

**Louisville**, county seat of Jefferson county, Kentucky, and the largest city in the state, is situated on the south bank of the Ohio river, in north latitude  $38^{\circ} 3'$ , and west longitude  $8^{\circ} 45'$  from Washington, and  $85^{\circ} 30'$  from Greenwich. It is laid out regularly. The principal business streets are 120 feet wide.

The commerce of Louisville is very extensive; the net amount of capital employed in mercantile business being estimated at nearly \$10,000,000. The manufactories are also numerous and flourishing; there being 8 factories for the manufacture of bagging, cordage, rope, &c., 12 iron founderies, 1 brass foundery, 1 rolling mill, 4 lard oil factories, 4 mills, 1 white lead factory, 1 nail factory, gas works, several glass houses, candle factories, pork houses, besides a large number of smaller establishments of various kinds.

The public buildings of Louisville are numerous, and some of them handsome specimens of architecture. The churches are thirty in number, viz : 9 Methodist, 5 Baptist, 2 Universalist, 3 Episcopalian, 1 Unitarian, 4 Presbyterian, 1 Christian Disciples, 1 Bethel, 1 Free church, 1 Jewish Synagogue, and 2 Roman Catholic.

The *University of Louisville* has a fine edifice, and is a flourishing and growing institution. It has been established but a few years. The first course of lectures was delivered in the winter of 1847.

The *Medical Institute*, founded in the year 1837, is a public institution of high rank. It has been extensively patronized, and enjoys the entire confidence of its patrons. The edifice is a handsome and elegant structure; and the arrangements of the college are surpassed by none in the West.

The *Marine Hospital*, established in 1820, as a place of refuge for sick and disabled boatmen, is an institution which the dangerous navigation of our western waters renders of vast importance.

The *Asylum for the Blind*, is a noble institution, and reflects the highest honor on the state. It was established in the year 1842. The building of the institution is large and commodious. The students are instructed in all the principal branches of education taught in our colleges. They are also instructed in various kinds of mechanical arts, by which they may be enabled to earn a livelihood.

Besides these buildings, there is a splendid court-house and city hall, a city and county jail, a large theatre, a hospital, 2 orphan asylums, a Magdalen asylum, 4 large school-houses belonging to the city, 4 market-houses, a city work-house, 5 banks, and several fine hotels, the principal of which are the Galt House and Louisville Hotel

The newspapers and periodicals of Louisville are,—The *Louisville Journal*, *Morning Courier*, *Evening Express*, and *Louisville Democrat*, dailies; and the *Journal of Commerce*, *Baptist Banner*, *Presbyterian Herald*, *Spirit of the Age*, *Examine.*, and *Catholic Advocate*, weeklies; the *Western Journal of Medicine and Surgery*, monthly; and the *Southern Methodist Quarterly Review*.

The falls in the Ohio, just below Louisville, is a great obstruction to navigation, and a serious hindrance to the trade and commerce of the whole river. It has been in some measure obviated by building a canal, with locks, to overcome the difference in grade from Louisville to Portland, two miles below. The canal is inadequate to the wants of navigation; many of the boats which ply on our western waters are unable to get through.

The attention of government has been called to this repeatedly; yet it remains, as heretofore, in the hands of a company of capitalists, whose interest it is to make it as inconvenient as possible. It is to be hoped that Congress will soon do something toward improving the great thoroughfares of the West. The loss of life has really become terrific; and it is a well known fact, that a voyage down the Ohio and Mississippi rivers, is accompanied with more dangers than one on the ocean.

Louisville was first settled in the year 1778, by a few families, who emigrated from Virginia under Gen. George Rogers Clark. They built a block-house where Louisville now stands, and were soon joined by numerous other parties of emigrants. The town was established by the Virginia legislature in the year 1780, and at that time contained just *thirty inhabitants*. The settlers suffered severely for many years, from the encroachments of the savages. In the year 1800, Louisville contained a population of 600; in 1810, 1,300; in 1820, 4,000; in 1830, 10,000; in 1840, 21,000; and in 1850, 50,000.

### ROUTES FROM LOUISVILLE.

Steamboats arrive and depart daily for Cincinnati, Pittsburgh, St. Louis, New Orleans, and intermediate ports; cars arrive and depart daily for Lexington; stages leave for the principal points in the interior of Kentucky, Tennessee, Indiana, Illinois and Missouri.

#### *From Louisville to Lexington.*

To Middletown, (by railroad,) 12 miles; to Long Run, 6 miles; to Simpsonville, 5 miles; to Shelbyville, 8 miles; to Clay village, 6 miles; to Hardinsville, 8 miles; to Bridgeport, 4 miles; to Frankfort, 5 miles; to Versailles, 12 miles; to Lexington, 12 miles: whole distance from Louisville to LEXINGTON, 78 miles. Time, 6 hours; fare, \$2 50.

#### *From Louisville to St. Louis.*

To New Albany, Indiana, (by steamboat,) 4 miles; to Greenville, (by stage,) 12 miles; to Fredericksburg, 13 miles; to Paoli, 17 miles; to Columbiaville, 16 miles; to Mt. Pleasant, 12 miles; to Washington, 15 miles; to Vincennes, 20 miles; to Lawrenceville, Illinois, 9 miles; to Olney, 22 miles; to Maysville, 25 miles; to Salem, 36 miles; to Carlisle, 26 miles; to Lebanon, 27 miles; to Belleville, 12 miles; to St. Louis, 14 miles: whole distance from Louisville to St. Louis, 279 miles. Time, about 50 hours; fare, \$14.

*From Louisville to Indianapolis.*

To Paoli, (by stage,) 46 miles; to Orleans, 6 miles; to Spring Mill, 5 miles; to Bedford, 10 miles; to Marysville, 8 miles; to Bloomington, 14 miles; to Martinsville, 21 miles; to Indianapolis, 15 miles: whole distance from Louisville to INDIANAPOLIS, 125 miles. Time, 20 hours; fare, \$7 50.

*From Louisville to Nashville.*

To Salina, (by stage,) 11 miles; to West Point, 10 miles; to Elizabethtown, 22 miles; to Nolen, 11 miles; to Leesville, 13 miles; to Mumfordsville, 8 miles; to Woodsouville, 10 miles; to Dripping Spring, 20 miles; to Bowling Green, 13 miles; to Franklin, 22 miles; to State Line, 10 miles; to Tyree Springs, Tennessee, 14 miles; to Mausker's Creek, 7 miles; to Pleasant Hill, 7 miles; to Nashville, 6 miles: whole distance from Louisville to NASHVILLE, 183 miles. Time, 30 hours; fare, \$10.

**Shippingsport**, situated two miles below Louisville, in the same county, is a small village of little importance. It looks very much as though it had seen its best days. It contains a mill, four or five stores, and about 150 inhabitants.

**Portland**, three miles below Louisville, also in Jefferson county, is a place of considerable importance, on account of the large steamers generally making it a stopping place, not being able to get through the canal. There is a line of omnibuses running from Portland to Louisville, for the convenience of travelers. It contains about a dozen stores, and a population of 600.

**New Albany**, county seat of Floyd county, Indiana, is situated opposite Portland, and is one of the most important towns in the state. It was laid out in the year 1813, by three brothers of the name of Scribner. It is regularly laid out, with wide streets and convenient side-walks.

The business of steamboat building is carried on here to a greater extent than any other place in the state. Other branches of mechanics are also in a flourishing condition.

There are 11 churches, viz: 3 Baptist, 1 Episcopalian, 2 Methodist, 1 Lutheran, 2 Presbyterian, 1 Catholic, and 1 Christian. There is also a collegiate institute, a Presbyterian theological seminary, 2 district schools, several private schools, 1 bank, 2 printing offices, 3 iron founderies, 1 brass foundery, 1 bagging factory, and about 130 stores of various kinds. In 1830, the population of New Albany was 2,000; in 1840, 4,225; in 1850, 11,000.

There is a railroad from this place to Salem, and is intended to be carried still farther. This, when completed, will add much to the importance of the city.

Steamboats arrive and depart daily for all points on the Ohio and Mississippi rivers. Stages leave regularly for St. Louis, Indianapolis, and Madison.

**Salt River**, rises in Boyle county, Kentucky, and, pursuing a north-westerly course of about 200 miles, empties into the Ohio river, at the line between Jefferson and Hardin counties. Its mouth is 200 yards wide. It derived its name from the numerous salt licks along its banks. The first salt made, was at Bullitt's old licks, about three miles from Shepardsville. The settlers in the neighborhood of Salt river experienced a full share of those hardships common to the pioneers of our western country. The district of country through which Salt river runs, comprises some of the most fertile lands in the state. The inhabitants of this section of country are generally a hardy race, and little accustomed to the restraints and formalities of refined circles. They, however, possess a full share of "*hard horse sense*," to use their own language; and if any doubt their patriotism, we would earnestly advise them, as friends, not to tell them so, as it would be accompanied with some danger.

Salt river is navigable for flat-bottom boats, for a distance of 150 miles.

#### Notes.

**Harrodsburg**, county seat of Mercer county, is situated about a mile from the banks of Salt river, and near the head waters of that stream. It is a beautifully located town, standing on a commanding eminence, and surrounded by a fine country. It contains the usual county buildings, 5 churches, a college, seminary, 2 academies, about 20 stores, 1 printing office, several factories, a number of mechanics' shops, and a population of 1,800. It received its name in honor of the Harrod family, who emigrated to Kentucky at an early period.

**The Harrodsburg Springs**, situated near Harrodsburg, is one of the most celebrated watering places in the state. The waters contain sulphate of magnesia, carbonate of magnesia, sulphate of lime, sulphate of soda, iron, carbonate of lime, and sulphurated hydrogen.

The proprietor of the Springs, Dr. Christopher Graham, has erected a magnificent hotel, and laid out extensive and beautiful grounds, at a cost of \$300,000. The medicinal virtues of the waters, and the excellent accommodations, attract crowds of visitors during the summer season.

**West Point**, situated on the Ohio, just below the mouth of Salt river, in Hardin county, is a thriving little village, destined, no doubt, to future greatness. It contains an extensive boat yard, 4 stores, and about 200 inhabitants.

**Brandenburg**, county seat of Meade county, Kentucky, is situated eighteen miles below Salt river, on a high bluff bank of the Ohio. It is a place of some trade, being a shipping point for large quantities of corn and tobacco. It contains 2 mills, 2 churches, 16 stores, several mechanical shops, and about 700 inhabitants.

**Mauckport**, situated three miles below Brandenburg, is a small village in Harrison county, Indiana. It contains one store, and half a dozen houses. Population, 30.

**Northampton**, seven miles below Mauckport, is a small village in the same county. It contains but few houses, and is of little importance. Population, 50.

**Amsterdam**, three miles below Northampton, also in Harrison county, is a pretty little village, containing 2 stores, and about 100 inhabitants.

**Blue River**, a small stream, rises in Washington county, Indiana, and flows in a southerly direction for the distance of about 75 miles. It empties into the Ohio about two miles above Leavenworth.

**Leavenworth**, county seat of Crawford county, Indiana, is situated on the Ohio river, eight miles below Amsterdam. It is a thriving town, and well situated for business; being at the commencement of the coal region in Indiana. The country in the vicinity of Leavenworth is exceedingly fertile, and well cultivated. The advantageous position of this town, will, at no very distant day, render it an important business place. Leavenworth now contains 2 churches, 1 newspaper printing office, about 20 stores, and a population of 700.

**Fredonia**, formerly seat of justice for Crawford county, is situated four and a half miles below Leavenworth, on a high bluff of the Ohio river. It contains half a dozen stores, and a population of about 300.

**Little Blue River**, rises in Crawford county, and empties into the Ohio, at the line between Crawford and Perry counties. Its length is about 45 miles.

**Alton**, situated fourteen miles below Fredonia, just below the mouth of Little Blue river, in Perry county, Indiana, is a small village containing but few houses. Population, 100.

**Concordia**, ten miles below Alton, in Meade county, Kentucky, is a pleasantly situated village, containing 1 church, 2 stores, and about 75 inhabitants. The hills in this neighborhood abound in beds of limestone rock, from which immense quantities of lime are made.

**Rome**, county seat of Perry county, Indiana, is situated twelve miles below Concordia, opposite the mouth of Sinking creek. It was settled in 1811, and now contains a court-house, jail, county seminary, 3 churches, a number of stores, and about 600 inhabitants.

**Stephensport**, situated opposite Rome, in Breckenridge county, Kentucky, is a pleasant little village, containing 2 churches, several stores, and a population of about 250. It was established in 1825, and is now rapidly growing into importance.

**Sinking Creek**, is a very remarkable stream. It rises in the upper part of Breckenridge county, and after pursuing a course of about six miles, suddenly sinks into the ground, and as suddenly bursts into view about five miles from the spot where it sunk. Of its subterraneous passage, nothing definite is known. Whether the depth to which it sinks is but a few feet, or many, or whether it pursues a straight course, or a meandering one, is all doubt and speculation.

On the banks of this creek may be seen a natural rock mill-dam, which serves all the purposes of one constructed by the hand of man. There has been a mill erected just below this dam.

Not far from this place is a cave called Penitentiary Cave, of vast size, and containing many magnificent apartments. COLLINS' KENTUCKY says: "In one of the rooms about one hundred yards from the mouth of the cave, the roof is from sixty to seventy feet high, and on the floor there are three natural basins or troughs of cool, clear water, of very remarkable construction and appearance, fifteen feet in length, four feet wide, and twelve inches deep. These basins are elevated above the level of the floor, in the form of troughs; and it is remarkable, that the stones which form the sides and ends of the basins, do not exceed in thickness the blade of a table knife."

**Cloversport**, situated ten miles below Sinking creek, in the same county, is a place of some commercial importance. There is considerable shipping done from this point, mostly consisting of tobacco. The town contains quite a number of stores, and a population of about 800.

There are extensive and almost inexhaustible beds of coal in this vicinity. But little attention has yet been turned to these mines.

Near Cloversport are the **WHITE SULPHUR, BRECKENRIDGE, and TAR SPRINGS.** The water of these springs is highly medicated, and they are becoming a fashionable, and justly celebrated watering place.

**Hawesville,** county seat of Hancock county, Kentucky, is situated fourteen miles below Cloversport, on the Ohio. The town has considerable trade, being situated in the coal region, and being conveniently located for boats passing up and down the river. It contains a court-house, jail, 2 churches, 2 schools, about a dozen stores, and a population of 600.

About four miles from Hawesville, may be seen a natural fortification. It is a circular plat of land, surrounded by inaccessible cliffs, rising to the height of from fifty to one hundred and twenty-five feet, and projecting over at the top.

**Cannelton,** is situated opposite to Hawesville, in Perry county, Indiana. This flourishing village promises to become an important manufacturing city, and that at no very distant day. In the year 1849, its population was about 500; it is now estimated at 2,000. No place on the river seems to be increasing with such unparalleled rapidity. The chief business of the town has been the mining of coal for steamboats. Recently a large number of capitalists have commenced at this place, the business of manufacturing. The excellence and cheapness of coal, building stone, fire clay, &c., together with the healthiness and convenience of the site, fully warrant the belief, that this mineral district will become one of the most important manufacturing positions in the world. The coal hills seem to extend along the river more than five miles. The depth of the coal strata averages about four and a half feet; this is underlaid by fire clay, and runs into the hills with an inclination toward the river sufficient for natural drainage.

The *Cannelton Cotton Mill*, situated in the center of the town, is 287 feet long, 67 feet wide, with towers 106 feet high. It is constructed entirely of a beautiful sandstone, which is cut with remarkable facility and smoothness, on exposure to the atmosphere. The mill contains 11,000 spindles, and corresponding machines, for an annual product of 5,000,000 yards of brown sheeting. This is said to be the most beautiful edifice of the kind in the Union.

The buildings in the town are chiefly of wood, and seem to have been put up hastily, to meet the necessities of emigrants. The excellence and cheapness of stone, however, will eventually insure the use of that material for building purposes.

Immediately below Cannelton is the site selected for the monument to Robert Fulton. The land was purchased by him soon

after the introduction of steam navigation on the Ohio, and in reference to the future value of these coal banks for steam purposes. This place is peculiarly appropriate for the erection of a tribute to the memory of that great and world-renowned man.

**Troy**, situated six miles below Cannelton near the mouth of Anderson river, in the same county, is a thriving village, and must in the course of time, command the commerce of a portion of the rich mineral district in the rear and along the margin of this section of the great central coal field. Should this district increase in population and wealth, as accessible coal districts always *have* increased, this point will surely become one of immense importance. The banks of the Ohio from the mouth of Anderson river to Deer creek, and embracing Cannelton, has been pronounced by eminent civil engineers, to be the best site for a manufacturing city, of any now known in this or any other country. There are more natural advantages here for the manufacture of great staples, cotton, wool, iron, and the various kinds of clay and earthenware, than at any point known elsewhere. In view of the movements now in progress, and of those in prospect, this section of the Ohio possesses unusual interest to the traveler.

Troy now contains 2 churches, several stores and about 350 inhabitants.

**Anderson River**, rises in Crawford county, and flows in a southerly direction and empties into the Ohio near Troy. It is navigable for flatboats about thirty miles, in high water. It also affords many valuable mill privileges.

**Maxville**, situated just below the mouth of Anderson river, in Spencer county, Indiana, is a small village, containing several stores, and about 200 inhabitants.

**Batesville**, two miles below Maxville, in the same county, is a small unimportant village, containing about the same number of inhabitants as Maxville.

**Lewisport**, situated three miles below Batesville, in Hancock county, Kentucky, is a small village, extending for some distance along the banks of the river. It contains 1 church, several stores, and a population of 300.

**Rockport**, seat of justice for Spencer county, Indiana, is situated thirteen miles below Lewisport, on the Ohio. Its name is derived from a hanging rock, known by the name of "*Lady Washington's Rock*." This rock is a sandstone formation, and rises to the height of about thirty feet above the general level of the river.

The town contains a court-house, jail and county offices, a county seminary, Methodist church, several stores, and a population of about 600.

**Owensburg**, county seat of Daviess county, Kentucky, is situated nine miles below Rockport, on the Ohio river, at the Yellow Banks. The town has considerable trade with the interior of the state. It contains a court-house and county offices, 1 Baptist, 1 Presbyterian, and 1 Catholic church, 2 schools, an academy, 16 stores, and about 1,000 inhabitants.

*Daviess County* was named in honor of COL. JOSEPH HAMILTON DAVIESS, brother-in-law of Chief Justice Marshall, and one of the ablest lawyers, and most gallant soldiers, of which Kentucky can boast. He received the appointment of major, under Gen. Harrison, in his expedition against the Wabash Indians, in 1811. He fell at the battle of Tippecanoe, while gallantly heading a charge of his brave troops.

**Bon Harbor**, three miles below Owensburg, in the same county, is a thriving and progressive little village. There is an eddy formed by a bar in the river at this place, which forms an excellent harbor for boats. It is from this circumstance that the name of the place is derived. In the vicinity are fine beds of coal, which render facilities for manufacturing to a large and extensive cotton and woolen establishment. Bon Harbor contains a number of stores, and a population of about 300.

**Enterprise**, three miles below Bon Harbor, is a small village in Spencer county, Indiana, containing a few stores, and a population of 200.

**Point Isabel**, three miles below Enterprise, is a small village situated in the same county, and containing only about 50 inhabitants.

**Newburg**, situated thirteen miles below Point Isabel, in Warwick county, Indiana, is a finely located and thriving town. It was laid out in the year 1817, by Michael Sprinkle, and was at first called Sprinklesburg. It now contains 3 churches, 3 large commission ware houses, 2 mills, several stores, and a population of 500.

**Green River**, rises in Lincoln county, Kentucky, and flowing through an exceedingly rich country, in a direction nearly west and north-west, enters the Ohio six miles below Newburg, fifty miles above the mouth of Cumberland river, and about two hundred miles below Louisville. It has been made navigable, by means of locks and dams, for a distance of one hundred and sixty miles.

## A DESCRIPTION OF MAMMOTH CAVE.

**Mammoth Cave**, situated on the banks of Green river, in Edmonson county, Kentucky, is the most stupendous work of nature to be found anywhere on the earth. The following description is gleaned from the publication of a visitor, entitled "Rambles in the Mammoth Cave during the year 1844:"

For a distance of two miles from the cave, by the approach from the southeast, the country is level. It was, until lately, a prairie, on which, however, the oak, chestnut and hickory are now growing; and there being no underbrush, its smooth, verdant openings present here and there a close resemblance to the parks of the English nobility. Emerging from these beautiful woodlands, the visitor is presented with a view of the hotel and adjacent grounds. The hotel is a large edifice, two hundred feet long, by forty-five feet wide, with piazzas sixteen feet wide, extending the whole length of the building above and below. The accommodations of this hotel are excellent.

The cave is about two hundred yards from the hotel, and is approached through a romantic and beautiful dell, shaded by a forest of trees and grapevines. Passing by the ruins of some old saltpetre furnaces, and large mounds of ashes, and turning abruptly to the right, the visitor is suddenly startled by a rush of cold air, and beholds before him the yawning mouth of the great cavern, dismal, dark and dreary. Descend some thirty feet, by rude stone steps, and you are fairly under the arch of this "nether world." Before you, in looking toward the entrance, is seen a small stream of water, falling from the face of the rock, upon the ruins below, and disappearing in a deep pit. Proceeding onward about one hundred feet, the progress of the explorer is arrested by a door, set in a rough stone wall, which stretches across and completely blocks up the entrance to the cave. Passing through this door, you enter a narrow passage, at the end of which is the great vestibule or ante-chamber of the cave. This is a hall of an oval shape, two hundred feet in length by one hundred and fifty feet wide, with a roof as flat and level as if finished by the trowel, and from fifty to sixty feet high. Two passages, each a hundred feet in width, open into it at its opposite extremities, but at right angles to each other; and as they run in a straight course for five or six hundred feet, with the same flat roof common to each, the appearance presented to the eye is that of a vast hall in the shape of the letter L, expanded at the angles, both branches being five hundred feet long by one hundred wide. The passage to the right, is "Audubon Avenue;" that in the front is the beginning of the *Grand Gallery*, or the main cavern itself. The entire extent of this prodigious space is covered by a single rock, in which the eye can detect no break, save at its borders, which are surrounded by a broad and sweeping cornice, traced in horizontal panel work, exceedingly bold and regular. Not a single pillar or pier of any kind contributes to support it.

Leaving this ante-chamber by an opening on the right, the visitor enters *Audubon Avenue*, which is a chamber more than a mile long, fifty or sixty feet wide, and as many in height. The roof of this apartment presents the appearance of floating clouds. The *Little Bat-room* cave, a branch of *Audubon Avenue*, is on the left as you advance, and about three hundred yards from the great vestibule. It is a little over a quarter of a mile in length, and is remarkable for its pit, two hundred and eighty feet deep. During the winter season, tens of thousands of bats are seen hanging from the walls, in an apparently torpid state; but as soon as spring opens, they all disappear.

From the *Little Bat-room* and *Audubon Avenue*, the visitor returns into the vestibule, from whence, by another passage, at right angles to that just mentioned, he enters the *Grand Gallery* or main cavern. This is a vast tunnel, extending for many miles, averaging, throughout, fifty feet in width by as many in height. Proceeding down this main cave a quarter of a mile, the visitor comes to the *Kentucky Cliffs*, so called from a supposed resemblance to the cliffs on the *Kentucky river*; and descending gradually about twenty feet, enters the *Church*. The ceiling here is sixty-three feet high, and the *Church* itself, including the recess, is about one hundred feet in diameter. Eight or ten feet above the *Pulpit*, and immediately behind it, is the *Organ Loft*, which is sufficiently capacious for an organ and choir of the largest size. This *Church* is large enough to contain many thousand; a solid projection of the wall seems to have been designed for a pulpit, and a few feet back, is a place admirably calculated for an organ and choir. In this great temple of Nature, religious service has often been performed, and it requires but a slight effort on the part of the speaker to make himself heard by the largest congregation.

Leaving the *Church*, and proceeding through the ruins of the old saltpetre works, the visitor will see a large cave, connected with which is a narrow gallery, sweeping across the main cave, and losing itself in a cave above, and on the right. This latter cave is the *Gothic Avenue*, which, no doubt, was at one time connected with the cave opposite. The *Gothic Avenue*, to which the visitor ascends from the main cave by a flight of stairs, is about two miles long, forty feet wide, and fifteen feet high. The ceiling, in many places, is as smooth and white as if formed by the trowel of the most skillful plasterer. In a recess, on the left hand, elevated a few feet above the floor, two mummies were found in the year 1813. A description of one of these, a female, has been published by a gentleman of New York. The following is an extract of his description:

"In the digging of saltpetre earth in the short cave, a flat rock was met with by the workmen, a little below the surface of the earth, in the cave; this stone was raised, and was about four feet wide, and as many long; beneath it was a square excavation about three feet deep, and as many in length and width. In this small nether subterranean chamber, sat in solemn

silence one of the human species, a female, with her wardrobe and ornaments placed at her side. The body was in a state of perfect preservation, and sitting erect. The arms were folded up, and the hands laid across the bosom; around the wrists was wound a small cord, designed, probably, to keep them in the position in which they were first placed; around the body and next thereto, were wrapped two deer-skins. These skins appeared to have been dressed in some mode different from what is now practiced by any people of whom I have any knowledge. The hair of the skins was cut off very near the surface. The skins were ornamented with the imprints of vines and leaves, which were sketched with a substance perfectly white. Outside of these two skins was a large square sheet, which was either wove or knit. The fabric was the inner bark of a tree, which I judge from appearances to be that of the lind tree. In its texture and appearance, it resembled the South Sea Island matting or cloth; this sheet enveloped the whole body and head. The hair on the head was cut off within an eighth of an inch of the skin, except near the neck, where it was an inch long. The color of the hair was a dark red; the teeth were white and perfect. I discovered no blemish upon the body, except a wound between two ribs, near the back bone; and one of the eyes had also been injured. The finger and toe nails were perfect and quite long. The features were regular. I measured the length of one of the bones of the arm with a string, from the elbow to the wrist joint, and they equaled my own in length, viz: ten inches and a half. From the examination of the whole frame, I judged the figure to be that of a very tall female, say five feet ten inches in height. The body, at the time it was discovered, weighed but fourteen pounds, and was perfectly dry; on exposure to the atmosphere, it gained in weight, by absorbing dampness, four pounds. The features of this ancient member of the human family much resembled those of a tall, handsome, American woman. The forehead was high, and the head well formed."

The writer enters into a minute and very interesting account of the ornaments and articles of dress which were found with this relic of antiquity. Our space, however, will not admit of a more lengthened description.

These mummies resembled those found in a cave, in 1775, near Lexington, Kentucky. But, having been discovered by the unlearned, and at a time when the whites were very much excited against the Indians, nothing but the fact of their existence has ever been preserved. The cave in which the bodies were found was supposed to have been an Indian sepulchre; it was soon emptied, and all the bodies burned on a funeral pile together. Thus the world has probably lost forever, that which time can never restore—a knowledge of their history.

There are a great number of places of interest and attraction, in this subterranean world, which we have not time to mention separately. Among the many matters of interest, we may mention the Star Chamber, the Giant's Coffin, the Devil's Arm-Chair, Napoleon's Breastwork, the Lover's Leap, the

Deserted Chambers, the Bottomless Pit, Gorin's Dome, the Winding Way, Persico Avenue, the River Hall, Relief Hall, the Bandit's Hall, &c., &c. It is estimated that this wonderful cave contains two hundred and twenty-six avenues, forty-seven domes, eight cataracts, several rivers, and twenty-three pits. This is the estimate so far as it has been explored, which is about eighteen miles; what lies beyond this, is wrapped in the clouds of its own impenetrable gloom.

No person who is traveling through the country, should fail to visit this cave, as we are confident they will never regret the time spent in its examination. The cave can be readily reached from Cincinnati, Frankfort, Lexington, Nashville, Louisville, St. Louis, &c. During high water, steamboats ascend Green river to within a short distance of the cave. It is about 130 miles from Lexington, 98 miles from HARRODSBURG SPRINGS, and 90 miles from Louisville and Nashville.

The air which circulates through the cave, is considered by many to be highly beneficial to those laboring under diseases of the lungs. Thousands visit the cave in quest of health, many return apparently benefited, while others die within its gloomy chambers. We are of opinion that the day is fast approaching when the young will be taught to live in accordance with the divine principles of Nature; and the pure air that floats through the broad expanse of heaven, and the crystal fountain that jets up among the sands in the hill-side, will be found to contain medical properties sufficient to eradicate all the temporary ills with which this life is accompanied.

**Evansville**, nine miles below the mouth of Green river, is the county seat of Vanderburg county, Indiana. It was laid out in the year 1816, and received its name in honor of Gen. R. M. Evans, who was one of the early settlers of the place. It is situated on an elevated bank of the Ohio, about equi-distant from Louisville and the mouth of the river. The trade of Evansville is considerable, and rapidly increasing. The Wabash and Erie canal, when finished, will terminate at this place, and then there can be no doubt that Evansville will be second to no city in the state, in commercial importance. The annual amount of exports is now estimated at more than 600,000 bushels of corn, 100,000 bushels of oats, 1,500 tons of hay, and 1,500,000 pounds of pork and bacon. Evansville contains a court-house, jail, a branch of the state bank, 7 churches, viz: 2 Presbyterians, 2 Methodists, 1 Episcopalian, 1 German Lutheran, and 1 Catholic, a market house, 2 fire-companies, 7 hotels, a large number of stores, and a population of 6,000.

**Verona**, situated seven miles below Evansville, in the same county, is a small village of little importance, and containing but few houses.

**Henderson**, situated twelve miles below Evansville, is the county seat of Henderson county, Kentucky. It was incorporated in 1812, and is now a place of extensive trade. It is the shipping point for all the produce of the extensive and highly fertile country bordering on Green river. There are numerous beds of stone-coal and iron ore found in the vicinity of Henderson, which will some day vastly enhance the manufacturing interest of this region. The town now contains a court-house, jail, and county offices, 1 Baptist, 2 Presbyterian, 1 Methodist, and 1 Episcopal church, 4 schools, 5 tobacco factories, 20 stores, and a population of about 2,000.

**West Franklin**, fourteen miles below Henderson, in Posey county, Indiana, is a small and unimportant village, containing only six or eight houses, and about 40 inhabitants.

**Mount Vernon**, county seat of Posey county, Indiana, is situated twelve miles below West Franklin, on a fine bluff of the Ohio. It was settled in 1803, and contains, at the present time, a court-house, jail, and county offices, 2 hotels, 3 churches, (1 Baptist, 1 Methodist, and 1 Presbyterian,) a number of stores, and about 1,000 inhabitants.

**Uniontown**, situated ten miles below Mount Vernon, at the mouth of Highland creek, in Union county, Kentucky, is a fine, flourishing, business-like little place. It is situated in a very fertile and well cultivated district, and, in consequence, does a considerable shipping business. It now contains two or three churches, about a dozen stores, and a population of 400.

Near Uniontown, is a fine tar spring, the water of which is said to be highly beneficial in pulmonary complaints. A curiosity worth visiting in this country, is a large flat rock, on which may be distinctly seen the prints of the naked feet of men.

**Wabash River**, rises in Mercer county, Ohio, and after receiving numerous tributaries in its course, flows first north-west, and then in a general southerly direction through a portion of the state of Indiana, and forms, for a distance of near two hundred miles, the boundary between Indiana and Illinois. It is navigable for flat-boats for 400 miles, and in time of high water, steamboats ascend as far as Terra Haute and Lafayette. The navigation of this river is now being extensively improved, by a company under the title of the "WABASH NAVIGATION COMPANY." They have received a charter from the legislature, for the express purpose of clearing the obstructions which have hitherto impeded the navigation of this river. If our general government were to organize itself into a navigation company, and make some exertions to improve the condition of our great western waters, it

would do a vast amount of good, and form a brilliant page in its history.

The portion of the state of Indiana through which the Wabash runs, is probably the most fertile and highly productive portion of the state. The growth of this section of country has been somewhat retarded, on account of the unhealthiness of the country. The principal disease is fever and ague, which, however, is rapidly disappearing before the beneficial influence of scientific cultivation of the lands.

The total length of the Wabash is rather more than 500 miles. The tributaries it receives in its course are the Salomonie, Missisnewa, White river, Patoka, Tippecanoe, Little Eel, Vermillion, Little Wabash, Embarrass, Wild Cat, Coal creek, Sugar creek, and Raccoon creek. Some of these are large and important streama.

#### Notes.

**Lafayette**, county seat of Tippecanoe county, Indiana, is beautifully situated on the Wabash river, three hundred and sixty-one miles from its mouth. It was laid out in the year 1825, on land bought at government prices. Its progress has been steady and rapid, and it is now among the first towns in the state, in population and commercial importance. The Wabash and Erie canal passes through this place, bringing it in connection with Lake Erie; and when the Wabash Navigation Company complete their works, the river will be navigable for a greater portion of the year to this city. Its commercial advantages will then be increased in a great degree, and we may look for a greater and more rapid improvement than has yet been witnessed. The public buildings of Lafayette are a fine court-house, jail, and public offices, 8 churches, viz: 1 Methodist, 1 Baptist, 2 Presbyterian, 1 Associate Reformed, and 1 Catholic, a branch of the state bank, and a county seminary. There are, besides, 3 printing offices, 2 paper mills, 2 founderies, several pork houses, 1 district and 4 private schools, and about 100 stores of various descriptions. In 1840, the population was 1,700; in 1845, 4,000; and is now about 7,000. Canal boats arrive and depart daily. Stages leave three times a week for Logansport and Indianapolis.

**Terre Haute**, county seat of Vigo county, is situated one hundred and twenty-four miles below Lafayette, on the Wabash river, National road, and the present terminus of the Wabash and Erie canal. It was laid out in the year 1816, by an association of individuals who purchased the ground at a public sale of government lands. The trade of Terre Haute is considerable, and rapidly increasing. The Terre Haute and Indianapolis railroad will, when completed, give increased energy to the business of this place. The town contains the usual county buildings, 8 churches, viz: 1 Congregational,

1 Methodist, 1 Baptist, 1 Episcopalian, 1 Presbyterian, 1 Universalist, and 1 Lutheran, a branch of the state bank, a county seminary, several fine hotels, two or three large pork houses, and about 70 stores. The population, in 1830, was 600; in 1840, 1,200; and now it is about 4,500. Canal boats arrive and depart constantly on the canal. Stages leave regularly for Indianapolis, St. Louis, and Shawneetown, Illinois.

**Fort Harrison**, was built in 1812, by order of Gen. Harrison, on the Wabash river, about twenty miles below Terre Haute. The object in building the fort was the protection of the frontier settlements against the incursions of the British and Indians. The command was given to Capt. Zachary Taylor, afterward major general in the American army, and late president of the United States. Although young in years at the time—being but twenty-seven years old—the result proved that the command could not have devolved on one more able to fulfill the duties of this responsible station. A short time after Capt. Taylor was appointed to this command, the fort was attacked by a large party of Indians. The attack was made at night, and before the alarmed garrison could recover from the consternation into which they were thrown, the Indians succeeded in setting fire to the block-house containing the stores of the post. Capt. Taylor had just recovered from a severe illness, and more than half his men were disabled from sickness, there being but *fifteen* men able to do duty. In this critical juncture, the military talents of the future hero shone forth in a manner which has never since been rivaled. Cool and collected, he stood in the midst of confusion of the most appalling kind, and, by his voice and manner, inspired hope and courage in the breasts of his little band, who rallied under their intrepid leader; and, by the dawn of morn, succeeded in driving the host of savages from their murderous work. The Indians lost many of their bravest warriors in this contest, while the garrison lost but two men. For this gallant affair, Capt. Taylor was promoted to the rank of major; and what is more, he gained a place in the hearts and confidence of his countrymen, which he never lost, and never can lose, so long as men hold gratitude to be a virtue.

**Vincennes**, county seat of Knox county, Indiana, is situated on the Wabash river, ninety-seven miles below Terre Haute. This place derives a great interest in the history of the West, from the fact of its being one of the first settlements formed in the valley of the Mississippi. It was first occupied by the French settlers, as a military post, in 1735, and was called Post St. Vincent. In the year 1749, the name of Vincennes was given to it, in honor of F. M. DE VINCENNE, a gallant and much respected French officer, who fell in battle with the Chickasaws, in 1736. For many years the inhabitants were all French and their descendants, and the English language was scarcely ever heard. Now the French is almost forgotten, while the English is spoken by all. The religion of the inhabitants of Vincennes and vicinity

is mostly Roman Catholic. The bishop of the state of Indiana takes his title from this city.

There was held, in 1809, a celebrated Indian council at this place. The Indians, under the command of the renowned chief TECUMSEH, assembled by invitation of Governor Harrison, to obtain satisfaction for the supposed encroachments of the whites. The council assembled under the shade of some trees in front of the governor's house, Tecumseh and his warriors refusing to accept of the seats offered them, saying that the sun was their father and the earth their mother, and they would recline on her bosom. During the conference, something that Governor Harrison said, offended the haughty chief, Tecumseh, who rose to his feet, and sounded the war cry, bringing together about four hundred of his dusky warriors, who were in the vicinity. The whites were few and unarmed, and would doubtless all have been murdered, had it not been for the cool and determined bravery of Governor Harrison, which so overawed the Indians, that they quietly dispersed.

Vincennes contains a fine cathedral, a large, commodious city hall, court-house, jail, and county offices, Presbyterian, Episcopalian, Methodist, Christian and African churches, St. GABRIEL COLLEGE, a theological seminary, a fine market-house, 2 newspaper printing offices, several manufactories, a large number of stores, and a population of 2,500.

Steamboats ply regularly, in times of high water, on the river. Stages leave daily for New Albany, and St. Louis, Missouri; and three times a week for Terre Haute and Evansville.

**New Harmony**, a town of about 1,000 inhabitants, is situated on the Wabash river, fifty miles from its mouth, in Posey county, Indiana. It was first settled by a German colony, under the renowned George Rapp.\* This society, in 1803, purchased 6,000 acres of land in Butler county, Pennsylvania, and laid out a town which they named Harmony. Desiring to engage in the cultivation of the grape, and believing that their vineyards did not prosper well, they determined to remove to the Wabash. They accordingly purchased a large tract of land, containing about 17,000 acres, and laid out the town of New Harmony, to which they removed in 1814. They remained here about eleven years, during which time they had planted fine orchards and vineyards, erected several mills and factories, and built about two hundred dwellings and two churches. Deeming the location very unhealthy, they sold out to the celebrated ROBERT OWEN, and returned to Pennsylvania.

Mr. Owen was a man of talent and wealth, and was endeavoring to give to the world a practical illustration of his peculiar views of Socialism. Confident of success, he founded a society, and embarked his fortune in the enterprise. He labored with great zeal to build up a community that would be, in his opinion, an honor to the state. But defeat soon overtook him, and his

\* See note, page 70; also, History of Pennsylvania, page 111.

experiment failed. This appears to be the common fate of all such associations. Many suppose that the cause of such failures results from the fact that the founders of such systems endeavor to build up a social organization not authorized by the Bible and the doctrines of the church. But we are inclined to assign other reasons. The principles of brotherly love and charity, which these and similar associations have been endeavoring to diffuse through the world, are the fundamental principles of the Bible, and the very ones that the church have been urging upon the world for more than eighteen hundred years. Do unto others as ye would have them do to you, is sounded in the ears of thousands of idle listeners in the house of God, from Sabbath to Sabbath; yet one-half of the nineteenth century has passed away, and *Lazarus* still sits at the gate begging, while the rich, clothed in costly robes, go up to the temple, thanking God that they are not as other men. With what earnestness do many call upon *Heaven* to remember the poor, the orphan, and the widow, forgetting that *they* have anything to do in this world, but to make money. Parents spend their lives to accumulate wealth, but their children die in poverty, not having been taught how to use it.

In view of this, we would regard him who would in the least obviate the errors of society, as one of the greatest benefactors of his race. Who, then, does not hail, as the herald of a brighter day, every effort, however feeble, to ameliorate the condition of the human race? How very inconsistent is it, to pray for the reign of universal peace, and at the same time teach children to exercise and develop those traits of character which are diametrically opposed to love and harmony. Let VIRTUE, GOODNESS and TRUTH be impressed upon every immortal mind that enters the circles of this world's society, and a new order of things will spring up, while songs of thanksgiving and rejoicing would fall from every lip. But reformers should not expect too much, nor be discouraged if effects do not immediately follow their causes. Let each, in his day, contribute his mite, remembering that the present is all that he can call his own.

**Raleigh**, six miles below the mouth of the Wabash, in Union county, Kentucky, is a small village containing only a few houses

**Shawneetown**, county seat of Gallatin county, Illinois, is situated five miles below Raleigh, on a low bank of the Ohio. It is liable to inundations from the river; which has retarded its growth very materially. It is, however, a place of considerable business, and is the largest town in southern Illinois. It was laid out in 1814, and now contains a court-house and the requisite county buildings, 3 churches, a fine banking house, a land office, a large number of stores, and a population of 2,000. The explosion of the bank of Shawneetown in 1843, produced a great

excitement in the West, and the name of Shawneetown became known throughout the length and breadth of the land.

Stages leave regularly for Springfield, Vincennes, Indiana, and St. Louis, Missouri.

**Caseyville**, ten miles below Shawneetown, in Union county, Kentucky, is a small village containing a school, half a dozen stores, and a population of about 250. About three miles from Caseyville, may be seen a natural curiosity, termed the ANVIL ROCK. It is a large rock about fifty feet high, twenty feet in width, and two feet thick, and bears a striking resemblance to a blacksmith's anvil. It stands erect, on a plat of ground which is perfectly level, and not at all rocky. By what means it was placed there, is likely forever to remain a mystery.

**Battery Rock**, twelve miles below Shawneetown, in the same county, is a highly picturesque and rugged looking rock, extending for several miles along the river. Viewed from a distance, it has the appearance of an impregnable battery or fortification.

**Cave-in-Rock**, situated twelve miles below Battery Rock, in Hardin county, is a place long celebrated as having been the rendezvous of bands of outlaws, in the early settlement of the West. One of these bands, under the command of a famous outlaw by the name of Mason, continued their depredations so long, and were so successful in their expeditions, as to become a terror to all who navigated the river in those times. They would lie in concealment until a trading boat would make its appearance, and then darting out in their light boats, would fall upon the crew — rob them of their hard earnings, and murder them to conceal their crimes. These depredations at last became so alarming, that the governor of the Mississippi territory issued his proclamation, offering a reward of five hundred dollars for the head of Mason, the leader of the band. This reward, one of his band by the name of Harpe, who was too covetous to recollect that there is "honor among thieves," determined to secure for himself. Being in company with Mason one day in a solitary place, Harpe shot him, cut off his head and carried it to the governor. His reward, however, was of quite a different kind from that he anticipated. He was recognized as belonging to the band, and was without delay, tried, condemned, and executed on the gallows. This deprived the West of two of the most daring outlaws with which it was ever troubled. The following description of the cave we copy from the notes of a visitor :

"Perhaps one of the most beautiful panoramic views which the traveler meets in our extensive country, is afforded by the

bold, rocky bluffs, with the intervening valleys, which meet the eye as one descends the stream. Cedars cover the high woodlands above and below the cave, and civilization, which has extended its hand over the surrounding country, has left this romantic spot untouched. The entrance to the cave is nearly semicircular, and when the river is high it is on a level with the water. The passage, which is twenty feet high, affords admission into a spacious square apartment, whose dimensions may be fairly stated at about one hundred and twenty-five feet. Above this room is a magnificent chamber, whose natural limestone formations greatly resemble the carvings of a Gothic cathedral. The entrance to this beautiful room is by a chimney, so to speak, in the roof of the first. An opening at one end of the cave leads into a deep vault, extending far into the heart of the rock, and the traveler may amuse himself by counting the many seconds which elapse between the time when a stone is cast into the abyss and the return of its reverberations."

The scenes and incidents connected with this cave, will always make it a place of interest to the traveler.

**Elizabethtown**, county seat of Hardin county, Illinois, is situated six miles below Cave-in-Rock, at the foot of Hurricane Island. It is a small village of no commercial importance at present; but being situated in the vicinity of an iron region, it may one day become a manufacturing place of some note. Population, about 150.

**Golconda**, situated twenty-five miles below Elizabethtown, is the county seat of Pope county, Illinois. It is finely located, and has some trade. It contains a brick court-house, about a dozen stores, and a population of 250.

**Cumberland River**, rises in the Cumberland mountains, and flows first in a south-westerly course, then north-west, and, receiving numerous tributaries in its course, empties into the Ohio, fifteen miles below Golconda, in Livingston county, Kentucky. It is the second largest tributary of the Ohio, is six hundred miles in length, and drains a territory comprising upward of 18,000 square miles. It is navigable for the largest class steamboats as far as Nashville, which is two hundred and three miles from its mouth; and for flatboats and all kinds of small craft, three hundred miles further. This river passes through a country of remarkable fertility, though as yet but thinly inhabited. The natural advantages, however, are such as to insure a speedy settlement, and we may expect, before many years, in passing up the Cumberland, to see its banks lined with populous and enterprising towns and cities.

**Note.**

**Nashville**, capital of the state of Tennessee, and seat of justice for Davidson county, is pleasantly situated on the Cumberland river, two hundred and three miles from its mouth. The city stands on a solid rock elevated to the distance of from fifty to one hundred and seventy-five feet above the level of the river. The location is delightful, and is considered very healthy. It is in consequence much frequented by southern people during the sultry heat of summer. The commerce of Nashville is very extensive, and is rapidly increasing. The principal article of commerce is cotton, of which large quantities are shipped to the southern markets. There are some fine public buildings and institutions of note in Nashville, among which are the state-house, penitentiary, hospital for lunatics, the Nashville University, a female seminary, several schools, a large number of churches for the various denominations of Baptist, Methodist, Presbyterian, Episcopal, Campbellite, Catholic, African, &c. The University was founded in 1806, and has a president and six professors, and is extensively patronized. The library contains 12,000 volumes. Besides these buildings, Nashville contains several manufacturing establishments, a large number of wholesale and retail stores of all kinds, and a population of about 17,000. Steamboats leave daily for New Orleans and intermediate ports; stages leave daily for Lexington and Maysville, Kentucky, and Vicksburg, Mississippi; and three times a week for Memphis, Columbus, Kentucky, and Smithland.

**ROUTES FROM NASHVILLE.***From Nashville to Maysville, Kentucky.*

To Pleasant Hill, (by stage,) 8 miles; to Hendersonville, 8 miles; to Gallatin, 10 miles; to State Line, 23 miles; to Scottsville Ky., 10 miles; to Glasgow, 25 miles; to Blue Spring Grove, 12 miles; to Three Springs, 5 miles; to Greensburg, 17 miles; to Campbellsville, 13 miles; to Lebanon, 17 miles; to Harrodsburgh, 27 miles; to Nicholasville, 20 miles; to Lexington, 12 miles; to Moreland, 7 miles; to Paris, 8 miles; to Lower Blue Licks, 22 miles; to Mayslick, 13 miles; to Washington, 7 miles; to Maysville, 4 miles: whole distance from Nashville to MAYSVILLE, 268 miles. Time, 50 hours; fare, \$13.

*From Nashville to Columbus.*

To Chestnut Grove, (by stage,) 20 miles; to Charlotte, 18 miles; to Waverly, 22 miles; to Reynoldsburg, 10 miles; to Paris, 30 miles; to Boydsville, 21 miles; to Felicianna, 16 miles; to Clinton, 11 miles; to Columbus, 12 miles: whole distance from Nashville to COLUMBUS, 159 miles. Time, 25 hours; fare, \$7.

*From Nashville to Memphis.*

To Reynoldsburg, (by stage,) 70 miles; to Camden, 10 miles; to Huntingdon, 20 miles; to Spring Creek, 23 miles; to Jackson, 12 miles; to Medon, 12 miles; to Bolivar, 16 miles; to Newcastle, 13 miles; to Somerville, 10 miles; to Whitehall, 5 miles; to Morning Sun, 17 miles; to Raleigh, 13 miles; to Memphis, 10 miles: whole distance from Nashville to MEMPHIS, 230 miles. Time, 40 hours; fare, \$11.

*From Nashville to Natchez, Mississippi.*

To Franklin, (by stage,) 18 miles; to Spring Hill, 13 miles; to Columbia, 11 miles; to Mount Pleasant, 10 miles; to Lawrenceburg, 21 miles; to Florence, Alabama, 35 miles; to Tusculumbia, 6 miles; to Russellville, 18 miles; to Pikeville, 43 miles; to Moscow, 18 miles; to Border Spring, Mississippi, 16 miles; to Columbus, 17 miles; to Choctaw Agency, 24 miles; to Louisville, 26 miles; to Hopahka, 36 miles; to Springfield, 14 miles; to Sharon, 10 miles; to Canton, 8 miles; to Jackson, 22 miles; to Newton, 11 miles; to Line Store, 13 miles; to Gallatin, 14 miles; to Malcolm, 33 miles; to Washington, 15 miles; to Natchez, (by Mississippi railroad,) 15 miles: whole distance from Nashville to NATCHEZ, 469 miles: Time, 80 hours; fare, \$20.

*From Nashville to Smithland.*

To Clarksville, (by steamboat,) 66 miles; to Palmyra, 13 miles; to Dover, 32 miles; to Tobacco Port, 12 miles; to Canton, Kentucky, 16 miles; to Smithland, 29 miles: whole distance from Nashville to SMITHLAND, 203 miles. Time, 20 hours; fare, \$4.

**Smithland**, county seat of Livingston county, Kentucky, is situated on the the west side of the mouth of Cumberland river. It is a place of considerable commercial importance, being favorably situated for reshipping goods to and from the interior of Kentucky and Tennessee. This town, in common with others in the same region, enjoys a rather questionable reputation with regard to morality; and it has long been celebrated as a resort for gamblers, and persons who are not particularly conscientious about the manner in which they obtain a livelihood. This kind of society is, however, rapidly giving way before the march of honest industry and enterprise. Smithland now contains a courthouse, jail and county offices, 2 churches, 1 foundery and machine shop, a boat yard and tannery, a large number of stores, and a population of 1,500.

**Tennessee River**, the largest tributary of the Ohio, and one of the largest rivers east of the Mississippi, is formed by the union of the Clinch and Holston rivers, which rise in the Alleghany mountains, and unite about forty-five miles south-west from Knoxville, Tennessee. It then takes a south-west course, traversing the northern part of the state of Alabama, and then changing its course, flows in a northerly direction through the states of Tennessee and Kentucky, and finally empties into the Ohio, twelve miles below the mouth of the Cumberland, and about fifty from the mouth of the Ohio. The total length of this river from the head waters of the Clinch and Holston, is about 1,200 miles; being longer than the Ohio from Pittsburgh to the mouth. The obstructions to navigation are few, and could easily be remedied. The first obstruction is the Muscle shoals at Florence, Alabama, about two hundred and sixty miles from the mouth. Up to this point, the largest class steamboats can ascend at almost any season of the year. Above these shoals the navigation is entirely unobstructed for the distance of two hundred and fifty miles, which is as far as would be of any practical use, as the country here is wild and mountainous, but little cultivated, and thinly inhabited. There has been a canal constructed around the Muscle shoals, which, if finished as designed to be, will obviate the difficulties of navigation at this point. The banks of this river are as yet but thinly inhabited, and the towns are like the visits of celestial beings, exceedingly "few and far between." Civilization, however, is advancing with rapid strides, and ere long the barren wastes and howling wilderness, bordering on this noble river, will disappear before the smiling verdure of cultivation, and the busy hum of industrious and enterprising citizens.

#### Notes.

**Florence**, county seat of Lauderdale county, Alabama, is situated on the Tennessee river, two hundred and sixty miles from the mouth, and at the head of steamboat navigation. It is the most important place on the river, and, from its situation, is destined to become a place of considerable importance. It contains a handsome court-house, several churches, a fine hotel, a number of stores of various kinds, and a population of about 2,500.

**Tuscumbia**, situated on the Tennessee river, a little below Florence, in the same county, is a thriving and important town. It contains two or three churches, several stores, and a population of about 2,000. There is a railroad extending from Tuscumbia to Decatur, a small town situated thirty-six miles above, at the head of Muscle shoals. At Tuscumbia there is a very remarkable spring, which flows from a fissure in a limestone rock, and which

is said to discharge 20,000 cubic feet of water per minute. Stages and steamboats run regularly to all the principal points along the Ohio and Mississippi rivers, the Gulf of Mexico, and the Atlantic coast.

**Paducah**, county seat of McCracken county, Kentucky, is situated on the west bank of the Tennessee, at its junction with the Ohio. It was laid out in the year 1827, and received its name in honor of the celebrated Indian chief, Paducah. It is rapidly growing into a large and extensive trade, and, from its advantageous position, will become a town of great commercial importance. It now contains 4 churches, a court-house, a fine hotel, a large number of stores, and a population of 3,000.

**Belgrade**, situated eight miles below Paducah, in Massac county, Illinois, is a small village of no particular importance, and containing only a few houses. Population, 40.

**Fort Massac**, two miles below, in the same county, is the spot which the troops occupied, who were sent to intercept the plans of the celebrated AARON BURR. The fort was burned down several years ago, and nothing is to be seen now to mark the spot, but a barren plat of ground, covered with rubbish and blackened timbers.

**Metropolis**, county seat of Massac county, Illinois, is situated one mile below the site of Fort Massac. It has been laid out recently; and having a very eligible location, may, in time, become an important place. It now contains a population of about 150.

**Hillaman**, situated eight miles below Metropolis, in the same county, is a small village, containing only about 100 inhabitants. It lies on a low plat of ground liable to inundation, and consequently makes but slow progress.

**Wilkinsonville**, lies nine miles below Hillaman, in Alexander county, Illinois. It is a small village, named in honor of General WILKINSON, and containing about 100 inhabitants.

**Caledonia**, ten miles below Wilkinsonville, in the same county, is a small village of about the same *colossal* dimensions as the above mentioned town.

**America**, three miles below Caledonia, in the same county, is a small and unimportant village, containing about half a dozen miserable looking tenements, which the inhabitants term houses.

**Trinity**, situated six miles below America, also in Alexander county, Illinois, is a landing point for steamers, and contains only two or three houses. This place is located at the mouth of Cache

river, a small and unimportant stream, which rises in Union county, and enters the Ohio about six miles from its mouth.

**Cairo**, six miles below Trinity, at the junction of the Ohio and Mississippi rivers, occupies one of the most eligible situations in the world for a large city, were it not for the difficulties encountered in building a town, owing to the lowness of the ground, and the liability to inundation. There have been numerous attempts to build a city at this point, but all efforts have heretofore proved unsuccessful. This is to be attributed more to mismanagement than anything else. The banks of the river are very low, and the country, for miles in the interior, is exceedingly marshy. This state of things renders the country unhealthy; which circumstance has served to retard the growth very much. Some years ago, a company of English capitalists undertook to lay out a city here. They commenced by purchasing the site of the town, and the land for several miles in the interior. They then erected levees along the margin of the rivers, and endeavored to drain the swamps and marshes surrounding the town. They built a foundery, hotel, and several fine buildings, and offered numerous inducements for settlers to emigrate. They, however, refused to sell a foot of the ground, but wished persons to lease of them. This selfish, monopolizing scheme, met with a fate of which it was most eminently deserving. A short time sufficed to convince the emigrants, that, under such auspices, the sooner they made their escape, the better it would be for them. The place was accordingly deserted, and the men who expected to make a princely fortune off of the verdant earth that God has given to all men, were soon forced to abandon their scheme.

Within a few years, another company have undertaken to build up this place, and may in time accomplish something. There cannot be a doubt, that if proper means are used, this place will rapidly grow in wealth and importance. The difficulties to be overcome are not to be compared to those which had to be encountered in the settlement of New Orleans. And yet that city has risen to a height from which she may look down and smile on thousands far beneath her, and beckon them onward as followers in her foot-prints. The idea that Cairo will ever approach New Orleans, in point of commercial importance and wealth, does, at this present time, seem to be the dreamings of the wildest imagination. But be this as it may, we venture to predict, that when it does obtain a fair start under favorable auspices, its progress will be without a parallel in the history of the world.

**ROUTE OF THE MISSOURI RIVER.**

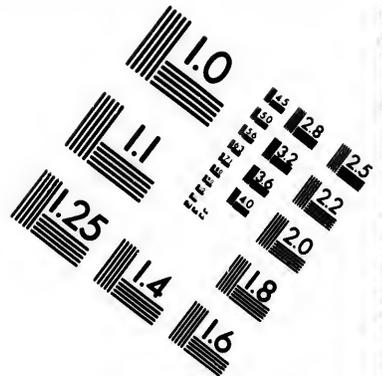
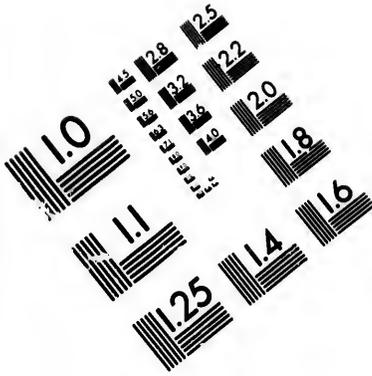
**The Missouri River**, rises in the Rocky Mountains, and takes its name after the union of three branches, the Jefferson, Gallatin, and Madison. The springs which give rise to the Missouri river, are not more than a mile distant from some of the head waters of the Columbia river, which run, in a contrary direction, into the Pacific ocean.

At the distance of four hundred and forty-one miles from the extreme point of the navigation of the head branches of the Missouri, are what are denominated the "Gates of the Rocky Mountains," which present an exceedingly grand and picturesque appearance. For the distance of about six miles, the rocks rise perpendicularly from the margin of the river, to the height of twelve hundred feet. The river is compressed to the breadth of one hundred and fifty yards, and for the first three miles, there is only one spot, and that only of a few yards, on which a man could stand between the water and the perpendicular ascent of the mountain. At the distance of 110 miles below this, and 551 miles from the source of the river, are the "Great Falls," 2,575 miles from the egress of the river into the Mississippi. At this place the river descends, by a succession of rapids and falls, a distance of 357 feet in sixteen miles and a half. The lower and greater fall has a perpendicular pitch of eighty-seven feet, the second of nineteen, the third of forty-seven, and the fourth of twenty-six feet. Between and below these falls are continual rapids of from three to eighteen feet descent. These falls, next to those of Niagara, are the grandest on the continent. Above the falls, the course of the river is northwardly.

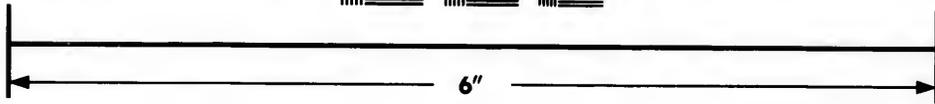
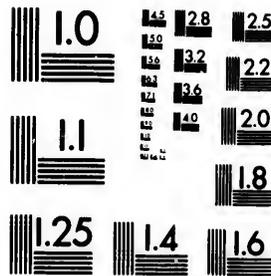
The Yellowstone river, eight hundred yards wide at its mouth, and probably the largest tributary of the Missouri, enters it on the south-west side, 1,216 miles from its navigable source, and 1,880 miles from the junction with the Mississippi. The Yellowstone, at the place of junction, is as large as the Missouri. Steamboats ascend to this point, and could go much farther by either branch.

The length of the Missouri river, from its source to its entrance into the Mississippi, is 3,096 miles, which with the addition of 1,353 miles, the distance from the mouth to the Gulf of Mexico, makes a total length of 4,449 miles, being the longest river in the world. Through its whole course, there is no substantial obstruction to the navigation, before arriving at the Great Falls. Its principal tributaries are each navigable from one to eight hundred miles. The soil immediately on the banks of this river is very fertile,





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but extending but a short distance in the interior. Here the eye rests on vast and boundless prairies, stretching out like a mighty ocean. Through the greater part of its course, the Missouri is a rapid and turbid stream, and in the upper part of its course, flows through an arid and sterile country. It is over half a mile wide at its mouth, and is generally nearly a mile in width. Notwithstanding it drains such an extensive region of country, and receives so many large tributaries, it is at certain seasons of the year quite shallow, not affording sufficient water for steamboat navigation, owing to its passage through a dry and open country, and being subject to more than usual evaporation.

The Missouri river trade has become a very important one, and the annual business between St. Louis and the towns on the river, and with Santa Fe, through Independence, is increasing with an amazing rapidity.

The Missouri river enters the Mississippi, eighteen miles above St. Louis, by a mouth much wider than the upper Mississippi. It is the opinion of many geographers, that the Missouri river is the main river, and should be considered as one river from its head to the Gulf of Mexico. The reasons in support of this opinion are, that below the mouth of the Missouri the Mississippi has the same turbulent appearance as the Missouri; while the upper Mississippi is remarkable for its clearness and transparency. Whether this be true or false, it matters but little. All the opinions in the world will not diminish the greatness, nor alter in the slightest degree the course of these mighty rivers.

There are some peculiarities of the Missouri river, which it is highly important for emigrants, who design settling on its banks, to be made acquainted with. The river has no permanent and settled channel, and it is on this account that steamboats are generally compelled to lay up in the night, it not being considered safe to run unless with the light of day to guide them. Many persons who have purchased farms on the banks of this river, not understanding the nature of the current, have lost acre after acre by the washing away of the soil, and in many instances have been completely ruined. Not only have farms suffered in this way, but whole towns have been laid waste, and swept off with the resistless current of this mighty river, compelling the inhabitants to seek other, and more permanent places of abode. The best and wisest plan, is to fix the residence at such a distance from the river, that the waters will not reach them.

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The following table contains the distances of the principal places on the Missouri river, so far as can be ascertained:

ROUTE OF THE MISSOURI RIVER.

177

|                                            |              |                                     |             |
|--------------------------------------------|--------------|-------------------------------------|-------------|
| The Gates of the Rocky Mountains,.....     | } .. 441     | Lexington,.....                     | 6 2799      |
| Great Falls, and Fort McKenzie, .....      | } ..110 551  | Walconda,.....                      | 25 2824     |
| Mouth of Yellowstone, and Fort Union,..... | } ..675 1216 | Waverly, .....                      | 3 2827      |
| Council Bluffs,.....                       | 1200 2416    | Mouth of Grand river,.....          | 18 2845     |
| Traders' Point,.....                       | 4 2420       | Brunswick, .....                    | 2 2847      |
| Bellevue, .....                            | 21 2441      | Old Jefferson,.....                 | 28 2875     |
| Mouth of Platte river,.....                | 15 2456      | Glasgow, .....                      | 3 2878      |
| Iowa Point,.....                           | 135 2591     | Arrow Rock,.....                    | 9 2887      |
| Nodeway City, .....                        | 30 2621      | La Mine river, .....                | 10 2897     |
| St. Joseph,.....                           | 25 2646      | Booneville, and Frank-<br>lin,..... | } .. 3 2890 |
| Weston, .....                              | 65 2701      | Rockport,.....                      | 15 2905     |
| Fort Leavenworth,.....                     | 7 2708       | Providence, .....                   | 12 2917     |
| Mouth of Little Platte river, .....        | 20 2728      | Nashville, .....                    | 1 2918      |
| Parkville,.....                            | 1 2729       | Marion, .....                       | 15 2933     |
| Kansas, .....                              | 10 2739      | Hibernia, .....                     | 15 2948     |
| Randolph, .....                            | 5 2744       | Jefferson City, .....               | 5 2953      |
| Wayne City, .....                          | 7 2751       | Mouth of Osage river, .....         | 9 2962      |
| Liberty Landing,.....                      | 5 2756       | Portland, .....                     | 21 2983     |
| Livingston,.....                           | 5 2761       | Mouth of Gasconade river, ..        | 10 2993     |
| Owen's Landing, .....                      | 1 2762       | Herman, .....                       | 5 2998      |
| Sibley,.....                               | 14 2776      | Pinckney, .....                     | 22 3020     |
| Camden,.....                               | 12 2788      | Washington,.....                    | 8 3028      |
| Wellington,.....                           | 5 2793       | St. Charles,.....                   | 46 3074     |
|                                            |              | MOUTH OF MISSOURI, .....            | 22 3096     |

Note.

From the source of the Missouri to Council Bluffs, the lands along the river are almost entirely void of human habitations. There are some United States' military posts along the banks of the river, among which are FORT MCKENZIE, FORT UNION, FORT MANDAN, FORT CLARKE, FORT ST. PIERRE, and a few others. During its long and dreary course through the vast prairies of the Missouri territory, the Missouri receives numerous tributaries, many of which are large and navigable streams. They are, however, but little known, and will continue to be so until the country through which they flow becomes peopled with an enterprising and industrious population. With these preliminary remarks, we propose commencing our routes at Council Bluffs, and continuing them regularly to the mouth of the Missouri.

**Council Bluffs**, on the west bank of the Missouri, in the Indian territory, is a high bluff bank, on which a celebrated Indian council was held. It is a place of considerable notoriety,

on account of its being about as far as steamboats ever ascend the river.

**Council Point**, situated opposite, in Iowa, is sometimes mis-called Council Bluff. It is the landing point for a Mormon town named **KANESVILLE**, situated about four miles in the interior.

**Note.**

**Kanesville**, Pottawatomie county, Iowa, was settled about four years ago, by the **LATTER DAY SAINTS**, or Mormons. It is not the intention of the inhabitants to remain here; but merely choose it as a resting place, on their journey to the **GREAT SALT LAKE**. Kanesville contains a tabernacle for religious worship, ten stores doing a large and profitable business, and a population of about 2,000. The population, however, is very fluctuating, great numbers leaving every spring for the valley of the Great Salt Lake, and as many arriving during the fall and winter. The business of this place is immense, it being the last place on the route to Oregon and California where supplies can be obtained. Many of the emigrants get their entire outfit at this place. Kanesville received its name in honor of Colonel Thomas L. Kane, of Philadelphia, who was a distinguished officer in the Mormon battalion, in the Mexican war.

**Traders' Point**, four miles below Council Point, in the same county, is a small French settlement, established to facilitate trade between the various Indian traders. It contains about 100 inhabitants.

**Bellevue**, twenty-one miles below Traders' Point, on the west bank of the river, in the Indian territory, is an Indian missionary station. It is also the residence of the agent employed by the United States to attend to the government business with the tribes inhabiting this territory. It has a good landing for boats, and may some time become an important place.

**Platte River**, rises in the Rocky mountains, by two branches, termed the North and South Forks. After an easterly course of nearly 2,000 miles, it empties into the Missouri fifteen miles below Bellevue. It is about a mile wide at the mouth; but is, as its name indicates, exceedingly shallow, and is not navigable, except in times of the great spring freshets.

**Iowa Point**, one hundred and thirty-five miles below the mouth of Platte river, Holt county, Missouri, is the landing point for the town of Oregon, county seat of Holt county, situated ten miles in the interior. Oregon contains a population of about 500.

**Nodeway City**, thirty miles below Iowa Point, in Andrew county, Missouri, is a small village containing a few stores, and

about 200 inhabitants. It is the landing point for Savannah, a town of 1,000 inhabitants, situated a few miles off the river. It is the county seat of Andrew county.

**St. Joseph**, twenty-five miles below Nodaway City, in Buchanan county, Missouri, is a thriving and important town. It was settled only about seven years since, and named in honor of Mr. Joseph Rubidoux, an old gentleman, who has resided at this point for about forty years. He laid out the town himself, and named all of the streets after his children, of which he had an ample quantity to have supplied the streets of several towns with names. St. Joseph is now growing with amazing rapidity, and it is confidently predicted, that in a very few years, it will be the second town in the state in point of wealth and commercial importance. There has been a telegraph line established between this town and St. Louis, and there is in contemplation a railway to Hannibal, on the Mississippi, which will no doubt soon be completed. St. Joseph now contains 7 churches, viz: 1 Baptist, 1 Presbyterian, 2 Methodist, 1 Campbellite, or Disciples, 1 Catholic, and 1 Latter Day Saints or Mormons. There are also 5 steam flour mills, 2 steam saw mills, and 1 saw mill running by water power, a large number of stores, and a population of about 4,000.

There are many emigrants constantly passing through this place to seek the long lost El Dorado of the world. The principal routes to California and Oregon however, commence at Fort Leavenworth, Independence, and the mouth of Kansas river.

Stages leave regularly for Liberty and other points.

**Weston**, about fifty-five miles below St. Joseph, in Platte county, Missouri, is a fine flourishing place, and is rapidly improving. Many of the emigrants make this a stopping place, for laying in supplies, previous to starting out on the plains. It contains 1 Methodist, 1 Baptist, 1 Presbyterian, and 1 Catholic church, a large number of stores and a population of 2,000.

**Little Platte River Landing**, three miles below Weston, is the landing point for Platte City, situated a short distance up the Little Platte river. It is the county seat of Platte county, and contains about 300 inhabitants.

**Fort Leavenworth**, four miles below Platte River Landing, is situated on a high bluff of the Missouri, in the Indian territory. The situation is remarkably fine, the bluff being about 150 feet in height, and composed principally of white limestone. There is an excellent landing for boats, and many other superior advantages, which warrant the belief that there will, some day, be at this place a large and flourishing town. There

is usually a small garrison stationed here, and it is the rendezvous for all United States' troops destined for Santa Fe, Oregon, and the frontier stations. One of the principal routes to California commences at this place.

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### ROUTE

#### From Fort Leavenworth to Sutter's Fort, California.

To Blue river, 249 miles ; to Big Island, 35 miles ; to Forks of Platte river, 105 miles ; to South Fork, 77 miles ; to Ash Hollow, 20 miles ; to Fort Laramie, 115 miles ; to head waters of Platte river, 91 miles ; to Sweetwater 147 miles ; to Big Sandy, 26 miles ; to Green river, 45 miles ; to Harris' Fork, 30 miles ; to Smith's Fork, 63 miles ; to Soda Springs, 63 miles ; to Fort Hall, 70 miles ; to Oregon road on Snake river, 43 miles ; to junction of old road and Lake Mary, 180 miles ; to Sink of Mary's river, 225 miles ; to Cannibal Cabins, 120 miles ; to Johnson's Station, 108 miles ; to Sutter's Fort, 40 miles : whole distance from Fort Leavenworth to SUTTER'S FORT, 1,882 miles.

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**Little Platte River**, rises in Clark county, Iowa, and pursuing an almost direct southward course for a distance of about two hundred miles, empties into the Missouri twenty miles below Fort Leavenworth. This river is exceedingly shallow, and difficult to navigate. Steamboats occasionally ascend as far as Platte City, a distance of about forty miles.

**Parkville**, situated one mile below the mouth of Platte river, in Piatte county, Missouri, is a fine flourishing little village. It was named in honor of one of the early settlers of this region, by the name of Park. It now contains 1 Disciples' church, 1 Methodist, and 1 Presbyterian, about a dozen stores, and a population of 260.

**Kansas River.**—This is one of the largest tributaries of the Missouri. It rises in the Rocky mountains, and runs eastward through the entire breadth of the Indian Territory, and empties into the Missouri, ten miles below Parkville. Its entire length is about twelve hundred miles, for nine hundred of which it might be navigated. It is three hundred and forty yards wide at the mouth, and discharges an immense amount of water ; many of its tributaries being nearly as large as itself.

**Kansas River Landing**, is a landing point for V<sup>Y</sup>AN-  
DOTTE CITY, situated a short distance in the interior. It is also  
one of the principal starting points for emigrants going to Oregon.

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### ROUTE

#### From Kansas River Landing to Oregon City.

To Kansas river crossing, 75 miles ; to Platte river, 220 miles ;  
to Fork of Platte, 130 miles ; to crossings of South Fork, 75  
miles ; to North Fork, 20 miles ; to Chimney Rock, 55 miles ; to  
Scott's Bluff, 20 miles ; to Fort Laramie, 80 miles ; to Independ-  
ence Rock, 205 miles ; to South Pass, (Freemont's,) 110 miles ;  
to Green river, 70 miles ; to Bridger's Fort, 60 miles ; to Bear  
river, 70 miles ; to Beer Springs, 90 miles ; to Fort Hall, 60 miles ;  
to Salmon Falls, 150 miles ; to crossings of Lewis river, 40 miles ;  
to crossings of Boisee river, 70 miles ; to Fort Boisee, 50 miles ;  
to Malheur river, 20 miles ; to Burnt river, 50 miles ; to Grand  
Ronde, 65 miles ; to Dr. Whitman's 75 miles ; to Fort Walla-  
walla, 25 miles ; to Umatillah river, 25 miles ; to John Day's  
river, 75 miles ; to Falls river, 22 miles ; to Dalles of the Colum-  
bia river, 21 miles ; to Cascades, 40 miles ; to Fort Vancouver,  
55 miles ; to Oregon City, 30 miles : whole distance from Kansas  
River Landing to OREGON CITY, 2,152 miles.

This route is generally considered as commencing at Independ-  
ence, but the traveler does not actually take leave of civilization,  
and commence in earnest his toilsome journey through the wild  
and trackless wilderness, until he arrives at this point. Hence we  
have given the route from this place.

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**Kansas**, situated near the mouth of Kansas river, in Jackson  
county, Missouri, is a pleasantly situated town, standing on a  
high bank of the river, and commanding a view of the surround-  
ing country for many miles. It has been settled about four years,  
and is thought by many to possess the finest situation of any  
town on the river. The business of the place is very extensive,  
there being an almost constant stream of travel passing through  
this region, on their way to that country, whose barren rocks are  
sources of wealth incalculable, and whose rivers flow through  
sands glittering with yellow particles infinitely more charming to  
the eyes of many than the refinements of society, the blessings  
of home, the sympathy of friends, or the brilliancy of a well  
cultivated mind.

Kansas contains 1 Methodist, 1 Baptist, and 1 Presbyterian church, a large number of stores, and about 800 inhabitants.

**Randolph**, five miles below, in Clay county, Missouri, is a handsome little village, finely situated on a commanding eminence. It contains one or two churches, several stores, and a population of 200.

**Wayne City**, seven miles below Randolph, is the principal landing point for goods and merchandise destined for Independence. There are three or four stores and a few families here. It is connected with Independence by the Independence railroad.

The INDEPENDENCE RAILROAD DEPOT, is about one mile from Wayne City. There is generally quite an air of business about this place, from constant arrival of goods and emigrants on their way to Independence. The road is four miles long, and heretofore horses and mules have been used to draw the cars. There is, however, in contemplation, a new track, and a locomotive engine. This improvement is much needed.

**Independence**, county seat of Jackson county, Missouri, is situated about four miles back of Wayne City; is a place of great importance, and is growing with amazing rapidity. The country around is exceedingly fertile, and well adapted to cultivation. The business done here is immense, and a person not acquainted with the country, would be perfectly astonished. The town is well laid out, with wide and convenient streets, and good, substantial brick dwellings. It contains a court-house and county buildings, 3 hotels, 1 Methodist, 1 Baptist, 1 Campbellite Baptist, or Disciples, 3 Presbyterian, and 1 Roman Catholic church, a large number of wholesale and retail stores, and a population of 2,500. There is a large trade carried on between this place and Santa Fe. The goods are transported across the country in wagons, which are built very large and strong, and are usually drawn by oxen, from sixteen to twenty of which are attached to each wagon. There has been a new route recently laid out from St. Louis to this place, and on to the frontier. This will, no doubt, increase the commercial prosperity of the place very much. Independence derives its importance from being the point where most of the emigrants going the overland route to California and Oregon, get their last supplies, and, also, as being the point where the principal routes to these places commence. This gives to Independence an air of business possessed by no other town on the frontier. The rapid improvements going on at this place will no doubt continue, and in a few years we may expect to see a large and flourishing city occupying the site of this town. Stages

leave Independence three times a week for Booneville, Jefferson City, and St. Louis; and once a month for Santa Fe.

### ROUTE FROM INDEPENDENCE TO SANTA FE.

To Westport, 12 miles; to Round Grove, 23 miles; to Narrows, 30 miles; to Bridge creek, 43 miles; to Council Grove, 42 miles; to Diamond springs, 15 miles; to Lost spring, 15 miles; to Cottonwood creek, 12 miles; to Turkey creek, 25 miles; to Little Arkansas, 17 miles; to Cow creek, 20 miles; to Walnut creek, 8 miles; to Ash creek, 19 miles; to Pawnee Fork, 6 miles; to Coon creek, 33 miles; to Caches, 36 miles; to Ford of Arkansas, 20 miles; to Sand creek, 50 miles; to Cimarron river, 8 miles; to Middle spring, 36 miles; to Willow Bar, 26 miles; to Upper spring, 18 miles; to Cold spring, 5 miles; to McNee's creek, 25 miles; to Rabbit Ear creek, 20 miles; to Round Mound, 8 miles; to Rock creek, 8 miles; to Point of Rocks, 19 miles; to Rio Colorado, 20 miles; to Ocate, 6 miles; to Santa Clara spring, 21 miles; to Rio Mora, 22 miles; to Rio Gallinas, 20 miles; to Ojode Bernal spring, 17 miles; to San Miguel, 6 miles; to Pecos village, 23 miles; to Santa Fe, 25 miles: whole distance from Independence to SANTA FE, 875 miles. The mail generally goes through in about one month. The route has been gone over, however, in twenty days. The passenger fare from Independence to Santa Fe, is \$100. This route, with the ones given from Fort Leavenworth and Kansas River Landing, embrace the three principal routes to California, Oregon and New Mexico. There are other routes, commencing at other points; but they all merge into these three.

**Liberty Landing**, five miles below Wayne City, in Clay county, Missouri, is a landing point for the town of Liberty, four miles from the river.

#### Note.

**Liberty**, county seat of Clay county, Missouri, is a fine, flourishing town. It contains a court-house and county offices, 5 churches, viz: 1 Baptist, 1 Methodist, 1 Presbyterian, 1 Dutch Reformed, and 1 Catholic, about 30 stores, and a population of 1,500. Stages leave daily for St. Louis and Fort Leavenworth; and three times a week for St. Joseph.

**Livingston**, five miles below Liberty Landing, is a small, dilapidated village, rapidly going to decay, and probably into the river. It was formerly a landing place for Independence.

**Owen's Landing**, one mile below Livingston, was, in former times, a landing place for Independence; but, like its neighbor Livingston, its occupation is gone, and it is left now with nothing to do but mourn over its former greatness. There are but few houses here, and these but sorry looking affairs.

**Sibley**, fourteen miles below Owen's Landing, is a fine, thriving village, situated in Jackson county, Missouri. It occupies the former site of Fort Osage, a military station abandoned some years ago. It contains 2 churches, about a dozen stores, and 300 inhabitants.

**Camden**, twelve miles below Sibley, in Ray county, Missouri, is a pleasant little town, containing about the same population as Sibley.

**Wellington**, five miles below Camden, in Lafayette county, is a small village, containing less than a dozen houses.

**Lexington**, county seat of Lafayette county, is situated six miles below Wellington. It is a fine, thriving town, having the highest location of any town on the river, being about 300 feet above high water mark. The first house built here was in the year 1839; and it now contains a court-house, jail and county offices, 7 churches, viz: 1 Methodist, 1 Baptist, 1 Presbyterian, 1 Cumberland Presbyterian, 1 Episcopal, and 1 Campbellite Baptist, or Disciples, a female seminary, a masonic college, a large number of stores, and a population of 3,000. Stages leave three times a week for Jefferson city, St. Louis, and Independence.

**Walconda**, twenty-five miles below Lexington, in Carroll county, is a small, but rapidly growing town. It contains now about 200 inhabitants; but will no doubt double that before another year.

**Waverly**, three miles below Walconda, in Saline county, is a fine, flourishing village. It contains two or three churches, several stores, and a population of 400.

**Grand River**, rises in Madison county, Iowa, and flows in a southwest direction for a distance of two hundred and forty miles, and empties into the Missouri eighteen miles below Waverly, forming the boundary line between Carroll and Chariton counties. It is navigated by boats about 100 miles.

**Brunswick**, two miles below the mouth of Grand river, in Chariton county, is a fine, enterprising town. It is situated on a beautiful level prairie, and contains several churches, Baptist, Methodist, Presbyterian, &c., a large number of stores, and about 1,000 inhabitants.

**Old Jefferson**, twenty-eight miles below Brunswick, in Saline county, is a small, dilapidated village, containing about 40 inhabitants. There was formerly a place by this name a short distance down the river, opposite Glasgow; but the remorseless river swept it off, and the inhabitants were compelled to seek for other lodgings.

**Chariton River**, rises in Lucas county, Iowa, and after a course of one hundred and fifty miles, in a southerly direction, empties into the Missouri nearly opposite Old Jefferson. It is not navigable for more than thirty or forty miles.

**Glasgow**, three miles below Old Jefferson, in Howard county, is a place of some note, and is rapidly improving. It contains 1 Methodist, 1 Presbyterian, and 1 Campbellite church, a female seminary, a large number of stores of various kinds, and a population of 1,800. Stages leave daily for St. Louis, Fort Leavenworth, and intermediate points; and three times a week for Hannibal.

**Arrow Rock**, nine miles below Glasgow, in Saline county, is a handsomely situated village, standing about one hundred and fifty feet above the river. It derives its name from the fact that the Indians used pieces of the rock found here, for the purpose of making heads for their arrows. This place, though generally healthy, suffered severely from cholera, in 1849. Its population is about 300.

**La Mine River**, rises in Lafayette and Johnson counties, Missouri, and empties into the Missouri, ten miles below Arrow Rock. It is navigable for about thirty miles. The water of this river is remarkably clear, and almost transparent.

**Booneville**, three miles below the mouth of La Mine river, is the county seat of Cooper county. It is situated on a bluff, elevated about one hundred feet above high water mark, and received its name in honor of the celebrated Colonel DANIEL BOONE. It contains a handsome court-house, 1 Presbyterian, 1 Baptist, and 1 Methodist church, 2 academies, 20 or 30 stores, and a population of 1,200. Stages leave three times a week for Columbia, Jefferson City, and Independence.

#### Note.

**Franklin**, opposite Booneville, is a small place, located about three miles from the river bank. It formerly stood on the river; but, like many of its neighbors, was driven back by the merciless waters. Population, 200.

**Rockport**, fifteen miles below Booneville, in Boone county, is a thriving town of about 500 inhabitants.

**Providence**, twelve miles below Rockport, in the same county, was built after the flood in 1844, for the convenience of Columbia, situated a few miles in the interior. Providence contains only about fifteen houses, and will never be likely to contain many more, as there is no place for much of a town at this point.

**Note.**

**Columbia**, situated about ten miles from the banks of the Missouri, is the county seat of Boone county, and contains a court-house, several churches, and about 1,000 inhabitants. It is the seat of the Missouri University, founded in 1840. The university has a president, three professors and sixty students. Stages leave daily for St. Louis and other points.

**Nashville**, one mile below Providence, in the same county, is a small village, destined ere long to become immeasurably smaller. The river is fast washing it away, and the inhabitants are availing themselves of every possible opportunity to make themselves scarce. It numbers now about 100 inhabitants.

**Marion**, situated in Cole county, fifteen miles below Nashville, is a small town containing about 500 inhabitants. It was formerly the county seat, but that has been removed to Jefferson City.

**Hibernia**, fifteen miles below Marion, in Callaway county, is a pleasant little village, containing a population of about 100.

**Jefferson City**, county seat of Cole county, and capital of the state of Missouri, is situated on the south bank of the Missouri river, five miles below Hibernia. It contains a state-house, situated on a high and beautiful hill called Capitol hill, the governor's house, state penitentiary, a court-house of brick, 1 Baptist, 1 Methodist, 1 Presbyterian, 1 Episcopal, and 1 Catholic church, 1 grist mill, 1 rope manufactory, a large number of stores of various kinds, and a population of 1,500. Stages leave daily for St. Louis; three times a week for Independence, Lexington, Booneville, &c.

**Osage River**, rises in the Indian territory, and after a meandering course of several hundred miles, empties into the Missouri nine miles below Jefferson City. It is 397 yards wide at the mouth, and is navigable for steamboats about 200 miles. The land bordering on this river is exceedingly fertile, and yields abundant crops of all the products of the West.

**Portland**, twenty-one miles below Jefferson City, in Callaway county, is rather a *miserable looking apology* for a town. The houses are mostly built of logs, in the real backwoods fashion. Population about 300.

**Gasconade River**, rises in Wright county, Missouri, and taking its course in a northerly direction for a distance of 200 miles, empties into the Missouri ten miles below Portland. It is not navigable to any extent, but affords a vast amount of water power to the numerous mill seats along its banks.

**Herman**, county seat of Gasconade county, is situated five miles below the mouth of Gasconade river. It is a beautifully located town, and contains a court-house, several churches and a population of 500.

**Pinckney**, twenty-two miles below Herman, in Warren county, is a small and unimportant village, containing about 100 inhabitants.

**Griswold**, opposite Pinckney, in Franklin county, is a small village, of about the same dimensions as that place.

**Washington**, eight miles below Griswold, in the same county, is a fine little village, containing 200 inhabitants.

**St. Charles**, forty-six miles below Washington, and twenty-two from the mouth of the Missouri, is the county seat of St. Charles county, and is one of the most important towns in the state. It is handsomely situated, and has an excellent appearance from the river. The country around, is remarkably fertile, and is also very healthy. St. Charles College founded in 1839, is located at this place. It has a president, 3 professors, and 120 students. St. Charles also contains a court-house, market house, 2 Presbyterian, 2 Methodist, 1 Lutheran, and 2 Catholic churches, a nunnery, and a population of 3,000. The river here is over a mile wide, across which a ferry plies every few minutes. Stages leave daily for St. Louis, Jefferson City, and intermediate points; and three times a week for Burlington, Iowa.

## ROUTE OF THE ILLINOIS RIVER,

### And Illinois and Michigan Canal.

**The Illinois River**, is the most important river within the state. It is navigable as far as Peru, which is connected to Lake Michigan by a canal. The navigation of this river has been rendered permanent, within the last few years, and it has already been the means of throwing a large amount of trade and travel into the state, that otherwise would have taken different channels. These improvements have cost the state near \$10,000,000. (For a more complete description of this river, see page 24.)

The following is a table of distances on the Illinois river from the mouth to Peru, and from thence by the Illinois and Michigan Canal to Chicago.

|                    |        |                                        |        |
|--------------------|--------|----------------------------------------|--------|
| Montezuma, .....   | 25     | <i>By Illinois and Michigan Canal.</i> |        |
| Augusta, .....     | 5 30   | La Salle,.....                         | 2 199  |
| Naples, .....      | 10 40  | Utica, .....                           | 4 203  |
| Meredosia, .....   | 8 48   | Ottowa,.....                           | 9 212  |
| Beardstown, .....  | 16 64  | Marseilles, .....                      | 8 220  |
| Havana, .....      | 33 97  | Clarkson, .....                        | 12 232 |
| Pekin, .....       | 31 128 | Morriss,.....                          | 4 236  |
| Peoria, .....      | 9 137  | Dresden,.....                          | 9 245  |
| Chillicothe, ..... | 15 152 | Joliet, .....                          | 14 259 |
| Lacon,.....        | 13 165 | Lockport, .....                        | 6 265  |
| Henry, .....       | 5 170  | Des Plaines, .....                     | 10 275 |
| Hennepin, .....    | 12 182 | Summit,.....                           | 10 285 |
| PERU,.....         | 15 197 | Bridgeport, .....                      | 8 293  |
|                    |        | CHICAGO,.....                          | 4 297  |

**Montezuma**, situated on the west bank of the Illinois, twenty-five miles from its mouth, in Pike county, is a small and unimportant village containing twenty or thirty houses.

**Augusta**, is a small village, situated five miles above Montezuma, and is about the same size.

**Naples**, ten miles above Augusta, in Scott county, on the east bank of the river, is a pleasant and thriving town. It contains one or two churches, 3 steam mills, several stores, and a population of 500.

**Meredosia**, eight miles above Naples, in Morgan county, is pleasantly situated on the east bank of the Illinois, on a fine elevation. It contains 2 steam mills, a number of stores, and a population of 300. There is a railroad from this place to Springfield, the capital of the state. Cars arrive and depart daily.

**Beardstown**, sixteen miles above Meredosia, on the east bank of the river, in Cass county, is a fine thriving village, containing 1 Methodist, and 1 Episcopal church, 20 stores, and about 400 inhabitants.

**Havana**, thirty-three miles above Beardstown, opposite the mouth of Spoon river, in Mason county, was formerly the county seat of that county, an honor lately conferred on Bath, a town about ten miles from the river. Havana is finely situated on a high sandy ridge, fifty feet above the highest floods of the river, and contains a population of about 400.

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| .... 4  | 203 |
| .... 9  | 212 |
| .... 8  | 220 |
| .... 12 | 232 |
| .... 4  | 236 |
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| .... 14 | 259 |
| .... 6  | 265 |
| .... 10 | 275 |
| .... 10 | 285 |
| .... 8  | 293 |
| .... 4  | 297 |

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**Pekin**, thirty-one miles above Havana, in Tazewell county, is a fine flourishing town, containing an academy, 1 Methodist, 1 Unitarian, and 1 Presbyterian church, 1 newspaper printing office, 1 steam flour mill, 1 steam saw mill, more than 20 stores, and several forwarding and commission houses, and a population of 1,000.

**Peoria**, county seat of Peoria, county, is handsomely situated nine miles above Pekin, at the southern terminus of Peoria Lake. The town lays on two tables of land, the first being about twelve feet above the water's edge, and the second some half-dozen feet higher, and extending back some distance to the bluffs, in the rear of the town, which rise 100 feet above the general level. It contains a court-house, jail, academy, 1 Unitarian, 1 Methodist, 1 Baptist, 1 Episcopal, and 2 Presbyterian churches, 2 newspaper printing offices, 2 steam saw mills, 5 schools, 30 stores, and a population of 2,000. Stages leave daily for Chicago, Springfield, and St. Louis; three times a week for Galena, and Burlington, Iowa, Madison, Wisconsin, and Indianapolis, Indiana. Steamboats arrive and depart daily.

**Peoria Lake**, is an expansion of the Illinois river, commencing at the town of Peoria, and extending in a northerly direction for a distance of twenty miles. It has very little current, and the water is beautifully clear and transparent, so much so, that the fish, of which there is a great abundance, can be distinctly seen swimming about, and performing their various evolutions, far beneath the surface.

**Chillicothe**, is a small village, situated 15 miles above Peoria, in the same county, at the head of Peoria Lake. Population, 100.

**Lacon**, county seat of Marshall county, is situated thirteen miles above Chillicothe, on the east bank of the Illinois. It is a small village of about 200 inhabitants.

**Henry**, is a small place, five miles above Lacon, containing less than 100 inhabitants.

**Hennepin**, county seat of Putnam county, is situated twelve miles above Henry, in the Great Bend of the Illinois river. The location is a beautiful one, being elevated by a gradual and gentle ascent, to a height of about twenty or thirty feet above the river. This town was named in honor of Louis Hennepin, a Franciscan friar, and one of the early explorers of the North-west. It contains a court-house, jail, Methodist and Presbyterian churches, 20 stores, and about 600 inhabitants.

**Peru**, La Salle county, fifteen miles above Hennepin, is a small village, situated at the head of steamboat navigation on the

Illinois, and the commencement of the Illinois and Michigan canal. It has a population of about 300.

**The Illinois and Michigan Canal.**— This important work, by which the great lakes on the north, are brought in connection with the western rivers and the Gulf of Mexico, and by which a great portion of the United States is rendered a vast island, was commenced in the year 1836, and finished in the year 1848. Its length is one hundred miles, is sixty feet wide at top, and thirty-six at bottom, and is six feet deep. There are 17 locks, each 110 feet long, and 18 feet wide, being large enough for vessels of 120 tons burden. The entire cost of this work was \$6,600,000.

**La Salle**, two miles from Peru, in the same county, on the Illinois and Michigan canal, is a small village, named in honor of the celebrated Frenchman, M. DE LA SALLE. It is a village of little commercial importance, containing a population of 200.

**Utica**, four miles from La Salle, in the same county, has about the same population.

**Ottawa**, county seat of La Salle county, is situated nine miles from Utica, on the Illinois and Michigan canal, and on both sides of the Illinois river. It was laid out in the year 1830, and now contains a court-house, several churches, 20 stores, and a population of 600. Stages leave daily for Springfield and Chicago.

**Marseilles**, eight miles from Ottawa, in the same county, is a thriving town, and on account of its facilities for manufacturing, is a place of considerable importance. The Grand Rapids of the Illinois at this place, affords an immense water power. There are a number of mills of various kinds, and a population of 300.

**Clarkson**, is a small village, twelve miles from Marseilles, Grundy county. Population, 100.

**Morriss**, county seat of Grundy county, situated four miles from Clarkson, is a small village of no particular importance, save that of being the place where the legal talent of the county assembles. Its population is about 200.

**Dresden**, nine miles from Morriss, situated on the Illinois and Michigan canal, and at the junction of Kankakee and Des Plaines rivers, which form the Illinois proper, is a small village, containing about 250 inhabitants.

**Joliet**, county seat of Will county, is situated fourteen miles from Dresden. It is a small village, containing a court-house, a few stores, and a population of about 300.

**Lockport**, six miles from Joliet, in the same county, is a town of superior advantages for manufacturing purposes. The canal here has two locks, and the Des Plaines river has a fall of fifteen feet. These advantages will no doubt render the advancement of this place rapid and steady. The town is small, and contains only about 200 inhabitants.

**Des Plaines**, is a small village in Cook county, ten miles from Lockport. Population, 600.

**Summit**, situated at the "Point of Oaks," in Cook county, ten miles from Des Plaines, is a small place, containing twenty or thirty houses. Population, 80.

**Bridgeport**, is a small village, eight miles from Summit, in the same county. Population, 50.

**Chicago**, the largest and most important commercial place in Illinois, is situated at the north-eastern termination of the Illinois and Michigan canal, on both sides of the Chicago river, and on the borders of the southern shore of lake Michigan. It was settled about the year 1830, and has increased with a rapidity almost without a parallel in the history of our country. The situation for trade is remarkably good, being at the point where the great Mississippi valley is united to the chain of lakes on our northern frontier, bringing the East, South and West into direct communication with each other. The first vessel that left this port, was a small schooner loaded with wheat, in 1839; now the arrivals and departures of various kinds of vessels number about 4,000, making an aggregate of 50,000 tons of shipping. The principal articles of export are wheat, flour, beef, pork, wool, hides, and leather. The lumber business is carried on here probably to a greater extent than any other. There are about 40 dealers in this article, and the amount brought into market last year probably reached 70,000,000 feet.

Chicago is situated on a level plat of prairie land, rising sufficiently high to escape the highest floods. It is handsomely laid out, and has an artificial harbor, built at considerable cost, by the construction of piers, which extend for some distance out into the lake, and prevent the sand from accumulating in sufficient quantities to obstruct the entrance to the harbor. Chicago is the county seat of Cook county, and contains, besides the usual county buildings, a number of fine hotels, among which are the Tremont House, Mansion House, Lake House, Sherman House, and others, twelve or fifteen churches, many of them handsome structures, works for supplying the city with water, a large number of wholesale and retail stores of all kinds, and a population of 28,000. Cars leave daily on the Chicago and Galena railroad; steamers

and sail vessels arrive and depart daily for Buffalo and all intermediate points on the Lakes: stages leave daily for St. Louis, Galena, Milwaukee, and Detroit.

### ROUTES FROM CHICAGO.

#### *From Chicago to Buffalo.*

To Southport, Wisconsin, (by steamboat,) 57 miles; to Milwaukee, 38 miles; to Manitou Island, 150 miles; to Mackinaw, Michigan, 105 miles; to Thunder Bay Island, 145 miles; to Fort Gratiot, 159 miles; to Detroit, 70 miles; to Sandusky, Ohio, 80 miles; to Huron, 10 miles; to Black river, 20 miles; to Cleveland, 25 miles; to Grand river, 30 miles; to Ashtabula, 30 miles; to Conneant, 14 miles; to Erie, Pennsylvania, 30 miles; to Portland, New York, 10 miles; to Dunkirk, 16 miles; to Buffalo, 45 miles: whole distance from Chicago to BUFFALO, 1,045 miles.

#### *From Chicago to St. Louis.*

To Summit, (by stage,) 13 miles; to Des Plaines, 10 miles; to Lockport, 8 miles; to Joliet, 5 miles; to Au Sable, 13 miles; to Lisbon, 9 miles; to Ottawa, 21 miles; to La Salle, 15 miles; to Hennepin, 16 miles; to Lacon, 17 miles; to Chillicothe, 13 miles; to Rome, 3 miles; to Peoria, 15 miles; to Pekin, 8 miles; to Tremont, 5 miles; to Dillon, 4 miles; to Delevan, 8 miles; to Middletown, 25 miles; to Springfield, 20 miles; to Auburn, 15 miles; to Carlinville, 24 miles; to Lincoln, 20 miles; to Paddock's Grove, 8 miles; to Edwardsville, 7 miles; to St. Louis, 21 miles: whole distance from Chicago to St. Louis, 327 miles. Time, 55 hours; fare, \$16.

#### *From Chicago to Galena.*

To Cazenovia, 11 miles; to Bloomingdale, 12 miles; to Elgin, 12 miles; to Hampshire, 14 miles; to Marengo, 10 miles; to Belvidere, 12 miles; to Cleveland, 7 miles; to Rockford, 7 miles; to Vanceburg, 12 miles; to Freeport, 15 miles; to Burr Oak Grove, 13 miles; to Elizabeth, 18 miles; to Galena, 15 miles: whole distance from Chicago to GALENA, 158 miles. Time, 30 hours; fare, \$7 50.

#### *From Chicago to Milwaukee, Wisconsin.*

To Dutchman's Point, (by stage,) 12 miles; to Wheeling, 4 miles; to Half Day, 5 miles; to Libertyville, 7 miles; to Abington, 4 miles; to Little Fort, 5 miles; to Otsego, 4 miles; to

Southport, Wisconsin, 14 miles; to Racine, 11 miles; to Oak creek, 15 miles; to Milwaukee, 10 miles: whole distance from Chicago to MILWAUKIE, 91 miles. Time, 15 hours; fare, \$4 50.

*From Chicago to Detroit.*

To Calumet, 12 miles; to City West, Indiana, 24 miles; to Michigan City, 17 miles; to La Porte, 12 miles; to Hudson, 13 miles; to Niles, 19 miles; to Edwardsburg, 10 miles; to Union, 12 miles; to Mottsville, 6 miles; to Sherman, 19 miles; to Freedom, 4 miles; to Brown's Prairie, 10 miles; to Batavia, 4 miles; to Coldwater, 7 miles; to Quincy, 6 miles; to Moscow, 16 miles; to Woodstock, 15 miles; to Cambridge, 7 miles; to Iron creek, 9 miles; to Clinton, 5 miles; to Benton, 7 miles; to Saline, 5 miles; to Pittsfield, 5 miles; to Ypsilanti, 6 miles; to South Plymouth, (by Central railroad,) 7 miles; to South Nankin, 8 miles; to Dearborn, 5 miles; to Detroit, 10 miles: whole distance from Chicago to DETROIT, 280 miles. Time, 40 hours; fare, \$14.

ROUTE OF THE GREAT LAKES.

**Lake Michigan.** — This lake is the largest lake that lies wholly in the United States. It is 340 miles long, and generally about 60 miles broad. The waters are deep enough to float the largest class vessels, and abound with almost every species of fresh water fish. The line of coast is generally quite uniform and but little indented with bays and inlets. The principal bays are Green bay, and Great and Little Traverse bays, situated in the north. There are a few islands in the northern part, but none in the southern of any consequence.

**Michigan City,** is situated in La Porte county, Indiana, and is the only harbor in the state. It was laid out in 1831, and it was thought for a long time that it would become a large commercial city. This would no doubt have been the case, had the improvement of the harbor been completed, as was contemplated. The expense of improving the harbor would be very trifling in comparison to the advantage the city would derive from it. Vessels are now compelled to load and unload by means of *lighters*, and this can be done only in pleasant weather. As long as this state of things lasts, we cannot expect much commercial prosperity. The advantageous position of this town, it is to be hoped, will ere long direct the attention of the citizens to the fact, that money spent in public improvements, will always enhance individual interests.

Michigan City now contains a bank, printing office, 20 stores, and a population of 1,000.

**New Buffalo** is situated about opposite Chicago, on Lake Michigan, in Berrien county, Michigan. It is a place of considerable importance, and is rapidly growing. From its advantageous position, it will doubtless become quite a large town. It is at present, the western termination of the Michigan Central railroad. Steamboats arrive and depart daily for Chicago, St. Joseph, &c.; cars leave daily for Detroit and intermediate points.

**St. Joseph**, twenty miles north of New Buffalo, in the same county, at the mouth of St. Joseph's river, is the most important town in the western part of Michigan. It is contemplated to bring the Michigan Central railroad to this point. The town has an excellent harbor, much improved some years ago, by an appropriation from the state. The trade is increasing rapidly every year, and there are now several steamboats owned at this place. Steamboats arrive and depart daily from the wharf; stages leave daily for Detroit.

**Milwaukie**, county seat of Milwaukie county, Wisconsin, is situated ninety-five miles north of Chicago, on Lake Michigan. It was first settled in the year 1834, and has increased with a rapidity truly astonishing. It lies on both sides of the Milwaukie river, a stream affording an abundant supply of water power for all kinds of manufacturing purposes. The facilities for trade are excellent, and the country around is exceedingly fertile. In 1834, Milwaukie contained two log huts; in 1840, it contained a population of 1,800, and now will number 20,000. Steamboats arrive and depart daily for Chicago, Buffalo, and intermediate points. Stages leave daily for Chicago and Galena.

**Grand Haven**, county seat of Ottawa county, Michigan, is situated opposite Milwaukie, on the east side of Lake Michigan, at the mouth of Grand river. It is a pleasant little town, with an excellent harbor, though as yet but little trade.

**Washington**, county seat of Washington county, Wisconsin, is situated twenty-five miles north of Milwaukie. It is yet quite a small village, but will no doubt some day be a stirring business place.

**Sheboygan**, county seat of Sheboygan county, Wisconsin, is a small village, twenty-four miles north of Washington.

**Manitowac**, county seat of Manitowac county, Wisconsin, is a small village twenty-six miles north of Sheboygan.

**The Straits of Mackinaw**, connect Lake Michigan with Lake Huron. The straits are not more than three miles

wide at the narrowest place, but they are sufficiently deep to float any ordinary craft.

**Mackinaw**, situated on an island of the same name, in the straits of Mackinaw, is a fine little village, celebrated for the excellent quality of fish caught in the vicinity. It is the county seat of Michilimackinaw county, Michigan, and contains about 100 inhabitants, mostly fishermen. The name is of Indian origin, and was given to the island from its supposed resemblance to the back of a turtle.

**Lake Superior.**— This lake, the largest body of fresh water in the world, is 400 miles long, and averages about 130 wide, and covering an area of 32,000, square miles, being only 3,800 square miles less than the whole of Indiana. Its absolute elevation is 672 feet, and its bed is 300 feet below the surface of the Atlantic, making a mean depth of about 900 feet. It is surrounded by a rock bound coast, and contains a number of islands, many of them being of considerable magnitude. The waters are clear and transparent, and abound with fish of various kinds, among which the trout and white fish are the most important; these weigh from 12 to 50 pounds. The navigation of this lake has not yet been carried on to any extent, in consequence of the rapids at St. Mary's straits, or river rather, which connects Lake Superior and Lake Huron. There is, however, a canal in contemplation around the falls, which will obviate the difficulties of navigation. There are no important towns on this lake; but the navigation being once opened, we may look for vast improvements. Portions of the southern coast of Lake Superior abound in extensive beds of copper. These mines are very rich, and will prove a source of inexhaustible wealth to those that work them. There are many fine harbors on the coast, and the soil and timber is generally of an excellent quality. This lake receives the waters of more than thirty rivers. In this vicinity, there are numerous beautiful and glassy lakes, which abound in multitudes of excellent fish.

**Saint Mary's Strait**, forms the outlet of Lake Superior, and connects it with Lake Huron. It is 10 miles long, and contains four large islands, and a number of small ones. The largest of these are St. Joseph, Sugar, Sailor's Encampment, and Lime Kiln islands. The navigation of this strait is exceedingly difficult and dangerous; the channel is about three-fourths of a mile wide, and the current one and a half miles an hour. The rapids are nearly a mile in length, and have a fall of 23 feet. The entire fall of the river from Lake Superior to Lake Huron, is 44 feet 8 inches.

**Sault de St. Marie**, county seat of Chippeway county, Michigan, is situated on the site of an old French fort, at the foot of the rapids in St. Mary's strait. Vessels come to the foot of the rapids and discharge their cargo, and then it is transported by means of wagons above the falls, and re-shipped. The winters at this place are excessively cold, and the thermometer often falls to 25 or 30° below zero. The town contains a court-house, jail, several churches, Baptist, Methodist, Presbyterian, &c., 2 missionary schools for Indian children, several stores, a trading house of the American Fur Company, and a population of about 1,000. The population however, is very fluctuating, sometimes being considerably more than 1,000, and sometimes less. Stages leave during the summer, once a week for Detroit; and in the winter, once a month.

**Lake Huron.**— This lake is 290 miles long, and from 90 to 180 miles broad. Its altitude is 30 feet lower than that of Lake Superior, and the mean depth is about 800 feet. It receives the waters of Lake Michigan and Lake Superior, through the straits of Mackinaw and St. Marys, and discharges its waters into Lake Erie, through an outlet called the St. Clair river, which, after a course of 40 miles, expands into a lake of the same name, 24 miles in length, and 30 in breadth, and again contracts, and enters Lake Erie, under the name of the Detroit river. This lake has many fine harbors, and some large bays; Georgian bay in the north, Saginaw bay in the south-west, and Thunder bay on the west coast, are the principal. There are some large islands also; Great Manitoulin, the largest, being 80 miles long. Thunder bay is said to be the focus of some peculiar electrical phenomenon, which produces constant concussions, similar in sound to thunder. The waters of this lake, like all the others, are clear and transparent, abounding in fish. There are but few towns on the coast, and they are mostly of little commercial importance, being mere trading posts. The principal rivers which empty into the lake, are the Saginaw and Sable.

**St. Clair River**, connects Lake Huron with Lake St. Clair, and discharges the waters of the three great upper lakes, Superior, Michigan, and Huron. It flows in a southerly direction for the distance of 40 miles, and enters Lake St. Clair by six channels, only one of which is navigated by vessels ascending or descending the river. Its principal tributaries are the Black, Pine and Belle rivers. The scenery along the banks is very fine, and flourishing little villages are springing up on all sides.

**St. Clair**, county seat of St. Clair county, Michigan, is situated at the south side of the mouth of Pine river, about 18

miles from the head of St. Clair river. It occupies the site of fort St. Clair, named in honor of General Arthur St. Clair, a man whom the stern hand of fate seemed to mark, as one that should never know prosperity. The town contains a court-house, jail, two or three churches, 2 mills, 4 schools, a number of stores, and a population of 600.

**Lake St. Clair**, is merely an expansion of St. Clair river. It is 24 miles long, 30 wide, and about 20 feet deep. Its banks are alluvial, and are elevated about twenty feet above the surface of the water. The Clinton river empties into it from Michigan on the west, and the Thames, and some smaller ones from Canada on the east.

**Detroit River**, which unites Lake St. Clair with Lake Erie, is twenty-eight miles long, and from three-fourths to one and a half miles wide. It is deep enough to float the largest vessels, but the navigation is somewhat intricate, owing to the number of small islands in the western channel. The eastern channel, however, is but little obstructed, and is consequently much easier navigated. The largest islands are Grasse and Fighting islands, lying near the mouth of the river. The banks of this river present a striking similarity to what is termed the *Coast* on the lower Mississippi. The country back of the river being low and swampy, the farms do not extend back but a short distance, and the banks appear to be a continuous line of villages for many miles on both sides of the river.

**Detroit**, seat of justice for Wayne county, Michigan, and the largest city in the state, is situated on Detroit river, eight miles below the outlet of Lake St. Clair, and twenty above its confluence with Lake Erie. The first settlement made here, was by a party of French from Canada, about the year 1683. It however did not become a place of much importance, until about the year 1810, when it began to show unmistakable signs of progress. Its population in 1810, was 770; in 1820, 1,422; in 1830, 2,222; in 1840, 9,102; in 1850, 20,000. The city has a beautiful and healthy situation, on a plain elevated about 30 feet above high water mark. It is handsomely laid out, extending one and a half miles along the river, and about a mile back. There are several fine public squares, which add to the looks of the city very much; one of these, called *Campus Martius*, is of considerable extent and very tastefully laid out. This city was formerly the capital of the state, and the *State-house*, now used for a court-house, is a fine brick building of the Ionic order of architecture, 90 by 60 feet, with 6 columns in front, and pilasters on the sides. The *City Hall* is a fine brick building, 100 feet long by 50 feet

broad. The lower story is occupied as a market-house, and in the upper story there is a spacious hall, where the city business is transacted. There are several fine hotels in this city, among which the Mansion House, National, Michigan Exchange, Railroad, Commercial, Steamboat, and Temperance, rank as principal. The city also contains 13 churches, viz : 3 Methodist, 2 Presbyterian, 2 Baptist, 1 Episcopal, 1 German Lutheran, 2 African, and 2 Catholic, 4 banks, 4 markets, a theatre, museum, government magazine, penitentiary, mechanics' hall, 15 public, and a number of private schools, the Ladies' Free-school Society, and various other benevolent and charitable institutions and societies.

The commerce of Detroit is very extensive, and is rapidly increasing. The Michigan Central railroad, extending from this place to New Buffalo and St. Joseph, will add greatly to the facilities for trade, already possessed so largely by this city. There are 20 commission and forwarding houses, 180 wholesale and retail stores of various kinds, 6 lumber yards, several founderies, tanneries, and potteries, and about half a dozen newspaper printing offices. Steamboats arrive and depart daily for Buffalo, Chicago, and intermediate points. Cars leave daily for all the principal points on the Michigan Central railroad ; stages leave daily for Toledo, Ohio ; and three times a week for Port Huron, Howell, Lyons and Grand Rapids.

#### Note.

We cannot refrain from noticing in this connection, one of the most disastrous events that took place during the war of 1812. — We refer to the surrender of General Hull. On the 5th of July, 1812, General Hull arrived at Detroit, with a force of two thousand five hundred men, to open the campaign on the frontier of Upper Canada. Having arrived at Detroit, he proceeded to cross the river, and take possession of the town of Sandwich. He then issued his proclamation, inviting the colonists to join him, or remain neutral. Hull's force became much weakened by sickness and other causes, and hearing that a detachment of the enemy under General Brock, were marching against him, he thought it prudent to retreat to Detroit. The Americans were now reduced to eight hundred effective men. General Brock, whose command numbered about fourteen hundred, consisting of regulars, militia, and Indians, crossed the river, and prepared for an immediate attack ; but Hull, instead of bravely defending the town as he might have done, basely signed a capitulation, by which the whole American force were surrendered prisoners of war. Loud complaints were made by the American public, against the conduct of Hull, who was afterwards tried and condemned to be shot ; but was subsequently pardoned on account of his age and former services. Hull had on previous occasions shown himself to be a good soldier, but his course in this affair must ever remain among the inscrutables of human conduct.

**ROUTES FROM DETROIT.**

*From Detroit to New Buffalo, (by Michigan Central Railroad.)*

To Dearborn, 10 miles; to Wayne 7 miles; to Ypsilanti, 12 miles; to Ann Harbor, 8 miles; to Dexter, 10 miles; to Chelsea, 9 miles; to Grass Lake, 9 miles; to Jackson, 11 miles; to Gridley's, 9 miles; to Albion, 11 miles; to Marshall, 12 miles; to Battle creek, 13 miles; to Galesburg, 14 miles; to Kalamazoo, 8 miles; to Pawpaw, 17 miles; to Decatur, 8 miles; to Dowagiac, 11 miles; to Niles, 12 miles; to Buchanan, 6 miles; to Terre Coupee, 6 miles; to New Buffalo, 15 miles: whole distance from Detroit to NEW BUFFALO, 218 miles. Time, 12 hours; fare, \$6 50.

*From Detroit to the Copper Region.*

To Fort Gratiot, 72 miles; to Thunder Bay Island, 150 miles; to Sault de St. Marie, 172 miles; to White Fish Point, 40 miles; to Sucker river, 44 miles; to Hurricane river, 23 miles; to Grand Sable, 15 miles; to Pictured Rocks, 12 miles; to Grand Island, 20 miles; to Chocklace river, 40 miles; to Huron river, 58 miles; to Fort Wilkins and Copper Harbor, 118 miles; to Eagle Harbor, 20 miles; to United States' Indian Agency, 71 miles; to Presque-Isle river, 40 miles; to Black river, 6 miles; to Montreal river, 25 miles; to La Pointe, 26 miles; to FON DU LAC, 90 miles: whole distance, 1,046 miles.

*From Detroit to St. Joseph.*

To Pawpaw, (by Central railroad, as in the previous route,) 164 miles; to Kendall, (by stage,) 8 miles; to Keelersville, 8 miles; to Bainbridge, 10 miles; to St. Joseph, 10 miles: whole distance from Detroit to ST. JOSEPH, 200 miles. Time, 16 hours; fare, \$7.

*From Detroit to Saginaw.*

To Royal Oak, (by Detroit and Pontiac railroad,) 14 miles; to Birmingham, 5 miles; to Pontiac, 6 miles; to Waterford, (by stage,) 7 miles; to Springfield, 5 miles; to Grand Blanc, 9 miles; to Flint, 8 miles; to Genessee, 4 miles; to Thetford, 7 miles; to Bridgeport, 13 miles; to Saginaw, 12 miles: whole distance from Detroit to SAGINAW, 97 miles. Time, 14 hours; fare, \$4 50.

*From Detroit to Lansing.*

To Jackson, (by Central railroad,) 76 miles; to Lansing, (by stage,) 35 miles: whole distance from Detroit to LANSING, 111 miles. Time, 12 hours; fare, \$5.

**Lake Erie.**—Lake Erie, the fourth in order of the great chain of lakes, is situated north of New York, Pennsylvania, and Ohio, and forms a part of the boundary line between the United States and Canada. It is 250 miles long, and generally about 50 wide.

Its altitude is thirty-two feet lower than Lake Huron, and its greatest depth 270 feet. Near the shore, however, it is quite shallow, and is often frozen in the excessively cold winters, which are common to this region. According to several distinguished American engineers, Lake Erie rose several feet between the years 1825 and 1838; and this increase of magnitude, seems to be general in the American lakes, while those of the eastern hemisphere appear to be decreasing. Lake Erie has a number of good harbors, and some islands; though not generally very large. The largest island lies among a group of smaller ones, in the south-west corner, and is called Cunningham's island. There is more business done on this lake, than either of the others, and on the shores are numerous towns and villages, besides several cities of great commercial importance.

One of the most brilliant naval achievements of the last war, took place on Lake Erie. The American fleet, consisting of nine small vessels, carrying in all fifty-four guns, had been built and equipped entirely through the exertions of Commodore Perry, during the summer of 1813. The British fleet consisted of six vessels, carrying sixty-three guns, giving the Americans the advantage in the number of vessels, and the British the advantage in the size and number of guns. The British fleet was commanded by Admiral Barclay, a veteran officer who had served under Nelson at Trafalgar, while Perry, the commander of the American fleet, had never seen a naval engagement in his life. The battle took place on the 10th of September, 1813, and resulted in the total triumph of the Americans. In the heat of the battle, the flag ship becoming disabled, Commodore Perry left her in charge of his lieutenant, and proceeded to go on board one of the other vessels of his little fleet. This he accomplished in an open boat, passing the whole line of the enemy, and exposed to the fire of their musketry. During the whole time of passing from one vessel to the other, he stood up in the stern of the boat, and held aloft the flag of his country, on which were inscribed the dying words of the immortal Lawrence, "DON'T GIVE UP THE SHIP." What a magnificent spectacle, and what a feeling of honest pride must glow in the breast of the American, when he feels that this was one of the noble defenders of his country; and at the same time, while contemplating this scene, what feeling of contempt is

engendered toward those who would sever the bonds of our glorious confederacy, for the mere gratification of party ambition, or the *very chivalric* feelings of *insulted dignity*.

The loss of the Americans in this engagement, was one hundred and twenty-three, in killed and wounded. Among the wounded on the British side was Admiral Barclay. Their entire loss could not be ascertained.

**Monroe**, county seat of Monroe county, Michigan, is situated near the mouth of the river Raisin, and contains a splendid courthouse, 1 Baptist, 2 Methodist, 1 Episcopal, 2 Presbyterian, and 2 Roman Catholic churches, several mills, factories, and foundries, 2 printing offices issuing papers, about 30 stores, and a population of 2,000. There is also a branch of the university of Michigan, 2 academies, a reading room, and a library of 1,500 volumes. There is a ship canal two and a half miles long, from this place to the lake, by which steamboats and other vessels are enabled to come to the city. A railroad extends to the town of Hillsdale, 70 miles west. Cars leave daily for Hillsdale. Steamers arrive and depart daily for all points on the lake. Stages leave daily for Detroit and Toledo, Ohio.

#### Note.

**Toledo**, is situated on the Maumee river, near its entrance into Lake Erie, in Lucas county, Ohio. It is a thriving business place, being the northern outlet of a portion of Ohio and Indiana, by means of the Wabash and Erie canal, which terminates here. The harbor of Toledo is excellent, and is accessible to large class steamers, and small sail vessels. The city extends along the river for the distance of a mile, and is divided in two parts, termed Upper and Lower Toledo. It occupies the site of a stockade fort called Industry, built in 1800. It was incorporated as a city in 1836, and now contains six or eight churches, about 70 stores, of various kinds, 2 banks, several manufacturing establishments, and a population of 4,000. There is a railroad extending from this place to Hillsdale, and connecting at Adrian with the one from Monroe. Regular lines of steam packets leave daily for Buffalo, Detroit, and other points on the lake. Cars leave daily for Adrian and Hillsdale. Canal boats arrive and depart daily for Lafayette, Indiana, Cincinnati, Ohio, and all intermediate points. (For routes on the canal from Toledo, reverse those on page 129.) Stages leave daily for Detroit, Cleveland, and Sandusky City.

**Port Clinton**, county seat of Ottawa county, Ohio, is situated on a beautiful little bay putting in from Lake Erie, and contains a population of about 400. It has a good harbor, and

will no doubt in the course of time, become a place of commercial importance. It was nearly opposite this place, a few miles out on the lake, that Perry's victory was gained.

#### Note.

**Lower Sandusky**, county seat of Sandusky county, Ohio, is situated on the Sandusky river, at the head of navigation. It is a thriving business place and contains a court-house, 2 Methodist, 1 Baptist, 1 Episcopal, 1 Presbyterian, and 1 Catholic church, 2 newspaper printing offices, 30 stores, 1 woolen factory, 1 foundery, and a population of 2,500.

Lower Sandusky occupies the site of Fort Stephenson, erected during the last war with Great Britain. This fort, under Major Croghan, whose garrison amounted to only two hundred men, with only one six-pounder, was attacked on the 1st of August, 1813, by General Proctor, with a force of 500 regular troops, 800 Indians, and several pieces of artillery. Major Croghan's orders were, to burn the stores and abandon the fort, should the enemy approach in force, with cannon. Major Croghan had no idea of obeying these instructions, and accordingly on the approach of the foe prepared himself for a stern resistance. The summons to surrender by the British commander was disregarded, and the attack was commenced by a heavy fire from their artillery; which however had but little effect on the walls, so well had Major Croghan prepared for his defense. The firing continued for several hours, when the enemy thinking they had effected a breach, attempted to take the fort by storm. This attempt was so gallantly met by the garrison, that the enemy were repulsed with immense slaughter; which so discomfited General Proctor, that he immediately ordered a retreat, leaving the victory in the hands of a beardless youth, only twenty-one years of age. This circumstance to a veteran General, commanding a force more than six times as large as his opponent, must have been humiliating in the extreme. The gallant Croghan, although he disobeyed orders, was promoted to the rank of Lieutenant Colonel, and was presented with an elegant sword by the ladies of Chillicothe.

**Sandusky City**, county seat of Erie county, Ohio, is situated on Sandusky Bay, near its outlet into Lake Erie. It is finely located, commanding an extensive and beautiful view of the lake. It was laid out in the year 1817, under the name of Portland, which name was subsequently changed for the one it now bears. The business of this city is very extensive, and is rapidly increasing. Besides the immense amount of lake commerce which her advantageous position and excellent harbor afford, there are two lines of railroads, connecting with Cincinnati, and many of the most important places in Ohio. Sandusky suffered severely during the summer of 1849, from the terrific disease of

cholera. Hundreds of her citizens were consigned to the silent tomb in the space of a few weeks.

Sandusky is built on an inexhaustible stratum of the finest limestone, which is not only used for building purposes in the city, but is extensively exported. The city now contains a court-house, 2 Methodist, 1 Episcopal, 1 Congregational, 1 German Lutheran, and 1 Catholic church, 1 high school, several mills and factories, a large number of stores, 2 banks, 2 printing offices, and a population of about 4,000. In the vicinity of this city, there are many remains of ancient mounds and fortifications. Regular lines of lake steamers run to Buffalo and other points on the lake. Cars leave daily for Cincinnati on the Mad River railroad. Stages leave daily for Cleveland and Toledo; and three times a week for Wooster.

#### ROUTES FROM SANDUSKY.

##### *From Sandusky to Springfield, (by Mad River and Lake Erie Railroad.)*

To Bellevue, 15 miles; to Republic, 15 miles; to Tiffin, 8 miles; to Carcy, 16 miles; to Patterson, 14 miles; to Kenton, 10 miles; to Belle Centre, 12 miles; to Bellefontaine, 12 miles; to West Liberty, 8 miles; to Urbana, 10 miles; to Springfield, 14 miles: whole distance from Sandusky to SPRINGFIELD, 134 miles. Time, 9 hours; fare, \$4. (For routes from Springfield to Cincinnati, by Little Miami railroad, reverse those on page 134.)

##### *From Sandusky to Newark, (by Sandusky, Mansfield, and Newark Railroad.)*

To Mansfield, 56 miles; to Newark, 55 miles: whole distance from Sandusky to NEWARK, 101 miles. Time, 6 hours; fare, \$3. This line will connect, at Newark, with the Scioto and Hocking Valley railroad, which, when completed will extend to Portsmouth.

**Cleveland**, county seat of Cuyahoga county, Ohio, is situated on Lake Erie, at the northern termination of the Ohio canal, and at the mouth of the Cuyahoga river. The location of the city is most beautiful, being on an elevated plain rising to the height of one hundred feet above the level of the lake. The first permanent settlement made at this place, was in the year 1796, and in the fall of the same year, the city was laid out by the Western Reserve surveying party. The settlement was named in honor of General Moses Cleveland, agent for the Connecticut

Reserve Company. During the early settlement of the place, the people suffered severely from sickness; and the difficulty of getting supplies through the wilderness, rendered their situation unpleasant in the extreme. The bilious fever, and fever and ague, were the diseases with which nearly every one of the settlers was afflicted; and he who was fortunate enough to have only one at a time, was deemed a remarkably lucky individual. This state of affairs lasted several years, until the settlement began to grow, and through the agency of civilization improve the face of the country, from which the miasmatic influence arose.

The appearance of Cleveland as viewed from the lake, is not so prepossessing as one would naturally expect to find it, from the accounts generally given of the beauty of the city. On arriving in the upper part of the city, however, the traveler finds his anticipations fully realized. The streets, few of which are less than 100 feet wide, and some even more than that, cross each other at right angles, and are generally handsomely ornamented with shade trees. In the center of the city there is a fine public square, of ten acres, divided into four parts by intersecting streets. The court-house, county offices, and several handsome churches front on this square.

The business of Cleveland is very extensive, and it ranks as the second commercial city in Ohio. Its natural advantages for commerce are not surpassed by any other place in the West. Besides having the best harbor on Lake Erie, it is connected with the Ohio river by means of the Ohio canal, and with the interior of Pennsylvania by the Erie canal, and with the interior of Ohio, by the Cleveland and Columbus, and Cleveland and Wellsville railroads. The value of exports and imports is estimated at about \$15,000,000, and the number of vessels of all kinds owned here is more than 100.

The public buildings are generally handsome structures, and some display a considerable degree of architectural beauty. Among these are the Merchants' Exchange, the Cleveland Medical College, the hotels, churches, &c. The churches are 26 in number, viz: 3 Episcopal, 3 Methodist, 2 Baptist, 3 Presbyterian, 1 Bethel, 1 Wesleyan Methodist, 1 German Evangelical Protestant, 1 Associate Reformed, 1 German Mission Society of the Protestant Episcopal Church, 1 Evangelical Association of North America, 1 German Evangelical Lutheran, 1 Seceders, 2 Universalist, 1 Disciples, 1 Jewish, 2 Second Advent, and 2 Catholic. The hotels are generally well conducted, with every arrangement for the convenience and comfort of the traveling community. The population of Cleveland shows a remarkably rapid growth. In the year 1796, the population was 3; in 1800, 20; in 1825, 500; in 1830, 1,000; in

1840, 6,071 ; in 1845, 10,100 ; and in 1850, 17,000 ; showing an increase of near 200 per cent. in ten years. Steamers arrive and depart for all points on the lakes, daily. Cars arrive and depart daily for Columbus, and intermediate points on the Columbus and Cleveland railroad. Stages leave daily for Toledo, *via* Sandusky, for Buffalo, *via* Erie, and for Pittsburgh, Pennsylvania; and three times a week for Zanesville.

### ROUTES FROM CLEVELAND.

#### *From Cleveland to Cincinnati.*

The most direct route to Cincinnati, is by the CLEVELAND AND COLUMBUS RAILROAD, which has lately been completed. This road is said to be one of the best in the state. The distance to Columbus is 135 miles ; thence to Xenia, (by the Columbus and Xenia railroad,) 54 miles ; thence to Cincinnati, (by the Little Miami railroad,) 65 miles: whole distance from Cleveland to CINCINNATI, 254 miles. Fare, \$8 50.

#### *From Cleveland to Pittsburgh, Pennsylvania.*

To Bedford, (by stage,) 12 miles ; to Hudson, 12 miles ; to Ravenna, 16 miles ; to Palmyra, 9 miles ; to Canfield, 17 miles ; to Poland, 9 miles ; to Petersburg, 9 miles ; to Darlington, Pennsylvania, 10 miles ; to Beaver, 12 miles ; to Economy, 10 miles ; to Alleghany, 16 miles ; to Pittsburgh, 1 mile: whole distance from Cleveland to PITTSBURGH, 133 miles Time, 20 hours ; fare \$6 50.

#### *From Cleveland to Toledo.*

To Elyria, (by stage,) 24 miles ; to Birmingham, 14 miles ; to Norwalk, 19 miles ; to Bellevue, 13 miles ; to Lower Sandusky, 18 miles ; to Woodville, 15 miles ; to Perrysburg, 16 miles ; to Maumee City, 1 mile ; to Toledo, 10 miles : whole distance from Cleveland to TOLEDO, 150 miles. Time 11 hours ; fare, \$6 50.

#### *From Cleveland to Zanesville.*

To Parma, 7 miles ; to Brunswick, 12 miles ; to Medina, 8 miles ; to Wooster, 22 miles ; to Millersburg, 18 miles ; to Millcreek, 12 miles ; to Coshocton, 11 miles ; to Zanesville, 29 miles : whole distance from Cleveland to ZANESVILLE, 119 miles. Time, 18 hours ; fare, \$6.

#### *From Cleveland to Buffalo.*

To Astabula, (by steamboat,) 60 miles ; to Erie, Pennsylvania, 44 miles ; to Portland, New York, 30 miles ; to Dunkirk, 16 miles ; to Buffalo, 45 miles: whole distance from Cleveland to BUFFALO, 195 miles. Time, 14 hours ; fare, \$4.

**Ohio City**, is situated on a beautiful and commanding eminence, opposite Cleveland, on the west bank of the Cuyahoga river. It was incorporated as a city in 1836, and now contains 3 churches, viz: 1 Methodist Episcopal, 1 Presbyterian, and 1 Episcopal, a number of stores, several of which do a large and extensive business, and a population of 3,000. The Episcopal church of this city is a splendid edifice, of the Gothic order of architecture, and will compare favorably in point of architectural beauty, with many of the handsome churches in our large cities

**Note.**

**Painesville**, county seat of Lake county, Ohio, is beautifully situated on Grand river three miles from its mouth. It is a strikingly handsome village, the houses being all neatly and tastefully built, with ornamental gardens attached. In the center of the town, is a fine public square comprising several acres, and handsomely laid out with trees, and various kinds of shrubbery. Some of the finest buildings in the town front on this square. Painesville contains 1 Methodist, 1 Episcopal, 1 Disciples, and 1 Presbyterian church, a classical academy, 1 bank, 1 newspaper printing office, 1 flour mill, 20 stores, and a population of 2,000. Painesville was laid out in the year 1805, under the name of Champion. The name was subsequently changed to Painesville, in honor of General Edward Paine, a revolutionary officer of high reputation, and one of the first settlers of this place.

**Fairport**, three miles below Painesville, at the mouth of Grand river, is a fine little village, having an excellent harbor, so well defended from winds, and so easy of access, that vessels often put in here and lay in times of storms, when unable to make any other port. The village contains 8 forwarding houses, several stores, and a population of about 250.

**Erie**, county seat of Erie county, Pennsylvania, is beautifully situated on a high bluff of Presque-Isle Bay, affording a fine view of the surrounding country, and of Lake Erie in the distance. The first settlement made here was in 1795, by General William Irvine and Andrew Elliott. In the year 1836, the land speculation raged in this town to an amazing extent. Real estate rose in value 100 per cent. in one day. A lot of ground, sold in February for \$1,000, was sold the succeeding March for \$10,000. This continued some time, and being based on real and true causes, never retrograded. The excitement, however, naturally settled down in time, and the business became steady.

Erie contains a court-house, jail and county offices, the Erie Bank, a female seminary, 7 churches, viz: 1 Baptist, 1 Methodist, 1 Associate Reformed, 1 Episcopal, 1 Presbyterian, 1 German Lutheran, and 1 Roman Catholic; the Reid House, a splendid hotel on the plan of the Astor House, an academy, several mills and founderies, a large number of stores, and a population of 4,000. The town of Erie, is the place where Commodore Perry built and equipped his fleet, preparatory to his engagement with the British Admiral, Barclay. The fleet was brought in here after the victory, and the remains of the flag ship Lawrence, are now to be seen lying here rotting. Pieces are constantly being cut from it, by visitors, as relics of this memorable event. Steamers ply daily to and from all important places on the lake. Stages leave daily for Cleveland, Ohio, Pittsburgh, Pennsylvania, and Buffalo, New York.

**Dunkirk**, situated on Lake Erie, in Chatauque county, New York, is a fine flourishing village, destined at some future day, from its advantageous position and excellent harbor, to become a town of great commercial importance. This place is to be the termination of the New York and Erie railroad. This road is already completed as far as Corning, a distance of 300 miles, and will be one of the most important roads in the country, when finished. The prospects of Dunkirk under these circumstances, are very flattering, and many think there will be a day, when she will rival Buffalo.

Dunkirk contains 3 churches, an academy, about 20 stores, two or three mills, and a population of 500.

**Buffalo**, county seat of Erie county, New York, is situated at the head of Niagara river, on Lake Erie, and at the western terminus of the Erie canal, in latitude  $42^{\circ} 53'$  north, longitude  $2^{\circ}$  west from Washington. It is 364 miles from Albany, and 445 from New York. It was originally laid out by the Holland Land Company, in 1801. The progress of the settlement was exceedingly slow until the year 1812, when it became a military post, and began to show signs of rapid increase. The next year, however, it was laid in ashes by the British and Indians, who burnt every house in the town with the exception of two. After the war was over, and business began again to prosper, the advantageous position of the place arrested the attention of settlers, and the town began to grow with increased rapidity. In 1825, the ERIE CANAL was opened; and from this time Buffalo dates the commencement of her prosperity. The population in 1825, was 2,412; in 1835, 15,661; in 1845, 29,773; and in 1851, 50,000. Buffalo, from its situation, commands a fine view of Lake Erie,

Niagara river, and the surrounding country. The streets are generally broad and regular; many of them being 100 feet wide. There are three public squares—those oases of large cities, whose delightful bowers afford a pleasant retreat to the *dust weary* inhabitants. The public buildings and institutions of various kinds, are a court-house, jail, and county offices, 4 markets, 30 churches, for the various denominations of Baptist, Methodist, Presbyterian, Episcopal, German Protestant, Methodist Protestant, Universalist, Unitarian, Lutheran, Bethel, Roman Catholic, and African: there are also 2 orphan asylums, a theatre, several banking houses, an academy, 50 public, and a number of private schools. There is also a **YOUNG MEN'S ASSOCIATION**, having a library of over 6,000 volumes.

The harbor of Buffalo is formed by the mouth of Buffalo creek, and is considered one of the best on the lake. It is from 14 to 16 feet deep, and has been extensively improved by the general government. There has been a pier constructed of wood and stone, extending 1,500 feet from the mouth of the creek, upon the end of which is a light-house, 20 feet in diameter at the base, and 40 feet high. The accumulation of ice, arising from the frequency of westerly winds on the lake, is a serious inconvenience to the commerce of Buffalo; and it is sometimes several weeks after the lake is clear, before the harbor is unobstructed. Buffalo may be termed the **GREAT GATE** between the East and West, through which most of the trade passes. In connection with its lake navigation, it has communication with Albany both by a canal and railroad, and with Boston by a continuous chain of railroads, 525 miles long, and with Black Rock, Niagara Falls, and Lewistown, also by railroad. Steamboats leave Buffalo daily, for Erie, Cleveland, Sandusky, Detroit, Michigan, Chicago, and all intermediate points of importance on the great chain of lakes. Cars leave twice a day for Albany and Boston, and Niagara Falls. Stages leave daily for Erie, Pennsylvania; and three times a week for Olean, Genesee, and Batavia.

### ROUTES FROM BUFFALO.

(For distances from Buffalo to Chicago, and points on the lakes, reverse those on page 192.)

#### *From Buffalo to New York.*

To Batavia, (by railroad,) 42 miles; to Rochester 32 miles; to Canandaigua, 29 miles; to Geneva, 23 miles; to Cayuga Bridge, (by steamboat on Cayuga lake,) 16 miles; to Union Springs, 7 miles; to Levanna, 5 miles; to Aurora, 3 miles; to Sheldrake Point,

8 miles; to Port Ogden, 2 miles; to Ludlowville Landing, 8 miles; to Ithaca, (by Cayuga and Susquehanna railroad,) 7 miles; to Smith's, 13 miles; to Gridleyville, 4 miles; to Candor, 2 miles; to Oswego, (by New York and Erie railroad,) 10 miles; to Union, 14 miles; to Binghampton, 7 miles; to Conklin, 7 miles; to Marshville, Pennsylvania, 10 miles; to Lanesboro', 12 miles; to Deposit, New York, 16 miles; to Stockport, 19 miles; to Hawkins, 15 miles; to Cochocton, 12 miles; to Narrowsburg, 9 miles; to Laxawaxen, Pennsylvania, 11 miles; to Pond Eddy, 11 miles; to Port Jervis, New York, 11 miles; to Otisville, 12 miles; to Middletown, 11 miles; to Goshen 7 miles; to Monroe Village, 11 miles; to Monroe Works, 8 miles; to Ramepo, 8 miles; to Monesey, 7 miles; to Blauveltville, 7 miles; to Piermont Landing, 4 miles; to Fort Lee, (by steamboat on Hudson river,) 14 miles; to Weehawken, 8 miles; to New York, 2 miles: whole distance from Buffalo to NEW YORK, 459 miles.

*From Buffalo to Albany.*

To Lancaster, (by Attica and Buffalo railroad,) 10 miles; to Alden, 10 miles; to Attica, 11 miles; to Batavia, (by Tonawanda railroad,) 11 miles; to Byron, 7 miles; to Churchville, 14 miles; to Rochester, 14 miles; to Pittsford, (by Auburn and Rochester railroad,) 8 miles; to Victor, 12 miles; to Canandaigua, 9 miles; to Short's Mills, 6 miles; to West Vienna, 8 miles; to East Vienna, 1 mile; to Geneva, 8 miles; to Waterloo, 7 miles; to Seneca Falls, 4 miles; to Cayuga Bridge, 5 miles; to Auburn, 10 miles; to Skanetalas Junction, (by Auburn and Syracuse railroad,) 9 miles; to Camillus, 9 miles; to Geddes, 6 miles; to Syracuse, 2 miles; to Manlius, (by Syracuse and Utica railroad,) 10 miles; to Canastota, 10 miles; to Oneida Depot, 6 miles; to Verona Center, 4 miles; to Rome 9 miles; to Whitesboro', 11 miles; to Utica, 3 miles; to Schuyler, (by Utica and Schenectady railroad,) 8 miles; to Herkimer, 7 miles; to Little Falls, 6 miles; to St. Johnsville, 10 miles; to Palatine Bridge, 9 miles; to Fonda, 11 miles; to Amsterdam, 11 miles; to Hoffman's, 7 miles; to Schenectady, 9 miles; to Albany, (by Mohawk and Hudson railroad,) 16 miles: whole distance from Buffalo to ALBANY, 325 miles. Time, 18 hours; fare, \$9 50.

*From Buffalo to Niagara Falls.*

There are two routes from Buffalo, by which visitors may reach Niagara Falls, viz: by Buffalo and Niagara railroad, and by steamboat to Chippewa, on the Canada side, or to Schlosser, on the American side, and from thence by cars or stage to the Falls. The distance by railroad is 22 miles. The fare on both routes is 75 cents, or \$1 25 going and returning by the same conveyance.

**ROUTE OF THE NIAGARA RIVER.**

**Niagara River**, connecting Lake Erie with Lake Ontario, and forming the outlet of four of the five great American lakes, is 36 miles long, from 40 to 60 feet deep, and has a current (independent of the Falls,) of about four miles an hour. At its head it is about three-fourths of a mile wide; but after a course of about ten miles, it widens, and flowing in two distinct channels, forms several islands, the largest of which is Grand Island, 12 miles long, and from two to seven miles wide, and reaching within one and a half miles of the Falls. Navy Island, the next in importance, is much smaller; and the others are all very small.

**Fort Erie**, situated on the west side of Niagara river, nearly opposite Buffalo, is a place of interest to the reader of American History. On the 13th of August, the American troops under the command of General Gaines, being encamped at Fort Erie, were attacked by a British force numbering nearly twice as many as the Americans. Fort Erie at this time was not in reality a fort, but merely an encampment, affording the Americans no particular advantage, with regard to position or defense, more than an open field. The following account we abridge from a detail of the battle, in Frost's **REMARKABLE EVENTS IN THE HISTORY OF AMERICA**, by an officer who was engaged in the conflict :

"On the evening of the fourteenth, General Gaines having observed some signs of an approaching visit from the enemy, put his force in the best situation for giving them a proper reception.

"Agreeably to the orders of the British general, the attack was organized into three columns. The first, consisting of detachments to the amount of thirteen hundred men, was placed under the command of Lieutenant Colonel Fischer, of the King's regiment. Seven hundred picked men, under Lieutenant Colonel Drummond, composed the second or center column. And the one hundred and third regiment, amounting to upward of eight hundred men, under the command of Colonel Scott, constituted the third. The points against which these columns were to move, were respectively the left flank, the fort, and the line between the fort and the lake; and the time fixed for the enterprise was an early hour on the morning of the fifteenth. Accordingly, about an hour and a half before day, the approach of an enemy was discovered on the road west of Towson's battery, and immediately after, the lines on that quarter were furiously assaulted by the enemy's first or second column. The infantry of our left, consisted at the time, of the twenty-first regiment, under the command of Major Wood, of the engineers; who instantly drew up

his line in the space between the battery and the water, and received the charge in a style suited to its impetuosity. Checked by a seasonable volley from this corps, and a shower of grape from Towson's artillery, the enemy sustained the conflict but a few minutes, and fell back to consolidate his ranks for a second attempt. This, however, proved equally unsuccessful; and though it was followed up by a succession of desperate charges, our column continued firm until the enemy was in a condition no longer to give battle.

"The firing had in some measure subsided on the left, when the approach of the columns under Lieutenant Colonels Drummond and Scott was announced by the fire of our picket-guard in a ravine at a small distance from our right; and in less than a minute afterward the direction of the two was plainly distinguishable, by the voice of their officers—one of them appearing to move from the ravine toward the fort, and the other rapidly approaching its point of attack by the margin of the lake. This flank was in a very inefficient state of defense, and as this circumstance was doubtless known to the enemy, it became doubly necessary to make timely resistance. Accordingly, the first of the two was promptly met by the fire from the salient bastion of the fort, and the musketry on its right and left, that on its right, consisting of Boughton's and Harding's volunteers, and that on the left, of the ninth regiment; altogether making perhaps one hundred and sixty or one hundred and seventy men. The night was exceedingly dark; but as near as we could judge through the obscurity, the last column did not continue long advancing—it seemed to hesitate at fifty or sixty yards distance—remained stationary for a minute, and then began to recoil. At this critical moment, loud and repeated threats, mingled with much confusion, announced the unwelcome intelligence that the enemy had been successful in carrying the bastion. The leader of the enemy's column was killed, and nearly all his party cut to pieces, before it had approached near enough to place its ladders, or avail itself of the open places in our line. Such was the result of the attack at this point. In the meantime day had broken, and the enemy, notwithstanding several attempts to dislodge him, was still in possession of the contested bastion, which, however, he derived no advantage from.

"The column of Colonel Scott being now routed, the guns of the Douglass battery were so directed as to cut off all communication between the contested bastion and the enemy's reserve—and a party of desperate fellows were about to rush in and finish the work, when a spark being communicated by some means to an ammunition chest under the platform, the bastion, with those in it, were blown into the air together.

"This ended the fight for the time being, and the enemy retired to prepare intrenchments. The Americans also were strengthening their defenses. The two forces thus lay within two miles of each other, for the space of thirty days. The time was occupied in skirmishes, but no decided engagement took place until the 17th of September.

“Accordingly, on this date, orders were distributed to the different corps of the American forces, to supply themselves with ammunition, and be ready to march. The order was eagerly obeyed, and at two o’clock P. M., of the same day, the army being formed into two columns, under Generals Porter and Miller, filed out of camp by the left, and advanced upon the enemy. The column of General Porter made a considerable *detour* through the woods, in order to gain the enemy’s extreme right, while that of General Miller passed along the skirts of the wood, and concealed itself in a ravine above. While this was taking place, a heavy fall of rain came on, which continued during the remainder of the day; it had no effect, however, upon our operations; the column of General Porter approached its destination with such secrecy and address, that he was not discovered by the enemy till he rose upon them within pistol-shot of their lines. As soon as the firing announced this event to General Miller, he left the ravine in which he lay concealed, and charged upon the enemy’s third battery, which, being carried, their whole line, as far as their second battery inclusive, was in a few minutes in our possession. The object of the enterprise being thus accomplished, the army retreated again within its lines.”

This battle, considering the superior force of the enemy, may be considered one of the most brilliant achievements of the war; and this is our apology for the lengthy account which we have given of it.

**Black Rock**, three miles north of Buffalo, on the Niagara river, Erie county, is a fine flourishing village. It is situated on the line of the *Buffalo and Niagara Falls Railroad*, and has a good harbor, deep enough for any ordinary sized vessel. The village contains several mills and factories, a number of stores, and a population of 3,000.

Black Rock was destroyed by the British, during the war of 1812.

**Waterloo**, is a small village on the Canada side, situated directly opposite Black Rock, to and from which a ferry plies every few minutes during the day.

**Chippewa**, a small village on the Canada side of Niagara river, is celebrated as being the scene of a memorable military engagement, during the last war with Great Britain. The British forces under the command of Generals Drummond and Ryall, were all veteran troops who had served during the peninsular war, were considered invincible, and in numbers far exceeded the Americans. In this engagement, the British formed their plan of battle at their leisure—chose their own ground—an open plain, on which not so much as a single stump was to be seen, behind which a soldier could hide. The battle ended in a complete

victory on the part of the American forces; and such was the discomfiture of the enemy, that nothing could induce them to try the fate of another battle. The most of this battle was fought by Brigadier General Scott, the distinguished hero of Cerro Gordo and Chepultepec. No battle during the war, could be more satisfactory to American valor than the battle of Chippewa. The advantages were all with the British. Their troops were all regulars; ours, part regulars and part volunteers. Theirs, were the heroes of an hundred battles; ours, new recruits, who had scarce ever handled a musket. The ground too was of their own choosing, as well as the time of engaging. Yet we see them most signally defeated; and in view of this, there can be but one opinion; and that is, that the superior intelligence which characterizes the American soldier, will always triumph over the mere *animal* courage of the European.

**Niagara Falls**, a small village in Niagara county, situated at the Falls of Niagara, and at the termination of the Buffalo and Niagara Falls railroad. It contains two or three churches, 8 hotels, several schools, half a dozen mills, about 15 stores, and a population of 1,000. This village derives its interest from its proximity to nature's great master-piece of grandeur and sublimity.

**Niagara Falls**, over which flows the greatest body of fresh water on the face of the globe, is justly considered the most magnificent cataract in the world. The sight of this vast sheet of water, at once inspires the beholder with feelings of admiration mingled with awe; and the mind is deeply imbued with lofty conceptions of the beauty and grandeur of nature's works. There are many cataracts having a greater perpendicular height than Niagara, but none that discharges such an immense volume of water, and is accompanied by such sublime and varied scenery. The roar of this mighty fall of water can be distinctly heard, under favorable circumstances, for a distance of 15 miles; and the firm earth may be felt to tremble as though palsied by the apprehension of another deluge.

The Falls are divided by a small island containing about 75 acres, called Goat Island. The divisions are termed respectively the American, and Canada Falls. On the American side, the perpendicular fall is greater than on the other; but the quantity of water discharged is much the largest on the Canada side. It has been estimated that seven-eighths of the water discharged is on the Canada side of Goat Island. A bridge connecting Goat Island with the main land on the American side has been constructed, from which the visitor may gaze at the foaming waters hurrying onward into the abyss below.

The perpendicular height of the American Fall, is 164 feet, and that of the Canadian, also called the Great Horseshoe Fall, is 158 feet. The best view obtained of the entire Falls at one time, is from Table Rock; but a large portion of this has lately given way. The best view of the American Falls, is from the ferry; and of the rapids above, the best view is obtained from Goat Island. There is a winding staircase from Goat Island to the bottom of the Falls, which was built by Nicholas Biddle, by which visitors may descend below the bank, and behind the vast sheet of water. There are three paths leading from the foot of the staircase, one of which leads to the Great Horseshoe Fall, the second to the river below, and the other to Æolus' Cave or Cave of the Winds. This cave is 125 feet long, 50 feet wide, and 90 feet high. It is situated immediately behind the Center Fall, and is remarkable on account of the peculiar currents of air which constantly play through it. There is another staircase on the American side, and also one from Table Rock, on the Canadian side, where the visitor will find a guide and suitable dresses to descend behind the sheet of water.

THE WIRE SUSPENSION BRIDGE, at the elbow of the Niagara river, two and a half miles below the Falls, spans the river near the head of the rapids, above the Whirlpool. It was built by Mr. Charles Ellet, of Philadelphia, and cost about \$200,000. From pier to pier it is 800 feet long, and in breadth 8 feet. It is suspended on eight wire cables, four on each side, and which pass over towers fifty-four feet high, built of heavy timber. The present structure is only the scaffolding for constructing a larger bridge, intended for the passage of railroad cars. The towers for the large bridge will be of solid masonry, each 80 feet high. Each of the cables is 1,160 feet long, and composed of 72 strong No. 10 iron wires, closely wrapped round with small wire three times boiled in linseed oil, which prevents injury from rust or exposure to the weather. The cables, after passing over the piers on the banks, are fast anchored in solid masonry, fifty feet back of them. The *suspenders*, which form the sides, are composed of eight wires each, and are four and a half feet apart. The bridge itself is 200 feet above the water, and is a wonder alike of enterprise and art.

THE TERRAPIN BRIDGE, is likewise a structure worthy of note. It is 300 feet long. It extends from the west side of Goat Island, and projects 10 feet over the Horseshoe Fall. At the very verge of the precipice, built on the solid rocks, is a stone tower forty-five feet high. It was erected in 1833, and has a winding staircase inside, and an open gallery on the top, from which the visitor

contemplates the surrounding scenery, in its fullest majesty and grandeur.

The obstructions to navigation, occasioned by these Falls, have been overcome by constructing

**THE WELLAND CANAL.**—This canal is large enough to float large class vessels, and is of immense importance to commerce on the lakes.

There are several places of note that the visitor should not fail to see. Among these are the **WHIRLPOOL**, said to resemble the celebrated Maelstrom on the coast of Norway. The "**DEVIL'S HOLE**," about a mile below the Whirlpool, and the **BURNING SPRING**, on the Canada side, are each well worthy of a visit, by the lovers of nature's curiosities. There are many other places of interest in the vicinity, which we have not space to enumerate.

**Lewiston**, situated on the Niagara river, seven miles north of Niagara Falls, is a flourishing village, containing several churches, Baptist, Methodist, Universalist, Episcopal, and Presbyterian, an academy, two or three mills, a number of stores, and about 1,000 inhabitants.

There is a railroad connecting this place with Niagara Falls, and with Lockport. There is also a ferry, which plies between Lewiston and Queenstown, on the opposite side of the river, in Canada.

**Queenstown**, situated opposite Lewiston, in Canada, on a high and rocky eminence, was the scene of some bloody engagements, during the war of 1812. It was here that the brave and heroic British General Brock fell, while gallantly charging at the head of his column. The legislature of Canada West have erected a monument dedicated to his memory; it is built of freestone, 126 feet high, and 20 feet square at the base.

This battle was fought on the 13th of October, 1812. The American forces were under the command of Major General Van Rensselaer, who, owing to the tardiness of his reinforcements, and the lack of ammunition, was compelled to retreat, after having once driven the enemy from the heights. The loss in killed and wounded was nearly the same on both sides, but the Americans lost many prisoners, among whom were about 60 officers.

**BATTLE OF BRIDGEWATER OR LUNDY'S LANE.**—This battle was fought on an obscure road called **LUNDY'S LANE**, about half a mile westward from Niagara, on the 25th of July, 1814.

In this engagement too much praise cannot be awarded to General Scott, upon whom the command devolved, after General Brown was wounded; and he has always been cherished in the hearts of his countrymen, as the "**HERO OF LUNDY'S LANE**." His recent exploits in Mexico, have stamped him as one of the ablest

military generals of the age; and should our country again be called upon to defend her honor by force of arms, we shall have nothing to fear, so long as WINFIELD SCOTT has command of her armies.

**Youngstown**, situated on Niagara river, one mile from Lake Ontario, in Niagara county, New York, is a small village containing about 300 inhabitants.

**Niagara**, a small village in Canada, is directly opposite Youngstown.

**Fort Niagara**, at the mouth of Niagara river, is a place of interest, on account of the many incidents which have transpired here. It has twice been taken by the enemy, and again surrendered to our arms. There are many legends connected with the history of this fort, which, however, we have not space to relate.

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## ROUTE OF THE GREAT LAKES,

(RESUMED.)

**Lake Ontario**, the fifth and last of the great chain of NORTH AMERICAN LAKES, is 190 miles long, 55 miles broad, and is in some places more than 600 feet deep. Its altitude is 331 feet below that of Lake Erie, and it discharges its waters into the Atlantic ocean, through the river St. Lawrence. It is navigable for vessels of the largest class, and on account of its great depth, is seldom obstructed by ice. This lake, like all the others, abounds in myriads of fish. The commerce of this lake, though not so extensive as that of Lake Erie, is considerable. Hundreds of vessels and steamers constantly plough their way through its waters, bearing the produce of the West to various ports in New York and Canada. It is connected with the Atlantic, by the Oswego and Erie canals, and Hudson river. This lake is generally smooth, and is far less liable to storms than Lake Erie.

**Toronto**, the principal commercial city of Canada West, is situated on Toronto Bay, and has about 20,000 inhabitants. It is regularly laid out, and commands a large and extensive trade. The city is well lighted by gas, and presents a fine appearance.

**Windsor**, situated thirty miles to the north-east of Toronto, on Lake Ontario, is a thriving town in Canada West.

**Coburg**, forty miles east of Windsor, also on the lake shore, is a flourishing town about the same size as Windsor.

**Oswego**, situated on both sides of the Oswego river, and at the northern termination of the Oswego canal, is the county seat of Oswego county, New York. It is a flourishing place, having a good harbor, and contains 6 churches, and 4,000 inhabitants.

**Sackett's Harbor**, Jefferson county, New York, is situated on the south-west side of Black River Bay, on Lake Ontario. The harbor is one of the best on the lake, and the trade of the town is considerable. It contains two or three churches, and about 2,000 inhabitants. This village was attacked by the British on the 29th of May, 1813. Their force was greatly superior to the Americans, who were commanded by General Brown. After a hard fought battle of several hours, the British were compelled to retreat, leaving the victory in the hands of the Americans.

**Kingston**, situated at the north-east end of Lake Ontario, and at the head of the river St. Lawrence, is, next to Toronto, the principal city of Canada West. It has a large commodious harbor, is neat and tastefully laid out, and contains a population of 10,000.

During the war of 1812, it was the chief naval station of the British lake fleet. It is connected with Bytown by the Rideau canal, and has a good harbor and dock yard. The canal will admit vessels of 125 tons burden.

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## WESTERN RAILROADS.

In our description of Western Railroads, we shall commence with those in the western part of New York, they being the farthest east of any which we have had occasion to introduce into this work.

### New York and Erie Railroad.

This road, when completed, will be one of the most important in New York, and we might say in the Union. The route extends from Piermont, 24 miles from New York, on the Hudson river, to Dunkirk, on Lake Erie; making a distance of 450 miles, and traversing the entire length of the state of New York, and touching Pennsylvania in several places. The whole cost of the road will probably be near \$20 000,000. The company was incorporated in the year 1832, and the road is now opened as far as the town of Corning, a distance of 300 miles from New York. From Dunkirk, the road is completed a distance of twenty-eight miles. This road intersects many others of importance, some of which are in operation, and some contemplated.

## Albany and Buffalo Railroad Line.\*

*From Buffalo to Albany.*

|                             |    |                |                        |     |     |
|-----------------------------|----|----------------|------------------------|-----|-----|
| Clark's Branch,.....        | 6  | Camillus,..... | 5                      | 171 |     |
| Lancaster, .....            | 4  | 10             | Geddesburg, .....      | 6   | 177 |
| Town Line, .....            | 5  | 15             | SYRACUSE,.....         | 2   | 179 |
| Alden,.....                 | 5  | 20             | Manlius,.....          | 10  | 159 |
| Darien Centre, .....        | 5  | 25             | Kirkville,.....        | 2   | 191 |
| Darien City, .....          | 2  | 27             | Chattenango, .....     | 4   | 195 |
| ATTICA, .....               | 5  | 32             | Caneseraga,.....       | 2   | 197 |
| Alexander,.....             | 3  | 35             | Canastota, .....       | 4   | 201 |
| Batavia,.....               | 8  | 43             | Wampsville, .....      | 2   | 203 |
| Byron,.....                 | 8  | 51             | Oneida,.....           | 3   | 206 |
| West Bergen, .....          | 7  | 58             | Verona,.....           | 4   | 210 |
| Churchville, .....          | 4  | 62             | Green's Corner,.....   | 4   | 214 |
| ROCHESTER,.....             | 14 | 76             | Rome,.....             | 5   | 219 |
| Brighton, .....             | 4  | 80             | Oriskany,.....         | 7   | 226 |
| Pittsford, .....            | 4  | 84             | Whitesborough, .....   | 3   | 229 |
| Fisher's, .....             | 6  | 90             | UTICA, .....           | 3   | 232 |
| Victor,.....                | 6  | 96             | Schuyler,.....         | 8   | 240 |
| Canandaigua, .....          | 9  | 105            | Herkimer,.....         | 7   | 247 |
| Chapinsville,.....          | 3  | 108            | Little Falls,.....     | 6   | 253 |
| Manchester, .....           | 4  | 112            | St. Johnsville, .....  | 10  | 263 |
| Short's Mills, .....        | 2  | 114            | Garuga,.....           | 3   | 266 |
| East Vienna,.....           | 6  | 120            | Fort Plain, .....      | 4   | 270 |
| Oaks' Corner, .....         | 3  | 123            | Palatine Bridge, ..... | 3   | 273 |
| GENEVA, .....               | 4  | 127            | Spraker's, .....       | 3   | 276 |
| Waterloo,.....              | 7  | 134            | Fonda, .....           | 8   | 284 |
| Seneca Falls,.....          | 4  | 138            | Tribis' Hill,.....     | 5   | 289 |
| Cayuga, .....               | 5  | 143            | Amsterdam, .....       | 5   | 294 |
| AUBURN, .....               | 10 | 153            | Cranesville, .....     | 3   | 297 |
| Lenzett,.....               | 5  | 158            | Hoffman's,.....        | 3   | 300 |
| Skaneateles Junction, ..... | 6  | 164            | SCHENECTADY, .....     | 9   | 309 |
| Marcellus, .....            | 2  | 166            | ALBANY, .....          | 16  | 325 |

\* This line consists of seven distinct roads, owned by different companies, viz: ATTICA AND BUFFALO RAILROAD, 32 miles; TOWANDA RAILROAD, from Attica to Rochester, 42 miles; ROCHESTER AND AUBURN RAILROAD, 78 miles; AUBURN AND SYRACUSE RAILROAD, 26 miles; SYRACUSE AND UTICA RAILROAD, 53 miles; UTICA AND SCHENECTADY RAILROAD, 78 miles; SCHENECTADY AND ALBANY RAILROAD, 16 miles. The Erie Railroad which passes through the southern part of the state of New York, on a line nearly parallel with the above road, has just been completed, the last rail having been laid. Passengers can leave Dunkirk, and go direct to New York city without interruption.

**Buffalo and Niagara Falls Railroad.**

*From Buffalo to Niagara Falls.*

|                      |   |                     |                     |    |    |
|----------------------|---|---------------------|---------------------|----|----|
| Rock,.....           | 3 | Cayuga Creek, ..... | 6                   | 17 |    |
| Black Rock Dam,..... | 1 | 4                   | NIAGARA FALLS,..... | 5  | 22 |
| Tonawanda,.....      | 7 | 11                  |                     |    |    |

**Niagara Falls and Lockport Railroad.**

*From Niagara Falls to Lockport.*

|                 |    |                |   |    |
|-----------------|----|----------------|---|----|
| Junction, ..... | 21 | LOCKPORT,..... | 3 | 24 |
|-----------------|----|----------------|---|----|

**Lewiston Railroad.**

*From Niagara Falls to Lewiston.*

|                 |   |                 |   |   |
|-----------------|---|-----------------|---|---|
| Junction, ..... | 3 | LEWISTON, ..... | 3 | 6 |
|-----------------|---|-----------------|---|---|

**Oswego and Syracuse Railroad.**

*From Oswego to Syracuse.*

|                |    |                     |                |    |    |
|----------------|----|---------------------|----------------|----|----|
| Fulton, .....  | 11 | Baldwinsville,..... | 6              | 23 |    |
| Samson's,..... | 6  | 17                  | SYRACUSE,..... | 12 | 35 |

**OHIO RAILROADS.**

The following table will give a complete view of all the railroads of Ohio, and their present condition :

| <i>Names.</i>                      | <i>Length.</i> | <i>Complete.</i> | <i>Construct'g.</i> |     |
|------------------------------------|----------------|------------------|---------------------|-----|
| Mad River Railroad,.....           | 134 miles,     | 134 miles,       | —                   | —   |
| Findlay Branch, .....              | 16 "           | 13 "             | —                   | —   |
| Little Miami,.....                 | 84 "           | 84 "             | —                   | —   |
| Xenia and Columbus,.....           | 54 "           | 54 "             | —                   | —   |
| Columbus and Cleveland,.....       | 149 "          | 149 "            | —                   | —   |
| Wendusky and Mansfield,.....       | 56 "           | 56 "             | —                   | —   |
| Mansfield and Newark, .....        | 55 "           | 55 "             | —                   | —   |
| Scioto and Hocking Valley,.....    | 110 "          | —                | "                   | 35  |
| Cleveland and Pittsburgh, .....    | 98 "           | —                | "                   | 98  |
| Cleveland and Wellsville, .....    | 30 "           | —                | "                   | —   |
| Cincinnati and Hillsborough, ..... | 37 "           | —                | "                   | 37  |
| Cincinnati and Belpre,.....        | 121 "          | —                | "                   | 40  |
| Ohio and Mississippi, .....        | 20 "           | —                | "                   | —   |
| Pennsylvania and Ohio, .....       | 145 "          | —                | "                   | 145 |
| Bellefontaine and Indiana,.....    | 118 "          | —                | "                   | 118 |
| Central Railroad,.....             | 137 "          | —                | "                   | 23  |
| Xenia and Dayton, .....            | 15 "           | —                | "                   | —   |
| Western Railroad,.....             | 37 "           | —                | "                   | 37  |

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| <i>Names.</i>                         | <i>Length.</i> | <i>Complete. Construct'g.</i> |            |
|---------------------------------------|----------------|-------------------------------|------------|
| Lake Shore Railroad,.....             | 165 miles,     | —                             | miles, 115 |
| Dayton and Springfield, .....         | 24             | "                             | 24 " —     |
| Cincinnati, Hamilton and Dayton,..... | 60             | "                             | — " 60     |
| Hamilton and Eaton,.....              | 20             | "                             | — " 20     |
| Greenville and Miami,.....            | 20             | "                             | — " 20     |
| Twenty-three lines,.....              | 1,705          | "                             | 572 " 748  |

### Mad River and Lake Erie Railroad.

#### *From Sandusky to Springfield.*

|                  |    |                     |    |     |
|------------------|----|---------------------|----|-----|
| Bellevue, .....  | 15 | Belle Centre,.....  | 12 | 90  |
| Republic, .....  | 15 | Bellefontaine,..... | 12 | 102 |
| Tiffin, .....    | 8  | West Liberty,.....  | 8  | 110 |
| Carcy, .....     | 16 | Urbana, .....       | 10 | 120 |
| Patterson, ..... | 14 | SPRINGFIELD,.....   | 14 | 134 |
| Kenton, .....    | 10 |                     |    | 78  |

### Findlay Branch Railroad.

#### *From Carcy to Findlay.*

|                |   |   |               |   |    |
|----------------|---|---|---------------|---|----|
| Van Luc, ..... | 7 | 7 | FINDLAY,..... | 9 | 16 |
|----------------|---|---|---------------|---|----|

### Little Miami Railroad.

#### *From Springfield to Cincinnati.*

|                       |   |                     |    |    |
|-----------------------|---|---------------------|----|----|
| Yellow Springs, ..... | 9 | Deerfield,.....     | 5  | 52 |
| Galloway's, .....     | 5 | Foster's,.....      | 5  | 57 |
| Xenia,.....           | 5 | Loveland's,.....    | 4  | 61 |
| Spring Valley, .....  | 7 | Indian Ripple,..... | 5  | 66 |
| Corwin,.....          | 7 | Germany,.....       | 2  | 68 |
| Oregon,.....          | 6 | Milford,.....       | 2  | 70 |
| Fort Ancient, .....   | 4 | Plainville,.....    | 4  | 74 |
| Morrow,.....          | 4 | CINCINNATI,.....    | 10 | 84 |

### Mansfield and Sandusky Railroad.

#### *From Sandusky to Mansfield.*

|                    |    |                 |    |    |
|--------------------|----|-----------------|----|----|
| Monroeville, ..... | 16 | Paris,.....     | 3  | 36 |
| Centreville, ..... | 11 | Shelby,.....    | 9  | 45 |
| New Haven, .....   | 6  | MANSFIELD,..... | 11 | 56 |

### Mansfield and Newark Railroad.

*From Mansfield to Newark, 55 miles.*—This road has lately been completed, and the cars are now running; we have not, however, been able to obtain the intermediate distances on the road, in time for publication in this edition.

**Columbus and Xenia Railroad.**

*From Columbus to Xenia.*

|                        |    |                  |             |    |    |
|------------------------|----|------------------|-------------|----|----|
| West Jefferson,.....   | 14 | Adamsville,..... | 11          | 46 |    |
| London,.....           | 10 | 24               | XENIA,..... | 8  | 54 |
| South Charleston,..... | 11 | 35               |             |    |    |

**Cleveland and Columbus Railroad.**

*From Cleveland to Columbus.*

|                  |    |              |                   |     |     |
|------------------|----|--------------|-------------------|-----|-----|
| Rockport,.....   | 7  | Shelby,..... | 6½                | 66½ |     |
| Berea,.....      | 5½ | 12½          | Vernon,.....      | 8½  | 75  |
| Olmstead,.....   | 2½ | 15           | Galion,.....      | 4   | 79  |
| Columbia,.....   | 3½ | 18½          | Iberia,.....      | 6   | 85  |
| Eaton,.....      | 4  | 22½          | Gilead,.....      | 9   | 94  |
| Grafton,.....    | 2½ | 25           | Cardington,.....  | 3   | 97  |
| La Grange,.....  | 4  | 29           | Oxford,.....      | 7   | 104 |
| Wellington,..... | 7  | 36           | Delaware,.....    | 6   | 110 |
| Rochester,.....  | 5  | 41           | Berlin,.....      | 5   | 115 |
| New London,..... | 6  | 47           | Orange,.....      | 4   | 119 |
| Greenwich,.....  | 7  | 54           | Worthington,..... | 7   | 126 |
| Salem,.....      | 6  | 60           | COLUMBUS,.....    | 9   | 135 |

**INDIANA RAILROADS.**

There are several important lines of railroads in Indiana, in process of construction, besides those already completed.

The MADISON AND INDIANAPOLIS RAILROAD, was completed on the 1st of February, 1849, at a cost of about \$1,500,000. The first year the line was in full operation, the number of passengers averaged 200 per day, and the receipts amounted to \$235,000.

A branch from Eginburg to Shelbyville, a distance of sixteen miles, was completed a short time after the main road was finished. From Shelbyville there are two routes graded; one to Rushville, twenty miles, and the other to Knightstown, twenty-five miles.

The LAFAYETTE AND INDIANAPOLIS RAILROAD, has been graded, and is rapidly approaching completion. It will extend from Indianapolis to Lafayette, a distance of sixty-three miles.

The PERU AND INDIANAPOLIS RAILROAD, is also fast progressing, and will soon be in operation. It extends from Indianapolis to Peru, seventy-one miles.

The INDIANAPOLIS AND BELLEFONTAINE RAILROAD, is designed to form one of the links of the great central lines of railways, connecting the Atlantic cities with St. Louis, on the Mississippi. A portion of this line is now under contract.

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The JEFFERSONVILLE RAILROAD COMPANY, have surveyed a route from Jeffersonville to Columbus, and have a portion of the road under contract.

The NEW ALBANY AND SALEM RAILROAD, is completed, and the cars are now running. It extends from New Albany to Salem, a distance of thirty-five miles.

### Madison and Indianapolis Railroad.

#### *From Madison to Indianapolis.*

|                         |   |                      |                     |    |    |
|-------------------------|---|----------------------|---------------------|----|----|
| Wert, .....             | 6 | Elizabethtown, ..... | 7                   | 38 |    |
| Middlefork, .....       | 4 | 10                   | Columbus, .....     | 7  | 45 |
| Big Creek, .....        | 2 | 12                   | Taylorville, .....  | 6  | 51 |
| Dupont, .....           | 2 | 14                   | Edinburg, .....     | 5  | 56 |
| Champion's Mills, ..... | 2 | 16                   | Amity, .....        | 5  | 61 |
| Butler's Switch, .....  | 4 | 20                   | Franklin, .....     | 5  | 66 |
| Vernon, .....           | 2 | 22                   | Greenwood, .....    | 10 | 76 |
| Queensville, .....      | 6 | 28                   | Southport, .....    | 4  | 80 |
| Scipio, .....           | 3 | 31                   | INDIANAPOLIS, ..... | 6  | 86 |

### Edinburg and Shelbyville Branch Railroad.

#### *From Edinburg to Shelbyville.*

|                     |   |                    |   |    |
|---------------------|---|--------------------|---|----|
| Adams' Mills, ..... | 9 | SHELBYVILLE, ..... | 7 | 16 |
|---------------------|---|--------------------|---|----|

## MICHIGAN RAILROADS.

### Michigan Central Railroad.

#### *From Detroit to New Buffalo.*

|                   |    |                     |                     |     |     |
|-------------------|----|---------------------|---------------------|-----|-----|
| Dearborn, .....   | 10 | Battle Creek, ..... | 13                  | 121 |     |
| Wayne, .....      | 7  | 17                  | Galesburg, .....    | 14  | 135 |
| Ypsilanti, .....  | 12 | 29                  | Kalamazoo, .....    | 8   | 143 |
| Ann Harbor, ..... | 8  | 37                  | Pawpaw, .....       | 17  | 160 |
| Dexter, .....     | 10 | 47                  | Decatur, .....      | 8   | 163 |
| Chelsea, .....    | 9  | 56                  | Dowagiac, .....     | 11  | 179 |
| Grass Lake, ..... | 9  | 65                  | Niles, .....        | 12  | 191 |
| Jackson, .....    | 11 | 76                  | Buchanan, .....     | 6   | 197 |
| Gidley's, .....   | 9  | 85                  | Terre Coupee, ..... | 6   | 203 |
| Albion, .....     | 11 | 96                  | NEW BUFFALO, .....  | 15  | 218 |
| Marshall, .....   | 12 | 108                 |                     |     |     |

### Michigan Southern Railroad.

#### *From Monroe to Hillsdale.*

|                   |    |                |                          |    |    |
|-------------------|----|----------------|--------------------------|----|----|
| Ida, .....        | 10 | Palmyra, ..... | 5                        | 26 |    |
| Petersburg, ..... | 8  | 18             | Tecumseh Junction, ..... | 4  | 30 |
| Deerfield, .....  | 3  | 21             | Adrian, .....            | 4  | 34 |

WESTERN RAILROADS.

|               |   |    |                  |   |    |
|---------------|---|----|------------------|---|----|
| Dover,.....   | 5 | 39 | Pittsfield,..... | 6 | 57 |
| Clayton,..... | 5 | 44 | Osceo,.....      | 6 | 63 |
| Hudson,.....  | 7 | 51 | HILLSDALE,.....  | 5 | 68 |

**Tecumseh Branch Railroad.**

*From Junction to Tecumseh — 8 miles.*

**Erie and Kalamazoo Railroad.**

*From Toledo to Adrian.*

|                   |    |                  |               |    |    |
|-------------------|----|------------------|---------------|----|----|
| Sylvania,.....    | 11 | Blissfield,..... | 3             | 23 |    |
| Ottawa Lake,..... | 4  | 15               | Palmyra,..... | 4  | 27 |
| Knight's,.....    | 5  | 20               | ADRIAN,.....  | 6  | 33 |

**Detroit and Pontiac Railroad.**

*From Detroit to Pontiac.*

|                  |    |               |   |    |
|------------------|----|---------------|---|----|
| Royal Oak,.....  | 12 | PONTIAC,..... | 7 | 25 |
| Birmingham,..... | 6  | 18            |   |    |

ILLINOIS RAILROADS.

**Galena and Chicago Union Railroad.**

*From Chicago to Elgin.\**

|                       |    |                |             |    |    |
|-----------------------|----|----------------|-------------|----|----|
| Cottage Hill,.....    | 16 | Junction,..... | 5           | 30 |    |
| Babcock's Grove,..... | 4  | 20             | ELGIN,..... | 12 | 42 |
| Wheaton's,.....       | 5  | 25             |             |    |    |

\* From Elgin the rails are nearly all laid, and in a short time the cars will be running over the whole route from Chicago to Galena.

**St. Charles Branch Railroad.**

*From Junction to St. Charles — 8 miles.*

**Sangamon and Morgan Railroad.**

*From Springfield to Naples.*

|                    |    |                   |              |    |    |
|--------------------|----|-------------------|--------------|----|----|
| Berlin,.....       | 10 | Morgan City,..... | 12           | 45 |    |
| Franklin,.....     | 8  | 24                | NAPLES,..... | 10 | 55 |
| Jacksonville,..... | 9  | 33                |              |    |    |

KENTUCKY RAILROADS.

**Louisville and Frankfort Railroad.**

*From Louisville to Frankfort.*

|                  |    |                 |    |    |
|------------------|----|-----------------|----|----|
| Williamson,..... | 14 | FRANKFORT,..... | 35 | 72 |
| La Grange,.....  | 13 | 27              |    |    |

**Lexington and Frankfort Railroad.**

*From Lexington to Frankfort.*

|               |    |  |                  |    |    |
|---------------|----|--|------------------|----|----|
| Midway, ..... | 14 |  | FRANKFORT, ..... | 14 | 28 |
|---------------|----|--|------------------|----|----|

**MISSISSIPPI RAILROADS.**

**Vicksburg, Jackson, and Brandon Railroad.**

*From Vicksburg to Brandon.*

|                    |   |    |                 |    |    |
|--------------------|---|----|-----------------|----|----|
| Mount Alban, ..... | 6 |    | Bolton's, ..... | 9  | 27 |
| Bovina, .....      | 4 | 10 | Clinton, .....  | 9  | 36 |
| Big Black, .....   | 2 | 12 | Jackson, .....  | 10 | 46 |
| Edwards', .....    | 6 | 18 | BRANDON, .....  | 14 | 69 |

**LOUISIANA RAILROADS.**

**Clinton and Port Hudson Railroad.**

*From Clinton to Port Hudson.*

|                  |    |  |                    |    |    |
|------------------|----|--|--------------------|----|----|
| La Centre, ..... | 12 |  | PORT HUDSON, ..... | 12 | 24 |
|------------------|----|--|--------------------|----|----|

**West Feliciana Railroad.**

*From St. Francisville to Woodville, Mi.*

|                    |    |  |                       |    |    |
|--------------------|----|--|-----------------------|----|----|
| Laurel Hill, ..... | 14 |  | WOODVILLE, MI., ..... | 12 | 26 |
|--------------------|----|--|-----------------------|----|----|

**Railroads to Lake Ponchartrain, and to Carrollton.**

*From New Orleans to Lake Ponchartrain — 6 miles.*

*From New Orleans to Carrollton — 6 miles.*

**Mexican Gulf Railroad.**

*From New Orleans to Proctorsville.*

|                        |    |   |                      |    |    |
|------------------------|----|---|----------------------|----|----|
| Congress Street, ..... | —  | — | Terreaux, .....      | —  | —  |
| U. S. Barracks, .....  | —  | — | Boeuf C. H., .....   | —  | —  |
| Versailles, .....      | —  | — | Santiagos, .....     | —  | —  |
| Cuculu's, .....        | —  | — | Tantant's, .....     | —  | —  |
| Ducro's Landing, ..... | 12 | — | PROCTORSVILLE, ..... | 15 | 27 |

**ALABAMA RAILROADS.**

**Montgomery and West Point Railroad.**

*From Montgomery to West Point.*

|                  |    |    |                   |    |    |
|------------------|----|----|-------------------|----|----|
| Franklin, .....  | 33 |    | Auburn, .....     | 12 | 60 |
| Chehaw, .....    | 7  | 40 | Opelikau, .....   | 8  | 68 |
| Natasulga, ..... | 8  | 48 | WEST POINT, ..... | 19 | 87 |

**Tecumseh, Cortland and Decatur Railroad.**

*From Tusculumbia to Decatur.*

|                 |    |    |                     |    |    |
|-----------------|----|----|---------------------|----|----|
| Leighton, ..... | 10 |    | Hillsborough, ..... | 8  | 30 |
| Cortland, ..... | 12 | 22 | DECATUR, .....      | 10 | 40 |

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