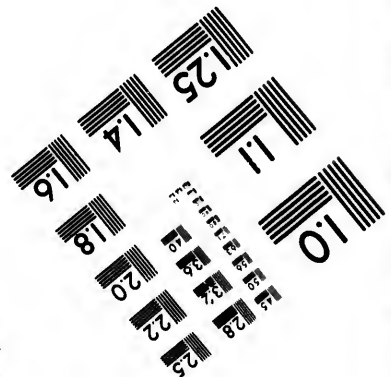
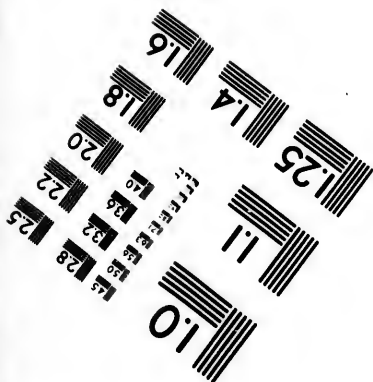
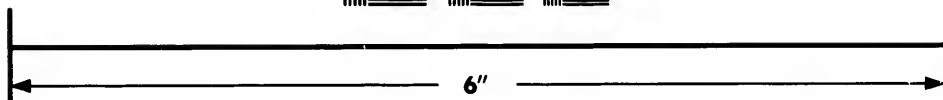
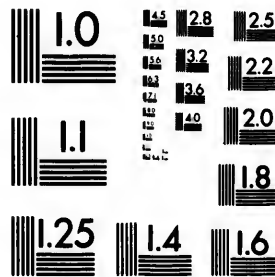


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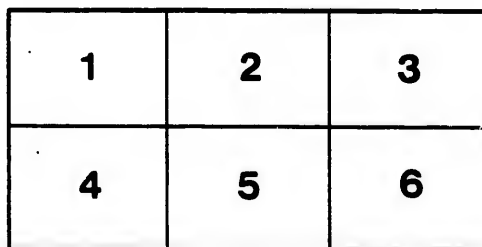
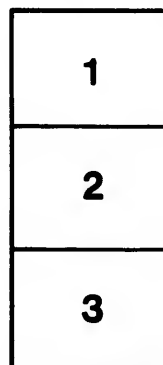
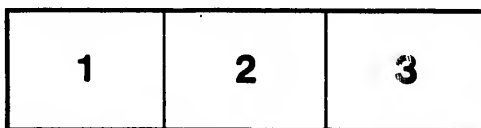
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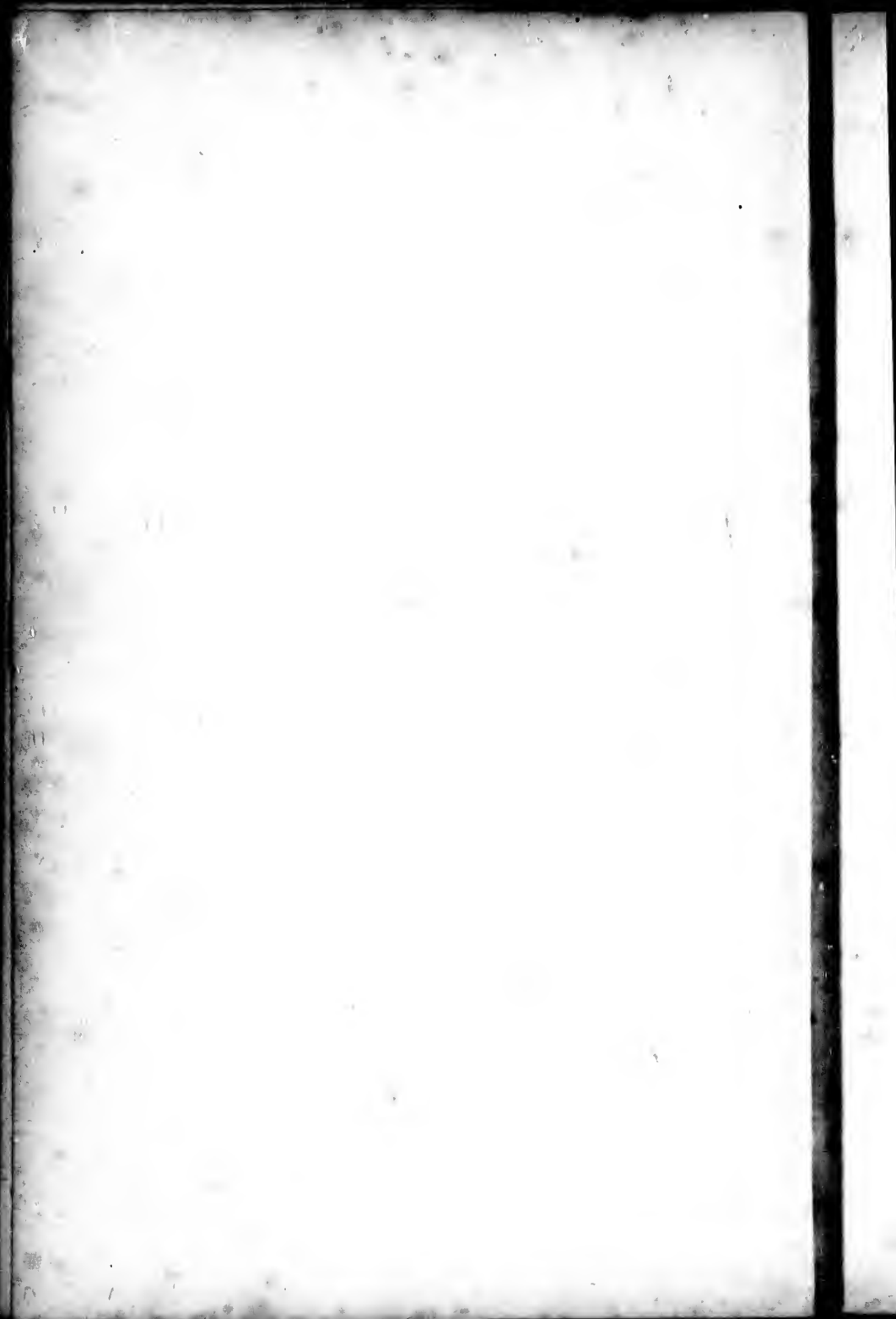
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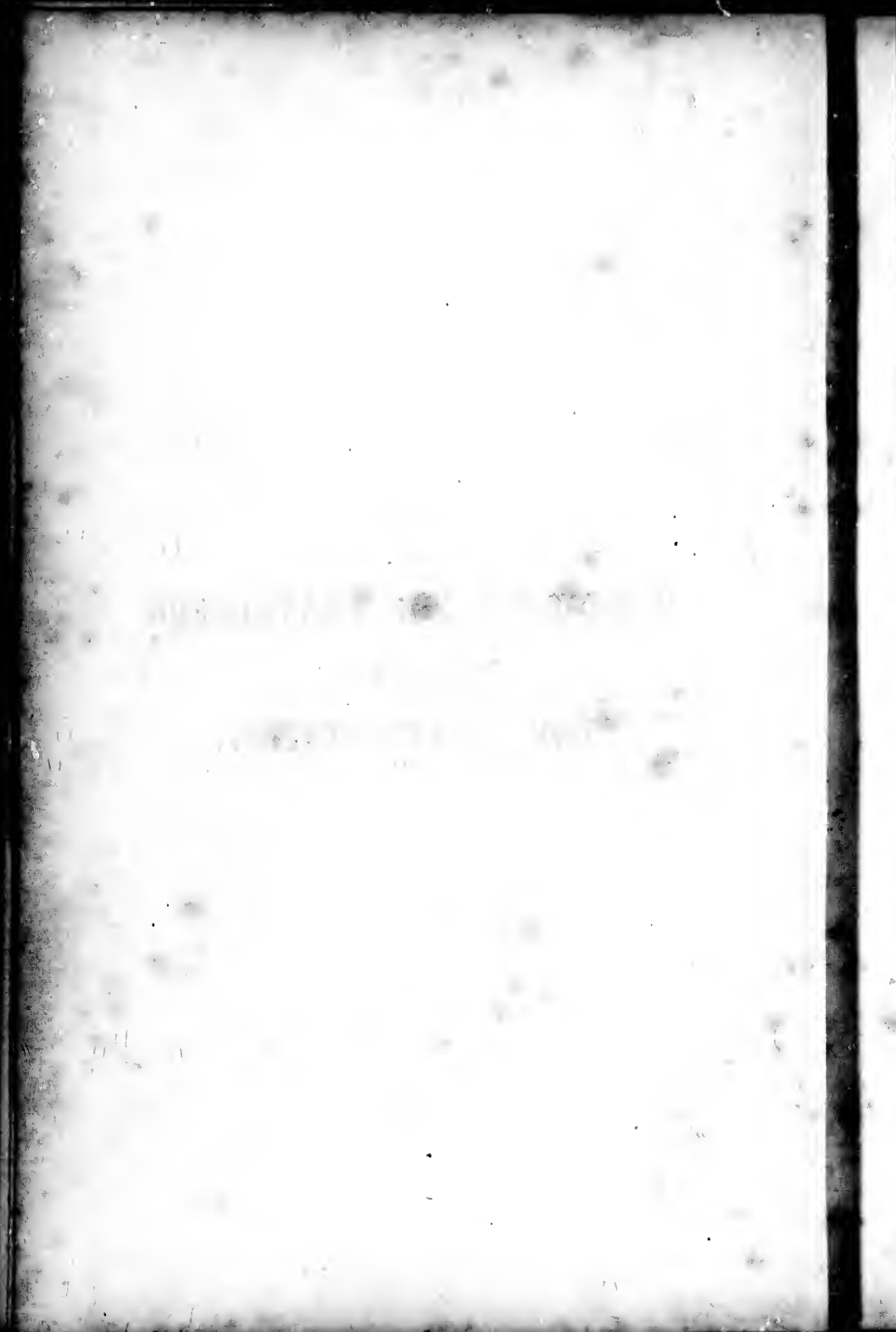
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A
HAND-BOOK FOR TRAVELLERS
THROUGH
THE UNITED STATES.



THE
AMERICAN GUIDE BOOK;

BEING

A HAND-BOOK

FOR TOURISTS AND TRAVELLERS

THROUGH EVERY PART OF THE UNITED STATES.

EMBRACING

FULL TABLES OF ROUTES AND DISTANCES FROM PLACE TO PLACE,
WITH CLEAR AND ACCURATE DESCRIPTIONS OF ALL THE
VARIOUS CITIES, TOWNS, AND NATURAL OR ARTI-
FICIAL CURIOSITIES OF DIFFERENT ROUTES.

THE WHOLE PRECEDED WITH

SHORT DIRECTIONS TO TRAVELLERS, REMARKS ON THE UNITED STATES,
THE MANNERS &c. OF THE PEOPLE, TABLES OF FOREIGN
COIN IN AMERICAN MONEY, ETC. ETC.

~~~~~  
ILLUSTRATED WITH VIEWS OF THE PRINCIPAL CITIES, AND MAPS OF THE  
STATES AND THE VARIOUS ROUTES.

~~~~~  
PART I.
NORTHERN AND EASTERN STATES AND CANADA.

~~~~~  
PHILADELPHIA:  
GEORGE S. APPLETON, 148 CHESTNUT STREET.

NEW YORK:  
D. APPLETON & CO., 200 BROADWAY.

1846.

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ENTERED, ACCORDING TO ACT OF CONGRESS, IN THE YEAR 1846, BY  
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## PREFACE.

THE obvious want of a good Guide Book that travellers might have in their hand as a companion for their tour, has led the writer to produce the present work.

The Guide Books hitherto published consist for the most part of merely tables of routes and distances, or such short and imperfect sketches of places as to be of very little use to the intelligent traveller who wishes to know something of the scenes through which he is travelling. The writer has endeavoured to confine himself to matter-of-fact descriptions of what ought to be seen, and is calculated to interest the tourist at each place. The style adopted is as simple and condensed as possible, avoiding florid descriptions and exaggerated superlatives; often availing himself of the descriptions of others, where they appeared good and correct and agreed with his own experience and that of his travelled friends.

The subject of this volume, and the purpose for which it is written, admit of little novelty, most of the information it contains being necessarily derived from a great number of books, modified by actual observation. Much pains have been taken to acquire the most recent information from the best authorities and every source, and to bring it down to the time of publication. Many of the routes also, have never before been laid down in any Guide Book published in this country, and much other matter has never appeared in book form. The volume is complete in itself, and is intended to preclude the necessity of resorting to any other Guide Book, the principal objects of interest and the large cities being

BY  
OF

very fully and accurately described, so as to preclude the necessity of using local guides.

Comprehensiveness with brevity being essential qualities for a work of this kind, all extraneous matter has been omitted, and it is hoped the work will be found to consist of all that is likely to be useful or interesting to travellers. The various Routes are arranged under the head of each principal city, with a general table of the main routes in the commencement. The plan and arrangement of the matter is essentially different from that of any previous guide, and it is hoped it will meet the wants of the travelling public. New York, the metropolis of the United States, has been taken as the starting point, as from there routes diverge in every direction. Part 1st will therefore contain a guide for all North, East, and directly West of N. York city. Part 2d will contain all South and West of the same.

In short, accuracy, conciseness, and a just discrimination of the importance of the several objects described, being the qualifications most valued in a Guide Book, it has been the aim of the Editor to devote his most anxious attention to the attainment of these requisites, and it is believed the present work will be found to contain a larger amount of well digested information than has ever been presented in any volume of such convenient size.

## SKELETONS OF THE MAIN ROUTES.

|                                                                                   | Miles. | Hours. |
|-----------------------------------------------------------------------------------|--------|--------|
| New York to Boston via Stonington and Providence.....                             | 224... | 14½    |
| New York to Boston via Norwich and Worcester .....                                | 237... | 15     |
| New York to Boston via New Haven, Hartford, and Springfield, Mass. ....           | 238... | 13½    |
| New York to Albany by S. B. via Hudson r. . .                                     | 145... | 10     |
| New York to Albany via Bridgeport and West Stockbridge .....                      | 196... | 14     |
| New York to Albany via S. B. to Piermont, thence by R. R. and stage .....         | 166... | 28     |
| New York to Albany via stage E. side of the Hudson .....                          | 154... | 28     |
| New York to Buffalo via Albany, Schenectady, Syracuse, Utica, and Rochester ..... | 471... | 34     |
| New York to Dunkirk via N. York and Erie R. R. ....                               | 475    |        |
| New York to Montreal via Albany, and Lake Champlain.....                          | 250... | 36     |
| Albany to Buffalo by R. R. ....                                                   | 326... | 24     |
| Albany to Buffalo via Erie canal.....                                             | 364... | 96     |
| Albany to Montreal via Lake Champlain.....                                        | 250... | 36     |
| Albany to Niagara Falls via Buffalo .....                                         | 348... | 25     |
| Albany to Boston via Springfield and Worcester .....                              | 200... | 12     |



VIII SKELETONS OF THE MAIN ROUTES.

|                                                                                       | Miles. | Hours. |
|---------------------------------------------------------------------------------------|--------|--------|
| Boston to New York .....                                                              | 237    | 15     |
| Boston to Portland by R. R. ....                                                      | 105    | 5½     |
| Boston to Bangor by R. R. and stage via Port-<br>land .....                           | 234    | 25½    |
| Boston to Bangor by steamboat .....                                                   | 245    | 18     |
| Boston to Quebec via Portland, Augusta, and<br>Norridgewock .....                     | 405    |        |
| Boston to Montreal by R. R. to Concord and by<br>stage and S. B. via Burlington ..... | 317    |        |
| Boston to Albany by R. R. ....                                                        | 200    | 12     |
| Boston to Buffalo via Albany by R. R. ....                                            | 525    | 36     |
| Buffalo to Kingston, Canada, via Niagara Falls<br>and Lewiston .....                  | 222    | 24     |
| Buffalo to Montreal via Lake Ontario and St.<br>Lawrence river .....                  | 434    | 48     |
| Buffalo to Detroit by steamboat.....                                                  | 263    | 30     |
| Buffalo to Chicago via the great lakes.....                                           | 1047   | 72     |
| Buffalo to Chicago via Detroit, thence by R. R.<br>and stage .....                    | 640    | 60     |

## DIRECTIONS TO THE TRAVELLER.

The points of the compass are often marked simply by the letters N. S. E. W.

R. (right) L. (left) are generally applied to the banks of a river, and are on your respective hands when *approaching* a place.

m. for mile.

Pop. for population.

p. for page.

r. for river.

R. R. for Railroad.

S. B. for Steamboat.

H. for House or Hotel.

The names of Hotels or Inns are generally added to the description of each place; the best Hotels, unless specially mentioned, as far as they can be determined are placed first.

Instead of designating a town merely by the vague words "large" or "small," the amount of population according to the census of 1840, (unless the date is mentioned) is almost invariably stated, as presenting a more exact scale of the importance and size of the place.

In giving a list of routes from any particular place, if the route is described more fully in another part of the work a reference is made to the page or pages where it is so described.

If the traveller wishes to find the description of any particular place, a reference to the Index will direct him to the proper page.

**CAUTION TO ENGLISH TRAVELLERS.**—By a recent Act of Parliament the introduction into England of *American or other foreign printed editions* of the works of British Authors, in which the copy right subsists, is *totally prohibited*. Travellers who are often tempted by the cheapness of the American books, will therefore bear in mind that even a single copy is contraband, and is liable to seizure at the English Custom-house.

## RAILROADS.

The United States are traversed by these iron roads in every direction ; they are generally well laid on a level surface, with comfortable cars, and form a delightful mode of travelling, going at the rate of 20 or 30 miles an hour.

In 1835 there were but 984 miles of railroad complete in the United States ; there are now, 1846, 4,752 miles of finished roads ; thus showing that there have been constructed since 1835, 3768 miles. The average cost of this is \$26,000 per mile, and consequently the capital invested is \$75,360,000, or an average of seven and a half million dollars per annum. At present, however, it is quite remarkable that the *income* of the finished roads nearly equals the *annual expenditure in capital* ; so that in point of fact the extension of railroads is now in a great degree paid for by the goods transported on the existing roads ; and at the same time the cost of transportation is less than before.

Scarcely any of the railroads heretofore undertaken in the U. States have been devised with any view to a general and *systematic plan* of operations, yet there are now various lines of road so arranged as to be easily connected, and form seven great chains of gigantic magnitude. In a few years these connecting links will be constructed and there will be formed two gigantic lines of continuous railroad from Bangor, Me., to Cincinnati, Ohio ; the one by way of Buffalo 1000 miles in extent, the other by way of the grand central route through the principal cities, 1100 miles in extent.

## STEAMBOATS.

The use of steam is now universal throughout the United States, where in fact its application to useful purposes was first made. Almost all the rivers and the larger lakes, with

which this country is blessed, are traversed by numerous steamboats, some of them being nearly 350 ft. long, furnished in such a style and with conveniences so numerous as to be floating palaces. They are generally a very safe and pleasant mode of travelling affording excellent views of the country; on some of the southern and western waters as the Ohio, Mississippi, and others, they are liable to be 'snagged,' as the running against the trunk of a tree that has fallen into the river, is termed; these snags if they have become stationary, generally stave in the bottom, and it is then necessary to run the boat ashore, but it frequently founders in doing so. The fare is generally very low, as there are usually opposition lines which reduce the rates of fare. In the body of the work, the rates are not always given, as the frequent changes would soon render the statements useless.

#### HOTELS AND INNS.

These are given in detail under descriptions of different places; in the larger cities and capitals they are generally splendid, but often in small towns they will be found indifferent. On the whole they are not inferior to any in the world. The largest hotels are always supplied with polite and efficient waiters, excellent cooks, and almost every convenience. The beds and furniture are perfect, the means of ablution are clean and neat, many of the houses now having warm and cold baths, the tables are supplied with all the delicacies of the season and the choicest wines, and generally if the traveller sojourns any length of time he can be as comfortable as at home. The Americans are such a travelling, constantly moving people, being probably tempted thereto by their splendid lines of railroads, steamboats, and other conveniences for travelling, that it becomes necessary not only that there should be numerous houses for entertainment, but that they should be well kept to receive patronage.

## XII EATING HOUSES—AMERICAN MONEY.

The usual price of board is from \$1 to \$2.50 per day; although at all the first-rate hotels the charge is usually \$2 per day. The fees to the servants are optional, only a few of the houses having adopted the convenient plan of charging it in the bill. The principal newspapers of the various parts of the country are to be found in the reading rooms. The hotels have wagons for the conveyance of passenger's baggage, free of charge, from the depots.

### EATING HOUSES, CONFECTIONARIES, ETC.

The number and extent of some of these establishments is very great. At some of the Eating Houses meals of plain excellent food can be had for 25 cents. At the best Confectionaries, coffee, tea, or chocolate, ice creams, jellies, cooling drinks, and other delicacies, are to be obtained at all hours and of most excellent quality.

### MONEY.

Foreigners and even Americans in travelling from one part of the country to another will find a great variety in the currency in use. If the traveller wishes to carry sums of any amount it is always better to pay a broker the current rate of exchange and obtain his drafts upon different cities, as it not only is a perfectly safe but easy method of carrying large amounts. It is as cheap in the end to pay the rate of exchange, as in travelling from one state to another frequently the bank-notes are at a discount and below par, you are therefore obliged to pay this discount to pass your money, as well as to run the risk of taking counterfeit money, as it is impossible to be acquainted sufficiently with the notes of every bank, as to detect a spurious note.

The paper currency consists of notes of almost every even denomination from a one dollar note to a thousand dollars.

FOREIGN COINS IN AMERICAN MONEY. XIII

The metal currency is manufactured by the U. S. mint and branches. To the traveller from abroad the following table will be useful :

|                      |                            |
|----------------------|----------------------------|
| An Eagle (of gold)   | is equal to 10 dollars.    |
| A Half " " " "       | 5 "                        |
| A Quarter " " " "    | 2½ "                       |
| A Dollar (of silver) | " " 10 dimes or 100 cents. |
| A Half " " " "       | 5 " 50 "                   |
| A dime " " " "       | 10 cents.                  |

There are also quarters of a dollar or 25 cts., half dimes or 5 cts. The cent is of copper.

Spanish or Mexican coins of the value of 12½ cts. and 6½ cts. are extensively in circulation, though not so much so as formerly. In Boston and the New England States the 12½ ct. piece is called a nine-pence, and the 6½ ct. piece a four-pence; in New York, they are called a shilling, and a six-pence; in Pennsylvania and one or two other states, a levy and a fip; in Louisiana and other southern states, a bit, and a picayune; where also they pass for the same as ten-cent and five-cent pieces.

FOREIGN COINS IN AMERICAN CURRENCY.

|                             |        |                              |       |
|-----------------------------|--------|------------------------------|-------|
| English Guinea . . . . .    | \$5.00 | Doubloons, Spanish . . . . . | 16.00 |
| " Sovereign . . . . .       | 4.84   | " Patriot . . . . .          | 15.50 |
| " 7 shilling piece. . . . . | 1.69   | Ten Guilder pieces . . . . . | 3.90  |
| " Silver £ . . . . .        | 4.65   | Five Thalers . . . . .       | 3.90  |
| French Louis d'or . . . . . | 4.80   | Thaler . . . . .             | 65    |
| " Napoleon . . . . .        | 3.82   | Fredericks d'or . . . . .    | 3.90  |
| " Crown . . . . .           | 1.06   | German Crowns . . . . .      | 1.04  |
| " 5 franc piece. . . . .    | .94    | Head Pistareen . . . . .     | 18    |
| Ducats . . . . .            | 2.25   | Old Pistareens . . . . .     | 16    |

Spanish and Mexican dollars same as American.

#### XIV CHARACTERISTICS OF THE COUNTRY.

##### CHARACTERISTICS OF THE COUNTRY.

In travelling over so large a space of country as is embraced within the boundaries of the United States, it is impossible not to observe striking differences in the scenery, the habits, manners, and general appearance of the different portions. Almost every variety of climate is experienced; in Maine, and other extreme northern portions the cold is extreme, while going farther south the climate of the Middle States is varied and pleasant, and still farther South the climate and productions evidence a nearer approach to the equator; the local appearance of the country is also in keeping with the temperature. In travelling over so great an extent of country affording a field of study and observation almost inexhaustible, every variety of taste, whether in pursuit of health, instruction or amusement, cannot fail to be gratified. Almost every portion is full of associations, especially in the N. and E. States, either connected with the early history, the border wars, or the great revolutionary struggle for freedom. The history of the republic is not a mere record of political party, or the contendings of rival factions; it is the record of an era in which modern civilization received a right direction and developed itself in a glorious manner.

The physical characters of the country are not less interesting than its historical associations. Its resources have hitherto been very imperfectly appreciated, and are now beginning to be fully developed and to receive that attention which they deserve. By English travellers generally, no people or country have been so little understood, or so much misrepresented. A traveller arriving here, and who hurries through the country, neither stopping to explore the objects which present themselves on the road, nor turning aside into

less beaten tracts, can have formed no idea of the true character of the people, or their institutions. It is only by seeking them in their own homes, that he will be able to appreciate the educated and courteous character of the 'upper ten thousand,' the intelligence of the middle classes, or the merits of the lower classes.

#### SCENERY.

The scenery of the United States possesses a romance and charm peculiar to itself. Whatever may be the beauties of particular districts traversed by the principal roads, the finest characters of American scenery must be sought, like the people, beyond the beaten track. The fertility of the country, the rugged and picturesque mountains, the romantic beauty of the streams and waterfalls, the wide spreading prairie, and the magnificent lakes, have each an interest of a different character, which the traveller will not be long in appreciating as they deserve.

#### TRAVELLERS' GENERAL VIEW OF THE UNITED STATES.

To mention any particular feature as being general throughout the country, would be impossible, as the whole appearance is so varied; but the traveller will be struck by the enterprise and spirit of activity displayed by the people, and their rapid progress in the arts and sciences. To point out the most interesting points in the scenery, would exceed our limits, and the tourist is referred to the following pages, from which he can lay down for himself the plan of a tour, embracing as many points as his time or inclination will permit.

The traveller will meet with none of those perfect specimens of architecture, remains and ruins of celebrated castles or abbeys, and other similar objects which form the main



points of interest in a foreign tour; the comparatively new settlement of the country forbids it. A much better spirit and a more proper appreciation of architecture than formerly, is now springing up.

The finest cities are Boston, New York, Philadelphia, Baltimore, Washington, Richmond, Cincinnati, New Orleans, New Haven, and Charleston, all more or less distinguished for commerce, manufactures, and fine edifices; the suburbs are generally interesting and often beautiful. The cities and larger towns are usually laid out with broad and regular streets well paved and lighted, the houses mostly of brick with marble fronts in a neat and often elegant style.

In the large cities there are many charitable, benevolent, scientific, literary, and other institutions; the public libraries and reading rooms are scattered over the country in every city, town or village.

To those who wish to look deeper into the institutions, manners, &c. of the United States, such books as the following should be obtained, and not the ephemeral and prejudiced sketches of hasty tours made by English writers. The 'America and Americans' of Von Raumer is liberal and unprejudiced; Dr. Lyell's 'Travels in North America' is very candid, and valuable to the geologist; 'Democracy in America' by De Tocqueville is valuable for its political view of the country; almost every State also, has had its local historian.

A GENERAL VIEW  
OF  
THE UNITED STATES.

---

As our work is intended to be a PRACTICAL HAND BOOK FOR THE TRAVELLER, its design and limits will allow only a short sketch of the United States to be given.

ITS GENERAL OUTLINE AND ASPECT.

THE United States, constituting the most celebrated republic in the world, and ranking high amongst the greatest nations, extends through twenty-nine degrees, from  $25^{\circ}$  to  $54^{\circ}$  N. latitude, and through fifty-eight degrees, from  $67^{\circ}$  to  $125^{\circ}$  W. longitude, containing about 2,300,000 square miles. Its greatest length is 3000 m. and its greatest breadth 1700 m., with a frontier length of about 10,000 m., of which 3600 m. are sea coast, and 1200 m. lake coast. It is bounded, north, by British and Russian America; east, by New Brunswick and the Atlantic; south, by the gulf of Mexico and Mexico; and, west, by the Pacific ocean.

It is traversed by two great ranges of *Mountains*, dividing the country into three natural sections. The Appalachian or Alleghany range is more remarkable for its length than height, its mean elevation being between 2000 and 3000 ft. It consists of five or six parallel chains, rising from the

vast table-land, occupying the western part of the Atlantic states, and the eastern part of the adjoining states of the Mississippi valley, lying between the sources of the principal rivers of Alabama and Mississippi, and the great lakes and St. Lawrence river. The most remarkable of these are the *White mountains* and the *Blue ridge*, a chain 1200 m. in length; the *Kittatinny* or *Blue mountain* 800 m. in length; and the *Alleghany ridge*. The loftiest summits are *Mount Washington*, 6428 ft. above the sea; and the *Black mountain*, in North Carolina, 6476 ft. high. The other great range is the *Rocky mountains*, a prolongation of the great Mexican Cordilleras, but imperfectly known to us. Their average height is about 8000 ft. above the sea, some of the peaks being 10,000 or 12,000 ft. high. The great valley lying between these two ranges, and watered by the Mississippi and Missouri rivers, is destined, at no very remote day, to be an exceedingly wealthy and populous tract, on account of its fertility, and the navigability of its waters.

The *Rivers* of the United States form a most important feature. The rivers east of the Alleghany mountains flow into the Atlantic, the principal of which are the—

|                               |                         |
|-------------------------------|-------------------------|
| Penobscot . . . . . Miles 250 | Potomac . . . . . 500   |
| Kennebec . . . . . 200        | James . . . . . 500     |
| Androscoggin . . . . . 170    | Roanoke . . . . . 400   |
| Saco . . . . . 160            | Cape Fear . . . . . 350 |
| Merrimac . . . . . 200        | Pedee . . . . . 450     |
| Connecticut . . . . . 410     | Santee . . . . . 450    |
| Hudson . . . . . 324          | Savannah . . . . . 500  |
| Delaware . . . . . 300        | Altamaha . . . . . 400  |
| Susquehanna . . . . . 450     | St. Johns . . . . . 300 |

The following rivers flow into the gulf of Mexico:—

|                             |                            |
|-----------------------------|----------------------------|
| Appalachicola . . . . . 500 | Tombigbee . . . . . 450    |
| Alabama . . . . . 600       | Mississippi . . . . . 3000 |

The following are tributaries of the Mississippi:—

|                                        |      |                       |      |
|----------------------------------------|------|-----------------------|------|
| Red . . . . .                          | 1500 | Yellowstone . . . . . | 1100 |
| Arkansas . . . . .                     | 2150 | Ohio . . . . .        | 1350 |
| White . . . . .                        | 1200 | Illinois . . . . .    | 500  |
| Missouri before its junction . . . . . | 3180 | Des Moines . . . . .  | 800  |
| Kansas . . . . .                       | 1100 | Tennessee . . . . .   | 900  |
| Platte . . . . .                       | 1600 | Cumberland . . . . .  | 600  |
| Osage . . . . .                        | 500  | Wabash . . . . .      | 500  |
|                                        |      | St. Francis . . . . . | 300  |

The following are west of the Rocky mountains:—

|                     |      |                   |     |
|---------------------|------|-------------------|-----|
| Columbia . . . . .  | 1500 | Lewis' . . . . .  | 900 |
| Multnomah . . . . . | 900  | Clark's . . . . . | 600 |

The two largest LAKES that lie wholly in the United States, are Michigan, 330 m. long, and 60 m. broad; and Champlain, 120 m. long, and 15 m. broad. The great lakes Superior, 380 by 130; Huron, 240 by 150; Erie 240 by 60; and Ontario, 190 by 55 m., are one half in the United States, the boundary line passing through them.

The principal BAYS are the Chesapeake, Delaware, Massachusetts and Penobscot.

The principal CAPES are Ann, Cod, May, Henlopen, Charles, Henry, Hatteras, Lookout, Fear, Florida, and Sable.

The principal HARBOURS are Portland, Portsmouth, Boston, Newport, New London, New York, Philadelphia, Baltimore, Norfolk, Charleston, Savannah, Mobile, and New Orleans.

Its population was, in—

|                |           |                |            |
|----------------|-----------|----------------|------------|
| 1790 . . . . . | 3,929,328 | 1820 . . . . . | 9,638,166  |
| 1800 . . . . . | 5,309,758 | 1830 . . . . . | 12,856,165 |
| 1810 . . . . . | 7,239,903 | 1840 . . . . . | 17,062,666 |

of the latter of which, 2,487,113 were slaves. Allowing the same rate of increase, one third in every ten years as it has hitherto been, the population in 1850, will be 22,760,000.

The territory of the United States is divided into twenty

eight STATES and three TERRITORIES, each of which has a separate government; and the District of Columbia, which is under the immediate jurisdiction of the United States' Congress. The following is a list of the states, with their population, in 1840.

|                              |           |                          |           |
|------------------------------|-----------|--------------------------|-----------|
| <i>Northern, or Eastern.</i> |           | Florida . . . . .        | 54,477    |
| Maine . . . . .              | 501,793   | Mississippi . . . . .    | 375,651   |
| New-Hampshire . . . . .      | 284,574   | Louisiana . . . . .      | 352,411   |
| Vermont . . . . .            | 291,948   |                          |           |
| Massachusetts . . . . .      | 737,699   | <i>Western.</i>          |           |
| Rhode Island . . . . .       | 108,830   | Ohio . . . . .           | 1,519,467 |
| Connecticut . . . . .        | 309,978   | Kentucky . . . . .       | 779,828   |
|                              |           | Tennessee . . . . .      | 829,210   |
| <i>Middle.</i>               |           | Michigan . . . . .       | 212,267   |
| New-York . . . . .           | 2,428,921 | Indiana . . . . .        | 685,866   |
| New Jersey . . . . .         | 373,306   | Illinois . . . . .       | 476,183   |
| Pennsylvania . . . . .       | 1,724,033 | Missouri . . . . .       | 383,702   |
| Delaware . . . . .           | 78,085    | Arkansas . . . . .       | 97,574    |
| Maryland . . . . .           | 469,232   | Texas, (about) . . . . . | 200,000   |
|                              |           |                          |           |
| <i>Southern.</i>             |           | <i>Territories.</i>      |           |
| Virginia . . . . .           | 1,239,797 | District of Colum-       |           |
| North Carolina . . . . .     | 753,419   | bia . . . . .            | 43,712    |
| South Carolina . . . . .     | 594,398   | Wisconsin . . . . .      | 30,945    |
| Georgia . . . . .            | 691,392   | Iowa . . . . .           | 43,112    |
| Alabama . . . . .            | 590,756   |                          |           |

WASHINGTON, on the Potomac, in the District of Columbia, is the capital and seat of government of the United States, having become such in 1800.

#### POLITICAL CONSTITUTION.

THE political constitution of the United States forms the most prominent and fundamental particular in their national

arrangements, and for more than half a century it has fulfilled the essential purposes of a government, and been found compatible with the most rapid progress in population and wealth which any nation ever experienced. The constitution was, in fact, composed by a body of men of distinguished ability, who had fully experienced, and anxiously sought to guard against, the evils to which its peculiar form is liable. The government, as established by the constitution adopted in 1789, is in form a federal representative democracy. The whole country is subject to the national or general government, consisting of three branches, the executive, legislative, and judicial.

The *Executive* power is vested in the President, who holds his office for the term of four years; he is chosen by the electors from the different states, who are mostly elected by the people; each state electing as many electors as they have members in Congress. A majority of the electors' votes is necessary for a choice; if there be no choice, then the House of Representatives elect one of the three candidates having the most votes; in this last balloting each state having one vote. The Vice President is chosen in the same manner, and for the same term; but if there be no choice by the electors, the Senate then chooses one of the two persons having the highest number of votes. No person can be President or Vice President, except a native-born citizen, of the age of at least thirty-five years, and who has been fourteen years a resident within the United States.

The President is Commander-in-chief of the army and navy, and of the militia when in actual service of the United States. With the advice and consent of two-thirds of the Senate, he makes treaties, appoints ambassadors, judges of the Supreme Court, and directly or indirectly, appoints to all the offices of the national government; he possesses a qualified veto upon the bills presented to him in Congress; but if he

disapproves any bill, it nevertheless becomes a law if passed by a vote of two-thirds in each house. He receives ambassadors and other public ministers, takes care that the laws be faithfully executed, and commissions all the officers in the United States. The Vice President is president of the Senate; and in case of the death, resignation, or removal of the President, the powers and duties of that officer devolve on him.

The *Legislative* power is vested in a Congress, consisting of a Senate, and a House of Representatives. The Senators are chosen by the legislatures of the several states, for the term of six years; there are two from each state, and it is required that they shall be at least thirty-five years of age, and have been citizens of the United States for nine years. The Senate has the sole power to try all impeachments.

The Representatives are chosen for two years by the people of each state, and must be at least twenty-five years of age: and have been citizens of the United States for seven years. Representatives are apportioned among the states, according to their respective population.

Congress must assemble at least once in every year; it has power to lay and collect taxes, duties, &c.; to declare war; to grant patent and copy rights; to borrow money; to regulate commerce; raise armies and navies; and to make all laws necessary to carry into execution the powers vested by the constitution in the government of the United States.

The *Judicial* power is vested in a Supreme Court, consisting at present of nine judges, appointed by the President, with the consent of the senate; thirty-three district courts, and seven circuit courts.

The principal executive officers are, the secretaries of state, of the treasury, of war, and of the navy, the postmaster general, and the attorney general. They are removeable at the will of the President, and with the Vice President,

form the cabinet. The *Secretary of State* conducts the negotiations with foreign powers, and corresponds with the public ministers of the United States abroad, and with those of foreign states near the United States. The *Secretary of the Treasury* superintends the fiscal concerns of the government; he is required to report to Congress, annually, the state of the finances; and recommends such measures as he thinks proper for improving the condition of the revenue.

The revenue and taxation of the United States have been moderate, in proportion to the wealth and extent of the republic. In 1783, the public debt was \$42,000,000, and in 1793, it had increased to \$80,352,000; in 1813, it was reduced to \$45,000,000; in 1816, in consequence of the war with England, it increased to \$127,334,933; but, in the succeeding twenty years, it was wholly extinguished, about 212 millions having been paid for principal and interest; thus clearly showing the financial abilities of free institutions.

The revenue for the United States is derived chiefly from customs, and the sale of public lands; the government having found it but seldom necessary to resort to direct taxation. The public lands have been recently a great source of revenue. The government now possesses 100,000,000 of acres surveyed and unsold, and much more which is not surveyed. The revenue for the year 1845, amounted to \$29,769,134; and the expenditure to \$29,968,206.

To the *War Department* belong the direction and government of the army, the erection of fortifications, the execution of topographical surveys, and the direction of Indian affairs. Economy and political jealousy have combined to keep down the numbers of the army exceedingly low; the principal reliance of the country for defence, is on the militia of the several states, amounting in 1845, to 1,759,810 men, although this vast body is extremely deficient in discipline. The regular army consists at present of 712 commissioned officers,



8 regiments of infantry, 4 of artillery, 2 of dragoons, and 260 cadets, in all 9012 men. The expenditures for the army were, in 1844, \$8,231,317.

The Navy of the United States is the most efficient for its size of any in the world. It consists of 10 ships of the line, 15 frigates, 23 sloops of war, 8 brigs, 8 schooners, 9 steamships, and 4 store-ships. In 1845, there were 9 commodores, 68 captains, 96 commanders, 327 lieutenants, 69 surgeons, 64 pursers, 23 chaplains, 159 passed midshipmen, 314 midshipmen, 31 masters, 22 professors of mathematics. There are navy yards at Portsmouth, Boston, New York or Brooklyn, Philadelphia, Washington, Norfolk, and Pensacola; there are also dry-docks at Charlestown, Brooklyn, and Norfolk. The expenditure for the navy for 1844 was, \$6,496,991.

In 1844, there were 14,103 post-offices in the United States; the total expenditures for the year were \$4,297,867; the gross amount of the revenue was \$4,237,285. The postage, by a recent law, has been reduced to the following rates:—

For a letter weighing not more than half an ounce, under 300 miles, 5 cents, over 300 miles, 10 cents. For any additional weight, the charge is in proportion.

On newspapers, within 30 miles from whence they are sent, *free*; all over that distance, 1½ cents each.

Since this law has been in operation, the revenue of the post-office has very materially decreased.

The Mint of the United States was established at Philadelphia in 1793; and in 1838, branches were established at Charlotte, N. C., at Dahlonega, Ga., and at New Orleans, all subject to the control of the director of the mint at Philadelphia. The coinage is executed by machines propelled by steam-power. The amount coined in 1845, was \$5,668,595; whole amount since the commencement, was 293,299,905 pieces; value, \$110,177,761.

Each of the twenty-eight states of the great American confederacy has its local government, separate from the national government except so much as is fixed by the constitution. They all are, in fact, representative democracies, having an elective executive and legislature, chosen by the body of the people for a short term of service. The chief executive officer is styled the governor, and the legislative houses, styled general assembly, general court, or legislature, consists of a Senate, and House of Representatives. Suffrage is virtually universal; blacks are, however, not permitted to vote. The state governments manage the local and domestic affairs of the confederacy; organize, discipline, and command the militia; charter banking and other institutions; and in general do whatever is necessary for social order and the public tranquillity. A small revenue is raised in each state, adequate to the expenditure of the government, by direct taxes, or excise and license duties.

#### PRODUCTIVE INDUSTRY.

THE United States have already made an astonishing progress in industry and wealth, but the present is insignificant in comparison with the future greatness to which their vast and unparalleled resources must carry them. They are chiefly an agricultural people, to which they are led by the extent of their territory and the fertility of the soil. According to the census of 1840, poultry was raised to the value of \$9,344,410. There were produced 84,833,272 bushels of wheat; 7,291,743 of buckwheat; 377,531,875 of Indian corn; 18,645,567 of rye; 123,071,341 of oats; 108,298,060 of potatoes; 35,802,114 pounds of wool; 95,251 tons of hemp and flax; 124,734 gallons of wine. The products of the dairy were valued at \$33,787,008; of the orchard at \$7,256,904; of lumber at \$12,943,507.

The great staple, *Cotton*, is raised in the southern and some few of the western states. It was first sown about 1787, and exported in small quantities in 1790. The produce in 1840, amounted to 790,479,275 pounds; in 1845, to 2,394,503 bales; the exports in 1845, were to the amount of \$51,739,643.

*Tobacco*, an indigenous American plant, is extensively cultivated in Maryland, Virginia, Kentucky, Ohio, and other states. The American is decidedly superior to that of most other countries. There were produced in 1840, 219,163,319 pounds; and in 1844, there were exported \$8,397,255 worth.

*Sugar*, is raised with much success in Louisiana, where there are several varieties reared. In 1840, it amounted to 155,100,809 pounds; in 1844, the exports amounted to \$12,363.

*Rice*, was first cultivated in South Carolina, in 1694, since when its culture has very extensively increased; in 1840, it amounted to 80,841,422 pounds, and in 1845, the exports amounted in value to \$2,160,456. The whole exports of domestic produce from the United States, in 1845, was \$99,299,776.

The MANUFACTURES of the United States, though not equal to its agriculture or commerce, and of recent origin, are rapidly acquiring an immense importance. A great amount of capital is now invested in cotton and iron manufactures, glass, coal, &c., and new improvements by the aid of steam are constantly being made to the machinery, by which goods can now be made cheap enough almost to compete with any part of the world. The census of 1840, gives some valuable statistics in relation to manufactures. There were 1240 cotton factories, with 2,284,631 spindles, which produced goods to the amount of £46,350,453; in 1844, there were exported cotton goods to the amount of \$2,898,780; of wollen manufactures, goods were produced to the amount of \$20,696,999, principally of wool from our own sheep, of which there were

19,311,374. Extensive manufactories of paper of every kind, leather in all its branches, straw bonnets, carriages and wagons, various kinds of machinery, &c., &c., employ vast numbers of operatives, the details of which our limits will not permit of.

The United States are richly supplied with valuable MINERALS; although the mines are very profitable, they are not yet worked to an extent worthy of their great importance. Gold, iron and lead, are extensively diffused; coal and salt exist in abundance; and valuable building materials, as marble, freestone and granite, are very plentiful.

*Gold* has been procured chiefly from North Carolina, Virginia, and Georgia, and mostly from washings; but various companies are now successfully engaged in scientific mining.

*Iron*, the most useful of metals, is abundantly distributed throughout the country, and forms one of the great staples, employing in its manufacture many thousand operatives; Pennsylvania alone employing about 400,000 persons, directly in the business. The following statistics for 1845, will show the amount of trade carried on in the United States. There are 540 blast furnaces, yielding 486,000 tons pig iron, per annum; 950 bloomeries, forges, rolling and slitting mills, and yielding 291,600 tons of bar, hoops, &c. Blooms, 30,000 tons; castings, machinery, stove plates, &c., 121,500 tons; which at their present market value, would amount to \$33,940,500. The quantity imported was 92,257 tons, worth \$41,734,610.

In 1846, there were in Pennsylvania alone, 34 anthracite furnaces, all of which are in blast except 7. Those in blast are capable of turning out 1300 tons of iron per week, or 67,600 tons per annum. Those erecting, and preparing to be put in blast, can produce 500 tons per week, or 26,000 tons per annum—making the product of the whole 1800 tons per week, or 93,600 tons per annum. The quantity of coal

required to smelt a ton of iron, upon the average, is  $2\frac{1}{2}$  tons, which would make a weekly consumption of 45,000 tons of coal, amounting to 234,000 tons per annum, in these works, merely to run the ore into pig metal.

The *Lead* mines of the United States are extremely productive, and are now beginning to be worked in a proper manner. The principal mines are situated in Missouri, between the Gasconade and the Mississippi, and in Wisconsin Territory and Illinois, between the Wisconsin and Mississippi rivers. The product of the Missouri mines in 1840, was 5,295,455 pounds; of the Illinois mines, 8,755,000 pounds; and of the Wisconsin mines, 15,129,350 pounds.

*Salt* is chiefly made from the brine springs, which are bountifully distributed, particularly in the great Western Valley.

*Coal*, one of the most abundant minerals in the United States, is now becoming much more used than formerly. It is found of two kinds, the anthracite and bituminous. The former is found and largely mined in Pennsylvania, in three distinct beds, two of which lie between the Lehigh and Susquehanna, and the head-waters of the Schuylkill and the North Branch of the Susquehanna; the third is on both sides of the Lackawanna, and of the North Branch of the Susquehanna. An exceedingly interesting trip to view the operations of mining, can be made to Pottsville, occupying only a few days. In 1845, there were sent to market from the different regions, 2,021,674 tons, the Schuylkill region furnishing more than one half. Since the trade commenced in 1820 up to the beginning of 1846, the supply from all sources amounted to 13,467,302 tons; the Schuylkill region furnishing 7,392,744 tons. The population of this country has kept pace with this prosperity; in five years the increase has been fifty per cent.; the coal trade has nearly doubled.

The COMMERCE of the United States has increased with

rapid strides, and they have already become the second commercial power in the world. Every part of the world is visited by American merchants, and they are every where known as the most enterprising and intelligent set of business men. The exports consist chiefly of agriculture, produce, naval stores, lumber, &c. American manufactures are now exported in larger quantities, and meet with a readier market than formerly. The shipping by which the trade of the country is carried on, is chiefly American, ship-building forming an extensive branch of national industry. The shipping interest has been protected by discriminating duties on foreign tonnage, and by the entire exclusion of foreign vessels from the coasting trade. The whole amount of the shipping in 1845, was 2,426,113 tons. A large amount of shipping is employed in the whale, cod, and mackerel fisheries, producing about \$15,000,000 annually. There were built in 1845, 1038 vessels, with a total tonnage of 146,018.

The following is a table of the imports and exports of the United States, during the year 1845.

The aggregate imports of foreign merchandise for the year, were as follows:—

|                         |              |                    |
|-------------------------|--------------|--------------------|
| Free of duty, . . . . . | \$22,147,840 |                    |
| Paying duty, . . . . .  | 95,106,724   |                    |
|                         |              | —————\$117,254,564 |

Of which were re-exported :

|                         |              |                    |
|-------------------------|--------------|--------------------|
| Free of duty, . . . . . | \$10,175,099 |                    |
| Paying duty, . . . . .  | 5,171,731    |                    |
|                         |              | ————— \$15,346,830 |

The exports for the year were :

|                              |              |                    |
|------------------------------|--------------|--------------------|
| Domestic produce, &c., . . . | \$99,299,776 |                    |
| Foreign, as above, . . . . . | 15,346,830   |                    |
|                              |              | —————\$114,046,606 |

The following table will show the value of the principal articles of export:—

|                                 |              |
|---------------------------------|--------------|
| Cotton, .....                   | \$51,739,643 |
| Tobacco Leaf, .....             | 7,469,819    |
| Rice, .....                     | 2,160,456    |
| Flour, .....                    | 5,398,593    |
| Pork, hogs lard, &c., .....     | 2,991,284    |
| Beef, cattle, hides, &c., ..... | 1,926,809    |
| Butter and cheese, .....        | 878,865      |
| Skins and furs, .....           | 1,248,355    |
| Fish, .....                     | 1,012,007    |
| Wool and manufactures of, ..... | 3,099,455    |
| Manufactures, .....             | 10,329,701   |
| Specie and bullion, .....       | 8,606,495    |

TONNAGE.

|                             | Cleared.  | Entered.  |
|-----------------------------|-----------|-----------|
| American vessels, tons, ... | 2,053,977 | 2,035,486 |
| Foreign vessels, .....      | 930,275   | 910,563   |
|                             | <hr/>     | <hr/>     |
|                             | 2,984,252 | 2,946,049 |

The great works for INTERNAL IMPROVEMENT, form an important feature in the United States. The natural interior water communications have already been alluded to; no part of the world presents such an extensive river commerce. Steam vessels were first introduced in America; and steam-boats, some of them nearly 400 ft. long, may be found on all the rivers, &c. Individuals and states have not been slow in improving the great natural advantages, and the result is a grand chain of interior communications, connecting the most distant points of the country with each other, and affording cheap and speedy means of communication; which, if it may have impoverished individuals, and have burthened some states with heavy debts, has still been of

immense advantage to the country at large. The banking system of the country is now in a sound state, business is prosperous, and numerous internal improvements which have been left in an unfinished state, are now being carried through.

There were in 1845, 104 *Railroads* in the United States, measuring in the aggregate, 4,624 miles, and built at a cost of over 130 millions of dollars. The following is a list of the roads which have cost over two millions, viz :

|                                   | <i>Miles.</i> | <i>Cost.</i> |
|-----------------------------------|---------------|--------------|
| Boston and Worcester, .....       | 44            | \$2,914,078  |
| Western (Mass.) .....             | 117           | 6,186,202    |
| Stonington, .....                 | 48            | 2,600,000    |
| Camden and Amboy, .....           | 61            | } 3,200,000  |
| N. Brunswick Branch, .....        | 28            |              |
| Trenton do., .....                | 8             |              |
| New Jersey, .....                 | 34            | 2,000,000    |
| Philadelphia and Baltimore, ..... | 93            | 4,400,000    |
| Baltimore and Ohio, .....         | 188           | 7,623,600    |
| South Carolina, .....             | 136           | } 5,671,452  |
| Columbia Branch, .....            | 60            |              |
| Central, Ga., .....               | 190           | 2,581,723    |
| Eastern, .....                    | 54            | 2,388,631    |
| Norwich and Worcester, .....      | 66            | 2,170,366    |
| Utica and Schenectady, .....      | 78            | 2,168,165    |
| Columbia, Pa., .....              | 82            | 4,204,969    |
| Reading, .....                    | 94            | 9,457,570    |
| Baltimore and Susquehanna, .....  | 58            | 3,000,000    |
| Georgia, .....                    | 172           | 3,000,000    |

In New Jersey there are seven railroads, running in the whole 191 miles, and their aggregate cost was \$6,600,000.

The whole length of *Canal* navigation is about four thousand miles, all of which have mostly been executed in the last twenty-five years. These great works have already



given fresh life to manufactures, internal trade, and agriculture, and developed the mining industry of the country.

Many of the states are intersected by extensive lines of turnpike roads; and many very fine bridges are constructed across the principal streams. The great National road from Cumberland across the Alleghanies, through Wheeling, Columbus, Indianapolis, and Vandalia, to St. Louis, is a splendid piece of road.

#### RELIGION AND EDUCATION.

THE establishment of *Religion* by law is forbidden by the constitution of the United States, but every person who does not interrupt the peace of society is protected in the free exercise of his religion. The voluntary principle, has been found to be more efficient than any legal enactment for the support of religious institutions; and the Americans are sensible of the fact, that the stability and existence of a free government depends upon the prosperity of religious institutions, and their moral influence upon the principles and habits of the people. Dr. Baird, in his "Religion in America," has estimated that there is annually raised \$5,500,000 for the support of the evangelical ministry, and that there is one preacher to every 800 souls. There, were in 1845, about 30,000 churches of all denominations, 32,543 ministers and 3,384,744 communicants; of which the Methodists were the most numerous, and next the Baptists, Presbyterians, and then Episcopalians. The number of benevolent, charitable, educational, religious, and other humane societies, is nowhere greater than in this country.

The subject of *Education* has excited much attention in all the states, most of which have applied certain lands or annual amounts for the maintenance of public schools, where any one can enjoy the benefits gratuitously. The most pro-

minent in the cause of education are the New England states, New York, New Jersey, Pennsylvania, Ohio, &c. Some of the collegiate institutions are of very ancient date; Cambridge college, now Harvard university, was founded in 1638; Yale college at New Haven, in 1700; college of New Jersey at Princeton, in 1746; Brown university, Providence, in 1764; Dartmouth college, at Hanover, N. H., in 1769; university of North Carolina, in 1789; Bowdoin college at Brunswick, Me., in 1794. In 1845, there were 108 colleges, 29 medical colleges and schools; 34 theological schools; 10 law schools; and about 50,000 common and primary schools.

The largest *Libraries* in the United States, are Harvard university, containing 68,500 vols.; Philadelphia library, 50,000; Boston Athenæum, nearly 35,000; Yale college, 34,500; Georgetown college, 25,000; Bowdoin college, 24,860; New York society library, 25,000; library of Congress, nearly 25,000; Brown university, 20,000, &c.

In no other country does the mass of the population read so much, and are the books furnished at so cheap a rate. Many American names occupy places in the literary world, and many more bid fair to stand prominent. Numerous monthly and quarterly journals are liberally supported, and the best English periodicals are republished; in addition to which, there are 1555 newspapers and periodicals published in the United States, while there are but 1899 in all the world besides!

Many institutions for the promotion of the *Fine Arts*, are in successful operation; the names of Copley, West, Stuart, Newton, Allston, and Leslie, adorn the annals of American art.

The *Banking Institutions* of the United States, are joint stock companies, incorporated by the respective states with fixed capitals; their bills form the principal circulating me-

dium of the country. There were in 1845, 707 banks, with an aggregate capital of \$206,045,969 ;

Loans, . . . . . \$288,617,131      Circulation, . . . . \$89,608,711

Specie, . . . . . 44,241,242      Deposits, . . . . . 88,020,646

#### HISTORY.

The United States were first colonised in 1607, by the English settling in Virginia. All the colonies were a portion of the British empire, and the settlers were continually engaged in wars with the Indian tribes, and afterwards with the mother country against the French. Between 1670 and 1680, Nathaniel Bacon, and many colonists of Virginia, rebelled and burnt Jamestown. The cause of the revolt was the laying of duties by Parliament on the products of foreign colonies imported into Virginia. The navigation act, which imposed restrictions on foreign ships coming to the American colonies, also created much discontent. These were the first acts that led to the American principle of "no taxation without representation;" and the principle of *union* began to be developed. An anti-stamp act Congress was held in New York, in 1765. The colonists resolving to use no goods of British manufacture, the stamp act was repealed by Parliament. In 1770, a crowd of people in Boston threw stones at the military, who fired and killed three persons, an event which added much to the now growing excitement. In 1773, the tea tax was agitated in Boston and all the colonies, and Lord North reduced the duty from one shilling, to three pence per pound. The objection still existed, as it was not the amount, but the principle of being taxed by the home Parliament, without being represented therein. A large party of men disguised as Indians, boarded the ships lying at the Boston wharf, and threw the tea into the harbour. Parliament struck Boston from the list of ports; the breach

widened—"passive obedience" being the maxim of Parliament; and "Freedom, and no taxation without representation," that of the colonists. General Gage was sent from England with a large force to overawe Boston. The colonists elected a Congress, with John Hancock as president; this body memorialised the home government, but in vain, though supported by Lord Chatham, Burke, and others. Patrick Henry kindled the flame of National Independence in Virginia. In April, 1775, General Gage sent to seize some military stores at Concord. The militia refused to give them up, were fired upon and several killed, at Lexington. After destroying the stores, the troops retired to Boston, but many were killed on the road by the militia, from behind walls, fences, &c. The people were now thoroughly aroused, and the cry every where was, "Independence or Death." On the 10th of May, Congress assembled at Philadelphia, and fortunately for the destinies of the country elected General George Washington, Commander-in-chief of the American forces. The Commander-in-chief joined the camp at Cambridge, on the 2d of July; and it was to this truly great man, together with the wisdom and firmness of Congress, the bravery of the people, and the assistance of the French, that America owes her independence.

On the 4th of July, 1776, Congress, at Philadelphia, declared, in a document a model for style, that the United States of America were "Free, sovereign, and independent." But, although the Americans through their representatives, had declared themselves a free people, it was not until they had fought a series of battles, distinguished for the indomitable bravery and courage shown, that they really possessed that right.

Provisional articles of peace, acknowledging the independence of the United States, were signed in Paris, November 30th, 1782, by Adams, Franklin, and Jay, on the part of the

United States: and Mr. Fitzherbert and Mr. Oswald on the part of Great Britain. The definitive treaty was signed September 30th, 1783.

The government which continued under the articles of confederation until 1788, was found to be unequal to the wants of the people, and inefficient in power. In May, 1787, delegates from the several states assembled at Philadelphia; and, after a debate of four months, adopted the present constitution, provided that the ratification of nine states could be had. It was warmly debated by the state conventions, but finally adopted by all. Great demonstrations of joy were made upon the accession of each state. The constitution was finally ratified by Congress, July 14th, 1788. The electors met in February, 1789, and unanimously chose GEORGE WASHINGTON President, and John Adams Vice-President. Many foreigners have supposed that before this country shall have attained its population of 100 millions, that it would be divided into several separate nations; but after seventy years' trial of the constitution and forms of government, it is constantly gaining strength, and striking deeper into the sentiments of the people.

General Washington, died at Mount Vernon, December 14th, 1799, of an inflammation of the throat, aged 68 years. The nation every where mourned for him as for a father, and his memory will be revered for ever by his countrymen.

In 1803, Louisiana was purchased of the French for \$15,000,000; and in 1821, Florida was ceded to the United States by Spain, in compensation for spoliations on American commerce, for \$5,000,000.

In 1801 and '2, the Pacha of Tripoli demanded tribute for American ships, to secure them from piracy. This was refused; the American consuls were dismissed, and several United States ships taken. War was declared, which lasted

until 1805, the Tripolitans suffering severe defeats. A treaty was then made, the United States paying \$60,000 ransom for American prisoners.

In 1806 and '7 Napoleon passed the Berlin and Milan decrees, the effect of which was to prevent the United States from trading with Great Britain. The British government, in return, passed orders to prevent the United States from trading with France and her allies. Thus American vessels were searched, and confiscated by the navies of both countries. In 1807, the United States frigate Chesapeake, Commodore Barron, refusing to permit a search, was fired into by the British ship Leopard, Admiral Berkeley, and four men were surrendered, for which Commodore Barron was tried, and suspended for five years. An embargo was issued in all the American ports against British ships, but taken off in 1809, and a non-intercourse act with France and England passed in its stead. In 1808 the African slave-trade was abolished. In 1811, the Indian nations under Tecumseh and his brother, "the Prophet," made war upon the United States. They were defeated with great slaughter, by Gen. Harrison, at Tippecanoe. In 1811, an action took place between the United States ship President, and the Little Belt, a British vessel; the latter was much damaged. Napoleon revoked the decrees and the United States repealed the non-intercourse act.

On the 4th of June, 1812, war was declared with Great Britain by the American Congress, by a vote in the House of Representatives of 79 to 49; and in the Senate by a vote of 19 to 13. This war continued with various success, but most advantageously for America, until peace was concluded at Ghent, December 24th, 1814.

In 1815, the Algerines having demanded tribute for the privilege of trading in the Mediterranean, and seized several American vessels, Commodore Decatur was despatched with

an expedition against them. He captured an Algerine frigate of 44 guns, a brig of war, procured the freedom of the Americans, and silenced their demands. In 1816, a national bank was established, with a capital of \$35,000,000. In 1818, the Seminole and Creek Indians made war on the United States, but were defeated by General Jackson. In 1832, a bill for the recharter of the Bank of the United States passed Congress, and was vetoed by President Jackson; there not being a two-thirds majority, it was lost. In 1833, a tariff law, agreed upon by all parties, with protecting duties on imports, was passed. In 1832, the Indians again broke out, under Black Hawk, but were soon defeated. In 1835, in consequence of the refusal of the Seminole Indians to leave Florida and emigrate to the west, a war was commenced against them; they were defeated, and at the present time, 1846, nearly all have emigrated.

In May 1837, the United States Bank and others suspended specie payments, thus deranging monetary affairs. In 1837, some Canadians and Americans crossed the lines to assist in overturning the British government, they were captured, and some were executed and others transported. A body of persons having collected on Navy Island, who were about to assist in the insurrectionary movement, a party of British crossed over in the night, and set fire to their steamboat, by which one or two citizens' lives were lost. A man by the name of M'Leod was arrested in New York, as having assisted in the burning, and was tried in the New York court. But Great Britain having taken the responsibility upon itself, demanded his restoration, which was refused. After much diplomatic correspondence, the affair was amicably settled by the acquittal of M'Leod. In 1842, a treaty was signed, settling the N. E. Boundary, and providing for the reciprocal giving up of fugitives, &c. A new and high tariff, this year went into operation. In 1844, the Hon. Caleb Cushing nego-

tiated a treaty of commerce with China, by which important advantages were gained. In 1845, Congress passed resolutions annexing Texas to the United States, which were ratified by the Texan Congress, and it now forms the 28th state; the various officers for its government have been appointed. In May 1846, war was declared against Mexico, and large bodies of troops were sent to that country. Gen. Z. P. Taylor, who commanded, distinguished himself in several severe battles, and was made Major-general.

#### CIVIL AND SOCIAL STATE.

The United States if they continue to increase in the present ratio will in the course of a century have a population of 160,000,000, and still being only half as populous as Britain or France will leave ample scope for further increase. If they continue united they will then become the greatest nation in the world, and the most powerful of the states of Europe would rank as secondary to them.

The population exclusive of the aboriginal race, consists of three classes; whites, free coloured persons, and slaves; the comparative number of each in 1840, when the population was 17,068,666, was; whites 14,189,108, free coloured 386,245, slaves 2,487,213. Of the white population, although part of the body is collected from various nations of Europe, have all a strong national feeling; emigrants soon lose their national peculiarities and character, by intermarriages and a common education, and embrace the cause of their adopted country with almost as much warmth and zeal, as the natives of the soil.

The black population, including not only the negroes but the mulatto breeds, form rather more than one sixth of the whole population of the country. In some states the free blacks are admitted to political privileges, but the number



of such is but few ; in some, their testimony is not admitted against a white man, and they are subject to several other civil disabilities. Slavery has been abolished in the Eastern states and has never been permitted in the Northwestern states. By a law of the U. S. government passed in 1808, the importation of slaves into the country was prohibited, and it is believed that the number since clandestinely introduced has been very small. Of the 28 states now forming the republic slavery exists in only about 13, principally in the southern and some few of the middle and western states. To the foreigner who comes imbued with some of the ideas of the bad treatment which this part of the population are said to suffer, he will be agreeably surprised to find a far different state of the case ; the blacks generally working cheerfully, are well taken care of, and enjoying many privileges ; in fact the majority of them if asked the question, would prefer their present condition.

The Americans have lost none of the eminently humane traits of their English ancestors, to which the numerous benevolent, charitable, educational, moral, and religious societies in the United States, bear ample testimony.

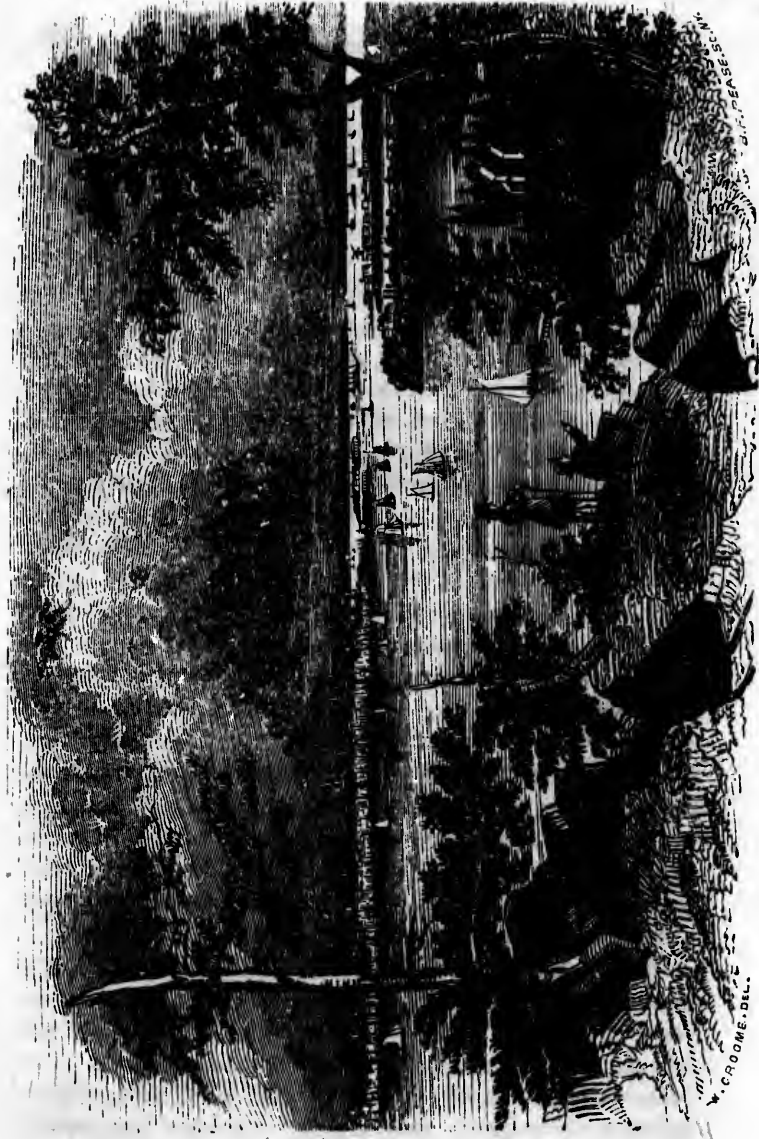
The United States which, comparatively, were but a few years since thinly populated and partially cultivated, are now well settled and in a high state of cultivation, with numerous splendid cities and towns, connected with each other by the most extensive internal means of communication in the world. The Americans have built up a social system pre-eminently calculated to promote the happiness and moral improvement of mankind ; the cheapness and efficiency of their government, the universality of education, the omnipresence of the periodical press, the high feeling of self respect which exists in the very humblest classes, and the boundless enterprise which pervades the whole society, will always combine to keep their country in the first rank.

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VIEW OF NEW YORK FROM MEEHAWKEN.

## NEW YORK.

THIS, the principal city of the State of New York, is in population, wealth, and commerce, the largest city in the United States. It has fine harbours, a central position, great natural facilities for inland communication, and other advantages which will always enable it to maintain its precedence. It is 86 m. N. E. from Philadelphia, 210 m. S. W. Boston, 225 m. N. E. Washington, 670 m. N. E. Charleston, 145 m. S. of Albany, 372 m. S. of Montreal, 1370 m. N. of New Orleans, and is in  $40^{\circ} 42' 40''$  N. lat., and  $74^{\circ} 1' 8''$  W. long. from Greenwich, and  $3^{\circ} 0' 16''$  E. long. from Washington.

The city is situated on the southern extremity of Manhattan Island, at the confluence of the Hudson or North, and East rivers. The city and county of New York have the same limits, comprising the whole of Manhattan island, which is  $13\frac{1}{2}$  m. in length, and 2 m. in its greatest breadth, containing about 14,000 acres. It is connected with the main land on the N. side by 3 bridges, Harlem, Macomb's, and King's, crossing the Harlem river; with Long Island by 4 ferries to Brooklyn, and 3 to Williamsburg; with New Jersey by 2 ferries to Jersey City, and 3 to Hoboken; there are also 2 ferries to Staten Island, and 1 to Hellgate.

New York has two harbours, the inner of which, 25 m. in circumference, is spacious and safe, extending 8 m. from the narrows to the city, and farther up the North and East rivers, bringing the largest vessels to its wharves. The outer harbour extends from the narrows to Sandy Hook, 18 m. from the city. Each harbour is strongly defended by several forts, which together with this excellence, and other



great natural advantages have combined to render it not only the metropolis of the United States, but the second commercial city on the globe.

That part of the city which is built, extends over 3 m. on each river, and the compact part has a circumference of over 9 m. Most of the streets are very crooked, and some, which were very narrow, have been widened at great expense. The modern built or N. portion laid out by Gov. Morris, De Witt Clinton, and others, exhibits a very regular and beautiful appearance.

*Broadway*, the principal street, is 80 ft. wide, and runs perfectly straight through the centre of the city for 2½ m., commencing at the *Battery* at the S. end. It is well built, with many fine dwellings, and the largest retail stores. It is the great promenade of the city for the gay and fashionable. The *Bowery* is about two-thirds the length of *Broadway*, running parallel with it, and is much wider. *Pearl st.*, between *Broadway* and the East river, is in a crescent form, over a mile long, and is the principal seat of the wholesale dry-goods, and hardware business, which has also extended into *Cedar*, *Pine*, and other near streets. *Front*, *Water*, and *South sts.*, between *Pearl* and the East river, are occupied chiefly by wholesale grocers, commission and shipping merchants, &c. *Wall st.* which commences at *Broadway* opposite to *Trinity church*, extends to the East river, and is occupied chiefly by banks, insurance, newspaper, and brokers' offices. *Chatham st.* is the great thoroughfare connecting the *Bowery* with *Broadway* and *Nassau st.* *East Broadway*, *Henry*, *Madison* and *Monroe sts.*, are in the N. E. part of the city, and are beautifully built. *Canal st.*, a wide street, half a mile N. of the *City Hall*, crosses *Broadway* at right angles, and is the centre of a great retail business. *Greenwich* and *Hudson sts.* are both beautiful and wide streets, running parallel with the *Hudson river*, the whole extent of the city.

The principal shipping business is transacted on the East river front, although there are many wharves on the North river. Vessels arrive from and depart to most of the commercial nations of the globe. The line of steamships to Liverpool, consists of the Great Western, and the mammoth Great Britain. There are also packet lines of ships of the largest class, with elegant accommodations, which sail for Liverpool every five days, for London every ten days, for Havre every eight days; and other lines for the various ports in the United States.

The city has several handsome squares, among which are; the *Battery*, a superb promenade ground in the form of a crescent at the S. end containing eleven acres. It is handsomely laid out, at an expense of \$150,000, and affords a fine view of the bay and harbour, with the islands and fortifications, and the surrounding shores. In the hottest part of summer, the air here is delightfully cooled by the ocean breezes. *Castle Garden* connected with it by a bridge, is capable of holding ten thousand persons.

The *Bowling Green*, is a small enclosure at the S. end of Broadway, so called from having been used as a bowling alley by the British, during the Revolution. It is now ornamented by a handsome fountain.

The *Park* is a triangular area of about ten acres, on Broadway, in the centre of the S. portion of the city. It contains the City Hall, and other public buildings, and is handsomely laid out. The fountain, supplied by the Croton, is the largest in the city, and is so arranged that various sets of jets can be played at different times; the water when thrown up in a single body, ascends to the height of about 70 ft., falling into the basin 100 ft. in diameter.

*St. John's Park*, or *Hudson Square*, in the W. part of the city, belongs to Trinity church, and is the most beautiful in the city. It has a fountain, and numerous beds of handsome flowers.

*Washington Square*, in the upper part of the city, between 4th st. and Waverley place, is also a beautiful spot, surrounded by handsome dwellings; on one side are the University, and a splendid church.

*Union Place* is an oval square, on Broadway above 14th st., and contains a handsome fountain. The other public squares are *Tompkins*, *Madison*, *Hamilton*, *Bellevue*, and *Stuyvesant* squares.

#### THE CITY HALL,

Formerly considered one of the finest buildings in the United States, stands in the middle of the Park, and consists of a main building with wings, ornamented with columns and pilasters of the Ionic, Corinthian, and composite orders. The front and ends are of white marble, and the rear of brown freestone. It is 216 ft. long by 105 ft. wide, completed in 1812, at a cost of \$538,734. Over the centre is a fine cupola, containing the town clock, and in the rear is a smaller one containing the alarm bell, weighing 6,910 lbs., with a tongue 6 ft. long; it is probably the largest bell in the United States. There are four entrances to the building. It contains the Governor's room, in which there are some very fine portraits; the Council's hall, embellished by fine portraits, and containing the chair used by Washington, when President of the first Congress; and the Civil court, Mayor's, Aldermen's rooms, and other public offices. Access to the roof or any of the rooms is readily obtained, by applying at the keeper's door; it is well worth a visit.

The *Hall of Records* is to the E. of the City Hall.

#### THE HALL OF JUSTICE,

Vulgarly called "the Tombs," occupies the lot of ground between Centre and Elm, and Leonard and Franklin sts. It

CITY HALL.





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is built of light granite, in the massive Egyptian style, and finished in 1838. It is 253 ft. long by 200 ft. wide, occupying the four sides of a hollow square, with a centre building in the area. The criminal courts hold their sessions here. Visitors are admitted to the male or female prisons, between 10 A. M. and 2 P. M.

#### THE MERCHANTS' EXCHANGE,

Erected on the site of the former one, which was destroyed in the great fire of 1835, is the largest and most costly edifice in the city. It occupies the space of ground between Wall, William, Exchange, and Hanover streets. It is fire-proof, built in the most substantial form of dark blue Quincy granite, and is 200 ft. long, 171 to 144 ft. wide, 77 ft. high to the top of the cornice, and 121 ft. to the top of the dome. The front on Wall street has a recessed portico of 18 massive and beautifully wrought Ionic columns, 38 ft. high, and 4 ft. 4 in. in diameter, each formed from a solid block of granite, weighing 45 tons, said to be next to the largest in the world, and costing \$3,000 each. The exchange room or rotunda, a magnificent apartment, in the centre of the building, is 100 ft. in diameter, surmounted with a dome of solid masonry 80 ft. in diameter, supported in part by 8 Corinthian columns of Italian marble, 41 ft. high, and lighted by a skylight 25 ft. in diameter. The whole cost of the building and ground was \$1,800,000. The Chamber of Commerce and Board of Brokers meet here, and there is also an extensive reading room.

#### THE CUSTOM HOUSE,

At the corner of Wall and Nassau streets, is a splendid building, modelled after and nearly of the same size as the Parthenon at Athens. It is built entirely of marble, perfectly

fire-proof, and occupies the site of the old Federal Hall, in which General Washington was inaugurated in 1789. It is 200 ft. long, 90 wide, and 80 ft. in height; has two fronts, the S. on Wall street, the N. on Pine street, each having a portico of 8 Doric columns, 32 ft. high; on each side are 13 pilasters in keeping with the porticoes. The business hall is a splendid circular room in the centre of the building, 80 ft. in diameter, with a dome, supported by 16 beautiful Corinthian columns, 30 ft. in height. The ceilings of the apartments are arched, and richly ornamented with stucco; the roof is entirely of marble. The building is two stories high above the basement, and was finished in 1841, at a cost of \$950,000, and including the ground, \$1,175,000. The number of officers employed is 354, of whom nearly two hundred are inspectors. The business hours are from 10 A. M. to 3 P. M.

#### THE POST-OFFICE,

Is now located in what was formerly the Middle Dutch Church, situated in Nassau st., between Cedar and Liberty sts. The building, which is over 150 years old, has undergone many changes since its erection, having been used by the British during the revolutionary war, as a riding school, a prison, and a hospital, and now for its present purpose. Its internal arrangements are very convenient; the postmaster is able to see from his room all that transpires in the building. The office hours are from 8 A. M. to 7 P. M.; and, on Sundays, from 9 to 10 A. M. and from 12½ to 1½ P. M.

#### LITERARY INSTITUTIONS.

The CITY UNIVERSITY, fronting Washington Square, between Washington Place and Waverley Place, is a noble edifice in the English collegiate style, finished in 1836. It



CUSTOM HOUSE.

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is built of white marble, with a centre building with wings, flanked by towers, one rising on each of the four corners of the edifice. It is 180 ft. long and 100 ft. wide, and has a commanding appearance, especially when seen from the square opposite. The institution was founded in 1831, and has a president and 11 professors; there is attached to it, a medical department and a grammar school, the whole containing over 700 students, a valuable library, and philosophical apparatus. The chapel open for worship on Sundays is a most beautiful one of the kind.

The COLUMBIA COLLEGE is the oldest and best endowed in the city. It is situated on a beautiful square between Chapel, Church, and Murray sts.; is 200 ft. long and 50 ft. wide, with wings at each end. It has a president and 10 professors, 1107 alumni, 100 students, and 15,000 volumes in its libraries, with a museum, philosophical and chemical apparatus.

The GENERAL THEOLOGICAL SEMINARY of the Episcopal Church, corner of 9th avenue and 20th street, consists of two handsome stone buildings. It was founded in 1819, has 5 professors, 75 students, and a library of nearly 10,000 vols. The Board of Trustees consist of all the bishops, and one trustee from each diocese in the United States.

The NEW YORK THEOLOGICAL SEMINARY, near the University, was organized in 1836, has 6 professors, 104 students, and a library of over 16,000 vols.

The PUBLIC SCHOOL SOCIETY, incorporated in 1805, has 18 schools with their departments, and 50 primary schools, containing over 20,000 scholars. There are also numerous public district schools. The *Rutgers Female Institute* in Maiden st., has nearly 500 scholars. The *Mechanics' School*, in Crosby st., has 550 scholars. The *Prot. Episcopal School*, is also a flourishing institution.

The NEW YORK SOCIETY LIBRARY, the oldest literary association, was founded in 1754. It has a beautiful building

of brown freestone, in the Ionic style, erected at an expense of \$120,000. It fronts on Broadway at the corner of Leonard st., and contains over 40,000 vols., to which large additions are annually made. Strangers are admitted when introduced by a member, and books are loaned on leaving a deposit. In addition to the library and reading rooms, there are rooms for study and reference, for conversation, and for lectures.

The MERCANTILE LIBRARY ASSOCIATION, in Clinton Hall, in Beekman, corner of Nassau st., possesses a library of 23,000 vols., a reading room, lecture room, and a cabinet of minerals.

The NEW YORK HISTORICAL SOCIETY, formed in 1804, is located in the University, and possesses a library of 12,000 vols., and a collection of coins and minerals.

CLINTON HALL ASSOCIATION, was founded in 1830, for the promotion of literature, science, and the arts, and possesses a large hall in Beekman, corner of Nassau st.

The LYCEUM OF NATURAL HISTORY have a room in the University Medical School; it is composed of scientific men, and possesses a large library, cabinet of minerals, shells, plants, and other specimens in natural history.

The APPRENTICES' LIBRARY, in Crosby st., contains 12,000 vols., read by 1800 apprentices.

The AMERICAN INSTITUTE, for the encouragement of American industry, has a library of 5000 vols., situated in the building in the rear of the City Hall. It holds annual exhibitions of specimens of American ingenuity and industry, which are very interesting.

The other miscellaneous institutions are the *Law Institute* in the City Hall, with a library of 3500 vols.; the *Apollo Association* of fine arts; the *Sacred Music Society*; the *Chamber of Commerce*; the *Board of Trade*, &c., &c.

The rooms of the *American Art Union*, 322 Broadway, near Pearl st.; the rooms of the *National Academy of Design*, Broadway, corner of Leonard st., which has also annual ex-

hibitions during April, May, and June; the *New York Gallery of Fine Arts*, in the Rotunda in the Park, &c., are well worth visiting.

The **ARSENAL**, in Centre st., next to the city prison, occupies the whole square, and generally contains about 50,000 stand of arms beautifully arranged, cannon, ammunition, and interesting trophies taken from the English.

#### BENEVOLENT AND MEDICAL INSTITUTIONS.

The **NEW YORK HOSPITAL**, in Broadway, between Duane and Anthony sts., has three large buildings, capable of accommodating 300 patients, and was founded in 1771. It has a branch institution for the insane, near the Bloomingdale road, about 7 m. from the city; this consists of a main building 210 ft. long, and 60 ft. wide, and two smaller buildings. It is beautifully situated on elevated ground, handsomely laid out.

The **INSTITUTION FOR THE DEAF AND DUMB**, situated on 50th st., near 4th avenue, has a building 110 ft. long, and 60 ft. wide, and accommodates 160 patients; it has a principal and 8 professors.

The **INSTITUTION FOR THE BLIND**, on 9th avenue, near 33d street, is an imposing structure of granite in the Gothic style, and generally contains about 60 pupils.

The **ORPHAN ASYLUM**, situated at Bloomingdale, near 80th st., about 5 m. from the city, is beautifully situated, overlooking the Hudson. It is a handsome building of stone, in imitation of yellow marble.

The **UNIVERSITY MEDICAL SCHOOL**, in Broadway above Bleecker st., has a splendid granite edifice, with a recessed portico of 4 columns, and contains lecture rooms, a library, and a valuable museum.

The **COLLEGE OF PHYSICIANS AND SURGEONS**, in Crosby st.



near Spring st. was founded in 1807, has 8 professors, a library of over 1000 vols., and an anatomical museum.

The STATE HOSPITAL of New York, chartered in 1839, have lately erected a suitable building on the lot of ground between 5th and 6th avenues, and 42d and 43d sts.

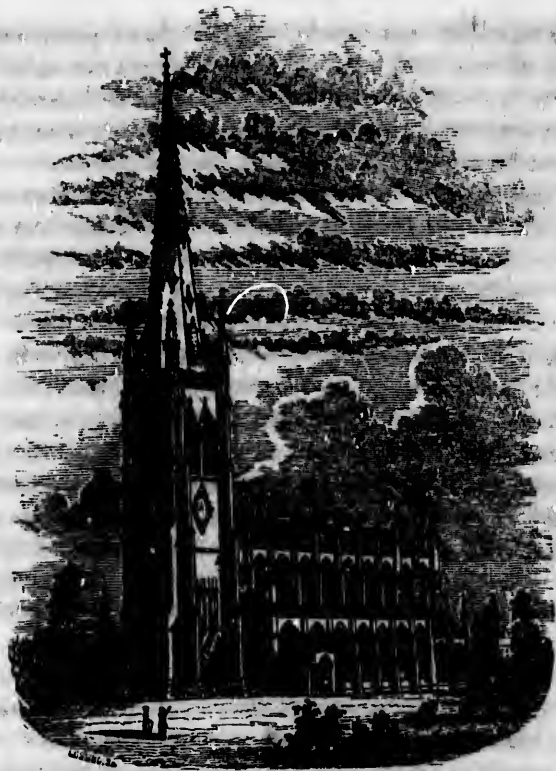
There are two *Dispensaries* in the city. On Staten Island are, the *Marine Hospital* under the direction of the Health Commissioners, the *Seamen's Retreat*, also a state institution,—and, the *Sailors' Snug Harbour*, on the N. side of the island, founded by the late Capt. Randall. The *U. S. Naval Hospital* is at Brooklyn, near the Navy Yard. At Bellevue on the East r. are several public buildings, as the the *New Almshouse* and *Hospital*,—the *House of Refuge* for juvenile delinquents; and, a *Penitentiary* for female convicts. An *Asylum for the Insane Poor* has been recently erected on Blackwell's island, where there is also a prison for male convicts.

Besides the above there are numerous other charitable and benevolent institutions, as also numerous religious associations.

#### CHURCHES.

There are 217 *Churches* in New York, many of which possess splendid edifices. The most magnificent is—

TRINITY CHURCH, *Episcopal*, one of the finest buildings in the city, and most complete Ecclesiastical Gothic structure in the U. States. It is situated on Broadway, at the head of Wall st., built of a light brown freestone, beautifully ornamented. It was commenced in 1841, finished, and consecrated on Ascension day 1846, and is 192 ft. long, 84 ft. wide, with a beautiful stone spire 264 ft. high, containing a chime of bells and a large clock, and forming one of the most prominent objects as the traveller approaches the city. The organ is the largest ever built in this country. Rev. Dr. Wainwright, rector.



TRINITY CHURCH.

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ST. PAUL'S CHAPEL, *Ep.*, on Broadway, between Fulton and Vesey sts., is 151 by 73 ft., with a spire 203 ft. high. It was erected in 1765, the steeple in 1794, and is a venerable looking building of dark gray stone. There is a large figure of St. Paul in the front, and also monuments to Gen. Montgomery who fell at Quebec, and to Emmett the Irish orator.

ST. MARK'S CHURCH, *Ep.*, on Stuyvesant st., E. of the Bowery, of dark gray stone, was built in 1799, and a steeple added in 1826. Rev. Dr. Anthon.

ST. GEORGE'S CHURCH, *Ep.*, corner of Beekman and Cliff sts. is of brown stone, erected in 1752. Rev. Dr. Tyng.

ST. JOHN'S CHAPEL, *Ep.* on Varick st. opposite St. John's square, was erected in 1810, at a cost of \$200,000. It is a beautiful edifice of brown sandstone, in the Corinthian style, 132 ft. by 80 ft., with an admirably proportioned steeple, 215 ft. high.

ST. THOMAS' CHURCH, corner Broadway and Houston sts., is a stately building, in the Gothic style, 62 ft. wide by 113 ft. deep. It was finished in 1826, and has two octagon towers 80 ft. high, one at each front corner.

GRACE CHURCH, *Ep.*, on Broadway above 10th st., is of white marble, in the form of a cross, and is one of the most splendid buildings in the city. It is in the Gothic style, with stained glass windows, and was erected in 1845, at a cost of \$145,000.

THE DUTCH REFORMED CHURCH, on Washington square, is a beautiful Gothic edifice of dark-coloured granite, erected in 1840.

THE FRENCH CHURCH, *Ep.*, corner of Franklin and Church sts.; the *First Baptist Church*, corner of Broome and Elizabeth sts.; *St. Patrick's Cathedral*, R. Catholic, corner of Prince and Mott sts.; *First Presbyterian Church*, 5th avenue, between 11th and 12th sts.; *Dutch Reformed Church*, on La-

fayette Place; *First Unitarian Church*, Broadway between Spring and Prince sts.; *Presbyterian Church*, University Place; and others, are splendid churches, for which New York is celebrated, and deserve a particular notice, and the visit of the stranger.

There are 25 *BANKS* in New York, with an aggregate capital of about \$30,000,000, many of them having splendid edifices. Several *Marine Insurance* companies with an aggregate capital of \$3,500,000; 22 *Fire Insurance* companies with a capital of \$6,360,000; and 4 *Savings Banks*.

There are 15 *Markets*, well supplied by the surrounding country.

The city is lighted with *gas* supplied by the N. Y. Gas Light company, situated at the corner of Canal and Centre sts., who have laid down 30 m. of iron pipes.

#### CROTON WATER WORKS.

The city is supplied with *water* brought from the Croton river by the most extensive works of the kind ever erected, costing over \$12,000,000. They were commenced in 1837, and finished in 1842. The Croton r. is dammed 6 m. from its mouth on the Hudson; the dam is 250 ft. long, 70 ft. wide at the bottom, 7 ft. at the top, and 40 ft. high, built of stone and cement. It creates a pond 5 m. long, covering a surface of 400 acres, and elevates the water 40 ft. From the dam the aqueduct proceeds, sometimes tunnelling through solid rocks and crossing valleys by embankments, through the valley of the Hudson 33 m. until it reaches Harlaem r. It is built of stone, brick, and cement, arched over and under, 6 ft. 3 in. wide at bottom, 7 ft. 8 in. at the top of the side walls which are 8 ft. 5 in. high, has a descent of 13½ in. per mile, and will discharge 60,000,000 gallons in 24 hours. It crosses Harlaem river on a magnifi-

cent bridge, 1450 ft. long, with 14 piers, 114 ft. above tidewater at the top, and costing nearly \$1,000,000. The receiving reservoir is at 86th st., 38 m. from the Croton dam, covers 35 acres, and contains 150,000,000 gallons. The water is conveyed to the distributing reservoir on Murray's Hill in 40th st., by iron pipes; it covers 4 acres, is 43 ft. high above the street, and holds 20,000,000 gallons. Thence the water is distributed by about 150 m. of pipe, principally from 6 to 12 in. in diameter. The introduction of this water has been of vast use, and lessened the rates of insurance 40 cts. on the dollar.

The *government* of the city is in the hands of a mayor and common councils. The city is divided into 17 wards, each of which elects an alderman, an assistant alderman, two assessors, one collector, and two constables. Pop. in 1800, 60,489; in 1840, 312,710; present pop. about 400,000. Value of real and personal estate in 1846, \$239,938,317.

## PLACES OF AMUSEMENT.

*Park Theatre*, opposite the Park, best and most fashionable; *Bowery Theatre*, Bowery near Chatham st., mediocre; *Mitchell's Olympic*, Broadway below Grand st., very popular; *Niblo's Garden*, Broadway corner of Prince st., very popular and fashionable; *Chatham Theatre*, Chatham near Roosevelt st., low comedy; *Palmo's Opera House*, Chambers st. opposite the Park, now converted into a theatre; the *American Museum*, Broadway near the Park, containing over half a million curiosities, well worth visiting; *Castle Garden*, open day and evening, and commanding a splendid view of the harbour, its islands, and other scenery; *Vauxhall Garden*, 408 Bowery; *New York Museum*, Broadway opposite the City Hall, contains an extensive and interesting collection of curiosities, and portraits.

## HOTELS.

These though numerous, are at times insufficient for the accommodation of the travelling public. The following are the principal ones.

*Astor House*, Broadway between Barclay and Vesey sts., of granite, 5 stories high.

*American Hotel*, Broadway corner of Barclay st.

*Athenæum Hotel*, 347 " " Leonard st.

*Atlantic Hotel*, 5 " near the Battery.

*Battery Hotel*, No. 8 Battery Place.

*Carlton House*, Broadway corner of Leonard st.

*City Hotel*, " between Cedar and Thames sts.

*Clinton Hotel*, Beekman corner of Nassau st.

*Croton Hotel*, (temperance) 142, Broadway.

*Dunning's Hotel*, Cortland corner of Washington st.

*Eagle Hotel*, 61 Broadway.

*Franklin House*, " corner of Dey st.

*Globe Hotel*, 66 " "

*Howard's Hotel*, " corner of Maiden Lane.

*Lovejoy's Hotel*, Park-Row, corner of Beekman st.

*Mansion House*, 39 Broadway.

*Merchant's Hotel*, Cortlandt near Greenwich st.

*Northern Hotel*, " corner of West st.

*Pacific Hotel*, 162 Greenwich st.

*Pearl Street House*, 88 Pearl st.

*Rathburn's New Hotel*, Broadway.

*United States Hotel*, Fulton, between Pearl and Master sts.

*Washington Hotel*, Broadway, corner of Reade st.

*Waverly House*, 56 Broadway.

*Western Hotel*, 9 Cortlandt st. near Broadway.

*Tammany Hall*, Nassau, corner of Frankfort st., and several other public houses, hire out rooms without meals, on the European plan.

## PLACES IN THE VICINITY OF NEW YORK.

### BROOKLYN.

THIS city is situated at the W. end of Long Island, opposite the S. portion of the city of New York, from which it is separated by the East r., about three fourths of a mile wide, and is reached by steam ferry boats, which leave from the foot of Fulton st., Catharine st., Walnut st., and Whitehall, every few minutes. It is the second place in population in the state, and the seventh in the United States; it has and still continues to increase in an unexampled manner; in 1810, the population was 4402; in 1820, 7175; in 1830, 15,396; in 1840, 36,233; and at present, is about 60,000. This extraordinary increase is owing to its facilities for communication with New York, inducing many persons to prefer Brooklyn for residence to the upper part of New York.

The ground on which Brooklyn is built is higher than that of its sister city, the air is purer, and it commands a beautiful prospect of the bay and the surrounding shores. The city is regularly laid out, with streets generally straight crossing each other at right angles, mostly paved and lighted, and ornamented with trees. The houses are well built, many of them splendid buildings, especially those erected within a few years.

The *Public Buildings*, are neat and commodious, though not of striking appearance. The foundation of a *City Hall* to cost over half a million of dollars, was laid some years, but its position was unfavourable, and the work has never progressed beyond the basement. The city authorities occupy a building formerly the Apprentices' Library building. The *Lyceum*, on Washington st., is a fine building of granite,



with a spacious lecture room. The *City Library* has a reading room, and a library of over 3000 vols. The *Hamilton Literary Association*, a flourishing institution, has an annual course of lectures. The *Jail*, in the E. part of the city, is a castellated gothic building of freestone. The *Orphan Asylum* is a very useful association, and has a spacious edifice surrounded by extensive grounds, in the E. part of the city.

There are nearly 40 *Churches* in Brooklyn, some of them splendid edifices. Three *Banks*, with an aggregate capital of \$1,000,000; and 3 *Insurance Companies*.

The most interesting objects are, the *U. S. Navy Yard* on Wallabout Bay, contains two large ship-houses for the construction of vessels, workhouses, officers' houses, &c. The *Naval Lyceum*, connected with the Yard, is a literary institution, formed in 1833, by officers connected with the post, and possesses a library and museum. The *Naval Hospital*, about half a m. E. of the Navy Yard, is a fine building, on elevated ground, and surrounded with 33 acres, well cultivated.

*Greenwood Cemetery*, containing 185 acres of beautifully ornamented grounds, in the S. part of the city, is a delightful spot. It contains many beautiful monuments, shaded walks, and a neat chapel, the whole surrounded by an ornamental railing.

The *Atlantic Dock Company*, with a capital of 1,000,000 dollars, have constructed extensive piers with large store-houses, forming a basin of 42 acres, of a depth sufficient to accommodate the largest vessels. The harbour of Brooklyn is extensive, and capable of being made more so, by an increase of its wharves, where vessels of the largest class load and unload. Its commerce and manufactures are also considerable.

Brooklyn was incorporated as a village in 1816, and as a city in 1834. It is governed by a mayor and 18 aldermen—two from each of the 9 wards, elected by the people.

Brooklyn was the scene of many stirring events during the Revolutionary war. It was occupied by the American army before the battle of Flatbush, which occurred Aug. 27, 1776, and there are now to be seen the ruins of the American fortifications, of which Fort Greene is the most interesting. After the fatal battle of Flatbush, in which more than 3000 Americans were taken or killed, while the British loss was only about 400, the Americans crossed the river to New York, and left Long Island in possession of the British. At the Wallabout, near the Navy Yard, were moored the prison ships, where the American prisoners were confined; and 11,500, after suffering all that human nature could bear, from scanty and unwholesome provisions, impure water, a pestilential atmosphere, and a want of medical attendance, yielded up their lives to British cruelty. They were slightly buried on the bank, and the sand having washed away and exposed their bones, they were collected in 1808, and deposited in 13 coffins inscribed with the names of the original 13 states, and placed in a vault beneath a suitable building erected for the purpose, in Jackson st. near the Navy Yard. It is a square edifice, surmounted with the American eagle, and surrounded by a neat fence. The ceremonies at which 15,000 persons were present, were very imposing.

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The FORTS on the islands in the harbour form an interesting sight for visitors, who reach them by row-boats from Castle Garden bridge.

The HARLAEM railroad, incorporated in 1831, extends 27m. from the City Hall to WHITE PLAINS, passing through *Yorkville* and *Harlaem*, and a tunnel excavated in the solid rock for one fourth of a mile.

Numerous excursions are made by steamboats to the towns on the Hudson; to WEEHAWKEN, HOBOKEN, HARSIMUS, and

**JERSEY CITY**, on the W. side of the Hudson, on the Jersey shore opposite to New York.

**NEWARK, ELIZABETHTOWN, RAHWAY, NEW BRUNSWICK, PASSAIC FALLS, ELIZABETHPORT, and PERTH AMBOY**, are all towns in New Jersey, mostly reached by railroads from Jersey City.

**NEW BRIGHTON**, the *Quarantine ground*, and *Tompkinsville*, are very beautiful places on Staten Island, for which steamboats leave the lower part of the city every hour.

**LONG ISLAND** has many pleasant places for resort. *Flushing* 9 m., containing the Linnean Botanic Garden; *Jamaica* 12 m., and *Jamaica Bay*, excellent sport for wild fowl; *Rockaway Beach* 22 m., a celebrated watering place, with splendid hotels, and delightful sea bathing; *Flatbush* 5 m., delightfully situated; *Coney Island*, a bathing place of great resort; *East New York* and *Union Race Course*, where the races are held; *Hempstead* 24 m., a delightful place for residence; *Fort Hamilton* at the "Narrows," and *Bath-House* at Gravesend Bay, favourite bathing places; *Glen-Cove*, *Oyster Bay*, and *Cold Springs*, are on the N. side; *New-Rochelle* and *Williamsburg*, are all pleasant places for summer resort.

The above places on Long Island, are reached either by cars and stages leaving Brooklyn, or by steamboats from New York.

Various places on the island of New York, above the city, as *West Farms*, *Eastchester*, *Mamaroneck*, *Rye* and *Portchester* on the Sound, are reached by stages from *Williams' Bridge*, on the line of the Harlaem railroad.

**SCHOOLEY'S MOUNTAIN**, 58 m. from New York, is reached by steamboat to *Elizabethport* 12 m., to *Somerville* by r. r. 26 m., thence by stage 20 m. It is a delightful and fashionable summer resort, on account of its high situation commanding an extensive prospect, and its mineral springs. *Belmont Hall*, at an elevation of 2,000 ft., is a capital house.

LONG BRANCH, 30 m. S. of New York, on the E. shore of New Jersey, facing the Atlantic ocean; and CAPE MAY, further down the coast, at the mouth of Delaware Bay, are thronged every summer by the votaries of fashion, and those fond of sea bathing.

The *Ocean House*, *Shrewsbury*, *Red Banks*, and *Tinton Falls*, near *Sandy Hook*, are favourite places, nearer New York, and reached by steamboats which leave from near Fulton market on the East river, daily.

The PASSAIC FALLS, reached by R. R. from Jersey City, are 17 m. from New York, near the manufacturing village of Paterson, N. J. The Passaic here descends in the whole, 60 or 70 ft. It descends with great swiftness over a steep slope and then falls 30 or 40 ft. into a narrow, romantic cavern, from whence it is diverted at nearly right angles from its previous course by a lofty wall of perpendicular rock, and after a short distance empties into a broad, dark pool which is walled in by huge perpendicular cliffs 80 or 90 ft. high. From thence it makes another short turn and flows in nearly the same direction as above the falls, through a fertile and beautiful valley, forming a striking contrast to the picturesque and romantic scenes above. The amount of water taken from the river for manufacturing purposes within a few years, has much lessened the beauty of the falls.

## ROUTES FROM NEW YORK.

### TO ALBANY AND TROY.

I. *By Steamboats on the Hudson r.*, which leave morning and evening from foot of Barclay and foot of Cortlandt st., and evening only, from Pier 14 N. R., between Liberty and Cortlandt sts. ; from Pier 18 N. R., foot of Cortlandt st., and from Pier 24 N. R., west, between Barclay and Robinson streets. See p. 65.

II. *By Steamboat and R. R. route, via Housatonic R. R.*, 196 m.—14 hours to Albany.

Passengers take the steamboat, which leaves the foot of Market st. E. R., to Bridgeport, Ct., 60 m.

By R. R. to Massachusetts State Line, 74 m.

By do. to West Stockbridge, 24 m.

By do. to Albany, 38 m.

By do. to Troy, 6 m.

### WINTER ARRANGEMENTS.

III. During the close of navigation, passengers take the steamboat from Pier 14 N. R., foot of Liberty st., through Long Island Sound to New Haven, thence by R. R. to Hartford and Springfield, as on p. 193, and from Springfield over the Western R. R. to Albany and Troy, as on p. 246. During this season, this is the pleasantest and most expeditious route.

IV. *By Stage on the E. side of Hudson r. via King's Bridge*, 13 m. Yonkers 17, Dobb's Ferry 22, Tarrytown 28, Sing Sing 34, Cortlandtown 38, Peekskill 45, Philipsburg 54, Fishkill 64, Wappinger's creek 71, Poughkeepsie 78, Hyde Park 84, Staatsburg 88, Rhinebeck 94, Red Hook 100, Cler-

mont 108, Livingston 112, Hudson 120, Stockport 126, Stuyvesant Falls 130, Kinderhook 133, Schodack Centre 142, Greenbush 149, Albany 150, Troy 156.

Most of the above places are described on pp. 65 to 78.

V. *By Steamboat to Piermont* 24 m. thence by Erie R. R. to Ramapo 44 m. Monroe works 52 m. Turner's Depot 57 m; thence by stage on the W. side of the Hudson, via Newburgh 74 m. Milton 86, Esopus 99, Rondout 107, Kingston 109, Saugerties 121, Malden 124, Catskill 133, Athens 139, Coxsackie 147, New Baltimore 153, Coeymans 155, Albany 167. See pp. 65 to 78.

TO BOSTON.

There are four great routes to this city.

I. *Steamboat and R. Road route via New Haven and Springfield*, 238 m. through in 13½ hours. See p. 193.

Passengers take the steamboat starting every morning from Peck slip, on the East r. to New Haven, 78 m., time 5 h.

Then by R. R. to Hartford 36 m., time 2 h.

To Springfield by do. 26 m., time 1½ h.

To Worcester by do. 54 m., time 2¾ h.

To Boston by do. 44 m., time 2¼ h.

II. *R. Road and Steamboat line, via Long Island*, 238 m., time 10½ h., the quickest and most picturesque route. See p. 202.

By the South Ferry to Brookiyn, 1 m.

By the Long Island R. R. to Greenport, 96 m.

By Steamboat to Allyn's Point, 32 m.

By R. R. to Norwich, 7 m.

By do. to Worcester, 59 m.

By do. to Boston, 44 m.

III. *By Steamboat and R. R. via Stonington, and Providence*, 214 m., 13½ h. See p. 203.

By Steamboat from the foot of Battery Place to  
Stonington, 125 m. 9½ h.

By R. R. to Providence, 47 m. 2 h.

By do. to Boston, 42 m. 2 h.

IV. *By Steamboat and R. R. via Norwich, Ct.*, 238 m.,  
13½ h. See p. 202.

By Steamboat from Pier No. 1, North r. via New  
London to Allyn's Point, 128 m., 9 h.

By R. R. to Norwich, 7 m.

By do. to Worcester, 59 m. } 4½ h.

By do. to Boston, 44 m. }

V. *By Steamboat and R. R. via Providence.*

Passengers take the steamboats, which are of the first  
class, furnished with private state rooms and life-boats, from  
Pier No. 1, North r. foot of Battery Place, at 5 P. M., Sundays  
excepted, and arrive early the next morning. See p. 204.

TO NEWARK, ELIZABETHTOWN, RAHWAY, AND NEW  
BRUNSWICK.

Steamboats leave the foot of Barclay st. several times  
during the day for Jersey City, from whence the cars are  
taken for the above places.

TO PATERSON. 17 M.

By Steamboat from foot of Cortland st. to Jersey City,  
where the cars start for the above place.

TO MORRISTOWN, N. J.

To Newark as above, from whence the cars leave for Mor-  
ristown at 10 A. M. and 4 P. M.

TO ELIZABETHTOWN AND SOMERVILLE. 38 M.

To Elizabethtown as above, or by the steamboats which

leave the foot of Battery Place daily, for New Brighton, Port Richmond, and Elizabethport. From whence the cars leave for Somerville, 26 m.

TO HARLAEM AND WHITE PLAINS.

The cars leave the City Hall, at almost every hour of the day, for White Plains, 26 m., through in 1 h. 45 m., Fare 50 cts.

For Harlaem, 8 m. run every 6 minutes. Fare 12½ cts.

From White Plains stages run to Danbury, Ct., 41 m. via Bedford 16 m.

TO MIDDLETOWN, *Orange Co.* 77 M.

Passengers take the steamboat which leaves the foot of Duane st. daily, Sundays excepted, at 8 A. M. and 3 P. M. to Piermont 24 m. time 1 h. 45 m. From Piermont the cars on the N. York and Erie R. R. run to Middletown via Goshen, in 3 h. 45 m. Total distance, 77 m., Fare \$1,75, time 5½ hours.

TO DUNKIRK. 438 M.

By Steamboat and R. R. to Middletown, as above, thence by stage to Bloomingburg 88 m., Wurtsboro' 91, Monticello 103, Pleasant Mount 146, New Milford 167, Binghamton 190, Owego 211, Athens, Pa., 232, Chemung 237, Elmira 250, Corning 266, Bath 286, Howard 298, Angelica 329, Ellicottsville 327, Waterboro' 398, Jamestown 408, Holdenville 427, Fredonia 435, Dunkirk 438.

TO BARCELONA. 437 M.

To Jamestown 408 m. as above, thence through Harmony 416, Magnolia 423, Maysville 429, Westfield 435, Barcelona 437.



TO ROCHESTER, via *Owego*, *Geneseo*, &c.

To Bath 236 m. as above, Kennedysville 290, Conhocton 302, Dansville 316, Sparta 319, Groveland 324, Geneseo 336, Avon 344, Rush 352, Henrietta 357, Rochester 364.

TO ITHACA, via *Paterson*, N. J., *Milford*, Pa., and *Honesdale*. 210 M.

By Steamboat to Jersey City 1 m., thence by R. R. to Paterson 17, and by stage to Pompton 26, New Foundland 35, Stockholm 39, Hamburg 48, Deckertown 53, Libertyville 56, Milford, Pa. 70, Darlingsville 82, Tafton 92, Honesdale 105, Waymart 114, Carbondale 120, Dundaff 128, Lenox 136, Brooklyn 145, Montrose 152, Forest Lake 158, Friendsville 164, Warrenham 172, Owego, N. Y. 181, thence by R. R. to Ithaca 210.

TO GENEVA, via *Piermont*, *Owego*, and *Ithaca*.

To Owego as above, 211 m., thence by R. R. to Candor 221, Wilseyville 226, Ithaca 240, and by steamboat to Ludlowville 247, Frog Point 252, Sheldrake Point 262, Aurora 270, Springport 276, Cayuga Bridge 282, then by R. R. to Seneca Falls 287, Waterloo 291, Geneva 298. (See p. 120.) If you prefer the stage to the steamboat, the former can be taken at Ithaca direct to Geneva, 290 m. by this route.

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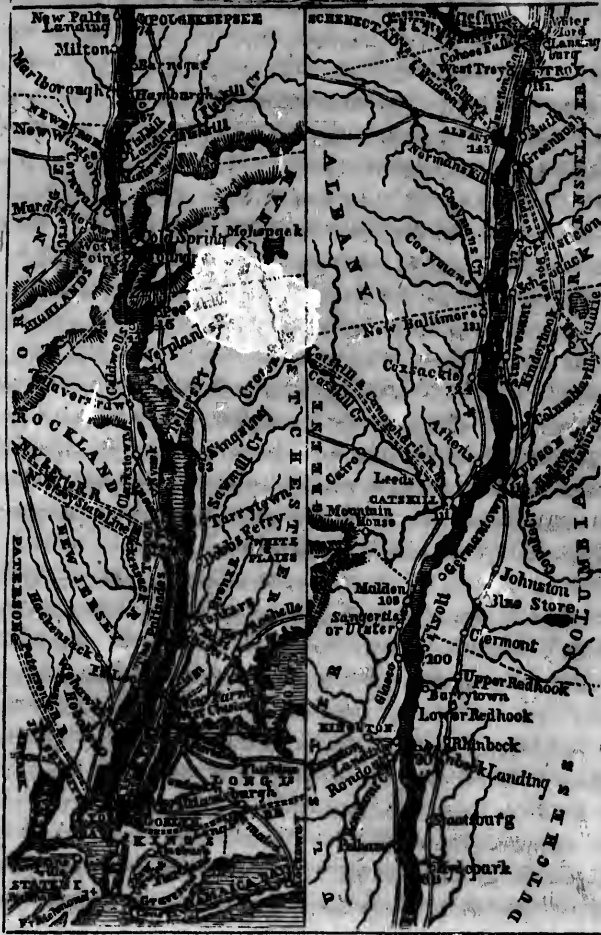
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**MAP OF THE HUDSON RIVER,**  
 As far as Navigable.....With the distances from New York.



## TO ALBANY AND TROY. 150 M.

During the season of navigation on the Hudson, which lasts from the beginning of spring to the commencement of winter, passengers will find numerous splendid and commodious steamboats plying between New York and the various places on the river, which leave morning and evening. The usual time to Albany and Troy, including stoppages, is about 10 or 12 hours. Although the accommodations in the night boats are excellent, still we would advise travellers to start in the morning line, as they will then have an opportunity of enjoying some of the most beautiful river scenery in the world, the Hudson being the Rhine of the United States.

As the boat leaves the wharf and gets into the middle of the stream, the passenger will find ample scope for observation and admiration. The view southwardly embraces the Harbour studded with Governor's, Bedlow's, and Ellis' Islands, with glimpses of Long Island, Staten Island, the Narrows and N. York bay in the distance; on the W. the Jersey shore and its towns and cottages; and on the E. the city with its forest of shipping, its wharves, and the numerous spires towering above the mass of buildings.

*Hoboken*, on the W. side, is a charming spot, where the citizens in the heat of summer, spend many a pleasant afternoon.

*Weehawken*, on the W. 4 m. from N. Y. is a beautifully wooded cliff, with bold, rocky bluffs, on the summit of which are a hotel and handsome villa. On the margin of the river is the spot where Alex. Hamilton fell in his duel with Aaron Burr, in 1804. Here commence the *Palisades*, and extend about 20 m. to Tappan.

*Bloomingdale*, on the E. 5 m. from N. Y. contains a few scattered houses, and standing conspicuous amongst them

the Orphan Asylum, a beautiful building surrounded by cultivated grounds. About 2 miles farther, is the Lunatic asylum.

*Bull's Ferry*, on the W. 6 m. from N. Y. connected with the city by a ferry, and is a place of considerable resort.

*Manhattanville*, on the E. 8 m. from N. Y. contains about 500 inhabitants. About  $1\frac{1}{2}$  m. E. toward East r. is the village of Harlaem.

*Fort Washington*, on the E. 7 m. from N. Y., is 238 ft. above the river. This place was captured by the British and Hessians in 1776, after the capture of the city, and the garrison of 2600 men, were either killed or confined in the prison ships at Wallabout bay, near Brooklyn. To the E. of the fort is *White Plains*, where the sanguinary battle was fought.

*Fort Lee*, on the W., nearly opposite, is 300 ft. above the river; it was surrendered shortly after Fort Washington. A ferry boat plies between the village and New York.

The PALISADES, which commence north of Weehawken, here rise almost perpendicularly from the water. They consist of a range of columnar rock, from 50 to 500 ft. in height, and for nearly the whole of the 20 m. to Piermont, form a majestic wall of solid rock, diversified only by an occasional fishing cottage at their base, or wood slides down their sides. The channel of the river being near their base, they are seen to great advantage from the deck.

On the E. side, 13 m. from N. Y., is *Spuyten Devil's Creek*, at the end of New York Island, and connecting with Harlaem r. on the E. On the N. bank is *Fort Independence*, in Westchester county.

The shore on the E. side is here varied by hill and dale, with beautifully situated country residences scattered here and there, overlooking the river. Back of the valleys, near the shore, the country rises in rocky hills and becomes more precipitous the farther you advance through Westchester co. and is in fact the commencement of the Fishkill mountains

which connect with the Taughannic and Green mountains in Vermont.

*Phillipsburg* or *Yonkers* on the E. side 16 m. from N. Y. is a small but neat village, connected with N. Y. by the daily line of steamboats that run to Sing-Sing, and Peekskill.

*Hastings*, 20 m. from N. Y. and *Dobb's Ferry* 22 m. are small scattered villages. Nearly opposite the latter, is the state line between New York and New Jersey, and from which point both sides of the Hudson are in N. York state. Opposite *Dobb's Ferry*, the Palisades terminate abruptly in a hill 549 ft. high, which together with the Pier running for a mile into Tappan sea, has given the name to

PIERMONT, or *Tappan's Landing*, 24 m. from N. York. This is a considerable town containing over 1,000 inhabitants, and is the terminus of the N. York and Erie R. R. which runs out to the end of the pier. The line as laid out extends from Piermont to Dunkirk on Lake Erie, 446 m., but is finished only as far as Middletown 53 m. Two or three miles W. of the town is the old town of Tappan the head quarters of Washington for a time, and the place where Major André was executed Oct. 2nd, 1780. His grave is still shown, although his remains were conveyed to England some years ago by order of the British government.

At Piermont the Hudson expands to a width of from 2 to 5 m. in width, forming *Tappan Bay*, extending about 10 m. as far as *Teller's pt.* Here the scenery on either shore is extremely picturesque and beautiful.

*Irving*, on the E. side 26 m. from N. Y. is a scattered settlement, near which is the beautiful country seat of Washington Irving.

*Tarrytown*, on the E. side, 27 m. from N. Y. is beautifully situated, and contains about 1000 inhabitants. It is famous as being the spot where André was captured by three militia men, on his return from his interview with the traitor Ar-

nold at West Point. Near Tarrytown is the Irving Institute, a venerable Reformed Dutch Church erected in the 17th century, and "Sleepy Hollow" the scene of Washington Irving's tale of that name in the Sketch Book.

*Nyack*, on the W. side, 28 m. from N. Y. is a thriving place and pleasantly situated.

SING SING, on the E. side, 33 m. from N. Y. is well situated partly in a ravine and partly on a hill rising gradually to the height of 200 ft. It was incorporated in 1803, and contains 4 churches and about 2500 inhabitants. The most prominent object is the Mt. Pleasant State Prison, constructed of rough dressed marble, quarried and erected by the prisoners. It consists of a main building 480 ft. long by 44 ft. wide, 5 stories high, containing 1000 cells, and fronting on the bay. In front and rear are various workshops, with the keeper's house, a chapel, kitchen, hospital, storehouses, and a separate building for female convicts. The 130 acres belonging to the prison, contain vast quarries of marble, which are worked by the prisoners. There is also a silver and a copper mine. The Croton aqueduct bridge across Sing-Sing creek is built in the best manner.

On the opposite side of the bay is *Slaughter's Landing*, to the west of which is Rockland Lake, from whence large quantities of ice are annually sent to New York. At the base of Verdreitjes Hook 668 ft. high is the spot where André landed.

*Teller's Point*, projects into the river more than a mile, immediately above the confluence of the Croton r. with the Hudson, and at the entrance of Haverstraw bay, another expansion of the Hudson of 2 or 3 m. in width and 6 m. long.

*Haverstraw* or *Warren*, is on the W. side, 36 m. from N. Y. in the rear of which are some very high hills, and near which is *Smith's House*, where André was concealed.

*Grassy Point* is a steamboat landing 2 m. above.



*Stoney Point* on the W. side, 39 m. from N. Y. is celebrated in the history of the Revolution. There is now a lighthouse where the old fortification stood. *Verplanck's Point* on the other side, is an excellent landing, and in connection with *Stoney Pt.* was the first important positions north of the city of N. York, which the Americans attempted to defend against the passage of the British down the river, which is here only half a mile in width. During the winter the river is navigable to these points; after passing which the river becomes contracted, with high and picturesque mountains on either side forming prominent objects in the beautiful scenery.

*Gibraltar* or *Caldwell's Landing*, on the W. side, 42 m. from N. York, and 101 m. from Albany, is the first place at which the large class of steamboats stop. *Dunderberg Mt.* rises almost abruptly from the river in the rear of the landing. The landing is at the south entrance of the "Highlands," and is connected by a steam ferry with

*Peekskill*, on the opposite side, a thriving village, incorporated in 1837, and containing about 2,000 inhabitants, 7 churches, and 6 public houses. During the Revolutionary war, in 1777, it was the head quarters of Genl. Putnam, who here hung two spies on an oak tree, still standing on Oak Hill.

Passengers can here take stages to Ridgefield, Conn. via Somers and North Salem; to Carmel village, via Red Mills and Mahopack; and in the hottest part of summer twice a day to Mahopack lake, a beautiful sheet of water, about a mile in diameter, and one of the resources of the Croton r. The accommodations are good, and the fishing excellent.

At the mouth of the Peekskill creek is *Fort Independence* near which is a public house delightfully situated, and having good accommodations for a summer retreat.

The river now takes a sudden turn to the west for about a mile, denominated '*the Horse Race*,' and winds round the



base of *Anthony's Nose* 1128 ft. in height, one of the peaks of the Highlands, which are the grandest and next to the Palisades, the most remarkable feature of the Hudson scenery. They are about 16 m. in width and extend on both sides the Hudson, for about 20 m. The river now enters classic ground, as many of the points are celebrated in American history.

The sites of *Forts Clinton* and *Montgomery* are on the W. side of the r. from whence *chevaux-de-frise*; boom and chains, were stretched across to the base of *Anthony's Nose*, in 1777. The forts were garrisoned by 600 men, and on the 6th of Oct. 1777, were attacked by the British 3,000 strong, under Sir Henry Clinton, and captured during the night, there not being a sufficient number to man the lines.

*Sugar Loaf*, is a lofty summit on the E. side, at the base of which is the house where the traitor Arnold lived. About half a mile beyond, on the W. side, are the *Buttermilk Falls*, 49 m. from N. Y. About a mile farther, *Kosciusko's* garden and monument are distinctly seen.

WEST POINT, 52 m. from N. Y., is romantically situated on the W. side. It was one of the most impregnable posts during the revolutionary war, and derives its present importance from the U. S. military academy located here. It was this post that Arnold had agreed to place in the enemy's hands, having at the time the command of it; but his treason was discovered by the capture of André at Tarrytown, and he himself escaped from *Robinson's House*, on the E. side where he had his head quarters. In 1794, a *Military School* was commenced, at the recommendation of Genl. Washington, in a building which was burnt two years after, and the school suspended until 1802, when it was re-established by Congress. There is now, a stone building in Gothic style, 150 ft. long by 60 ft. wide, with three towers; it contains the library room, which is ornamented by paint-

ings and designs, and has nearly 15,000 vols.; the philosophical room with a fine apparatus; and the astronomical part, which has very complete instruments and an observatory covered by a dome in the central tower weighing 4 tons. The chapel is 50 ft. in front by 70 ft. deep. The academy is a fine stone building 275 ft. long by 75 ft. wide, 3 stories high, and contains a riding hall, recitation rooms, various offices, an engineering room furnished with beautiful models of fortification and civil engineering, as well as of architecture, &c., two spacious galleries for painting and sculpture, and a chemical laboratory. The *Hospital* is a stone edifice near the bank of the river, commanding a fine prospect and admirably fitted up. In the military laboratory are workshops and various kinds of ordnance, some of revolutionary memory, amongst which are the remains of the immense chain which was stretched across the river in 1777. There are also two large stone barracks occupied by 250 cadets, the number authorized by law; a mess-hall, two cavalry stables, several workshops and store-rooms, 17 dwellings, occupied by the officers of the institution, a magazine, a laboratory, soldiers' barracks, a store, and about 25 dwellings occupied by families connected with the military school, and about 900 inhabitants.

There is a fine *Hotel* for the accommodation of visitors, and the traveller will be well repaid for spending a day here, especially in the summer season. On landing, every one who arrives is requested by a soldier to enter his name, and on leaving the same is done; thus the commander knows of all arrivals and departures. The surrounding places of note are extremely interesting. The cadets have erected a monument to *Kosciusko*, the Polish general, at an expense of \$5,000; *Kosciusko's* garden is a wild and romantic spot; in the back ground and elevated on a mass of rocks 596 ft. in height, is the site of *Fort Putnam*, from whence a beautiful

view of the country can be had ; Fort Clinton is situated at the extreme eastern point of this military position, 160 ft. above tide water ; there are also numerous other fortified points built under the direction of Kosciusko, as engineer.

There are now connected with West Point academy 34 officers and professors, a company of artillery and a detachment of dragoons, besides the cadets, who generally remain for four years, in which time they are qualified to become subaltern officers of the army.

West Point Iron foundry is on the E. side a mile north, opposite to which is *Crow's Nest* 1418 ft. in height, and *Butler Hill* 1529 ft. in height.

*Cold Spring*, on the E. side, 54 m. from N. Y. is a thriving manufacturing village. Immediately above are *Bull Hill* 1486 ft. in height, *Breakneck Hill* 1187 ft. and which has the curious rocky projection called 'Anthony's face,' and *Beacon Hill* or Grand Sachem 1685 ft. being the loftiest peak of the Highlands. At the base of these cliffs are extensive quarries, and near the shore is Polopel's Island, a large mass of rock. Here the river expands to the width of a mile for 5 or 6 m. which is called Newburgh Bay, and for the whole length presents a delightful prospect.

*New Cornwall* 57 m. and *New Windsor* 59 m. from N. Y. are small villages on the W. side, the latter being the birth-place of the distinguished De Witt Clinton.

*Newburgh*, on the W. side, 61 m. from N. Y. is well situated, and is seen to great advantage from the water, as the ground rises rapidly from the river to the height of 300 ft. The town was incorporated in 1800 and now contains nearly a thousand dwellings and a population of 8933 ; also a courthouse, a jail, 10 churches, an Associate Reformed Theological seminary, 3 banks, numerous stores and manufactories, 2 public libraries, 14 taverns, and several good seminaries. From its situation it commands an extensive intercourse with

the fertile country to the west, and is also connected with New York by four steamboats and several sloops and freight barges; a steam ferry connects it with Fishkill on the opposite side, and large quantities of lumber, live stock, coal, manufactures, &c. are transported to different ports. The Hudson and Delaware R. R. to connect the two rivers and join the N. Y. and Erie R. R. has been graded. The old stone house in which Gen. Washington had his head-quarters is still standing, and here the army was disbanded June 23rd 1783. The famous "Newburg Letters" attempting to excite mutiny in the army were dated at this place.

A line of stages runs to *Binghamton* 122 m. where it connects with lines running north and south, and with a continuous line west to *Barcelona* on Lake Erie 357 m. passing through Owego, Elmira, Bath, Angelica, Ellicotville, and Mayville.

*Fishkill Landing*, 64 m. *New Hamburg* 67 m. *Barnegat* 70 m. from N. Y. on the E. side; and *Hampton* 68 m. *Marlborough* 70 m. and *Milton Landing* 72 m. from N. Y. on the W. side, are small but thriving villages situated in a beautiful and fertile country containing also some handsome country residences.

POUGHKEEPSIE, on the E. side 74 m. from N. Y. and 71 m. from Albany may be considered nearly equi-distant between the two cities. The village is one of the handsomest and most flourishing in the state. The main part is but little seen from the river being on a plain elevated 200 ft. It is handsomely laid out and well paved, and supplied with water from the vicinity brought into a reservoir and distributed through the streets. It contains about 1200 houses, handsomely and compactly built, 10,000 inhabitants, a courthouse, a jail, 3 banks, a lyceum, 14 churches, several hotels, numerous schools, and a number of mechanical and manufacturing establishments. Two companies are engaged in the

whale trade, and one in the silk business; there is also an extensive pin manufactory, and two large breweries. It is connected with New York, and various places on the river by several steamboats, sloops, and freight barges. In the N. E. part of the town on College Hill is the Poughkeepsie Collegiate School, a splendid edifice 115 ft. long, built after the model of the Parthenon, and forming a prominent object in the scenery on approaching from the river.

After leaving Poughkeepsie the river bends to the W. called Crum Elbow, and then passes through a delightful country studded with beautiful country seats and the villages of *Hyde Park Landing* 80 m. and *Staatsburg Landing* 85 m. from N. York, on the W. side; and *New Paltz Landing* and *Pellham* 84 m. from N. Y. on the E. side. The most striking country seats on the E. side are those of the late Dr. Hosack, now Mr. Langdon's, Gen. M. Lewis, and Wm. Emmet; on the W. side, those of Dr. Gedney, Mr. Russell, and R. L. Pell.

*Rondout*, on the W. side, 90 m. from N. Y. is situated at the mouth of Rondout creek. It is quite a business place and contains about 1,500 inhabitants. The Delaware and Hudson canal 108 m. in length, extends in connection with a railroad of 16 m. to the Pennsylvania coal mines, from Eddyville, 2 m. above Rondout. Kingston Light house on the river was built by the U. S. government.

*Kingston Landing*, on the W. side 91 m. from N. Y. takes its name from the village of Kingston, situated 3 m. W. of the landing, to which stages are constantly running. Stages leave Kingston 3 times a week for *Delhi*, and for *Ellenville*.

*Rhinebeck Landing*, on the E. side, 90 m. from N. Y. was early settled by families from the Rhine. It is surrounded with beautiful country seats.

*The Catskill Mountains*, 12 or 15 miles W. of the river now become conspicuous. In clear weather the Catskill Mountain House, 3000 ft. above the Hudson, is distinctly visible.

The noble and varied prospect and the clear cool air to be enjoyed at this house renders it a delightful summer retreat.

*Tarrytown*, or *Lower Red Hook*, 97 m. and *Tivoli* or *Upper Red Hook Landing*, 100 m. from N. Y. on the W. side are delightfully situated amidst numerous country residences.

*Glasgow* on the W. side is a small village, 2 m. N. of which is

*Saugerties* or *Ulster*, on the W. side, 101 m. from N. Y., a large village containing about 2,000 inhabitants, and situated on the Esopus near its entrance into the Hudson. It contains a number of manufactories driven by the vast water-power derived from a waterfall in the Esopus. The village is connected by stages with

*Bristol* or *Malden*, 2 m. above Saugerties, and where steamboats land their passengers.

*Germantown*, 105 m. and *East Camp* 107 m. on the E. side and *West Camp* opposite, are small towns, settled by the Dutch.

*Catskill*, on the W. side, 111 m. from N. Y. situated on both sides of Catskill creek, is a pleasant village, containing 5339 inhabitants, a courthouse, jail, 2 banking houses, 5 churches, numerous mechanical and manufacturing establishments, and several public houses. It is connected with N. York and other places by steamboats and barges. The Catskill and Canajoharie R. R. is finished as far as Livingstonville. A steam ferry connects the village with *Oak Hill*, nearly opposite.

About 12 m. S. W. of Catskill is *Pine Orchard*, a fashionable summer resort. The Mountain House, a spacious hotel 140 ft. long and 24 ft. wide, 4 stories high, is on the eastern verge of a table rock of about 6 acres in extent, and within a few feet of the verge of a precipice of perpendicular rock 100 feet deep. It is elevated 2212 ft. above the level of the

Hudson, which gives to the atmosphere a most delightful coolness. On the S. is a gradually rising elevation, and on the W. peaks 3800 ft. in height; from the piazza of the house, to the eastward, is presented one of the noblest and most picturesque views in the country, embracing the Hudson for 60 m. dotted with vessels, and numerous farms, and villages between the Green Mountains of Vermont on the north, and the Highlands in the south. Stages leave the landing daily, and after an uninteresting ride of 9 m. arrive at the foot of the mountain and commence the rugged ascent over a good but circuitous road of 3 m.; frequently after ascending the mountain you behold the valley drenched with rain, while the sky is clear above you. Two miles W. of Pine orchard are the Kaaterskill Falls formed by the outlets of two ponds united and falling over a perpendicular rock 180 ft. and another of 80 ft. in height, and emptying through a deep chasm into the plain below.

Lines of stages leave Catskill daily for *Delhi*; two tri-weekly for *Ithaca*, and *Spraker's Basin*, the latter uniting with the Erie Canal and western railroads; one semi-weekly to *Prattsville*, via Hunter and Lexington; and one twice daily via Athens to

Hudson, on the E. side, 116 m. from N. Y. and 29 m. from Albany. The city is situated on a plain, 60 ft. above the level of the river, is regularly laid out, and is a place of much trade and importance, containing a population of 5672. From the promenade on the river, the principal street, extends S. E. more than a mile, with a gentle ascent to Prospect Hill, near 200 ft., with a smoothly rounded surface, and commanding an excellent view of the city, the river, the village of Athens opposite, and the Catskill mountains in the distance. The courthouse, a splendid building of marble and blue limestone, stands on a square in the S. part of the city, is 116 ft. long, and consists of a main building surmounted



with a dome 40 ft. high, and two wings, entered through an Ionic portico. The city was chartered in 1785, and now contains 8 churches, several academies, a Franklin Library Association, a lunatic asylum, 2 banks, 2 public markets, and 5 hotels. The city is supplied with pure water conducted through pipes from a spring 2 m. distant. There are 7 or 8 whaleships owned here, 4 steamboats, and other vessels. The Hudson and Berkshire R. R. extends 34 m. to *West Stockbridge, Mass.*, connecting with the railroad to Albany on the N. and Boston on the E., and during the close of navigation with Bridgeport, Conn., on the S.

A steam ferry boat crosses the river to *Athens*, between which and *Lunenburg* is the small rocky island upon which the steamboat *Swallow* was wrecked on the night of April 7th, 1845, on her passage down the river.

*Four-mile-Point*, on the W. side, 120 m. from N. Y. is a prominent hill on which stands a light-house, and is at the head of ship navigation on the Hudson. On the opposite side Kinderhook creek enters the Hudson, on the north bank of which is the celebrated Manual Labour School.

*Coxackie*, on the W. side, 124 m. from N. Y., is a convenient steamboat landing, containing 4 public houses, a shipyard and dry dock, 3 churches, of which the Dutch Reformed and Baptist form prominent objects, and numerous brick yards.

*Stuyvesant*, on the E. side, 128 m. and *Kinderhook Landing* 129 m. are small business places; about 3 m. to the E. of the latter, is the birthplace and residence of Ex. President Van Buren.

*New Baltimore*, and *Coeymans*, on the W. side, are small villages rising from the river and seen to advantage. Between them lies Barren Island, which was fortified by the Patroon of Rensselaerwyck, in 1644.

*Coeymans* being the last stopping place on the route, we



pass by the villages of *Schodack* 133 m. *Castleton* 136 m. on the E. side, and *Van Wees Point* 138 m. on the W., situated in a delightful country, studded with handsome country seats; and also pass numerous islands and the overslaugh bar. As we approach Albany we notice *Greenbush* on the opposite side, with the Engine house, Freight house, and Hotel of the Boston R. R. standing prominently forth; and directly opposite the city itself rising upon the hill with its numerous domes, and spires, conspicuous amongst which are those of the Capitol, Exchange, City Hall, State Hall, &c.

## ALBANY.

ALBANY city, the capital of New York, is on the W. side of the Hudson r. 145 m. N. of N. York, by the river. Pop. in 1810, 9,356, 1840, 33,721. The city rises almost abruptly from the river, in the space of a mile to 220 ft. Its streets are many of them narrow, although those laid out within a few years are more regular, and spacious; the principal ones are Market, Pearl and State sts.; the two former run parallel with the river, and the latter is from 150 to 170 ft. wide, extending from the Capitol to the Hudson, nearly E. and W.

The principal public buildings are:

*The Capitol*, at the head of State st. occupied by the Legislature and State Courts, is 115 ft. long, 90 wide, and cost \$120,000. It fronts on a handsome square formed by the Capitol and Academy parks, which are enclosed with iron railings and beautifully laid out. *The City Hall*, a splendid marble edifice, with a gilded dome; and the *State Hall*, also of white marble, containing the public offices, are both on the E. side of the square. On the N. side is the Albany Academy, a fine edifice of freestone. The Merchant's Exchange, built of granite, at the foot of State st. contains the

P. office, stores, &c. On Eagle st. S. of the square is the County Jail and Medical College, the latter possessing a very valuable museum. There are also the Poor House, in the S. W. part of the city, the Albany Orphan Asylum, the St. John's Orphan Asylum, and other benevolent, and religious institutions. Albany also contains 11 public squares, 3 markets, 10 public school buildings, and a State arsenal. There are 8 banks with an aggregate capital of \$2,751,000, and four insurance companies, with a total capital of \$700,000.

The city contains 30 churches, of which the Baptist church, near the academy, is a very elegant building.

There are two ferries crossing the Hudson; numerous steam and tow-boats ply between the city and N. York, besides many sloops plying on the river. By the Erie Canal and a continuous line of railroads, Albany is connected with Buffalo, and the trade of the West; by the Champlain Canal with the North; and by a chain of railroads with the East. A railroad also extends to Saratoga. There are also 18 lines of stages to different places. A spacious basin is constructed on the margin of the river, for the reception of canal boats and the protection of sloops from the ice. The pier is  $1\frac{1}{2}$  m. long, by 80 ft. wide, and spacious stores have been erected upon it.

## ROUTES FROM ALBANY.

### TO BALLSTON SPA AND SARATOGA SPRINGS, 37 M.

I. By the Mohawk and Hudson R. R. to Schenectady 16 m.

“ “ Saratoga and Schenectady R. R. to Ballston Spa, 14 m.

“ “ Saratoga and Schenectady R. R. to Saratoga Springs, 7 m. See p. 83.

II. To Troy, 6 m. from thence on the Schenectady and Troy R. R. to Schenectady 20 m. then as in No. 1.—21 m.

III. To Troy 6 m. from thence on the Rensselaer and Saratoga R. R. via Mechanicsville to Ballston Spa, 30 m. then by R. R. to Saratoga, 7 m.

Of the above routes neither has the advantage of the other, the time and expense being nearly the same. Travellers going by the route through Schenectady, can vary the scenery by returning on the Rensselaer R. R. being part of the way in sight of the beautiful scenery of the Hudson; and *vice versa*.

### TO MONTREAL AND QUEBEC.

I. *By Railroad to Saratoga Springs*, thence by stage to Glen's Falls or via Sandy Hill to Whitehall. See p. 83.

Passengers by diverging to Glen's Falls, thence to Caldwell, where the steamboat is taken to the foot of Lake George, thence by stage to Ticonderoga, will enjoy by far the most romantic and interesting route. During the winter the stage route continues from Glenn's Falls via Plattsburg and Rouse's point to La Prairie.

II. From Albany by canal packet boat to Whitehall; or from Troy by R. R. to Mechanicsville, thence by boat to Whitehall. See p. 95.

This route is the most expeditious and pleasant as regards comfort, and passes through interesting and beautiful scenery.

III. By Stage via Troy, the road being on the E. side of the Hudson, to Whitehall.

From Whitehall by steamboat to St. John's 157 m., from thence by R. R. to Erie 15 m., thence by steamboat to Montreal 9 m.

IV. By R. R. and steamboat, via Buffalo, Niagara Falls, Lake Ontario, the St. Lawrence, &c. See p. 105.

TO BUFFALO AND NIAGARA FALLS. See p. 105.

By R. R. from Albany or Troy to Schenectady; thence by the great line of railroad connecting the Hudson with Lake Erie, via Utica, Syracuse, Canandaigua, Rochester, and Batavia to Buffalo 325 m. From Buffalo to Niagara Falls, by R. R. 22 m.

TO BUFFALO, by Canal, 363 M.

The great New York and Erie Canal, from Albany to Buffalo affords a cheap and comfortable means of conveyance.

TO BOSTON.

By R. R. via Greenbush, Pittsfield, Springfield and Worcester. For a description of this route, reverse that on p. 246 to 248.

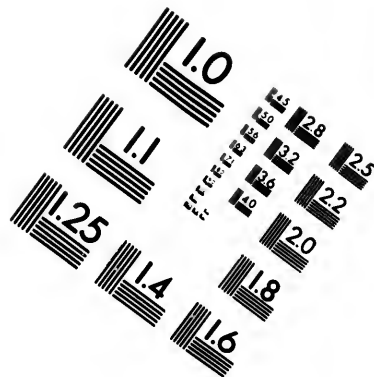
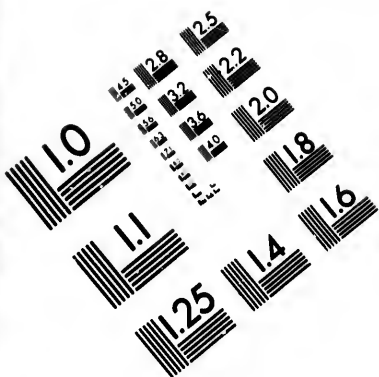
TO BENNINGTON, VT.

By Stage to Troy 6 m., Lansingburg 10, Raymertown 19, Pittstown 23, Hoosick 30, Bennington 38.

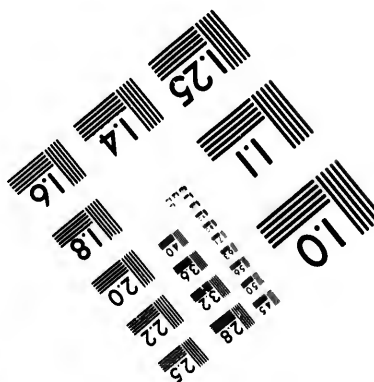
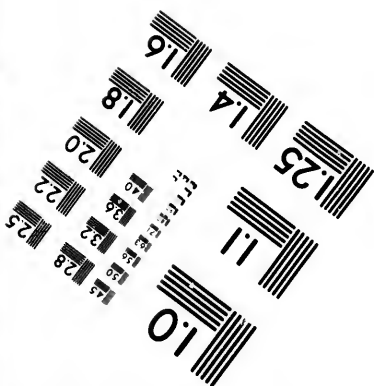
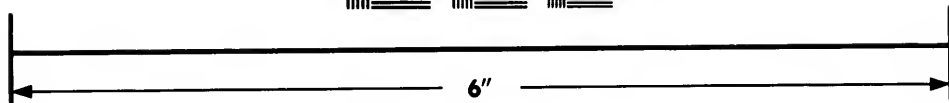
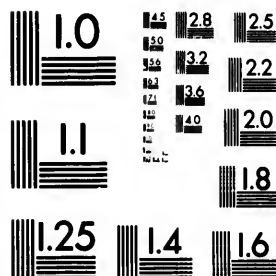
TO WHITEHALL.

By Stage to Watervliet 5 m., Troy 6, Lansingburg 10,  
6





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Waterford 12, Mechanicsville 21, Stillwater 24, Bemus' Heights 28, Schuylersville 37, Northumberland 41, Fort Miller 44, Fort Edward 52, Sandy Hill 56, Kingsbury 61, Fort Ann 65, Comstock's landing 79, Whitehall 77. See p. 94.

TO SYRACUSE, 125 M.

Via *Sharon Springs, Cherry Valley, and Morrisville.*

By Stage to Guilderland 9 m., Dunnsville 15, Dranesburg 19, Esperance 25, Sloansville 29, Carlisle 35, Sharon 39, Sharon Springs 42, (See p. 107.) Leesville 45, Cherry Valley 51, Springfield 57, Warren 60, Richfield Springs 64, Winfield 68, Bridgewater 73, Madison 89, Morrisville 96, Nelson 103, Oran 113, Fayetteville 117, De Witt 120, Syracuse 125.

TO BINGHAMTON, by Stage, via *Schoharie*, 133 M.

TO LAKE GEORGE. 62 M.

By R. R. to Saratoga Springs; thence by stage via Glenn's Falls.

TO HANCOCK, MASS. 31 M.

By R. R. to Troy, 6 m.; thence by stage 25 m.

TO BURLINGTON, VT. 151 M.

By R. R. to Troy; thence by stage via Lansingburg, Jackson, Castleton, and Middlebury.



## TO THE SPRINGS.

Travellers by the way of Albany take the Mohawk and Hudson R. R. in a direct line to Schenectady, passing through a barren district, though elevated and commanding an agreeable view. By the way of Troy the railroad passes near the Mohawk r. through a varied scenery, 20 m. to

SCHENECTADY, an ancient town situated on the S. bank of the Mohawk at the commencement of the valley of that name. The city is laid out with regularity, and presents many of the marks of its Dutch founders. It was settled in 1620, and chartered as a city in 1798; in 1690, it was attacked during the night by Indians, and many of the inhabitants massacred. It now contains a courthouse, jail, a market, a lyceum; 2 banks, an insurance company, 9 churches, various manufactories, and 6784 inhabitants. The hotels are well kept. Union College, is built on an eminence, in the eastern part of the city, is surrounded by 250 acres handsomely laid out, and commands a fine view of the city and the Mohawk valley. It was founded in 1795, and has a president and 10 professors, a library of 13,000 vols., and an excellent philosophical and other apparatus. The buildings consist of two four story buildings 200 ft. long, 2 chapels, 4 halls, dormitories, &c.

The *Saratoga R. R.* crosses the *Mohawk r.* and *Erie Canal*, by a substantial bridge between 8 and 900 ft. long, and extends in a northerly direction passing along the banks of the Ballston Lake and enters the eastern part of

BALLSTON SPA, an old and celebrated watering place, 31 m. from Albany, containing about 1500 inhabitants, a courthouse, 4 churches, a bank, and 6 hotels of which the *Sans Souci* is an old established house delightfully situated. Its mineral waters, formerly very celebrated, have lost some of

their properties and are greatly inferior to those of Saratoga. The oldest and most esteemed fountain, is "the public well," in the W. part of the village, issuing from a bed of blue clay and gravel; the other springs possess the same medicinal properties.

SARATOGA SPRINGS, 7 m. farther, and 38 m. from Albany, are the most celebrated in the U. States, and one of the most celebrated in the world. The village is pleasantly situated on a plain, partly surrounded by a grove of pine trees. The principal part is built on Broadway, the main street, 140 ft. wide. It was incorporated in 1816, and contains about 2500 inhabitants, 6 churches, 2 public libraries and reading rooms, and various mechanical workshops. There are about 75 hotels and boarding houses, many of them fitted up in a magnificent style. The price of board per week is from \$10 to \$12, and from \$1.50 to \$2 per day at the best houses; at private boarding houses in the village the price varies from \$4 to \$12. The *United States Hotel*, is centrally located near the r. r. depot and all the principal springs, and has accommodations for 400 guests. *Cor. Hall*, and *Union Hall*, situated near the Congress spring in the S. part of the village are popular and excellent establishments. The *American Hotel*, *Columbian Hotel*, *Montgomery Hall*, and *Adelphi Hotel*, are well furnished, and afford excellent accommodations both in summer and winter. There are several extensive bathing houses near the springs, where cold, warm, and shower baths can be obtained.

The *Mineral Springs* which form the chief cause of attraction, are situated on the margin of a vale, bordering the village on the E. The springs differ slightly in their properties. There are now within half a mile 10 or 12 fountains flowing to the surface, of which the most important are, Congress spring, Washington spring, Putnam's spring, Pavilion springs, Iodine spring, Hamilton spring, and the Flat Rock and High

Rock springs, and about a mile E. of the village a cluster of springs named the "Ten Springs" of which the Union spring near the Mansion House, is the most celebrated.

*Congress spring*, much more resorted to than any other, and of which more is sent away, is in the S. part of the village. In the spring of 1842, this fountain was cleansed and renovated by putting down a new curb, extending down to the rock from which the water issues, which increased its gaseous and saline qualities, and restored it to its original strength. In a gallon or 231 cubic inches of the water of this spring, are about 300 cubic inches of gaseous contents.

*Washington spring*, situated in a S. W. direction from Congress spring, is sparkling and aciduous, with a temperature of 50 degrees; a gallon contains 439 grains of solid contents, and 269 cubic inches of gaseous contents.

*Putnam's Congress spring*, near the U. S. Hotel, has a temperature of 51°. A gallon contains 361 grains of solid, and 348 cubic in. of gaseous contents.

*Pavilion fountain*, is brought from an orifice in a rock 40 ft. under ground, and tubed at a great expense. It contains more carbonic acid, and next to the Congress is more resorted to, than any other. The quantity of gas which it evolves is double its volume of water, and myriads of globules are thrown by it nearly a foot from its surface. It is very lively and sparkling, and much of it is bottled. One gallon contains 361 grains of solid, and 488 cubic in. of gaseous contents.

*Iodine spring*, a new fountain, located a few rods N. of the High Rock spring, has a less quantity of iron than any other, and is valuable to that class of invalids to whom iron is injurious. One gallon contains 294½ grains of solid, and 334 cubic in. of gaseous contents.

*Union spring*, one of the celebrated "Ten springs," con-

tains in a gallon of its water 393 grains of solid, and 318 cubic in. of gaseous contents.

At what period these springs were discovered is not precisely known. In 1773 the first accommodations for invalids were commenced near the High Rock spring; Congress spring was discovered in 1792. So beneficial have the waters proved to be, that upwards of 35,000 persons generally visit the springs during the summer season, and when the houses are full there are at one time 3000 persons. The visitors are from all parts of the union, and frequently from foreign countries. The arrivals are sometimes 1500 in the course of a week, and during the month of August, the larger houses which are open only during the season, are filled to overflowing. Some of the smaller houses remain open during the year, principally for invalids.

The waters are useful in many cases of disease, but even those who are merely recruiting for the season, derive very beneficial effects from drinking of them. The quantity usually taken is about three pints before breakfast, and although most of the springs are private property, no charge is made, except what is voluntarily given to those in waiting. Large quantities of the water are bottled and sold in the various cities; it strengthens the appetite and invigorates the system. Those seriously affected with disease will of course take the advice of their physician as to the proper use of the waters. To those who desire the waters to operate as a cathartic, it is recommended to rise early, and take two tumblers, and after a walk or easy exercise, another tumbler may be taken. Most persons will find this sufficient; but if it does not prove so, more may be drank, but never at one time should more than from 4 to 6 pints be taken. In using the waters daily not more than from 4 to 8 glasses should be drank. When the water lies heavy on the stomach, causing unpleasant sensation, its use should be discontinued.

With regard to bathing, the same degree of caution should be used in its use. Bathing has always been highly recommended by physicians, and the mineral baths of Saratoga possess unusually invigorating qualities. Many cutaneous diseases have been eradicated by the use of the sulphurous water, and severe cases of rheumatism have been cured by bathing in it when it was heated. The best time for bathing is an hour before dinner, after the morning meal is digested; and next to this, is the morning before breakfast.

*Barbyl's Fish-pond* 2 m. E. of the village affords most excellent sport for the angler; the trout are very fine.

*Saratoga Lake*, a beautiful sheet of water 9 m. long, and 2 m. wide, is 4 m. S. E. of Saratoga springs and 8 m. E. of Ballston Spa. It forms a favourite resort for parties of pleasure staying at the springs, as well as for the angler and the sportsman, as the lake abounds with excellent pike, perch, and other fish, and the shores with game.

Another favourite trip for travellers is to *Bemus' Heights*, the ground of two famous revolutionary battles, and where Burgoyne surrendered himself and the army under his command to the American forces commanded by Genl. Gates, on Oct. 17th, 1777. Gen. Burgoyne's army was probably the most disciplined and best equipped of any that were brought into the field during the revolutionary struggle. It was the General's intention to force his way from Canada, up the river Sorel, through Lake Champlain and George, and the river Hudson, and join General Clinton at New York. The Americans though driven before him, cut down trees, destroyed bridges, and impeded his progress so much, that at times it occupied a whole day to advance a mile. Burgoyne had with his army a number of Indians who ravaged the country in the most horrible manner; this so excited the people, that an army of 13,000 men was collected under Genl. Gates to oppose him. By the middle of September

the Americans were within 3 miles of the British, on the Hudson. The latter were now severely pressed for provisions, which had to be brought across the country from Lake George, and marched on towards Albany. The Americans met them on the 19th at Stillwater; when the first battle was fought. It occurred accidentally rather than by design, originating in a skirmish between two advanced parties in a cleared field surrounded by the primitive forest, and known as Freeman's farm. About noon a small party of the Americans falling in with the picket-guard stationed in a house in this clearing, attacked and drove them from it and in pursuing them, came upon the main body of the enemy, by whom part were captured. Shortly after, the fighting was renewed and became general about 3 o'clock; it raged with great slaughter until night, when the Americans retired to their camp a little to the south. The victory was doubtful; the British lost between 500 and 600, nearly double the loss of the Americans, and the relative circumstances of the two armies rendered it doubly severe. Genl. Burgoyne now pitched his camp on the Saratoga plains about 3 m. above the village, within cannon shot of the American lines.

Genl. Clinton was at this time attempting to force a passage up the Hudson, from New York, to reinforce Burgoyne. Hot skirmishes now took place every day between the two armies at Saratoga. Sept. 23rd a cannonade was kept up for three hours, and the field was strewn with the killed.

The decisive battle of Oct. 7th was fought on nearly the same ground as the former. It commenced by Genl. Burgoyne ordering 1500 men with ten pieces of cannon to force the left wing of the American army, with a view of covering a foraging party in that direction. The Americans though destitute of artillery, promptly gave battle, and the whole British line was driven back by a tremendous charge. The battle commenced in the middle of the afternoon, and after

a sanguinary contest the discomfiture and retreat of the British became general, and nothing but night coming on, saved them from almost entire destruction. During the night the British forsook their camp, and commenced their retreat, but owing to the heavy rains and bad state of the roads, did not reach their final position, until Oct. 10th. They then took their station upon the high grounds on the N. side of Fishkill creek overlooking the meadows bordering the Hudson. Gen. Gates immediately followed, and posted his army so advantageously as to completely command the position of the British. In this hopeless situation, surrounded by a superior force and nearly destitute of provisions, Genl. Burgoyne accepted the terms of capitulation, which Genl. Gates the more readily offered as the arrival of Genl. Clinton with reinforcements for the British was shortly expected. The articles of capitulation were executed on the 16th, and the surrender took place next day at Fort Hardy, on the S. bank of the Fishkill creek, near where now is situated the village of Schuylerville. The captured army consisted of nearly 10,000 men including Indians; and 40 cannon, 7000 muskets, and a vast quantity of tents and cartridges.

In the last battle Gen. Frazer, a British officer of high merit was killed. His remains were buried within a redoubt on the top of a hill about a mile and a half E. of the battle ground.

The victory gained was probably the most important during the whole war, as it restored the hopes of the Americans, and induced the French to lend their assistance.

Another pleasant trip is by stage to *Lake George*, 27 m. abounding in fine scenery.

*Niskayuna*, the Shaker settlement is on the Mohawk river, 16 m. distant.

Travellers proceeding from the Springs to Niagara Falls direct, will take the Rail road to Schenectady, and from



thence by R. R. or canal packet to Buffalo; or stop at Syracuse, and take the canal packet boat to Oswego, from thence by steamboat across Lake Ontario to Lewiston, and from thence by R. R. to Niagara Falls.

#### TO MONTREAL AND QUEBEC.

Travellers going further north, take the stage to Glen's Falls and Caldwell, or to Whitehall, via Sandy Hill, or Dunbarn's Basin on the Champlain Canal.

*Glen's Falls*, is an interesting manufacturing village on the N. side of the Hudson, incorporated in 1839. It contains about 1500 inhabitants, 3 churches, numerous saw mills, and four taverns at one of which the stage stops for passengers to dine; the fare is excellent. On both sides of the Hudson extensive quarries of excellent black marble are worked; from which also superior lime is made. The river is crossed by a substantial bridge nearly 600 ft. long, resting in the middle on an island of marble. From the bridge an excellent view of the river and the falls can be had. The falls are formed by the Hudson flowing in one sheet over a precipice 63 ft. in height, and at the base are divided by the rocks into three channels. A long cave in one of the rocks extends from one channel to the other. A navigable feeder, connecting with the Hudson 2 m. above, passes through the place, and unites with the Champlain Canal, E. of Sandy Hill.

From Glen's Falls to Lake George, 9 m., the road affords a variety of mountain and forest scenery, connected with events in the revolutionary and French wars. Five and a half miles from the falls, on the right hand side of the road, is the rock near which Col. Williams was massacred by the Indians. Half a mile further is the "Bloody Pond," into which nearly 1000 English and French, who were killed in 1775, during the French wars, were thrown.



*Caldwell*, 3 m. farther, 62 m. N. of Albany, is pleasantly situated on the S. W. end of Lake George, and contains 693 inhabitants, a courthouse, jail, one church, and four inns, of the latter of which, the Lake House, is an excellent hotel, with good accommodations for fishing parties, or parties of pleasure. To the E. of the village is a range of hills, from the highest of which, Prospect Hill, a view of the site of old Fort William Henry, the ruins of Fort George and Fort Gage, and the surrounding scenery, may be had.

We here take the steamboat, for 36 m. up

LAKE GEORGE, or *Horicon*, or Lake Sacramento, as called by the French, on account of the purity of its waters, which they were accustomed to use in their churches for holy water; it is 36 m. long, and from 2 to 3 m. wide, elevated 243 ft. above the tide water of the Hudson. The scenery on the shores is remarkably wild and beautiful; its high and picturesque hills rising, in some instances, to mountain height. The water is uncommonly clear and transparent, the bottom, which is of yellowish sand, being visible at a depth of 30 or 40 ft. The lake is dotted with over 300 islands, some of them being barren rocks rising majestically from the water, while others are large and well cultivated. The finest salmon-trout, weighing from 10 to 20 pounds, silver trout, brook trout, pike, perch, and other freshwater fish of the finest quality abound. Probably no other lake in the world surpasses Lake George in beauty of scenery. Its repeating echo also is very fine.

*Fort William Henry*, near the S. shore, is still visible from the ruins of the walls and outworks. In 1757 the fort was garrisoned by 3000 men, under Col. Monroe; the French, under the Marquis de Montcalm, made three unsuccessful attacks upon it; the fourth time, his army being increased to 10,000 men, the English were obliged to capitulate. The treaty was shamefully violated by the Indians

attached to the French army, who massacred the whole garrison, with the exception of a few who escaped to Fort Edward. The fort was razed by Montcalm, and never afterwards rebuilt. From this point Gen. Abercrombie, with 15,000 men, embarked, in 1768, to attack Fort Ticonderoga. The remains of *Fort George* are visible about 80 rods farther south.

*Diamond* island, near Caldwell, is celebrated for its quartz crystals, in shape and beauty like diamonds. *Twelve-mile* island, so called from being that distance from Caldwell, in the middle of the lake, contains 20 acres, and is elevated 30 or 40 ft. *Tongue Mountain*, with West Bay on its W. side, is about a m. farther. *Black Mountain*, 2200 ft. in height, is 5 m. farther on the E. side; opposite to which is *Half-way island*. *Sabbath-day point*, 24 m. from Caldwell, is a projection on the W. side, where the English landed during the French war, and were all killed by the Indians. *Rogers' slide*, 33 m. is a rock 200 ft. high, with an angle of 25 degrees, by sliding down which Col. Rogers escaped from the Indians during the French war. *Anthony's Nose*, is a high rock nearly opposite, so called from its singular shape.

The steamboat lands its passengers near the village of *Ticonderoga*, from whence stages run to the steamboat landing on Lake Champlain, near Fort Ticonderoga; where steam passage boats on their route from Whitehall to St. Johns, touch daily during the season of navigation.

The village of *Ticonderoga*, is a thriving place containing 2169 inhabitants, 2 churches, and numerous mills. The outlet of the lake here has a descent of 30 ft. About 2 m. W. of the town are the upper falls, a beautiful sheet of water. A ferry crosses the lake to Shoreland, Vt.

*Mount Defiance*, on the S. side of the outlet of Lake George, is a bold promontory, about 750 ft. above the lake, and overlooks and commands Fort Ticonderoga. On this point Gen.

Burgoyne, in 1777, planted several pieces of artillery and dislodged the Americans from the fort, which before was thought impregnable. From this point an extensive view is obtained of Lake Champlain and the surrounding country; the ascent on the western side is easy.

*Fort Ticonderoga*, now in ruins, was originally constructed by the French in 1756. It is on the W. side of Lake Champlain, 24 m. from Whitehall. At the time of its construction it was considered almost impregnable; it stands on a little peninsula 70 ft. above the lake, surrounded by water on three sides and was defended on the fourth by strong breast works. Parts of the walls are still standing; the magazine under ground is nearly entire. It is 35 ft. long, 15 ft. wide, and 8 ft. high, constructed of stone, arched. A subterranean passage, 20 or 30 rods in length, leads to the lake. Through this passage, Col. Ethan Allen, of the American army, entered and surprised the garrison in 1775. Surprising the commandant in his bed, he asked him to surrender; to whom? was asked; "why, to Jehovah and the Continental Congress, to be sure," was Allen's laconic reply. }

In 1758, the Fort whilst in possession of the French, was attacked by Gen. Abercrombie, who was repulsed with a loss of 2000 men. On the approach of Gen. Amherst, in 1759, it was evacuated by the French, as was also Crown Point. It was retained by the British until its capture by Col. Allen in 1775. It was again captured by the British under Gen. Burgoyne, in 1777, who erected a battery on Mt. Defiance, which commands the fort. It remained in their hands until the close of the war; since then it has been suffered to go to decay, and is now annually visited by great numbers of travellers. The Hotel near the fort is delightfully situated, and has excellent accommodations.

Travellers going to *Montreal* and *Quebec*, can either take the steamboat through *Lake Champlain* to *St. John's*, thence

by railroad to Montreal, see description on p. 96 ; or, return by way of Saratoga Springs, thence by railroad to Niagara Falls, from thence, up Lake Ontario and the St. Lawrence to Montreal, &c. ; or, they can go one way and return by the other and enjoy both routes, though to continue on is preferable.

#### FROM SARATOGA SPRINGS TO WHITEHALL.

By stage from the springs to

*Sandy Hill*, 19 m. situated on very elevated ground on the E. bank of the Hudson, immediately above Baker's Falls, a perpendicular fall of 50 ft. which in addition to a fall of 12 ft. above, affords great water power. The streets are laid out in the form of a triangle, with a common of that shape in the centre of the village. It contains a courthouse, jail, 3 churches, and about 1000 inhabitants. A navigable feeder of the Champlain canal 1 m. distant, passes through the place. The Saratoga and Washington R. R. when completed, will run through from Saratoga to Whitehall, 40 m.

A daily line of stages run from Saratoga to *Danhem's Basin*, 2 m. E. on the Champlain canal, connecting with canal packets to Whitehall.

*Fort Ann*, 10 m. N. forms one of the chain of fortified points between Lake Champlain and the Hudson r.

WHITEHALL, 40 m. from Saratoga, 72 m. N. of Albany, is finely situated for commerce by the lake and canal, but in a low and unpleasant situation. It was incorporated in 1820, and now contains 2 churches, one banking house, 4 hotels, and 3813 inhabitants. Numerous sloops, steamboats, and canal boats, are connected with the trade of the town. Two daily lines of canal packets leave for Troy and Albany, and two daily lines of stages, one passing on each side of the river. Two daily lines of stages run to Saratoga springs, in the summer months ; a daily line runs to *Rutland*, Vt. intersecting stage lines running to *Boston*, &c. ; and during the

close of navigation, a daily line runs to *Burlington* and *Montreal*. A line of excellent steamboats, run during the season of navigation to *St. John's*, Canada, stopping at intermediate places on *Lake Champlain*.

For continuation of this route see p. 96.

## SHARON SPRINGS, N. Y.

These Springs, described on p. 107, are by many preferred to those of *Saratoga*. Passengers leave *Albany* in the morning for *Canajoharie*, and arrive at the Springs in time for dinner. The *Pavilion* is a splendid house.

FROM ALBANY OR TROY TO MONTREAL AND QUEBEC ;  
by R. R. and canal packets.

Passengers by this the most comfortable and expeditious route take the canal packet at *Albany*, and continue through to *Whitehall*; or they go by stage or steamboat to *Troy*, and thence by canal or stage route to *Whitehall*. Fare \$4.62.

By canal route after leaving *Albany* we pass through *West Troy*, and *Cohoes Falls*. At the latter place the *Mohawk r.* partly confined between lofty barriers of rock, has a perpendicular fall of 40 ft. and including the descent above, of 70 ft., presenting a sublime and grand scene. The *Troy and Schenectady R. R.* passes through the place. Here also the *Erie canal* joins the *Champlain canal*, having in the space of three quarters of a mile 17 locks, and presenting a busy aspect.

*Waterford*, on the N. side of the *Mohawk* at its junction with the *Hudson*, is a thriving place, and contains 4 churches, a bank, and 1824 inhabitants. It is connected with *Lansingburgh* by a bridge 800 ft. long, across the *Hudson*, which cost \$70,000. The *Troy and Saratoga R. R.* passes through the town. *Mechanicsville*, 8 m. farther, is a small manufacturing village.

*Stillwater*, 4 m. farther, is an old and quiet settlement, incorporated in 1816. In the N. part of the town is situated Bemus' Heights where Gen. Burgoyne was defeated by the American army under Gen. Gates in 1777. See p. 87.

*Schuylerville*, 14 m. farther, *Fort Miller*, 4 m. and *Fort Edward* 5 m. are interesting localities on the route before reaching *Sandy Hill*, 5 m. For continuation of the route to Whitehall, see p. 94.

From WHITEHALL, we take the steamboat up *Lake Champlain* to *St. John's*.

LAKE CHAMPLAIN, lying between New York and Vermont, is 140 m. long from N. to S. varying in breadth from half a m. to 14 m. The lake for 20 m. from Whitehall to the S. part of Orwell, Vt. has the appearance of a river averaging about half a mile in breadth. To the N. of this it gradually expands to a width of 3 m., still increasing northward, until above Burlington it increases to 14 m., its widest part. Its outlet is Sorel or Richelieu r. 60 m. long, which enters the St. Lawrence, 45 m. below Montreal. It is navigable for large vessels 24 m. to St. John's, below which the navigation is interrupted by the Chambly rapids. The lake abounds with salmon, salmon trout, sturgeon, and other excellent fish; it is generally frozen over in the winter and is passable on the ice. The excellent accommodations of the steamboats, the picturesque scenery on the shores of the lake crowned by lofty mountains, and the interesting localities celebrated in the former and late wars, render this excursion delightful. Near the centre of the lake, the large expanse of water, bordered by the most picturesque scenery, with the Green Mountains on the E. and the high peaks of the Adirondack group on the W., form grand and romantic features of lake scenery. Numerous rivers flow into the lake, many of them having falls of great beauty. It is dotted with numerous islands, the largest of which, *Grand island*, is divided into two parts, N.

and S. Hero. The lake is connected with the Hudson on the S. by the Champlain canal, and with the St. Lawrence on the N. by the Chambly canal.

*Fort Ticonderoga*, (described on p. 93,) is the first landing place. On the opposite or E. side of the lake, are the remains of *Fort Independence*.

*Shoreham*, 2 m. from Ticonderoga, *Bridport*, 9 m. and *Chimney point* 6 m. further are all landing places on the E. shore.

**CROWN POINT**, on the W. side, 18 m. N. of Ticonderoga, is a peninsula of solid rock, covered with a thin layer of earth. The fortress which has rendered this point so interesting, though formerly one of the strongest in No. America, is now dilapidated, and in ruins. It was built by the French in 1731, and called Fort St. Frederick. It was abandoned by them in 1759, on the approach of the British under Gen. Amherst, and retained by them until May 10th, 1775, when it was captured by the Americans under Seth Warner, on the same day that Ticonderoga was surprised by Col. Allen. In 1776 it again fell into the hands of the British, who retained it until the capture of Burgoyne, in 1777. It is situated 47 ft. above the level of the lake; its form and dimensions can still be traced. It was of an irregular pentagon shape, with ramparts strongly riveted with solid masonry, and a double row of stone barracks, with a drawbridge, and a covered way leading to the lake. The whole was surrounded by a ditch, blasted out of the solid rock, and cost about two millions sterling. The surrounding scenery is beautiful. The village of Crown Point is a small place, with one church.

*Port Henry* on the W. contains some valuable iron mines worked by the Port Henry Iron company.

*Westport*, 54 m. N. of Whitehall, is a thriving place containing several mills and forges, and connected with the E. shore by a ferry.



*Fort Cassin*, 61 m. from Whitehall, on the E. side of the lake, is situated near the mouth of the Otto r., which is navigable 5 m. to Vergennes.

*Split Rock*, nearly diagonally opposite, is one of the greatest natural curiosities on the lake. It consists of a rocky promontory projecting into the lake about 150 ft. and receives its name from the end portion of it being detached from the main rock; of which it has evidently at one time formed a portion, as the prominences of the one side correspond with the cavities of the other. The detached part contains about half an acre, covered with trees and separated from the main rock by about 20 ft.; through this fissure a line has been let down to the depth of 500 ft. without reaching bottom.

*Essex*, on the W., 68 m. from Whitehall, is handsomely situated, and extends for 3 m. It contains several churches, a number of stores, and many good dwellings, surrounded with gardens. It is connected by a ferry with *Charlotte Landing* on the opposite side of the lake, which is here 3 or 4 m. in width. *Mount Marcy*, one of the peaks of the Adirondack group, is seen rising to the height of 5,467 ft.

BURLINGTON, VT. on the E. side, 82 m. N. of Whitehall, and 75 m. S. of St. John's, Canada, is a beautiful town, the largest in the state, and the finest for its extent, in the U. States. It is built upon a bay between two points of land; the shore in the S. part is low, but to the N. it becomes elevated; from this bank a powerful battery once maintained an action of half an hour, with a British naval force on the lake. In the S. part the ground rises by a gradual ascent for a mile until it attains an elevation of 281 ft. above the level of the lake. The streets are regularly laid out, with a public square near the centre, in which the courthouse is built, and is surrounded with fine stores, and the principal hotels. The dwellings are neat and handsome, with gardens and shrubbery attached. The public buildings are spacious



and elegant. The University of Vermont on the highest elevation has four spacious edifices, a president and five professors, and a library of about 10,000 vols.; it was founded in 1791.

Burlington contains a courthouse, jail, 2 banks, 6 churches some very handsome, an Episcopal institute, numerous stores and factories, and a population of 4271. The harbour is the best on the lake, and is defended from the west winds by a breakwater, to be 2000 ft. long, erected by the U. S. government. The light house in the form of a truncated cone on Juniper island was erected in 1826; it is 30 ft. high, 18 ft. in diameter at the base, and 12 ft. at the top, and is kept lighted in the night, during the season of navigation. The lake is here 10 m. broad, which is its widest part unobstructed by islands. The commerce of Burlington, both by the lake, and with the fertile back country is very extensive.

The view to be had from the cupola of the University is beautiful and sublime. The lake with its bays, and islands, and numerous vessels,—the village sloping gently from the shore—the beautiful windings of the Winooski or Onion river—the lofty Adirondack Mountains of New York, and the elevated summits of the Green Mountains in the rear of the town, all meet the delighted vision in succession.

A steamboat crosses from here to *Port Kent*, 10 m. and to *Plattsburg* 12 m. farther.

*Port Kent* is beautifully situated, commanding a beautiful view of the lake and its scenery. About 4 m. to the W. of *Port Kent*, is the village of *Keeseville*, situated on both sides of the Sable r. which affords great water power. It contains about 2000 inhabitants, 4 churches, a bank, and numerous factories. At *Birmingham*, about 2 m. below *Keeseville* the Au Sable river falls over a precipice about 80 feet in height, below which the river becomes narrower and again falls over a high precipice and enters a deep ravine of singular

and romantic beauty. The whole fall is about 150 ft., below which the river has an average width of 50 ft. and flows for about 2 m. between perpendicular walls of rock from 75 to 150 ft. in height. The whole forms scenery of the most picturesque character, and is a natural curiosity well worth seeing.

PLATTSBURGH, on the W. side of the lake, 107 m. from Whitehall, is the capital of Clinton co. It is situated on both sides of the Saranac r. at the head of Cumberland Bay formed by Cumberland head peninsula which extends nearly 3 m. into the lake. The town was incorporated in 1815, and now contains the county offices, a bank, an academy, a lyceum, 4 churches, numerous mills and factories, and 5 taverns. The Saranac has a succession of falls creating a great water power. The surrounding country is rich in agricultural and mineral resources. Plattsburg is an U. S. military post, and the government have erected a breakwater for the protection of the harbor, and extensive stone barracks.

Plattsburgh was rendered celebrated by the brilliant victory of McDonough and Macomb, over the naval and land forces of the British, under Prevost and Downie, during the last war. The battle was fought on Sunday Sept. 11th, 1814. The naval engagement took place in front of the village. The American naval forces were commanded by Commodore McDonough, and consisted of 86 guns and 820 men; the British naval force consisting of 95 guns and 1050 men was commanded by Commodore Downie. The American vessels were anchored in the bay awaiting the arrival of the British fleet, which appeared passing Cumberland Head at about 8 o'clock A. M. After a sharp engagement of about two hours, in the early part of which Com. Downie was killed, the British fleet was captured. The American land forces under Gen. Macomb consisted of 1500 regulars and 2500 militia, opposed to 14,000 of the best land forces of the British under

Sir George Prevost. The first gun fired by the fleets, which were in full view from the shore, was the signal for attack on land. Sir Geo. Prevost furiously assaulted the defences of the town, but was gallantly repelled by Macomb and his 4000 men mostly undisciplined, until the capture of the fleet, when he was obliged to retire, with the loss of 2500 men, besides considerable baggage and ammunition.

Com. Downie who fell in the engagement was a brave and skilful officer. His remains and those of the other officers who fell in the encounters on land and water, were interred in the churchyard at Plattsburgh, without any permanent memorial being erected at the time. A number of years afterwards Mary Downie a sister-in-law of the commodore erected a monument over his remains. In 1843 a public meeting was held, and on the anniversary of the battle, marble monuments with appropriate inscriptions were erected by the citizens at the several graves, amid appropriate ceremonies. A ride over the battle fields, and a visit to McDonough's farm, will prove pleasant occupations for the visiter at Plattsburgh.

Between *Crab* or *Hospital Island* and *Cumberland Head* is where the naval action was fought.

*Grand Isle*, formed of the islands North and South Hero are under the jurisdiction of Vermont.

*Chazy*, 123 m. from Whitehall, is the next steamboat landing on the W. side.

To the E. of this is *Isle au Mott*, 6 m. long and 2 m. wide. It contains a valuable marble quarry, and a fertile soil. It forms one of the townships of Vermont and contains a population of 435. Farther E. is

*Alburg, Vt.* a point of land projecting S. into Lake Champlain; it is level, low and fertile. The town is on the E. side; a short distance N. are the Alburg Springs which have proved efficacious for the cure of scrofula and other diseases.

There are several stores and mills, and a pop. of 1344. N. E. of this is a large body of water called

*Missisqui Bay* lying mostly in Canada N. of the 45th degree of N. latitude.

*Rouse's Point*, the last landing before entering the Canadian waters, is 25 m. below St. John's and 132 m. from Whitehall, on the W. side of the lake. The village contains a church and about 125 inhabitants. A little N. of the village is

The *Boundary Line* between the U. States and Canada, indicated on the E. by a long line of road cut through the forest. Below the line is a strong fortress commenced by the U. S. government in 1815, but by the decision of the commissioners appointed by the treaty of Ghent, it was found to be N. of the 45th degree of N. latitude, and the works were abandoned by the United States.

By the Ashburton and Webster treaty, concluded at Washington in 1842, it was given up to the U. States. It is in the form of a round tower built of stone, pierced for several tiers of guns and has so far cost \$400,000. It is in a very dilapidated condition, and serves now only to point out the line of division between the two countries, but in case of war it would be of vast importance, as it commands the navigable channel of the lake, which here narrows to a mile in width.

After entering the Canadian waters, we pass *Ash Island* 4 m. N. of Rouse's Point, and here enter upon the *Richelieu or St. John's River*, the outlet of Lake Champlain, about half a mile wide. The shore on both sides of the stream, for a number of miles presents a low and flat surface, being almost level with the water. Our next stopping place is at the

*Isle aux Noix*, 12 m. N. of Rouse's Point. Here the British have a strong fortification occupied by their troops, and commanding the channel of the river. A custom house officer comes on board on the upward trip, and on the return the permits are required to be shown. The baggage of the pas-

sengers is inspected before being removed on shore at St. John's, and a duty levied on all articles not admitted free. The troops under Generals Schuyler and Montgomery, in the expedition against Canada in 1775, came down the lake on rafts and landed at this island, from whence they proceeded to St. John's. The other detachment, under Genl. Arnold marched by land through Maine, then a wilderness, to Quebec.

ST. JOHN'S or *Dorchester*, 157 m. from Whitehall, 23 m. N. of the boundary line, and 24 m. S. of Montreal, is at the head of steamboat navigation on the Richelieu river. It is well situated on the W. side, and connected with *St. Athanais* village by a bridge. It contains about 2000 inhabitants, 3 churches, a custom house and soldiers' barracks, and 10 hotels, of which Mann's, Morehouse's, and Mrs. Watson's are considered the best. It is a place of considerable business, though containing nothing in its appearance interesting to a stranger. It was an important post during the French and Revolutionary wars; in the latter it was taken after a gallant defence, by Genl. Montgomery; as was also Chambly.

The *Chambly Canal*, completed by the Provincial government in 1843 at a cost of \$400,000, extends 12 m. from St. John's to Chambly, on the N. W. side of the Richelieu river. It has a descent of 90 ft. in 10 m. through 9 locks 120 ft. long and 24 ft. wide, with a lift of 10 ft. each. It forms an important link in the water communication from New York to Quebec, affording navigation between Lake Champlain and the St. Lawrence river.

From St. John's we take the cars of the Champlain and St. Lawrence R. R. over a level section of country for 16 m. to *La Prairie*; usual fare \$1,00, second class cars 50 cts.

As we approach the ST. LAWRENCE the view of the river and its scenery becomes truly grand and interesting. This great river forms the outlet of the five great lakes or inland

seas of N. America, and after a course of 2000 m. flows into the gulph of St. Lawrence, receiving the drainage of over 500,000 sq. m. With the middle of the lakes through which it passes, it forms the boundary between the U. States and Canada, until it intersects the 45° of N. lat. If we consider it, as it should be, in connexion with the chain of lakes of which it is the outlet, it is one of the largest rivers in the world, its entire course, from its source to its mouth, may be estimated at 2000 m. It receives different names in different parts of its course. Between Lakes Superior and Huron, it is called the St. Mary; between Lakes Huron and Erie, the St. Clair and Detroit; between Lakes Erie and Ontario, the Niagara; and from Ontario to Montreal, it is sometimes called the Iroquois, though from Lake Ontario to its mouth it is usually the St. Lawrence proper. Besides traversing Lakes Superior, Huron, Erie, and Ontario, the Lake St. Clair and some similar sheets of water are mere enlargements of its bed; Lake Michigan is also included in its basin, which is supposed by Darby to contain "more than the half of all the fresh water on this planet." The river varies in breadth from  $\frac{1}{2}$  a mile to 3 m. above Quebec; but below Quebec it increases in width rapidly, until about 350 m. from it, it is nearly 100 m. across. Its average fall is about 6 inches a mile, but this is very unequally distributed on account of the many, and in one instance stupendous, cataracts, rapids, &c. on its route. It receives numerous tributaries, many of them large, and is remarkable for its uniformity, and for the clearness of its waters. It is a great commercial thoroughfare, its banks, and those of its lower lakes, being studded with flourishing cities and towns. It is navigable for ships of the line 400 m. to Quebec, and for ships of 600 tons to Montreal 180 m. above. There is a continued navigation for vessels of a medium burden from the head of Lake Huron to Kingston on Lake Ontario, and from Montreal to the mouth of the St. Lawrence.

The water communication between Kingston and Montreal is effected chiefly by a chain of canals. Strong tides prevent the St. Lawrence being covered with compact ice below Quebec; but the enormous masses driven in every direction by the winds and currents render that portion unnavigable for nearly half the year. The lakes are generally frozen only to a number of miles from the shore, not sufficient to stop commercial intercourse.

From La Prairie we take the steamboat to Montreal 8 m. Towards the W. are seen the Lachine rapids, one of the most dangerous on the river. As we approach Montreal the city with its spreading mass of well built stores and dwellings,—the spires of the churches, most conspicuous amongst which is the grand French Cathedral—the shipping—and its line of noble stone wharves,—favorably impress one's mind of the city which he is approaching.

§ For continuation of the route and description of Montreal, see p. 169.

#### FROM ALBANY TO BUFFALO, NIAGARA FALLS, ETC.

By this route the traveller passes through a rich and fertile country cultivated to a high degree, studded with numerous large and beautiful towns, the intervening portions thickly settled with a wealthy population; and the whole with its smiling fields, its handsome towns, and beautiful scenery, presenting to the view one of the finest portions of the United States.

|                                                  |          |
|--------------------------------------------------|----------|
| Usual time from Albany to Schenectady, 1 h. fare | 50.      |
| “ “ Schenectady to Utica, 5 h. 30 m. fare        | 3.00.    |
| “ “ Utica to Syracuse, 3 h. 30 m. fare           | 2.00.    |
| “ “ Syracuse to Auburn, 2 h. fare                | 1.00.    |
| “ “ Auburn to Rochester, 6 h. fare               | 3.00.    |
| “ “ Rochester to Buffalo, 5 h.                   | 2.50.    |
| Total time from Albany to Buffalo, 24 h. fare    | \$12.00. |



By railroad from depot in Maiden Lane every morning and evening, to SCHENECTADY 16 m. from Albany, and 20 m. from Troy—time 1 h. See p. 83.

From *Schenectady* besides the R. R., commodious Canal Packet boats run to UTICA, affording a cheap and comfortable conveyance; but the R. R. all the way through is more preferable for speed and pleasant travelling; the whole route possesses much interest, exhibiting a scenery unusually rich and diversified.

The cars on leaving Schenectady cross the Erie canal and Mohawk r. by substantial bridges, then passing along the N. side of the Mohawk. *Hoffman's* 9 m. and *Cranesville* 3 m. are small towns.

*Amsterdam*, 4 m. contains a bank, 4 churches, and about 1700 inhabitants. A creek passing through the village, falls over a number of beautiful cascades, affording water power for mills. The river is crossed by a substantial bridge connecting the village with Port Jackson on the opposite side. Large quantities of fine limestone are annually quarried in the vicinity.

Stages leave *Amsterdam* daily for the *Fish House*, on the Sacandaga r. and other places on the N. About a mile from Amsterdam on the S. side of the railroad, and a mile farther on the N. side are two large stone mansions of the Johnson family celebrated in the early history and Indian wars of this part of the country.

At *Tribe's Hill* 5 m. the road passes round its base, through an extensive excavation of rock, affording a fine prospect of the Mohawk valley, the outlet of Schoharie creek, the dam and bridge across the same, and the Erie canal.

*Fonda*, 6 m. is a pleasant county seat, containing a handsome courthouse. *Johnstown* 4 m. N. is an old town settled by Sir Win. Johnson, and connected with Fonda by stages.

*Spraker's* 3 m. and the *Nosh* a short distance farther are



the next points on the road. Here the passage becomes contracted by bold and lofty mountains.

*Palatine bridge* 3 m. connects with the thriving village of Canajoharie on the S. side of the river. The Erie canal passes through the centre of the village.

SHARON SPRINGS, nearly 12 m. S. of Canajoharie is a delightful summer retreat. The springs of pure clear water much resembling the White Sulphur springs of Virginia, are highly efficacious in rheumatic, cutaneous, and dyspeptic complaints and possess medicinal properties unsurpassed in the United States. The rides amidst the romantic scenery, visits to the caves and neighboring villages, together with the splendid view from the Pavilion House, and the excellent fishing in *Otsego lake*, are the chief points of attraction, besides the springs. *Cooperstown*, near the outlet of the lake, is most delightfully situated amidst beautiful scenery.

*Fort Plain* 3 m. is a flourishing little village on the S. side of the Mohawk, from whence stages run daily to Cherry Valley, Cooperstown, and Sharon Springs. Here the valley again widens, affording a charming view of hill and dale, until reaching the mountain scenery near Little Falls; this is by far the most interesting portion of the route.

*Palatine Church* 3 m. and *St. Johnsville* 3 m. are small settlements.

*East Canada creek*, 3m. enters the Mohawk, and is crossed by a substantial bridge. About 3 m. farther on the S. side of the Mohawk is seen a brick house on elevated ground, the former residence, and house in which Genl. Herkimer died from a wound received in a skirmish in 1777.

Within 2 m. of Little Falls the passage of the river is confined within very narrow limits between two lofty and precipitous mountains. Large excavations and extensive embankments have been made to form a passage for the railroad until it passes the precincts of the village.

## LITTLE FALLS,

7 m. is romantically situated on both sides of the river, which has a descent of 42 ft. in three fourths of a mile chiefly by two long rapids. The village derives its name from a cataract in the vicinity, which being smaller than the celebrated Cohoes, has thus received its title. A continuation of the chain of the Catsberg mountains crosses the river here, through a gap of which the river has apparently worn a passage of confined breadth, though sufficient to afford room for a large town besides the canal and railroad.

The village is situated at the termination of the ascent, between the rushing waters of the Mohawk on the one side and the rugged cliffs on the other. It contains 5 churches, an extensive academy, a bank, 5 hotels and taverns, about 2500 inhabitants, and various mills and manufactories driven by the extensive water power here gained. It owes its present size to the facilities for trade afforded by the Mohawk river and Erie canal, and is constantly increasing.

The bed of the river is composed of hard primitive granitic gneiss, above which on the mountain sides, are extensive layers of sand stone and blue limestone. The Erie canal on the S. side of the river winds its way for some distance along the side of a bold and lofty mountain, the channel resting on a wall nearly 30 ft. high, constructed at great expense. Boats were formerly transported around the falls through a canal on the N. side of the river; this is now connected and acts as a feeder to the main canal, by a fine marble aqueduct 214 ft. long, and 16 ft. wide, which crosses the river on three arches.

Approaching from the E. a lofty ridge of mountains on either side, conceals the course of the river and the falls, whose vicinity is announced only by the distant din and

foam of its waters. The village surrounded by high and almost perpendicular masses of dark rocks, with evergreens and other trees adding deeper shadows to their sombreness; the placid stream above gently gliding to the rapids below; and the numerous fields and farm-houses, add much to the general romantic character of the place.

Lines of stages run daily from the village to *Trenton Falls* and other places N. and S.

About half a mile from the village the road curves to the left, presenting a view of the falls tumbling with violence over a rocky descent of about 80 rods; and continues along the bank of the river in full view of the rich alluvial vale called the *Herkimer* and *German flats*. This cultivated region suffered severely from incursions during the French and revolutionary wars. *West Canada creek*, on which are the *Trenton falls*, is passed near its mouth by a well constructed bridge, about a mile E. of

*Herkimer* 6 m. built mostly on two parallel streets, and contains a courthouse, jail, banking house, two churches, 6 hotels and taverns, and about 800 inhabitants.

*Mohawk* and *Frankfort*, are small thriving places on the S. side of the river, on the line of the Erie canal.

#### UTICA.

UTICA, 15 m. and 94 W. of Albany, one of the finest places in the state is beautifully situated on an inclined plane rising from the S. bank of the river, so as to command from its elevated parts, many fine prospects. The numerous streets are regularly laid out, of good width, and neatly paved. It is well built, extensively with brick, and has many large stores and elegant dwellings.

There are numerous literary, benevolent, and religious institutions; amongst which are 18 churches, the Utica library,

a Mechanics' Association which sustains popular lectures and has a library and reading room open for strangers, an Apprentices' library, a museum located in the Exchange building, two Orphan Asylums, a state lunatic asylum, several academies, and others. It also contains a courthouse, offices for the clerks of the courts, an Exchange, 4 banks, a savings bank, an insurance company, a public garden, &c. The New York state lunatic asylum, situated on elevated ground, about a mile W. of the centre of the city, is designed to have four buildings one of which is completed, and capable of accommodating 200 patients; a farm of 160 acres is attached.

The Erie canal passes through the city, and is here 70 ft. wide and 7 ft. deep, passed by a number of lofty and handsome bridges, and adds much to its business facilities. *Chenango canal* extending to Binghampton, enters the canal here. The country around Utica is fertile, populous, and rich, and it is the centre of an extensive trade.

*Hotels*; *Bagg's* or *Bleecker House*, *Franklin House*, *American Hotel*, and *National Temperance House*, all on *Genesee st.* the principal street in the city.

The city is situated on the site of old *Fort Schuyler*, where a garrison was kept previous to the revolution. In 1798, a village charter was granted, and in 1832, incorporated into a city; it is divided into 4 wards, governed by a common council, consisting of a mayor and 12 aldermen. Pop. 12,782.

Daily lines of stages leave *Utica* for *Denmark*, 62 m. N. *Watertown* 81 m. *Sackett's Harbour* 93 m. and *Ogdensburg* 126 m.; for *Binghampton* 92 m. connecting with stages to *Owego* and *Montrose*, Penn'a.; for *Hamilton*, connecting with a canal packet boat for *Binghampton*; for *Cooperstown* 44 m.; for *New Berlin*, connecting with a stage to *Mt. Pleasant*, Penn'a.; and for *Augusta*, via *Clinton*. Triweekly stages run to *Ithaca*, 93 m.

The tourist if he can spare the time should linger for a day or two and visit the TRENTON FALLS 16 m. N. E. of Utica, on the W. Canada creek, in the town of Trenton. Stages which leave daily for Denmark, pass through Trenton, or private conveyances can readily be had. The creek rises in the summit of the highlands of Black river, and has a tortuous course of 6 or 7 miles over a bridge of limestone, 2 m. and a half of which are above the falls. Within the distance of 2 m. there are 6 cascades and rapids, having an aggregate fall of 312 ft. Soon after reaching the limestone the motion of the waters is accelerated until they reach the Upper Falls, where it has an abrupt descent of 20 ft. into a spacious basin. The whole descent to the head of this fall in the last two miles is about 60 ft. Here the deep and winding ravine commences; having an estimated average depth of 100 ft. and an average breadth of 200 ft. with shelving and perpendicular sides. Below the Upper Falls the river then dashes along its rocky bed about a mile with a descent of 20 ft. more, to the second falls, called the Cascades, consisting of two pitches, with intervening rapids, having a fall of 18 ft. The third fall and second within the ravine, is called the Mill-dam, having a smooth and regular fall of 20 ft. The High Falls, a short distance beyond have 3 distinct cataracts with a perpendicular fall of 100 ft. The chasm here becomes very deep and with the rocky cliffs and wooded banks, presents a wild and grand sight. The fifth, or Sherman's Falls have a descent of 37 ft., from the foot of which the stream less rapidly descends to the sixth or Conrad's Falls of 6 ft., below which in half a mile the descent is about 15 ft. thus making the entire descent in 5 m. to be 387 feet.

The falls at different times present varied appearances occasioned by the elevation or depression of the stream. In floods, the whole is one tremendous rapid, with four cataracts

and several chutes. A fine hotel is kept near the falls, which are so secluded and deeply embosomed in the forest, that no token of the long and deep gorge, through which the waters rush, is visible until you are on its very brink. A pathway leads to the stairway which descends to the bottom of the ravine, along the strand of which you proceed up the stream, and then by a narrow winding footpath to Sherman's Fall. From thence you advance to the High Falls, from the head of which to the upper end of the race way above the Cascades, the way is easy when the stream is low, but from thence upwardly it is more difficult and dangerous, the path being on the immediate verge of the rushing waters. It is now protected by chains supported by iron standards let into the solid rock; before these were placed here, two interesting females were lost in the flood.

Leaving Utica and pursuing our route westward, we reach *Whitesborough* 3 m. a pleasant village containing about 1800 inhabitants, 3 churches, a courthouse, a manual labor school, &c. The village is surrounded by rich and fertile lands and settled by an industrious and intelligent people.

*Oriskany*, 4 m. a flourishing manufacturing town on the Oriskany creek, contains about 1200 inhabitants, 2 churches, and 200 dwellings. The Oriskany manufacturing company have one of the most extensive woollen factories in the state.

A short distance beyond Oriskany is the place where a bloody battle was fought during the revolutionary war, and in which Gen. Herkimer received his mortal wound. Gen. Burgoyne in 1777, having sent about 1500 troops and Indians from Montreal to besiege Fort Stanwix, Gen. Herkimer with 800 men was sent to its relief. His party was surprised by the British forces under Gen. St. Leger, in a narrow ravine, and were entirely surrounded. Some of the militia fled at the first fire, but Herkimer with the remnant of his force

gallantly maintained the fight for six hours. The General was mortally wounded in the early part of the battle but kept the field to the last. One half of the Americans were either killed or wounded. The fort was subsequently assaulted by Leger's army, but they were driven off by a sortie and their camp plundered. Afterwards the fort was summoned to surrender, but Gen. Arnold adopting the stratagem of sending two emissaries from the camp at Saratoga, to inform St. Leger of the approach of a powerful American army for the relief of the besieged, he ordered a precipitate retreat to the Oneida lake, leaving all his baggage behind. The remains of the fort are still visible near.

*Rome* 7 m. farther. The village is on the line of the Erie canal between Mohawk r. and Wood creek, and is handsomely laid out with broad streets crossing each other at right angles, and has two public squares. It contains besides the courthouse and county offices, an U. States arsenal, magazine, and workshops, a bank, six churches, and about 2500 inhabitants. Wood creek flows into Oneida Lake and is connected with the Mohawk by a canal 2 m. long, which with the Black river canal act as feeders to the Erie canal.

*Verona Centre* 9 m. *Oneida Depot* 4, *Wampsville* 3, and *Canastota* 3, are small villages next on the route.

*Chittenango* 6 m. is 1 m. S. of the Erie canal and connected with it by a side-cut. It contains 3 churches, several large factories of water lime, about 1000 inhabitants, and one mile S. of the village a sulphur spring.

At *Cazenovia*, 10 m. S. of the Erie canal is the Oneida Seminary, a theological institution of the Methodists. The town is built on Cazenovia Lake, and contains 4 churches, and about 1500 inhabitants.

*Manlius*, 4 m. is a thriving village S. of the Erie canal, before reaching



## SYRACUSE.

10 m., the capital of Onondaga Co. It is 53 m. W. of Utica and 147 W. of Albany, situated on the Erie canal at the junction of the Oswego canal, a mile and a half S. of Onondaga lake. It is situate in the very heart of the State of New York, is the central town of the Empire State, and presents a truly imposing appearance. Its ranges of stores, its splendid hotels, and its princely mansions, equal perhaps those of any town of the same age and size in the United States. Its foundation dates back only about twenty-three or four years, and it has a population of about eleven thousand, and has been raised to its present importance by the canals, and Salt Springs in the vicinity. It is the centre of an extensive district, abounding in agricultural and mineral wealth. In its neighbourhood are inexhaustible quarries of gypsum, water lime, and the finest building stone in the world. It contains the usual county buildings, 2 banks, 8 churches, and 10 taverns. The village and township are celebrated for the manufacture of salt, made from brine springs in *Geddes*, *Liverpool*, *Salina*, and other places in the vicinity. Fine salt is made by evaporation by heat; and coarse salt by solar evaporation. The salt works are an important source of revenue to the State, which receives six cents on every bushel made; there are made annually about 4,000,000 bushels.

*Hotels*; American Temperance House; Farmer's Exchange, Franklin House, Mansion House, and Syracuse House, the latter best. Capt. Miller has recently opened a splendid house 4 stories high, surmounted by a dome, from which landscape views of great beauty are spread before the eye in all directions. It stands on the corner of the public square near the canal and railroad, and contains 140 rooms.



At *Salina*,  $1\frac{1}{2}$  m. N. of Syracuse, is the principal spring, affording an inexhaustible supply of water yielding to every 40 gallons about a bushel of pure salt. The water is forced by hydraulic engines, at the rate of 300 gallons per minute into a large reservoir, from whence it is conducted by wooden pipes to the various works at Syracuse and the vicinity.

The *Oswego Canal* from Syracuse to Oswego is 38 m. long including 20 m. of the Oswego river, and connects the Erie canal with Lake Ontario.

Stages run to *Ogdensburg via Salina* 2 m. Cicero 10, Brewerton 14, Central Square 18, Hastings 24, Union Square 30, Richland 38, Sandy creek 44, Mannsville 49, Adams 56, Appling 63, Watertown 70, (branch line thence to Cape Vincent 26 m.) Evans' Mills 79, Philadelphia 86, Antwerp 92, Oxbow 99, Rossie 106, Hammond 112, Morristown 122, Ogdensburg 133. From Ogdensburg a line continues across to *Plattsburg* on Lake Champlain, *via* Waddington 18, Madrid 27, Norfolk 35, Massena 46, Hogansburg 60, Fort Covington 68, Constable 80, Chateaugay 92, Ellenburg 105, Plattsburgh 132.

To *Ithaca, via* Condiff 12, Tulley 19, Homer 30, Cortland 33, Ithaca 55.

To *Skaneateles, via* Geddes 2, Camillus 8, Elbridge 16, Skaneateles 22.

Progressing W. the route is continued by R. R. to *Rochester* 104 m., or travellers can take the canal packet to *Oswego*, thence by steamboat to the mouth of the Genesee r. 104 m.; or by the Erie canal from Syracuse, *via* Jordan, Weedsport, Pt. Byron, Montezuma, Clyde, Lyons, Palmyra, Fairport, Pittsford, and Brighton, to Rochester 99 m.

If the traveller designs visiting Montreal and Quebec, of the above routes to Buffalo and Niagara Falls, the R. R. route is preferable as he can enjoy its scenery; and that of Lake Ontario also when visiting Canada. Route continued on p. 117.

Travellers taking the canal route from Syracuse to Oswego, 38 m. usual time 7 h. Fare 1.50, can take the steamboat on Lake Ontario to Niagara Falls; fare through from Syracuse, including meals, 4.50; stopping at Rochester and Toronto, and arrive at Lewiston at 10 A. M. in time for the cars for Niagara Falls and Buffalo. By this route travellers can view by daylight Queenston Heights, and Brock's Monument; the beautiful scenery of the Niagara, and the British and American forts at its mouth. The steamboats are of the first class, fitted up in superior style for comfort and convenience.

#### OSWEGO,

Is well situated on both sides of the Oswego r. at its entrance into Lake Ontario, which is here 60 m. wide. It was incorporated in 1828, and is regularly laid out with broad streets crossing at right angles, and is well built. The two parts of the village are connected by a bridge 700 ft. long. It contains a courthouse, jail, 7 churches, 2 banks, and about 6000 inhabitants. The harbour, next to that of Sackett's-Harbour is the best on the S. side of Lake Ontario. It is formed by a pier or mole filled with stone, 1259 ft. long on the W. side of the harbour, and 200 ft. on the E. side, with an entrance between them. On the end of the W. pier there is a light, and a lighthouse on the hill on the E. side. On the promontory on the E. side of the river is Fort Ontario, which occupies nearly the site of an old fort famous in the French and revolutionary wars. The town fell into the hands of the British during the late war, but they were driven from it in 12 hours, with loss.

Oswego owes much of its importance to its mills and manufactories for which it possesses great advantages, and to its extensive commercial intercourse, by means of the lake, which it has with the Canadas and the west. There is nearly a mile of wharves and dockage in the harbour, and many

extensive warehouses and forwarding establishments. The tonnage of the port is very great, and daily lines of steamboats run to *Sackett's Harbour*, *Kingston*, and *Ogdensburgh*, on the N.; and *Rochester*, *Toronto*, and *Lewiston*, on the W. Stages during the winter run to the above ports and other places.

*Hotels*; Oswego House, on the E. side, and the U. States Hotel, and the Welland House, on the W. side of the river; all excellent.

Leaving Syracuse by the Auburn and Syracuse R. R. we pass through *Geddes* 2 m. *Camillus* 6, *Elbridge* 8, and *Sennet* 4 m. The route is formed by excavations and heavy embankments, and near Elbridge passes around the side of a mountain of gypsum, 50 or 60 ft. above its base.

#### AUBURN,

26 m. from Syracuse, 173 W. of Albany, one of the most beautiful and flourishing villages in the state, is situated on the outlet of Owasco lake, which furnishes a noble water power. It is not very regularly laid out, but the streets are spacious, and many of the buildings are large and elegant, constructed of blue limestone, which abounds in the vicinity. It contains the county buildings, 2 banks, 7 churches, and 5,626 inhabitants.

The *State Prison*, a model of the kind, on the N. side of the Owasco outlet, was founded in 1816, and cost over \$500,000. The buildings form three sides of a hollow square, the front of which is 276 ft. long, and wings extending W. 242 ft. long and 45 ft. wide. The N. wing is divided into solitary cells and a hospital, and the S. wing into cells. Between the two, the yard is laid out with grass plats and gravel walks; to the W. of this is the yard for the workshops, part of the machinery of which is turned by water power of

the Cwasco outlet. The whole is surrounded by a wall 500 feet on a side. There are 770 separate cells, a chapel, and other rooms. The prisoners labour in silence and are confined in solitary cells.

The *Theological Seminary*, under the direction of the Presbyterians is a flourishing and highly useful institution. It was founded in 1821, has 4 professors, and a library of 5000 vols. It occupies a large stone edifice, 160 ft. long and 4 stories high.

*Hotels*; American Hotel, Auburn House, and Western Exchange.

Stages connecting with other lines run to *Ithaca* 39 m. and *Cortland* on the S. and *Oswego* 41 m. on the N.

*Owasco Lake*, on the outlet of which Auburn is situated, abounds with excellent fish, and is surrounded by rugged and picturesque scenery; it is 12 m. long and 1 wide.

*Cayuga* 10 m. is a small village, containing about 300 inhabitants, situated on the E. bank of Cayuga Lake, which is crossed by two bridges over one of which the railroad passes. Route continued on p. 120.

#### A TOUR OF THE LAKES.

To those who can spare two or three days, a Tour of the Lakes of New York, affords beautiful views of rich scenery. From the village the steamboat is taken to *Ithaca* at the head of Cayuga lake, 36 m. The lake is 40 m. in length and from 1 to 3½ m. in breadth; it is a beautiful sheet of water bordered by highly cultivated farms and thriving villages, and abounding with fish of an excellent quality. The steamboat stops at various landings on the shores, and when within 9 m. of *Ithaca*, its suburbs become visible, crowning the eminence in the rear of the village.

*ITHACA*, a beautiful and thriving village is on Cayuga inlet

1½ m. from the head of the lake. It is handsomely situated partly in a valley and the remainder on the hills, from whence a commanding view of the lake, the valley of the inlet, and scenery of the most attractive character is to be obtained. The hills rise on three sides with a gentle ascent to the height of 500 ft. The streets crossing each other at right angles and the neat and tasteful buildings, add to the beauty of the town. It contains the county buildings of Tomkins co., 6 churches, 2 banks, 700 dwellings, about 4500 inhabitants, and various manufactories. It has great water power for manufacturing purposes, being watered by Fall, Cascadilla, and Six Mile creeks, besides the inlet, all of which have falls. It has also extensive commercial facilities, being connected with New York by the Seneca and Erie canals, and with Owego on the Susquehannah, by a railroad which transports salt, lime, plaster, flour, &c. in exchange for the coal and iron of Pennsylvania; when the N. York and Erie R. R. is completed it will add further advantages by furnishing an avenue for the winter trade with the sea board. Lines of stages also connect Ithaca with the various towns in the neighbourhood.

The tourist will be delighted with the picturesque and beautiful scenery around the village. On all the streams are cascades of picturesque and sublime beauty. On Fall creek are three successive falls with a descent of 438 ft. in the course of a mile. The lower fall 150 ft. in height and of the same breadth is peculiarly grand. Above this the water is collected in a dam, from whence it is conveyed to the mills below by a tunnel 9 ft. square and 300 ft. long, cut through the solid rock. Beyond this the rocky banks rise on each side to 100 ft. in height, and the scenery becomes more wild and rugged. The second fall 70 ft. in height is extremely picturesque, and falls into a beautiful basin. The other falls above are also worth visiting.

On Six Mile, Cascadilla, and Buttermilk creeks, and on Five Mile creek, 4 m. S. from Ithaca, are also beautiful and romantic cataracts. On the Taghcanic creek near Goodwin's point, is a grand fall 200 ft. in height, with banks 360 ft. high.

The principal *Hotel* at Ithaca, is the Clinton, one of the largest and most splendid in the state. It contains 150 rooms and has several porticoes with Ionic pillars.

To *Owego* by R. R. the route abounds in varied beauties of simple and grand scenery.

Continuing the tour of the lakes we take the stage to Jeffersonville at the head of *Seneca Lake*, thence by steamboat to *Geneva* 40 m. This lake is one of the most beautiful of these inland seas, is 40 m. long, and from 2 to 4 wide, is very deep, and never entirely frozen over. The shores at the head of the lake are wild and rugged, becoming more cultivated and interesting nearer its outlet. Fish are not found in such quantities as in the other lakes, probably on account of its depth and coldness of its waters. Seneca lake is connected with *Crooked lake* by a canal 6 m. in length. *Big Stream point*, *Starkie's point*, *Rapelyea's Ferry*, and *Long point* are successively passed; on the latter is a remarkable tree resembling an elephant in shape. *Dresden* is a thriving village on the W. shore, opposite to which is *Ovid*, 18 m. from Geneva. On approaching Geneva it presents a pleasant appearance, with its college, neat stores, handsome gardens, and spires of the churches.

SENECA FALLS 5 m. W. of Cayuga, and 15 W. of Auburn, is situated on both sides of the outlet of Seneca lake, which has here a fall of 47 ft. over four dams. It was incorporated in 1831, and contains 5 churches, numerous stores and factories, and about 3000 inhabitants. In addition to the R. R. the Cayuga and Seneca canal passes through the village and connects with the Erie canal at Montezuma.

*Waterloo* 4 m. is a handsome village, and similarly situated. It contains 4 churches, 8 taverns, 1 bank, an extensive woollen factory and about 2500 inhabitants.

## GENEVA,

7 m. and 199 W. of Albany, is beautifully situated at the N. W. extremity of Seneca lake. On the plain at the foot of the lake is the principal business part of the village, above which the plain gradually rises until it attains a commanding elevation of 120 ft. occupied chiefly by private residences. On the side next to the lake, the dwellings have ornamented terraced gardens extending down the elevated bank, affording a beautiful view of the lake and country. The village was incorporated in 1812, has seventeen streets and an enclosed public square, and contains 2 banks, 9 churches, 600 dwellings, and about 4000 inhabitants. The new Episcopal church is a beautiful edifice. The *Geneva College*, under the direction of the Episcopalians, is a flourishing institution, and has a president and 7 professors, a library of 5400 vols., a valuable philosophical and other apparatus. The college buildings are well situated on the margin of the lake, on an eminence in the S. part of the village.

*Hotels*; Geneva Hotel; Franklin, Railroad, and Temperance Houses. The accommodations are very good.

Two steamboats ply daily to *Jefferson*, at the head of the lake; connecting with stages to *Elmira*, *Ithaca*, and *Corning*; and at the latter place by R. R. with *Blossburg* in Pennsylvania, from whence large quantities of coal are shipped and sent by the Erie canal to market.

*Oak's Corners* 5 m., *E. and W. Vienna* 4 m., *Clifton Springs* 3 m., *Short's Mills* 5 m., and *Chapinsville* 3 m. are small settlements on the route, which is now through one of the finest sections of the state, well watered and beautifully diversified.



## CANANDAIGUA,

3 m. and 222 W. of Albany, one of the most beautiful towns and delightful places of residence in this rich portion of the state, is pleasantly situated on a plain of gentle ascent at N. end of Canandaigua lake at its outlet. The village is handsomely and in many parts elegantly built, chiefly on two parallel streets running N. and S. and crossed by others at right angles, decorated with trees. At the centre is an open square on which stands the courthouse, and other public buildings. It contains a town-hall, 5 churches, the county buildings, 2 banks, 2 excellent seminaries, and 2790 inhabitants. In the vicinity are a number of delightful villas, with ornamented grounds, surrounded by a rich and fertile district, which combined with the view of the lake, presents a beautifully varied scene well deserving its expressive Indian name of Canandaigua, signifying "a chosen place."

*Canandaigua Lake*, is a beautiful sheet of water, 15 m. long, and from 1 to 1½ m. wide, lying mostly in the cultivated county of Ontario, and presenting on its shores much delightful scenery. Its waters are deep and clear, and contain excellent fish. Its outlet flows N. E. into Flint creek, and finally with those of the neighboring lakes are discharged through Oswego river into Lake Ontario.

*Hotels* ; Blossom's Hotel, and Eagle Tavern.

*Victor* 9 m. *Pittsford* 12, *Brighton* 4, are small towns on the line of the Erie canal near its intersection with the railroad, before reaching

## ROCHESTER,

4 m., 251 from Albany, and 74 E. of Buffalo. The city is the capital of Monroe co. and advantageously situated on



both sides of the Genesee river 7 m. from its mouth. It was laid out as a village in 1812, and incorporated as a city in 1834; it has increased rapidly having more than doubled its population every ten years; it now contains 20,191 inhabitants. It is handsomely and in some portions, regularly laid out, with spacious and well-paved streets. The houses are well built, chiefly of brick, many of them elegant, and ornamented with beautiful gardens. There are several neat public squares. The parts of the city are connected by three bridges; the Erie canal also crosses the river, by a splendid aqueduct in the middle of the city. Some of the churches and public buildings are quite handsome. The city contains a courthouse, jail, 2 market-houses, 6 banks, 23 churches, a museum, a collegiate institute, 2 orphan asylums, a mechanics' and a young men's associations, an atheneum, 2 arcade buildings, and an apprentices' library. The *Arcade* is 100 ft. front, 135 ft. deep, and 4 stories high; it contains the Post office, Atheneum, &c. In the centre is an observatory from whence a fine view of the country is to be had.

Rochester owes its extraordinary increase to its great water power on the Genesee, its connection with the Erie canal, its connection with Lake Ontario by a boatable communication, and other natural advantages. The Genesee in its passage through the city has three perpendicular falls besides rapids, which amount to 268 ft. Numerous flour mills are worked by this water power, which for extent and excellence of machinery are not surpassed in the world. These mills are capable of making 5,000 barrels of flour per day, consuming when under full headway, 25,000 bushels of wheat per day; and it is estimated that besides the capital employed in their construction, it requires \$2,000,000 annually to keep them in operation, and that they produce annually to the amount of \$3,500,000. Vessels come up the

Genesee river from Lake Ontario to *Carthage*, 2½ m. below the centre of the city, where steamboats arrive and depart daily, and to which there is a railroad from the city. The river is boatable above for 45 m., to *Mount Morris*. The Genesee valley canal when completed, will connect it with *Olean*, on the Alleghany, and thence with *Pittsburg*. The Erie canal and line of railroads from Boston to Buffalo connect it with the E. and W. These important artificial advantages combined with its great water power and the fertile district by which it is surrounded, will continue to add to its rapid growth and prosperity; and by manufacturing the surplus supply of wheat in the western states, add to theirs also.

The city is divided into five wards, and governed by a mayor, recorder, marshal, and 10 aldermen, who constitute the common council.

*Hotels*; the American, Clinton, Eagle, Exchange, North American, and U. States, Hotels; and the Mansion, Morton, and Rochester, Houses.

The *Avon Springs*, 20 m. S. in the Valley of the Genesee, are much resorted to, on account of their efficacy in various disorders, as indigestion, rheumatism, gout, and all kinds of obstructions and cutaneous affections. The village is delightfully situated on a terrace elevated 100 ft. above the river, on the right bank, commanding an extensive view of the valley. The Springs are to the S. W. of the village; where are also three excellent bathing establishments. The best *Hotels* are the Knickerbocker Hall, and Spring Hotel, near the Springs; and the Eagle Hotel, and Avon Hotel, in the village.

Stages leave Rochester daily to *Bath, Steuben co.* 75 m., via Geneva and Dansville, connecting with stages to Corning and Elmira. Fare \$3.00.

Stages tri-weekly to *Olean, Cattaraugus co.*, 96 m., via Avon 20, Geneseo 28, Mt. Morris 34, Angelica 65, and Hinsdale 90. Fare \$4.00.

To *Oswego* 76 m. Fare \$4.00.

To *Moscow* 37 m. via Caledonia 21, and York 30.

The Tourist in leaving Rochester for Buffalo and Niagara Falls, has the choice of several routes.

I. *By Railroad*, 74 m. This is the most expeditious and agreeable route.

II. *By Daily Stage to Lockport* 58 m. via Adams' Basin 10, Brockport 15, Holley 20, Halburton 24, Albion 30, Knowlesville 36, Medina 40, Middleport 46, and Reynold's Basin, 49; Fare \$2.50. At Lockport take the R. R. to Lewiston 76 m., Niagara Falls 82, Buffalo 104.

III. *To Lockport by Canal* 62 m. fare \$2.00, via Brockport 20 m., Holley 25, Albion 60, Knowlesville 67, Medina 71, Middleport 77, Gasport 82. From Lockport as above. This is a cheap and comfortable route.

IV. *By Steamboat, daily*, during the season of navigation, from Carthage to Lewiston, thence by R. R. as above. By this route you have a fine view of the lake and its scenery, but if you intend visiting Canada on your return, one of the other routes would be preferable in going.

By Railroad the route extends W. through the villages of *Churchville* 14 m., *Bergen* 18, *Byron* 25, to

*Batavia* 32 m. the capital of Genesee co. incorporated in 1823, and containing the county offices, a state arsenal, 2 banks, 5 churches, and about 2000 inhabitants. Stages run from here S. to *Warsaw*, and N. to *Albion* and *Lockport*.

*Alexander* 40, *Attica* 43, *Darien* 49, *Alden* 54, *Lancaster* 64.

## BUFFALO

Is 74; and 325 m. W. of Albany. Pop. 18,213.

*Hotels*; American Hotel on Main st.; Western Hotel on Pearl st.; Mansion House on Main st. near the depot; and the U. States Hotel, are all excellent houses, of the first class. There are also The Farmers', and Huff's Hotel, and Pollard's Temperance House.

The city of Buffalo is situated near the head of Niagara river, the outlet of Lake Erie, and at the foot of the great chain of western lakes. Its situation at the W. extremity of the Erie canal and the great chain of railroads from Boston to Buffalo, and at the E. termination of the navigation of the great lakes, Erie, Huron, and Michigan, constitutes it the great gate of the East and the West, and commands an extensive business. The ground on which it is built, rises gradually until it becomes an extended and elevated plain, fifty feet above the level of the lake, furnishing a beautiful view of the harbour, the lake, Niagara river, the Canada shore, the canal with its branches, and the town itself. The city is well laid out with broad and regular streets, mostly crossing each other at right angles, and well paved and lighted; Main st. the principal one is 120 ft. broad and contains some fine buildings. The houses are mostly built with neatness and taste in the modern style. There are three public squares handsomely ornamented.

The city contains a courthouse and other county buildings, surrounded with ornamented grounds; 2 markets; 17 churches, some of them handsome specimens of architecture; 2 banks, an insurance company, an orphan asylum, a theatre; and a Young Men's Literary Association, which has a library of 3500 vols. and sustains an able course of literary and scientific lectures.

The harbour formed by Buffalo creek, has a depth of 12 or 14 ft. of water, and is protected from all winds; it is so spacious that several hundred steamboats and other lake vessels can be well accommodated in it. A bar at the entrance of the harbour, formerly prevented the access of most vessels from the lake; but a mole and pier of wood and stone, 1500 ft. long, have been constructed by the U. S. government and the citizens, which by confining the channel of the creek, has so far removed the bar, as to freely admit vessels requiring 8 ft. water. The lighthouse at the end of the pier, built of limestone, is 20 ft. in diameter and 46 ft. high, and is an ornamental and useful structure. A ship canal 700 yds. long, 80 ft. wide and 30 ft. deep, extends from the creek near its mouth, into the place; and the Erie canal is to be extended more than a mile, parallel and with lateral cuts to the harbour.

The commerce of Buffalo extending westward, 1200 m. through the chain of lakes or inland seas, employs nearly 60 steamboats, many of them spacious and with elegant conveniences; and 300 schooners and other lake craft. By means of the Erie canal and Hudson river, Buffalo is connected with Albany and New York; and by a continuous chain of railroads with Albany and Boston, by land. A railroad also connects it with *Black Rock*, *Niagara Falls*, and *Lewiston*.

Buffalo is divided into 5 wards, and is governed by a mayor and common council elected annually. It was laid out in 1801, became a military post in 1812, was burned by the British and Indians in 1813 for which the U. S. government gave the inhabitants \$80,000 at the close of the war, was incorporated as a village in 1822, and as a city in 1832. The commencement of the rapid growth of the city dates from the completion of the Erie canal, which was finished in 1825. It has an uninterrupted lake navigation of 1500 m., with a coast of 3000 m. Its great natural advantages, its connec-

tion with the northern valley of the Mississippi, its connection with various places by railroads and canals, must always tend to still further increase its growth and prosperity.

*Poinsett Barracks* an extensive cantonment for troops, occupy a commanding position near the N. limit of the city. Several companies are stationed there, who parade weekly for manœuvre and review.

Excursions are frequently made to the *Seneca Indian village*; it forms a pleasant 3 m. ride; it is also a delightful sail to the ruins of *Fort Erie*, on the opposite shore.

## ROUTES FROM BUFFALO.

### TO NIAGARA FALLS, AND VICINITY. 22 M.

I. *By R. Road* via Black Rock 3 m. Tonawanda 11, and Schlosser 20. Morning and afternoon lines from depot fronting Western Hotel.

II. *By steamboat daily* to Chippewa 20 m. on the Canada side, thence by R. R. 2 m. to Falls; or by S. B. to Schlosser's Landing opposite, on the American side, thence by stages to the Falls. S. B. fare 37½ cts.

For description of the above routes and of the Falls see p. 143. To go by the one route and return by the other will render the trip more pleasant.

### STEAMBOAT ROUTES.

*To Barcelona.* 52 m. by daily lines, fare \$2.00.

*To Port Stanley, Canada,* twice a week.

*To Toledo and Perrysburg* 319 m. By daily line, via intermediate places, fare \$7.00.

*To DETROIT* 372 m. By daily line via intermediate ports, fare \$7.00—see p. 135.

*To CHICAGO* 1,047 m. By line leaving every other morn-

ing during the season of navigation, via intermediate places, fare \$12.00. See p. 130.

To CHICAGO 641 m. By steamboat to Detroit as above 372 m., thence by R. R. to Kalamazoo 145 m. via Dearborn 10, Wayne 18, Ypsilanté 30, Ann Arbor 40, Dexter 50, Sylvan 60, Grass Lake 70, Jackson 80, Barry 86, Smithfield 93, Albion 99, Marengo 106, Marshall 111, Battle creek 123, Charleston 133, Galesburg 137, Comstock 141, Kalamazoo 145. Thence by stage via Paw Paw 163, Hamilton 175, Rulersville 179, Bainbridge 190, to St. Joseph 200; thence by steamboat across lake Michigan to Chicago, 269 m.

STAGE ROUTES.

To *Detroit*, 400 m. via Erie, Pa; Cleveland and Toledo, Ohio; fare \$10.00.

To *Batavia* 38 m., daily, Sundays excepted, fare \$1.00.

To *Geneseo* 66 m. via Hamburg 12, and Warsaw 45.

To *Olean* 75 m. via Ellicottsville 49.

To *Erie* 91 m. via Hamburg 12, Fredonia 46.

To *Warsaw* 44 m. fare \$1.50.

To *Lockport* 30 m. during the suspension of navigation, fare \$1.50.

## A TOUR OF THE LAKES

### FROM BUFFALO TO CHICAGO.

In this pleasant excursion the tourist has an excellent opportunity of not only viewing the picturesque and magnificent scenery of the lakes, but also of visiting the various thriving towns on the route, and witnessing the extensive commerce carried on by steamboats, schooners, and other lake vessels.

#### LAKE ERIE

Is of an elliptical shape, about 265 m. long, and varying in breadth from 10 to 63 m. The line of division as settled by treaty runs through the lake, with the states of Michigan, Ohio, Pennsylvania, and New York, on the S. and S. E. borders, and the fertile province of Upper Canada on the N. Its surface is 555 ft. above the Hudson r. at Albany, and 334 ft. above Lake Ontario. It is the most shallow of the five great lakes, its mean depth being 120 ft. with a depth in some portions of 270 ft. It receives at its W. end, through Detroit river or strait the discharge of water from the great upper lakes, and from the states and Canada numerous streams of small size, most of which have bars at their mouths; it discharges its waters through Niagara river pouring an immense flood over the precipice at the Falls. There are several excellent harbours on the U. S. shore, and but one or two on the Canada side. In consequence of its shallowness, a part of the lake is frozen over every winter, suspending the navigation for several months. Its importance as connected with commerce and navigation, is greater than either of the other lakes, and is constantly increasing, being connected at Buf-



falo with Albany by the Erie canal 363 m. long, at Cleveland with Portsmouth on Ohio r. by the Ohio canal 307 m. long, and at Port Maitland on Grand r. with Port Dalhousie on lake Ontario by the Welland canal 43½ m. long. It is navigable for vessels of 125 tons, and for steamboats adapted to lake navigation. There are now over 300 vessels, many of which are of the largest and finest class.

*Dunkirk*, 45 m. from Buffalo, is a thriving town, and has an excellent harbour. It is to be the termination of the New York and Erie R. R. and will become an important place.

*Barcelona*, 7 and 52 m. is connected with Buffalo by a daily steamboat. The lighthouse is lighted with gas which escapes from the creek and is conducted for a mile by pipes to the shore.

ERIE, Pa. 38 and 90 m. is beautifully situated on a bluff on Presque Isle bay. The U. S. government has much improved the entrance to the harbour, by the construction of substantial piers. The village contains the county buildings, 7 churches, and 3412 inhabitants. Perry's fleet was constructed here, in seventy days from the time when the timber, of which it was constructed, was standing in the forest. He returned here with his prizes after the battle, and the vessels now lie sunk in the harbour near the Navy Yard, of which his flag ship the *Lawrence*, partly out of water, has been robbed of pieces to be preserved as relics. On the high bank to the right and overlooking the town, are the remains of the old French fort, Presque Isle, overgrown with weeds. Half a mile beyond is the block house, erected for the protection of the Navy Yard during the late war. The brave Gen. Wayne, died here, Dec. 15, 1796, on his return from the Indian wars; and his remains, by his own request, were buried beneath the flag staff of the fort, but have since been removed by his relatives.

*Conneaut*, 28 m. and 118 from Buffalo, is on a creek of the

same name, in the N. E. corner of Ohio, and contains 3 churches, and 2,642 inhabitants. Its trade is chiefly in lumber and country produce.

*Ashtabula*, O. 13 and 131 m., and *Fairport*, O. on Grand r. 30 and 161 m. are next on the route.

#### CLEVELAND, O.

30 and 191 m., is the capital of Cayahoga co. and next to Cincinnati the most important city in the state. Pop. 6071. A small part of the city lies on Cayahoga r. where the land is but little elevated above the lake; but it rises by a steep ascent to a level, gravelly plain, elevated about 80 ft. above the lake, on which the city is chiefly built. From this elevation a view of the Cayahoga r. with its meanderings, the harbour and the lake with the numerous sail and steam vessels, is at once beautiful and striking. The upper portion of the city is well laid out with broad and regular streets, and has a public square of 10 acres divided into 4 parts by 2 intersecting streets, and finely shaded. It is well built, with neat and often elegant houses. The city contains a court house, jail, 7 churches mostly handsome and spacious edifices, an insurance company, a Lyceum and reading room which sustain public lectures in the winter, and numerous public and private schools.

The commerce of Cleveland is very extensive, and constantly increasing on account of its great natural advantages. Besides its connection with the extent of country bordering the lakes, it is connected by means of the Erie canal with New York and intermediate places; by the Ohio canal, passing through the entire central part of the state, with the Ohio r.; by the Pennsylvania canal, which joins the Ohio canal at Akron, with Pittsburg and thus with the southern Atlantic cities; and by the Welland canal, with the Canada

market. There were in 1842, belonging to the port 75 sail-vessels and 5 steamers; the number that arrived during the year was 2468, number departed 2462. The imports for the year were heavy, while the exports amounted to \$5,851,898; of which \$1,016,976 went to Canada, for which trade Cleveland possesses unrivalled advantages. The principal exports, are wheat, flour, corn, pork, lard, butter, beef, cheese, &c. Cleveland is the great mart where the grain trade of the largest grain-growing state in the Union, centres. Its water-power is small, and therefore it is not an extensive manufacturing place.

The harbour of Cleveland is one of the best on Lake Erie, spacious and safe, and easy of access. It is formed by the mouth of Cuyahoga r., and is well supplied with extensive wharves and storehouses. There are two substantial stone piers 1200 ft. long, erected by the U. S. government, 200 ft. apart. There are two lighthouses, one on the high bank on the shore, the other near the end of one of the piers.

Cleveland derives its name from Gen. Cleveland of Connecticut, who first surveyed and laid it out in 1796. It was incorporated as a village in 1814, and chartered as a city in 1836. It is divided into 3 wards, and governed by a mayor, 3 aldermen, and 9 councilmen. In 1799, there was but one white family, settled on the spot, since when it has been increasing slowly until the past few years, when the different lines of communication with various parts of the country being formed, it has increased rapidly, and for the same reason will continue to advance.

There are several *Hotels*, of which the American is a large and excellent house.

*Ohio city* on the opposite side of the river is a thriving place, and destined at no future day to form part of Cleveland.

*Black River* 28 m., *Vermilion* 10, and *Huron* 20, are

each small towns situated on rivers with their respective names.

**SANDUSKY** 10 m. and 259 from Buffalo, is the capital of Erie Co, O., situated on Sandusky bay, and commanding a delightful view of the lake. It has 4 splendid churches, 1 academy, and about 300 dwellings, mostly built of stone from an extensive quarry on which the town stands. Pop. about 2000.

**TOLEDO**, 50 and 309 m. situated on Maumee r. near its entrance into Maumee bay at the S. end of Lake Erie. It contains numerous stores, 2 foundries, 2 steam saw mills, 35 mechanic shops, and 2072 inhabitants. A steambot line connects *Toledo* and *Perrysburg* 18 m. higher up the river, with Buffalo. A railroad extends to *Adrian* 33 m.; and the Wabash and Erie Canal to *La Fayette*; the latter is to be extended to *Terre Haute* on the Wabash, a total distance of 81 m. and when finished will add much to the business of the place.

**Monroe**, Michigan, 28 m. is situated on the river Raisin 2½ m. from its mouth. A ship canal, 100 ft. wide and 12 ft. deep, is constructed from the city to the lake. The city contains a courthouse an elegant edifice of hewn stone, a jail, 2 banks, 7 churches, numerous mills and factories, a reading room and public library of 1500 vols., and 1703 inhabitants. The city was first settled by the French in 1776, and increased by the English in 1798. On Jan. 18th, 1813, the memorable battle of Frenchtown was fought near this place, when 700 Kentuckians under Gen. Winchester were massacred by the Indians, under the countenance of Gen. Proctor, who ordered the burning of the place. The order was punctually executed, but was stopped by the interference of the celebrated Indian chief Tecumseh. A railroad extends west via *Adrian* 34 m. to *Hillsdale* 68, connecting with a line of stages to *Niles* 161 m.

*Amherstburg*, Can. W. is on the mouth of the Detroit r. and was formerly known by the name of Walden. On the opposite side of the river is the battle ground of *Brownstown*, where the Americans while on their way to relieve the fort at Frenchtown, routed the British and Indian force, with a slight loss. The regulars were stationed in a narrow pass with their artillery on a rise commanding the road, while the Indians were secreted in the woods. The Americans, under Gen. Miller were nearly surrounded, before the enemy was discovered. By a vigorous attack the regulars were driven back and the Indians becoming confused were entirely routed. The Americans arrived too late, as the perfidious massacre of the defenders of the fort had already taken place.

## DETROIT.

14 m., 372 from Buffalo, and 675 from *Chicago* by s. b. route, the capital of the state, is beautifully and advantageously situated on the W. side of Detroit r. on ground elevated 30 ft. above its surface, 7 m. below the outlet of lake St. Clair, and 18 above the W. extremity of Lake Erie. Pop. 9192. The city extends for over a mile on the river, and for 1200 ft. back of it, the plan is rectangular. There are 8 avenues, three of which are 200 ft. wide, and five others are 120 ft. wide; five of these centre at a public ground called the grand circus. The other streets are 60 ft. wide and generally cross each other at right angles. The houses are mostly of wood, though many are built of brick, in a neat, and sometimes elegant manner.

Among the public buildings are ; the *State House*, built of brick, 60 by 90 ft. It has a portico with 6 Ionic columns, with pilasters on the sides, and is surmounted by a dome 140 ft. high; from whence a grand and beautiful prospect presents itself. The *City Hall* is a neat edifice of brick, the

lower story occupied by the markets, and the upper by the courts. Some of the *churches* are very handsome. St. Paul's Episcopal church, of brick, in the Gothic style, has a well proportioned tower 115 ft. high, and a fine organ. The Presbyterian church of brick, in the Grecian Doric style, with a portico of six columns, and a steeple 130 ft. high. The Baptist church, on an elevated situation, built of brick in the Grecian Ionic style, has a steeple 100 ft. high, and a handsome dome. St. Anne's cathedral constructed of hewn granite, in the Roman Doric order, has two steeples in front, ornamented with iron crosses; in the centre is an octagonal dome, 30 ft. in diameter and 30 ft. high; it has a splendid organ. The *Bank of Michigan* is constructed of polished stone, in the Grecian style, at a cost of \$40,000.

Detroit contains an Historical Society, a State Literary Institute, a Medical society, a Young Men's society for Moral and Intellectual improvement with a library of over 1200 vols., and a State Library, at the capitol, containing 2000 vols. to be increased at the rate of \$1000 a year for five years. The city also contains 8 churches, 4 banks with an aggregate capital of \$2,250,000; 3 markets, a theatre, a circus, a state penitentiary, a county jail, a government magazine, a mechanic's hall, and numerous seminaries. The city is supplied with water raised by steam-power from the strait, and distributed in pipes over the city.

Detroit is well situated for trade, and has already become a great commercial emporium. The navigation of the river and lake is open about 8 months in the year. The arrivals of vessels and steamboats is about 300 annually.

The city was first settled by the French, in 1683; and fell into the hands of the British in 1760. In 1784, it came by treaty into the possession of the U. States, who have had a garrison stationed here from 1796 until recently. In 1802 it was incorporated as a city, and in 1805 it was nearly de-

stroyed by fire. In 1812, it was captured by the British, recaptured in 1813, by the Americans, and rechartered in 1815. In 1837 a large fire occurred in Detroit, which caused a great destruction of property.

A R. R. extends N. W. to *Pontiac* 25 m. thence by stage via *Flint* 61, to *Saginaw* 97. A R. R. extends to *Utica*, 25 m. The central R. R. of Michigan extends W. to *Kalamazoo* 146 m. via *Dearbornville* 10, *Ypsilanti* 30, *Ann Arbor* 40, *Scio* 46, *Jackson* 79, *Marshall* 113, *Kalamazoo* 146; thence by stage to *St. Joseph's* 200, then by steamboat across lake Michigan to *Chicago* 269.

By stage to *Port Huron* 59 m.

By stage to *Grand Haven* 199 m. via *Howell* 51, *Ionia* 118, and *Grand Rapids* 155.

By R. R. and stage to *Niles* 182 m. By R. R. to *Ypsilanti* 30, thence by stage via *Cold Water* 110, and *Mottsville* 154.

To *Chicago* 279 m.; by stage to *Niles* 182 m. as above, then via Michigan city 226.

From *Windsor*, on the opposite side of the river, stages run to *Queenston* during the close of the navigation.

Continuing the tour of the lakes we proceed N. until 7 m. above Detroit we reach

#### LAKE ST. CLAIR,

The smallest of the chain; it is 24 m. long, 30 m. wide, 90 m. in circumference, and about 20 ft. deep. It receives the waters of several rivers, one of which, the St. Clair connects it with Lake Huron.

*St. Clair* on the W. and *Southerland* on the E. shore are passed before reaching Lake Huron, at the S. end of which on the W. side is *Fort Gratiot*, and *Ft. Edward* on the E. or Canadian side.



## LAKE HURON,

Is so irregular in shape that it is difficult to determine its exact dimensions. It is 260 m. in length, with a breadth of 160 m. in its widest part, though the average breadth is 90 m. Its principal indentations are *Saginaw bay*, on the W. shore; and *Georgian bay* on the N. E. 170 m. long and 70 m. wide, itself one fourth of the size of the whole lake. There are said to be 32,000 islands in Lake Huron, most of which are in the N. and N. E. part, of which the largest is *Manitoulin* 90 m. long, and 30 m. broad in its widest part. Its greatest depth towards its W. shore, is at least 1000 ft., and its mean depth 900 ft. or about 300 ft. below the level of the Atlantic. It receives the waters of lake Superior by St. Mary's strait, those of lake Michigan by the straits of Michilimackinac, and discharges its own waters by the river St. Clair. It also receives the waters of several small lakes. The lake is subject to violent storms, which render its navigation dangerous. Though very deep, it is generally shallow near the shores; it has some fine harbours. The boundary line runs through the middle of the lake.

*Point aux Barques* 130 m. from Detroit, is at the S. entrance of Saginaw bay; *Thunder bay* 75 m. further, contains a great many islands, on one of which is a lighthouse; *Presque Isle* 30 m. is on the N. E. point of the peninsula of Michigan.

*Sault de St. Marie*, or St. Mary's Falls, is a settlement on the American shore of the St. Mary's river, the outlet of Lake Superior. The village is pleasantly situated on elevated ground, and contains a courthouse, 3 churches, Fort Brady, an U. States post, a trading house of the American Fur company, and about 1000 inhabitants of a mixed character. The St. Mary's river 60 m. long, has a total fall in its course from Lake Superior to Huron of 50 ft., the principal part of which



are the rapids near the village, near three fourths of a mile long, with a descent of 23 ft. It is in contemplation to cut a ship canal around the falls, which would complete the navigation between the lakes, and form an outlet for the vast resources of the country bordering lake Superior.

From Sault St. Marie a steamboat runs every other day to Mackinac, and to the copper mines of Lake Superior.

## LAKE SUPERIOR,

The largest of the five lakes, and supposed to be the largest body of fresh water in the world, is 380 m. long, 130 m. wide in its widest part, 900 ft. deep, and about 1500 m. in circumference. Its waters are remarkably clear and abound with trout, white fish, sturgeon, and other fish; many of which are taken and exported. The lake is subject to as violent storms as the Atlantic, and the navigation is equally dangerous. It contains a number of islands in the N. and N. E. parts, the largest of which is *Isle Royal*, 100 m. long and 40 m. broad. It receives the waters of 30 rivers, and discharges them through the straits of St. Mary. The land on the borders of the lake is generally sterile, being elevated, rocky, and in some parts mountainous. The Pictured Rocks on the shore towards the E. end are a great curiosity. They form a perpendicular wall 300 ft. high, extending about 12 m., with numerous projections and vast caverns, which receive the waves with a tremendous roar. At one place a considerable stream is thrown from them into the lake by a grand cascade 70 ft. high, and projected so far that boats pass dry between it and the rocky shore. The Doric rock or arch appears like a work of art, consisting of an isolated rock of sandstone with four pillars, supporting a stratum of stone covered with soil and a growth of fir trees, some of them 60 ft. high. Recent explorations have discovered large beds

of copper in the country S. of the lake, which eventually will prove of great profit.

Just above *Fort William* on the Kaministiquia river, near its entrance into the lake, are the *Kakabikkia falls*; they have a perpendicular descent of 130 ft. and a breadth of 150 ft.; and in the volume of water which they present, in the roar of the cataract, and the wildness of the vegetation and of the rocks around, are thought by some to rival the Falls of Niagara.

MACKINAC (pronounced Mackinaw) 295 m. from Detroit is pleasantly situated on the S. E. extremity of an island of the same name in the straits of Michilimackinac. It is the capital of the county, and contains the county buildings, 2 churches, several missionary schools, and a branch of the University of Michigan. Fort Mackinac stands on a rocky eminence, 150 ft. above the village, which it commands. The harbour is spacious and safe, capable of accommodating 150 vessels. More than 3000 barrels of trout and whitefish are annually exported; and it is still the mart of an extensive trade. The air here is cool and salubrious.

Passing through the strait and entering lake Michigan, Beaver, Fox, and other islands are passed.

#### LAKE MICHIGAN

Is the largest that lies wholly within the United States and second only to lakes Superior and Huron of the five great lakes. It is 330 m. long, 60 m. broad on an average, and estimated to be 900 ft. deep. The waters are pure and clear and abound in excellent fish, the trade in which is extensive. *Green Bay* is a large inlet on the W. side.

*Manisowoc, Sheboygan, Washington, Milwaukee, Racine,* and *Little Fort* on the W. shore; and *Grand Haven, Sauga-*

*tuck*, and *St. Joseph's* on the E. shore, are thriving and populous places before reaching

## CHICAGO, ILL.

675 m. from Detroit, and 1047 from Buffalo. The city is beautifully built on level ground on both sides of the Chicago river, the N. and S. branches of which unite three fourths of a mile from the lake, in the upper part of the city forming a good harbour; a bay at its mouth has about 9 ft. water. Piers have been constructed by the U. S. government on both sides of the harbour, extending into the lake for some distance. This rapidly increasing place contains the county buildings, a U. S. land-office, 6 churches, and 13,000 inhabitants. The city is supplied with water from the lake, and has several fire and insurance companies. On a strip of government land between the city and the lake are situated *Fort Dearborn* and a lighthouse. The fort consists of a square stockade, enclosing barracks, quarters for the officers, a magazine and provision store, and defended by bastions. Near the city are vast quantities of white pine and other fine timber. The country around it is fertile and pleasant, and the situation is healthy.

The city is one of the many important places in the U. States which have sprung up and increased rapidly within a few years. In 1832, there were but 5 stores, and 250 inhabitants; its present importance is owing to its great natural advantages, it being the nearest point on the lakes to the Mississippi river, and to its connection with Buffalo and other places by steamboats and other vessels. The Michigan and Illinois canal extending along the valleys of the Chicago, Des Plains, and Illinois rivers, to the head of steamboat navigation on Illinois r., one of the tributaries of the great Mississippi, adds much to its increase.

During the last war with Gt. Britain, in 1812, when the town was but a name, the garrison of the fort, on the surrender of Gen. Hull at Detroit, resolved to abandon it. Shortly after leaving the fort they were attacked by Indians. They defended themselves bravely, and only surrendered to a greatly superior force, after obtaining a promise that their lives should be spared; but after delivering up their arms several of the men were barbarously murdered.

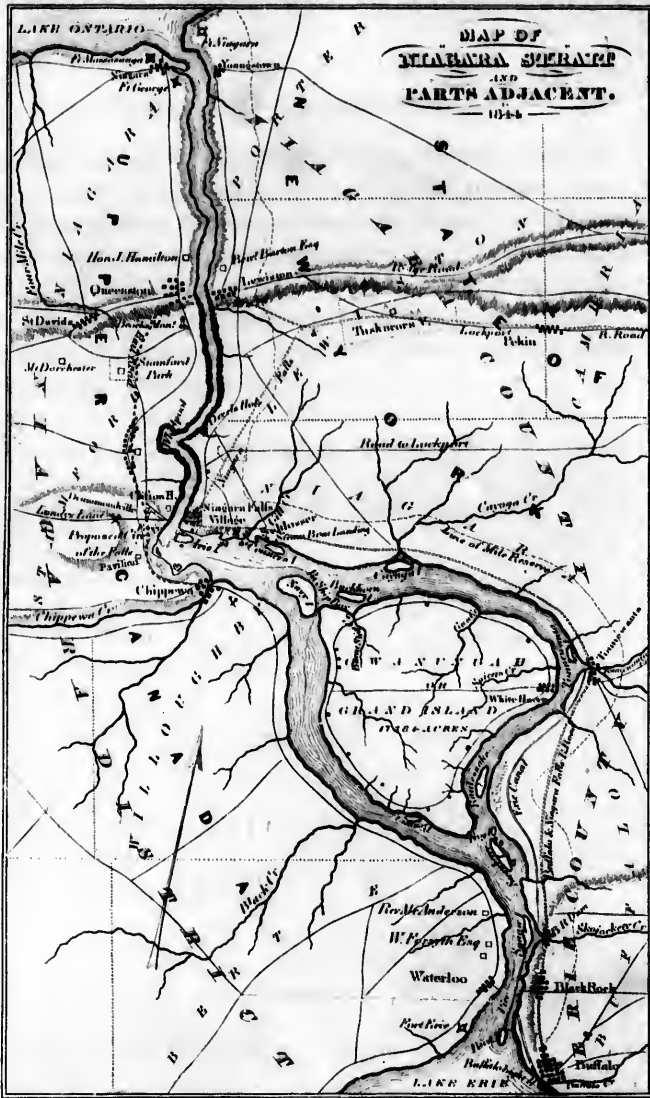
*Hotels*; The Lake House, excellent in every respect.

*Michigan City*, S. E. of Chicago, is destined to become a place of great importance.

From Chicago, routes diverge to the S. E. and W.

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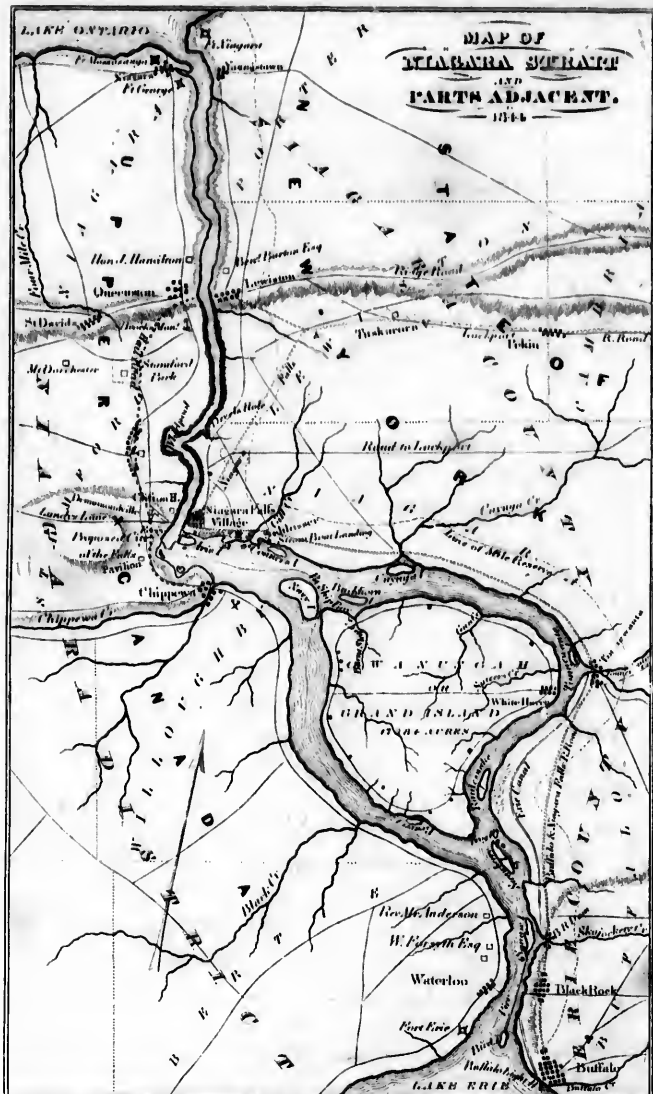


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## FROM BUFFALO TO NIAGARA FALLS, 22 M.

By R. R. to *Black Rock* 3 m. passing when about half way the new fortress erected by the U. S. government. It is situated on elevated ground, and is of a strength and extent proportionate to the defence of so important a point. It is nearly opposite the site of *Fort Erie* on the Canada side, described below.

The village of *Black Rock* is of some size, containing about 1800 inhabitants. Its harbour is formed by an immense stone pier or mole, over a mile in length, 50 ft. wide at its base, and 30 ft. at the top, erected by the state of New York, at an expense of \$300,000, for the double purpose of forming a harbour for the canal boats entering the lake, and for supplying the Erie canal with water. A dam 165 yards long, connects the shore with Squaw island, and raises the water in the harbour 4½ ft., to a level with the lake, creating an immense water power. Vessels are admitted from the harbour into the river by a lock.

*Tonawanda* 11 m. is a small village, with a good harbour.

*Schlosser* 9 m. is next passed before reaching the *Falls*. See p 145.

From Buffalo by *steamboat* daily. By this route is presented a fine view of Lake Erie and both sides of the river. The first object in view is the ruins of

*Fort Erie*, on the Canada side, a little N. of *Waterloo*, the scene of several engagements during the late war. The last and most decisive battle was fought on the night of Aug. 15th, 1814. The Americans had possession of the fort, and were attacked several times during the night by the British, who were as often repulsed, until at length they succeeded, by a superior force, in gaining a bastion. Several cartridges

exploding, they caused tremendous havoc amongst the British, who were obliged to retreat, having lost 221 killed, 174 wounded, and 186 prisoners. The American loss was 17 killed, 56 wounded, and 11 missing. This action was followed by a splendid sortie, made by Gen. Porter on the 17th, in which the British lost 1000, including 385 prisoners; and the Americans 511 killed, wounded, and missing.

Opposite is the new fort being erected by the U. S. government.

The river is here divided into two channels by *Grand Island*, a tract of valuable land mostly covered with timber, chiefly of white oak, suitable for ship building. It is 12 m. in circumference, and from 3 to 6 m. in diameter, and belongs to the Americans.

*Navy Island*, at the foot of Grand island, belongs to the British. It became notorious in 1837-8, when it was occupied by the so-called "patriots." The steamer *Caroline* was burnt while lying at Schlosser's Landing on the American side opposite; it was engaged in plying between the shore and the island, which shortly after was evacuated.

CHIPPewa 20 m. from Buffalo, and 2 m. above the falls, is a flourishing place, with a tolerable harbour, situated at the mouth of Chippewa creek; which is spanned by a draw-bridge, and is navigable 15 m. up the stream. It commands an excellent view of the rapids, and scenery above the Falls.

Chippewa has become famous on account of the sanguinary battles fought in the neighborhood, during the late war. The battle was fought July 5th, 1814, on the plains one mile S. of the village. The American forces were commanded by Maj. Gen. Brown, and the British by Maj. Gen. Riall. The British advanced rapidly across the Chippewa bridge, and were met by the troops under Gen. Scott, and were also attacked by Gen. Ripley on their right flank. After a severe engagement, the British recrossed the bridge, which

they broke down on their retreat, having suffered a loss of 514 killed, wounded, and missing, while the American loss was 328.

From Chippewa a railroad extends to *Queenston*, 10 m., stopping opposite the *Pavilion*, an excellent hotel. The *Clifton House* half a mile below, near the ferry, affords the best general view of both the American, and Canadian or Horse Shoe Falls, that is to be obtained.

NIAGARA RIVER AND FALLS.

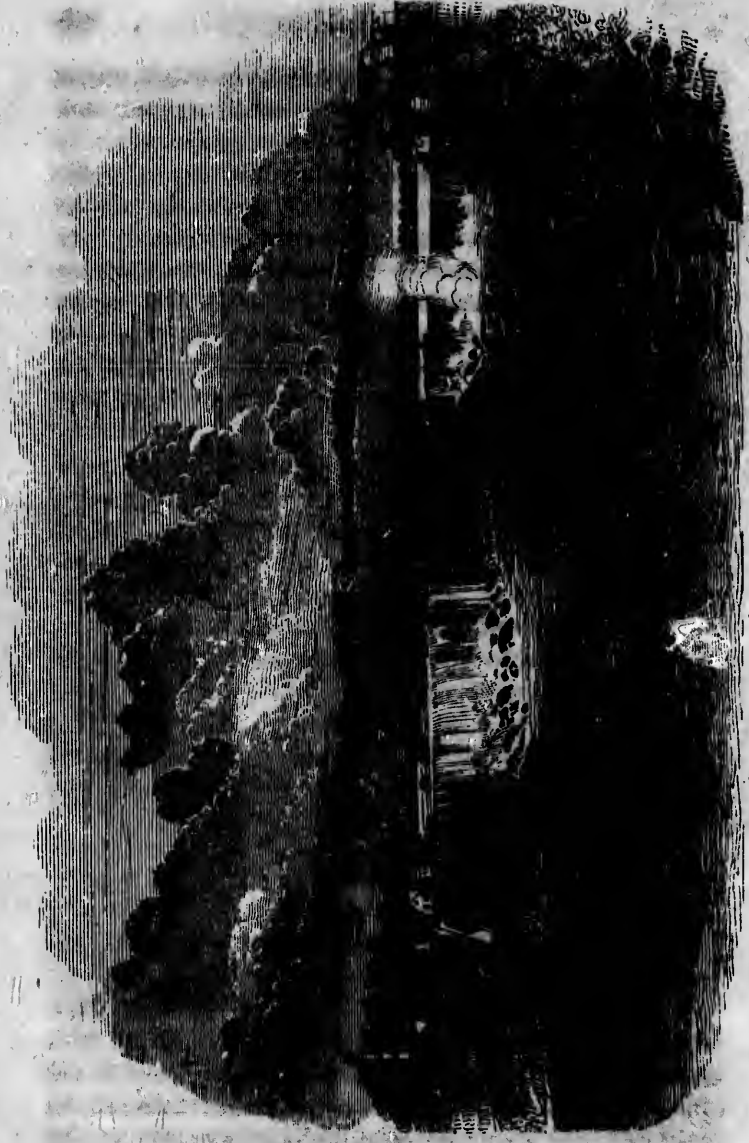
NIAGARA RIVER about 35 miles in length, on which the falls are situated, is the great outlet of the upper lakes, and connects Lake Erie with Lake Ontario. These great inland seas, as they may be called, contain nearly half the fresh water on the globe. The river as it flows from Lake Erie is about three fourths of a mile wide, and from 20 to 40 ft. deep; it has for 3 m. a rapid current, and then becomes smooth and placid, resembling a prolongation of the tranquil lake, being interspersed with low wooded islands, till within one mile from the falls. Five miles from Lake Erie the river begins to expand, till it becomes more than 8 m. in width, measured across Grand island, and embraces, before it reaches the falls, 40 islands. Below the termination of Grand and Navy islands, the river is compressed to a breadth of  $2\frac{1}{2}$  m., and proceeds with an accelerated motion. Three fourths of a mile above the falls commence the rapids, which have a descent of from 52 to 57 ft., the greatest descent being on the British side; they are more than a mile in width, with white crested breakers, and a dashing and foaming torrent, tossing from 10 to 30 ft. above the main current, until they come to the great cataract. Nothing but a miracle, could save any one who should come within the force of these rapids.

THE FALLS, about 21 m. below lake Erie, and 14 m. above lake Ontario, are generally regarded as the greatest natural curiosity in the world. The river is precipitated over a precipice 160 ft. high, with a solemn and tremendous roar, which is ordinarily heard from 5 to 20 m., but has in some instances been heard at Toronto 45 m. distant; although at the village on the shore, there is little to give notice of its awful proximity. In consequence of a bend in the river, the principal weight of the water, supposed to be seven eighths of the whole, is thrown on the Canadian side over the Horse-shoe fall. The distance across the fall from the American shore to Goat island is 65 rods; across the front of Goat island is 78 rods; around the Horse-shoe fall 144 rods; and directly across the same it is 74 rods. The American fall, though sublime, inclines to the beautiful; while the Canadian fall, though beautiful, is characterized by an overpowering sublimity.

On the American side, the water power is immense, and easily available; and but for its exposedness in case of a war, would probably be soon and extensively occupied. It is computed that 100 millions of tons of water are discharged over the precipice every hour. The river at the falls is a little over three fourths of a mile wide, but below, it is immediately compressed to less than one fourth of a mile in width, and as ascertained by sounding is about 250 ft. deep. About 2 m. below the falls, the river is comparatively smooth, and thence to Lewiston it flows with amazing velocity. While the river makes a constant descent of 100 ft. in 7 m., the banks have an ascent for the same distance, to Lewiston.

The number of visiters at the falls is from 12 to 15,000 annually, and the number is increasing. All classes from different parts of the world congregate here during the summer season.





NIAGRA FALLS FROM LANGHEIM'S DAGUERROTYPE VIEW.

NIAGARA FALLS FROM LANCHEIM'S DAGUERROTYPE VIEW.

The banks of the river vary greatly in their appearance and height ; from the efflux of the river to the cataract, they are from 5 to 100 ft. high ; from the Falls to the end of the mountain ridge, they are from 170 to 370 ft. perpendicular height ; at Lewiston they are 100 ft. high, and from thence to the lake, they have a gradual and unbroken descent. The descent of the river, from its efflux to Black Rock is 6 ft. ; from thence to the rapids 10 ft. ; from the head of the rapids to the cataract 58 ft. ; the cataract itself 154 ft. ; from the Falls to Lewiston 104 ft. ; and from Lewiston to Lake Ontario, about 2 ft. The whole declivity of the river from lake Erie to Ontario, is therefore 334 ft !

As the traveller approaches the falls the distant view of the green wood, the falling water, and the white foam, with the sun shining full upon them, is more beautiful and less grand, probably than he expected. But after several nearer views of the two cataracts, gazing upon them for hours from above and below, watching the river foaming over the rapids then plunging headlong into the dark pool, and listening to their thundering sound ; and having explored the delightful island which divides the falls, where the solitude of the ancient forest is still unbroken, then at last he learns by degrees to comprehend the wonders of the scene, and to feel its full magnificence.

NIAGARA FALLS.

Having arrived at the falls, take rooms at one of the following *Hotels* :

On the American side ; *The Cataract House*, the oldest establishment at the falls, is a large and splendid hotel, with the finest accommodations, situated near the bank of the river, a part of it almost overhanging the rapids between the shore and Goat island, and commanding a fine view of the

verge of the American Fall, the islands, &c. ; attached to the house is a neat garden, and about a mile distant, a farm of 500 acres, on which supplies for the house are raised. *The St. Lawrence Hotel* is also an excellent house ; besides which there are several others of good repute.

On the Canada side ; *The Clifton House*, a large, commodious, and well furnished hotel, stands on the brow of the bank, near the ferry, and commands a splendid view of the Falls from its piazzas. *The Pavilion*, is a handsome house and has ample accommodations ; it stands on the upper bank and affords a fine prospect of the scenery, from its piazza, and also from the foot of the stairs leading to the bank below.

Sallying forth from your hotel to visit the falls, keep along the brow of the upper bank or ridge to *Prospect Point*, on the river. From there you have the best view of the falls, on the American side. Standing upon the brow of the precipice, you behold one of the most magnificent views presented by this great phenomenon of nature. Two hundred feet below you the river rolls by ruffled and agitated, shining and sparkling in the sun, and bounded on either side by lofty walls of limestone, crowned with neat villages, cultivated fields, and vast tracts of forest. To your left Table Rock, the Horse-shoe fall, Iris island, the Central fall, the American fall, the rapids and islands above, all are within sight, but of the Horse-shoe fall the view is distant and partial. Having gazed at and admired this glorious scene, advance to *Prospect Place* on the very brink of the cataract, and there leaning over look down at the awful depth, the huge masses of rock, the spray and the foam rising from the deep abyss, then up, at the American cascade and the other falls. Mr. Ware, has an observatory on the ferry house, from whence you can view the same scenes, and where also, canes, and other articles are for sale.







Having feasted your eyes with the glorious scene, pass up the river along its shore, admiring the wild rapids of the river and the splendid scenery of the banks and islands, until you reach the *Bridge* from the American shore to Bath Island. While standing on the bridge, which is only 64 rods above the cataract, you are filled with amazement and wonder to know how a bridge could be erected over such a mad torrent, rushing along with a velocity and force almost irresistible. The manner of constructing it was as follows; the abutment on the shore having been built of proper size and durability, two long massive timbers were projected from it, the ends in the abutment being secured from tilting up by piling on tons of weight. Upon these timbers were then laid planks, thus forming a temporary but insecure bridge, from the extremity of which large stones were let down into the stream, until the pile rose above the water, when it was surrounded by a massive frame of timber, sunk into the water, and the remaining space filled with stone. One pier being formed it was comparatively easy to form the permanent bridge from it to the shore. The second and remaining piers were formed in like manner by successively thrusting the timbers forward, and then connecting them by sections of the permanent bridge. *Bath* island is connected with *Iris* island by a similar bridge, and thus to the main land.

The first bridge to this island was built higher up the stream by Gen. Whitney in 1817, but was carried away by ice in the following spring; the present one was constructed the ensuing summer by the Messrs. Porter at a cost of 1600 dollars, it is 44 rods in length, being 28 rods to Bath island, and thence 16 rods to Iris island.

On arriving at *Bath island*, you register your name and pay 25 cts. toll, which entitles you to pass and repass as often as you please; at the toll house the keeper has quite a museum of curiosities, and has for sale canes, bead-work, &c. A path

leads from the toll house to a bridge connecting Bath island with *Ship island*, which with *Brig island*, are two beautiful and delightful retreats, so named on account of their fancied resemblance to such vessels. They are situated in the very midst of the wild and turbulent rapids, of which they command excellent views; they are covered with vines, trees, and flowers, and provided with rustic seats.

After crossing the bridge to *Iris or Goat island*, turn to your right and pursue the path along the bank, to the *Hog's back*, a narrow ridge so named from its shape, at the lowest extremity of the island. From this point, you have a fine view of the Central or Crescent fall between *Iris* and *Prospect* islands, the American fall between the latter and the American shore, the river below with its picturesque scenery, and two miles distant the Whirlpool Falls are just distinguishable by a small cloud of foam. If your nerves be firm, you can approach to the very verge of the precipice and gaze down at the central fall which rolls over the precipice in a clear unbroken sheet 158 ft. high. Beneath you and behind the cascade is the celebrated Cave of the Winds.

Now cross the bridge to *Prospect or Luna island*, and you will be rewarded by the finest view of the American fall that is to be had from any other elevated point. The broad stream plunges over the precipice at your feet 163 ft. high, and being varied in its outline with snowy columns it is at once majestic and sublime. The island itself is a beautiful spot mostly covered with forest trees, and from it besides the view of the falls, the rapids and other islands are seen.

Retracing your steps to the *Hog's back* pass up along the bank to the *British Fall*, and you have a grand view of the basin, the Horse-shoe falls, and the rapids above. Crossing *Terrapin Bridge*, 300 feet long to the rocks at its extremity, you stand at the very verge of the precipice, with the immense volume of water pouring over it; you behold the falls

in all their greatness, while your ears are filled with the unceasing roar of thunder, and far down the abyss rises the spray and foam in vast clouds. Then is it that man feels his vast insignificance when contrasted with the workings of nature as created by the hand of the Almighty. Turn in either direction and you behold vast floods of water rolling down with an irresistible force, seeming about to sweep you and the rock on which you stand into the huge vortex.

Ascend the *Prospect Tower*, and from the open gallery at the top, protected by an iron balustrade, you have a sublime and magnificent view of the great Fall 150 ft. high, the chasm, the rapids, Table Rock, and the surrounding scenery. The Tower is a circular stone building 45 ft. high, ascended by winding stairs, and was erected by Judge Porter in 1833. From it you gaze into the very hollow and midst of the great chaos, until the brain grows dizzy with the sight. After revelling the senses with the glorious sight until you are weary of it, retrace your steps on the bank towards the Hog's Back, before reaching which you meet the *Biddle stair case*. Here you change your dress before descending.

The stair case was so named from its having been constructed in 1829, by the late Nicholas Biddle, former president of the Bank of the United States, at a cost of \$300. It forms a desirable means of communication with points of great interest, which previously were reached only by boats from the ferry. You descend the bank which is quite steep, for 40 ft. by a flight of steps to the head of the stair case. This is in the form of a hexagon, enclosing triangular steps, 90 in number, that wind spirally around a large solid oak shaft, resting on a firm foundation, and securely fastened to the rock at the top. The stair case is 80 ft. in height, from thence to the river 80 ft. more, and the whole descent from the top of the bank is 185 ft. From this point excellent sport for the angler is to be had; and from a platform 97 ft. high,

the celebrated Sam Patch made two successful leaps shortly after the stair case was completed. In attempting similar leaps from the Genesee Falls at a height of 125 ft., in his second leap he sank to rise no more.

From the foot of the stair case, paths lead up to the British fall, and down to the Central fall, and the Cave of the Winds. First, being properly equipped, you pass up along the river to the *Horse-shoe fall*, pursuing the pathway at the foot of the cliff, with vast masses of rock impending over and seeming about to fall upon you, though in reality, there is little danger. Having reached the cataract, you gaze up far, far above you, at the overhanging cliff, the Terrapin rocks, and the never ceasing torrent dashed to foam upon the huge limestone rocks, which have evidently been torn from the precipice above. From here also an excellent view of the magnificent cascade presents itself. If the wind is favorable, you can pass some distance behind the sheet, and view it in all its greatness and sublimity.

Retrace your steps and passing the Biddle stair-case, you reach the *Lower Fishing-Rock*, at the lower extremity of the island, where you gain the best view of the American fall that is to be had, except from the river, directly in front of it. You are struck with its lovely beauty, its majestic and sublime proportions, and its great height; a scene that makes a deep impress upon the memory.

Ascending the sloping bank to the Centre Fall, pause at the entrance of the *Cave of the Winds*, to look up at the projecting cliff, far over which falls the sparkling torrent, while below you are piles of rock on which the torrent lashes itself into foam and spray. Descending the steps of the cavern, you have before you still another sublime scene; on the one side rises a huge wall of rock, while on the other is the falling sheet forming a beautiful arch. Reaching the bottom, and gaining the centre and back of the cave, the sights and

sounds of the rushing waters, and of the reverberating winds pent up in their rocky confines, will thrill your very soul with emotions never to be forgotten. The cave is 100 ft. wide, 30 ft. deep, and 130 feet high; the bottom is composed of loose stones, which have fallen from above, and slopes gradually down to the front, where it terminates in a precipice 34 ft. high from the water. The sheet of water on the one side, and the projecting rock on the other form a natural and noble arch. The winds keeping the spray in constant agitation, completely drench you before leaving the cave.

Leaving the Cave of the Winds you reach a narrow space at the foot of Prospect island, between, and commanding fine views of the Central and American falls. Then pass behind the American falls as far as you dare; which it is supposed can be done for its entire length. Returning, ascend the Biddle staircase, resume your ordinary dress, and proceeding up the river, complete the circuit of the island, passing the Horse-shoe Falls and Terrapin Rocks. In your route you have beautiful views of the wild rapids; of four small islands, between one of which covered with moss, and Iris island, is a beautiful cataract in miniature; of the turbulent river, with Schlosser on the left, Chippewa far off to the right, and Grand, Navy, and other islands in the distance; and of the American rapids. Near the end of your circuit you pass the log house, formerly occupied by Francis Abbott, the Hermit of the Falls. The Garden is a pretty spot, containing some excellent fruit trees, a variety of plants and flowers, and a fish pond. Re-cross the bridge, thence to your Hotel, and when ready to view the falls from the Canada side, the ensuing directions will be of use to you. In the evening, if it is moonlight, make another visit to Iris island, and it will then appear still more lovely.

Leaving your hotel, take another look at the American fall from Prospect-point, and pass on to the *Ferry railroad*

and stair case, constructed by Judge Porter in 1845. The route for the railroad is formed by blasting the solid rock for a space of 25 ft. in width and 100 ft. in length from the bank of the river. In this chasm an inclined plane 320 ft. in length, with an angle of 35 degrees, is constructed; on this is a double track for the cars, which are propelled by motive power obtained by diverting a small stream from the American Fall upon an overshot wheel. A stair case is formed parallel with the railroad, thus giving you the choice of two modes of descent, for neither of which is a charge made. About half way down, where the stair case turns to the right, you obtain a beautiful view of the American fall and partial ones of the others; which it is well worth while to do, as from every point that you view either of the falls, they present just so many different appearances. Having reached the bank of the river, pass up it and you will have another excellent view of the American fall, behind which, if the wind is favourable, you pass for some distance without being incommoded by the spray.

Returning from thence to the ferry, you are carried across the river, which is 76 rods wide, in a short time, for which you pay between the months of May and November 18½ cents; at other seasons 25 cts. When in the middle of the stream a splendid view of the circle of great cataracts meets your delighted gaze. Reaching the *Canada shore* you ascend it by a fine carriage-road, leading up to the *Clifton House*, at the top of the bank; and from thence for the whole distance to Table Rock, the finest and most magnificent of all the upper views of the falls meets the eye.

If the other views have created wonder and delight, how much more will *the view from Table Rock*, take from you the power of adequately expressing your awe and admiration at the sight now before you? Table Rock 150 ft. high projects over the bank, and beyond the curve of the cascade to



a considerable distance ; and thence from its tabular aspect, its name. It was formerly much more extensive than at present, large portions having been broken off by the fall, at three different periods, viz. in 1818, '28, and '29 ; and a deep fissure shows that at no very distant period a similar occurrence is likely to happen. Creep to the edge of the rock, and look down, the sensation is awful, and will make the stoutest nerves shudder. The shape or outline of the British fall is undergoing almost constant change ; in 1678 it was nearly straight across ; since then it has taken different shapes, from one of which it derived the name of Horse-shoe, a shape which it does not now present. This would seem to be a strong proof in favour of the theory advocated by Mr. Lyell, the celebrated English geologist, and others, viz. that for a vast number of years the falls have been constantly wearing their way through the channel from Queenston and Lewiston until they have reached their present position, and are still constantly retrograding. It is certain that the falls do not now present the same appearance they did a few years since.

Returning from Table Rock to the *Stair Case*, you procure proper apparel and a guide to visit *Termination Rock*, which is behind the great sheet. From the foot of the stairs, you take the path to the right and arrive at the entrance of the cavern which you are about to explore. Here, and from the margin of the river you fully realize the vast height, weight, and proportions of the falling torrent. Following your guide you enter the space behind the sheet, through a heavy shower of spray which nearly blinds and suffocates you, until you reach *Termination Rock*, where it is more open and you breathe more freely. Standing on the narrow ledge of three feet in width, and gazing up at the huge arch of rock and water which appears ready to fall upon and crush you, and down 20 ft. at a steep precipice and a flashing sheet becoming

invisible in the rising mists, your sensations are unutterably peculiar, and you are strongly fascinated to the spot.

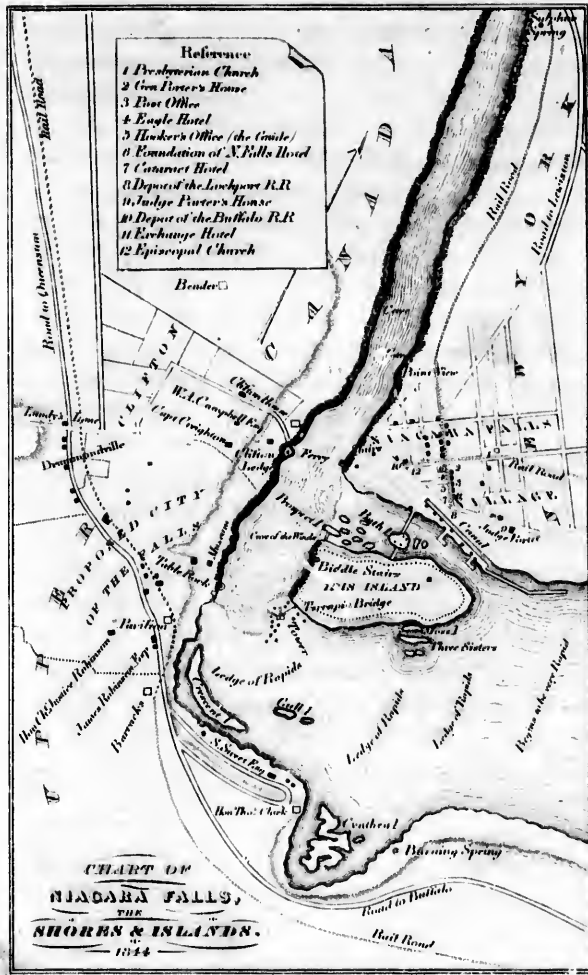
Returning from the cavern, change your dress, register your name, and receive a certificate that you have been to Termination Rock. On the route to the ferry, you can visit *Mr. Barnett's museum* of natural and artificial curiosities, and from his piazza enjoy a splendid view; and also see at the *Camera Obscura*, the moving representation of the Falls in miniature. On crossing the river you again have another glorious view.

If you have time, on arriving at the foot of the Ferry staircase, turn to your left, and pursue the rather rough and fatiguing path along the top of the sloping bank for three fourths of a mile, until you reach *Catlin's cave*, so named from its discoverer. It consists of a round hollow in the centre of a large and nearly spherical rock; and is 6 ft. in diameter, entered by a circular aperture, about 4 ft. from the bottom of the rock. A fine spring courses along the bottom of the cavity. The *Giant's cave*, beyond and some distance above Catlin's, in the rocks, is difficult of access, and is supposed to have been formed by the disruption of large masses of rock. Some very fine specimens of minerals and petrified moss are to be had here.

If you remain for a few days at the Falls, they should be visited several times, as they increase in interest and beauty at every succeeding visit.

#### PLACES IN THE VICINITY OF THE FALLS.

A good plan for seeing the various places down the river is to pass down the American side to Lewiston 7 m., and return on the Canada shore. Omnibusses leave Niagara Falls village every hour, for the Mineral Spring, Whirlpool, and Devil's Hole; private conveyances can also be had; but





walking is preferable, as the route is through beautiful and romantic scenery, and the various objects can be examined more thoroughly.

*Point View*, three fourths of a mile below the ferry, affords a splendid though distant view of the Falls; the river flows smoothly by at a depth of 200 ft.

*The Mineral Spring*  $1\frac{1}{4}$  m. farther, wells up between the rocks and is collected in a stone basin. It contains sulphuric and muriatic acids, lime and magnesia, and is useful in scrofulous, rheumatic, and cutaneous complaints. Over the spring is constructed a neat building in the Grecian style.

*The Whirlpool* 1 m. farther, is almost as tremendous as the maelstrom of Norway. For some distance before reaching it the river flows with great rapidity and turbulence, between two very lofty walls, nearly 300 ft. high, and here makes an acute angle in its course turning abruptly off to the right. Every thing is drawn into the vortex where they are whirled round for several days in the outer circles, and finally drawn down perpendicularly with great force, and shot out again at a distance of many rods. This terrible natural curiosity cannot be seen with clearness from its lofty banks, but a long and winding series of steps leads to the base of the cliff, where it can be seen to great advantage.

*The Devil's Hole*,  $\frac{1}{2}$  a m. farther, is a dark cove or chasm, 150 ft. deep in the rocky bank, wild, rugged and massive, from which a noble view of the river and gulf is presented. A party of British while retreating from Schlosser before the French and Indians, during the French war, were destroyed at this place; and out of over a hundred persons, only two escaped. The bottom is reached by descending the rocky crags with great toil, until you reach the river's bank.

From the hill near the Devil's Hole, a most lovely and picturesque view is presented of, Queenston Heights, Brock's Monument, the plains and villages below the remainder of

the river's course, Lake Ontario, and the hills and forests in the background.

*Hewlett's cellar*, about 3 m. farther, is a singular cavity of triangular shape, in the rock about 15 ft. below the top of the bank ; it seems to be formed by the breaking out of two immense masses from the limestone rock.

About a mile farther, the mountain plain through which Niagara flows, terminates abruptly ; the banks on either side are nearly 400 ft. in height and below in the plain on the American side is Lewiston, and on the opposite side the village of Queenston. From the heights you behold a glorious prospect of plains, villages, forts, and the lake in the distance.

*Lewiston*, 7 m. below the Falls, and 7 m. from Lake Ontario, is a thriving village containing about 1000 inhabitants, situated at the head of steamboat navigation. It was destroyed during the war of 1812, and rebuilt, with much neatness and taste, in 1815. It is connected with *Lockport*, and the Falls by railroads, and with *Queenston* by a ferry. *Hotel*; *Frontier House*, excellent.

Crossing the river by the ferry to *Queenston*, to return by the Canada side to the Falls; your first visit is to *Gen. Brock's Monument*, and the scene of his death.

The Battle of Queenston, was fought on the 13th of October, 1812. Gen. Van Rensselaer, who had command of the American troops at Lewiston, determined on crossing over and taking possession of the heights. He ascended the ravine, rising nearly 300 ft. above the river, amid the fire of the enemy from their breastworks on the heights. The British retreated to the village, and were about to be led on again by Gen. Brock when he received his mortal wound ; his aid Col. McDonald, then taking the command, led them on, and gaining the heights was himself mortally wounded. The Americans being overpowered by superior numbers, in

attempting to regain their own side of the river, lost in killed and taken, 1000 men.

The *Monument* to Gen. Brock and his aid Col. McDonald, was erected by the Provincial Legislature; it stands upon the highest elevation, and is composed of freestone. It was a fine specimen of architecture, of the spiral form, 126 ft. high; but was entirely ruined it having been blown up with gunpowder by some villains on the night of the 17th April, 1840.

Passing up the bank of the river, nearly opposite the Devil's Hole, is a similar chasm, though not so large.

About half a mile farther is the Whirlpool, excellent views of which can be had either from above, or by descending the bank. From *Bencackie Point*, at the entrance to the Whirlpool, the view presented is the most imposing.

The *Muddy Run*, a small stream a short distance above, falls over the precipice and forms quite a beautiful cascade.

*Bender's Cave* or *Devil's Den*, about  $1\frac{1}{2}$  m. further, is a natural curiosity, being a hollow of the shape of an oven, in the rock about 20 ft. below the top of the bank.

For the remainder of the route you have partial and distant views of the Falls, until you arrive at the Clifton House.

DRUMMONDVILLE, 3 m. N. W. of the Falls, is reached by following the road up the bank, in front of the Clifton House, which leads directly to the battle-ground. The important battle of Lundy's Lane was fought on July 25th, 1814. Gen. Scott, and Gen. Ripley with their brigades met the British under Gen. Drummond who were advancing towards Chippewa with a force which had been considerably augmented since their defeat at Chippewa, on the 5th. The British had selected their ground for the night, just below the falls, intending to attack the American camp before daylight. The action began at 7 o'clock in the evening, and was fought for

several hours with great bravery by both sides, the moon shining brightly. Both armies claimed the victory, though neither were willing to renew the conflict. The British loss in killed, wounded, and prisoners was 878, and the American loss 860. Some of the buildings on the hill, the possession of which was so obstinately contested, still retain marks of the combat. A church, tavern, and burying-ground where many of the slain were buried, are on the hill.

THE BURNING SPRING, half a mile above the Falls, is reached by crossing the ferry to the Canada side; then follow the upper bank to the Pavilion Hotel, where you have a new view of the falls; pass the *Barracks*, and continue on to *Street's Point*, where you have the best and grandest view of the Canada rapids; pass round the deep inlet which separates Cynthia islands from the main land, to the Burning Spring on the S. side. The water is warm and surcharged with sulphuretted hydrogen gas, which burns with a clear steady flame when ignited. It is enclosed in a small building, which when closed becomes filled with gas.

*Chippewa*, 1 m. above, is visited for its battle field, S. of the village. See p. 144.

THE WELAND CANAL, 8 m. W. of the Falls, is frequently visited. It affords a passage for steamers and schooners of 450 tons around the Falls, and connects lake Erie with lake Ontario. It is 42 m. long, 56 ft. wide, and from 8½ to 16 ft. deep; the whole descent from one lake to the other is 334 ft., which is accomplished by 22 locks constructed of granite. It has a deep cut through the mountain ridge 45 ft. deep, where an immense amount of earth and rocks was removed; it was completed in 1829, and cost \$1,000,000. It was enlarged and greatly improved in 1845-6.



FROM NIAGARA FALLS TO MONTREAL AND QUEBEC.

I. *By Steamboat from Lewiston*, by way of Lake Ontario to *Oswego*, from thence to Sackett's Harbor, and thence down the St. Lawrence river, touching at Ogdensburgh, and other places on the river to Coteau du Lac, thence by stage to the Cascade, 16 m., thence by steamboat to Lachine 22 m., thence by stage to Montreal 9 m. See p. 166.

II. *By Steamboat from Lewiston*, across Lake Ontario to *Toronto* 52 m., *Kingston* 180 m., and most of the places of note on the Canada side of the Lake, thence down the St. Lawrence, as above. See below.

III. *By R. R. to Queenston* on the Canada side, thence by steamboat as above.

Besides the above main routes, travellers can take the R. R. to Buffalo, and thence by R. R. to Rochester, and there take the steamboat on Lake Ontario; or

They can leave the Falls by R. R. to Lockport, and thence by canal or stage to Rochester, thence by S. B.

Travellers about to make the tour from the Falls take the railroad to *Lewiston* 7 m. on the American side, or by R. R. on the Canada side to *Queenston*; from either place by steamboat down the Niagara river, which is now wider and more tranquil than above Lewiston, and its clear waters flowing between even and regular banks, it assumes as lovely an appearance as it was before majestic.

*Youngstown*, 6 m. is a quiet little place, pleasantly situated on the American shore, and contains about 300 inhabitants; it was burnt by the British during the late war.

*Fort George*, and the town of *Niagara*, are nearly opposite. The fort now in ruins, was the scene of several severe con-

tests in 1813, as was also the whole frontier on the Canada side as high up as Fort Erie, opposite Buffalo.

NIAGARA is advantageously situated, and is the oldest town on the river. It contains 4 churches, 10 taverns, a Dry Dock company with banking privileges, many neat dwellings, and about 3,000 inhabitants. Large quantities of machinery are made, and steamboats and other vessels built. The spring and fall Races over the course are well attended, and are generally very good. The town was burnt by the American forces in 1813, which was retaliated by burning all the villages on the American shore of Niagara r.

*Fort Massasauga*,  $1\frac{1}{2}$  m. below St. George, stands on the extreme point of the peninsula, at the junction of the river with the lake. It is constructed of earth, with a large septagonal stone block house in the centre; and is well garrisoned and in good repair.

*Fort Niagara*, similarly situated on the American side, is now ably garisoned by U. States troops, and was recently strengthened, enlarged, and improved. It was originally settled by the French in 1679, under M. de la Salle, the explorer of the Mississippi. In 1725, the French constructed the most ancient portion of the fort, which passed into the hands of the British under Sir Wm. Johnson in 1759, when the magazine and other defences were built. In 1796, it was evacuated and given up to the United States, in whose hands it remained until it was surprised by the British during the late war; it was retained by them until the peace of 1815, when it was again surrendered to the U. States. Many dark tales are told of inhuman cruelties practised in former times within the precincts of the fort, most of which are no doubt, much exaggerated.

The steamboat now crosses the W. end of Lake Ontario, to Toronto, Canada West. On the W. shore of the lake are

several large and flourishing places, as Harrilton, Dundas, Burlington, Oakville, &c.

#### LAKE ONTARIO,

The easternmost and smallest in extent of the five great lakes, is connected with the upper lakes by Niagara river, and discharges its waters by the St. Lawrence. It is 190 m. long, 55 m. wide in its widest part, and about 480 m. in circumference. It is very deep, is seldom frozen, has many good harbours, and receives numerous rivers and creeks. It is subject to violent storms and heavy swells, but the steamboats and canal boats having a heavy draught, navigate it safely. It is connected with the Erie and Hudson canal by the Oswego and Erie canals, and with the lakes by the Welland canal around the falls of Niagara; and by their means vast quantities of articles are transported through it. The lake is navigable for vessels of the largest size, and numerous splendid steamboats and other craft ply in its waters. In crossing the lake in calm weather, frequently neither shore can be seen; the refractions that take place in summer are exceedingly beautiful. Islands and trees appear turned upside down, and the white surf of the beach, appears to be white smoke curling over your head.

#### TORONTO,

180 m. W. of Kingston, and 45 m. E. of *Hamilton* by steamboat, is delightfully situated at the head of the bay. It is a neat and handsome city, partly built of brick, with spacious streets crossing each other at right angles, and well paved and lighted with gas; the city is supplied with water by works lately erected. It has a commanding appearance in ascending the harbour, and contains Parliament, Government, and Court houses; a College consisting of five brick

buildings, the central one surmounted by an ornamental dome, with spacious grounds; a jail, city-hall, lunatic asylum, 14 churches, 5 banks, and a population of about 18,000.

Toronto founded by Gov. Simcoe in 1794, was burnt by the Americans in 1813, and chartered as a city in 1834, when it contained 9,254 inhabitants, which has been doubled in ten years; it has also much increased in trade and importance. Its name signifies in the Indian language, 'a place of meeting.'

*Hotels*; North American, facing the bay; and Stone's Hotel in King st.; kept on the English plan, furnishing a lunch at noon, and a late dinner.

Steamboats leave Toronto daily, Sundays excepted, for *Hamilton* 45 m.; for *Niagara* and *Lewiston* 45 m.; for *Kingston* 180 m.; and *Rochester* 100 m. The American lines between Lewiston and Ogdensburgh also touch at Toronto and Kingston.

Stages leave Toronto, for *Queenston* 100 m. via Etobicoke 9 m. Cooksville 7, Credit 4, Trafalgar 3, Palermo 7, Nelson 5, Hamilton 13, Stony Cr. 7, Grimsby 10, Beamsville 6, St. Catharine's 14, and Queenston 15. For *Holland Landing* at the foot of Simcoe Lake, thence by steamer three times a week to various places on the lake. For *Kingston* 170 m. via Hope 60, Coburg 73, Colbourn 89, and Belleville 119.

On leaving Toronto by steamboat you descend the commodious and beautiful harbour, with Gibraltar point on the left hand side, a narrow and sandy strip of land 3 m. long with a lighthouse at the end; and the lake shore on the right, with its fort and block houses commanding the entrance.

*Port Hope* 60 m. is a flourishing place with about 2500 inhabitants, settled mostly upon several hills, and giving it a picturesque appearance. On Port Hope r. are several manufactories.

*Coburg*, 7 m. a pretty town, well laid out, stands on ground slightly elevated, and is seen to advantage from the lake. It contains 6 churches, the Victoria College, and about 3000 inhabitants; it is connected with the mouth of Genesee r. 80 m. by a steamboat, fare \$2.00 in the cabin, \$1.00 on deck.

*Fifty Mile point* extends into the lake for the distance and is so called from being 50 m. from King

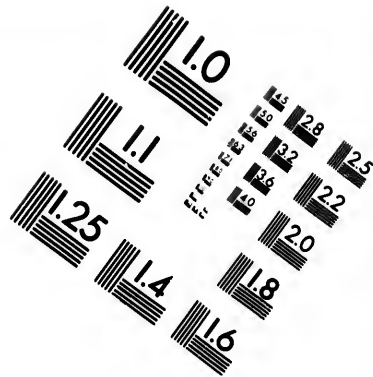
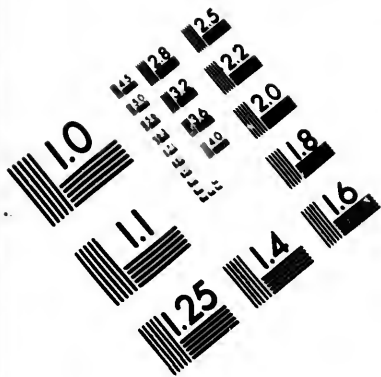
False Duck's island, Amherst, Gage, Grand islands of the *Thousand Isles*, all belong to the English and are passed before reaching

#### KINGSTON,

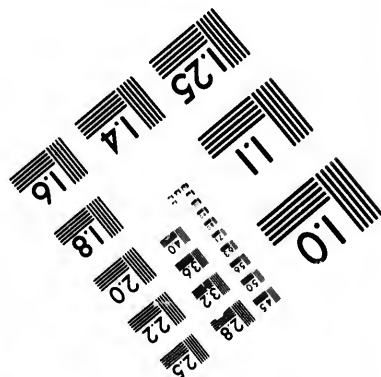
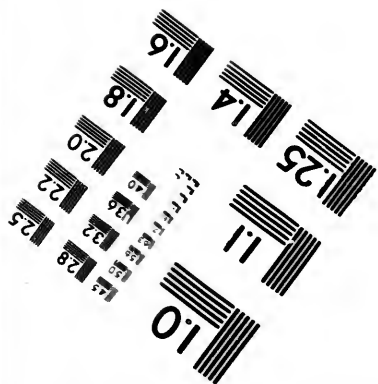
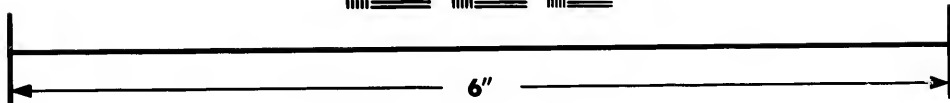
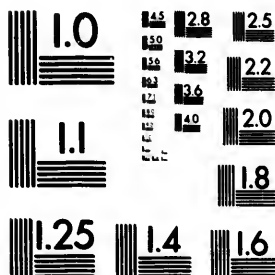
180 m. from Toronto and 212 S. W. of Montreal. The city is advantageously situated on the N. bank of the St. Lawrence r. at its connection with lake Ontario. It contains the Parliament house, government offices, soldiers' barracks, a penitentiary, courthouse, jail, custom house, a new and splendid town hall and market, 7 churches, 4 banks, and about 10,000 inhabitants. The city occupies the site of Fort Frontenac erected by the French in 1672; it was founded in 1783, and chartered in 1840. The harbour is formed by Point Frederick, a narrow peninsula running into the lake, on which is the navy yard and depot, and at its extremity a battery. Point Henry a high rocky ridge forming the E. side of Navy bay, extends into the lake for half a mile, and is crowned by Fort Henry, a strong fortification commanding Kingston and its harbour, and all approaches to the city, either by land or water. Next to Quebec and Halifax it is considered the strongest military position in British America. The Navy Yard and Fortifications, can be seen by procuring an order from the commandant; they are well worth visiting.

*Hotels*; British-American hotel; Lampton House; and the Royal Exchange.





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*The Mineral Springs* within the city limits near the Parliament House, are unusually strong, and of great medical value, containing carbonate and chloride of lime, magnesia, sodium, and calcium. Extensive bath houses and other accommodations have been erected, and they are becoming annually more visited.

The *Rideau Canal* extending to Bytown on the river Ottawa, 100 m. has added much to the increase of Kingston. See p. 173.

Route continued on next page.

#### ROUTES ON THE AMERICAN SIDE.

From *Lewiston* by steamboat to *Toronto*, as on p. 164, thence across the lake to *Charlotte* near the mouth of the Genesee r. below Rochester, see p. 124. *Great Sodus Bay* 35 m.

*OSWEGO*, 28 m. and 63 m. from Genesee r., described on p. 116.

*SACKETT'S HARBOUR*, 40 m. is on the S. W. side of Black river bay, and is quite a flourishing village. It has a most excellent natural harbour, the best on the lake; and was during the war of 1812, an important naval and military station. It contains three churches, a bank, and numerous factories and mills. The U. S. Barracks are an extensive range of stone buildings, on the shore N. E. of the village, and add an imposing feature to the place. Two forts erected during the war are now in ruins; on one of the points S. of the village is the lighthouse. Pop. about 2000.

*Cape Vincent* 20 m. is opposite to *Kingston*, described on p. 165, and is rounded before entering

*The Lake of a Thousand Isles*; this is an expansion of the St. Lawrence r., which is here 12 m. wide, and is so called from the great number of islands stretching along its channel for 30 m. The isles are of every size, form, height, and as-

pect; woody, verdant, rocky; naked, smiling, barren; and, presenting a succession of beautiful and picturesque groups, the route through them is delightfully romantic.

The river now contracts to 2 m. in width, and its shores for a long distance are mostly covered with immense and ancient forests, partially cleared away, and with numerous villages scattered at various distances, altogether presenting a grand scene of varied beauty.

*Guananoqui*, 20 m. below Kingston is the first landing; we next pass *Well's Island*, opposite *Alexandria* on the American shore; *Morristown* is on the same side.

*Brockville*, 60 m. from Kingston, on the Canada shore, is delightfully situated and contains over 1500 inhabitants.

*Maitland* 4 m., and *Prescott* 72 m. from Kingston, are next on the Canada side. The latter contains about 3,000 inhabitants, is protected by Fort Wellington garrisoned by British troops, and is connected by a ferry with

ODGENSBURG on the American side. The town is regularly laid out and well built, on a beautiful plain at the mouth of the Oswegatchie r. There are in the town 5 churches, 2 banks, numerous mills, and 2526 inhabitants. This is generally the end of the American steamboat's trip, and passengers cross to *Prescott*, and from thence continue their tour.

A daily line of steamboats ascend the river and lake to Lewiston. Stages leave daily for *Plattsburgh* 120 m. by the S. B. route; and for the same place tri-weekly 132 m., via *Fort Covington* intersecting the stage for *Montreal*, distant by this route 140 m.

Seven miles below, *the Galop Rapids* in the river, are passed by steamboats, though stopping the navigation for sail vessels.

*Johnstown* 9 m. below Prescott on the Canada side; *Waddington* on the American side opposite *Ogden's island*; and *Mariastown* on the opposite side, are small towns next on the route.

From *Dickenson's Landing* 110 m. below Kingston, the steamboat passes through the canal to

*Cornwall* 12 m. a small town containing nearly 2000 inhabitants; it is 122 m. below Kingston, and 90 m. above Montreal.

*St. Regis*, a small Indian village on the opposite side of the river, is exactly on the 45th degree of N. latitude, and is partly in Canada and partly in the U. States, that being the boundary line. The St. Lawrence for the remainder of its course, lies wholly within the British provinces.

The St. Lawrence now expands for a distance of 30 m. from 4 to 7 m. wide, having the name of *Lake St. Francis*.

*Lancaster* 20 m. from Cornwall, on the Canada side, is, like it, connected with the *Caledonia Springs* 30 m. distant, described on p. 173.

At *Coteau du Lac* 20 m., steamboats land their passengers, who take the stage to the *Cascades* 16 m. thence by steamboat through *Lake St. Louis* to *Lachine*, on the island of Montreal, 22 m., thence by stage 9 m. to Montreal.

The Beauharnois canal, now constructing from Coteau du Lac to the *Cascades*, 16 m., will form an interrupted means of steamboat navigation around the rapids to Montreal, after the *Lachine* canal shall be widened.

The *Rapids*, three in number, form grand and interesting features in the scenery of the St. Lawrence. They commence at Coteau du Lac on Lake St. Francis, and extend thence 2 m.; seven miles below this commences the Cedar Rapids, which extend 3 m.; the Cascade rapids the most violent terminate at Lachine, at the head of Lake St. Louis where the Ottawa r. joins the St. Lawrence. There the river is confined in narrow, rocky, broken channels, through which it dashes with violence, agitated like the ocean in a storm, and having a considerable fall or descent.

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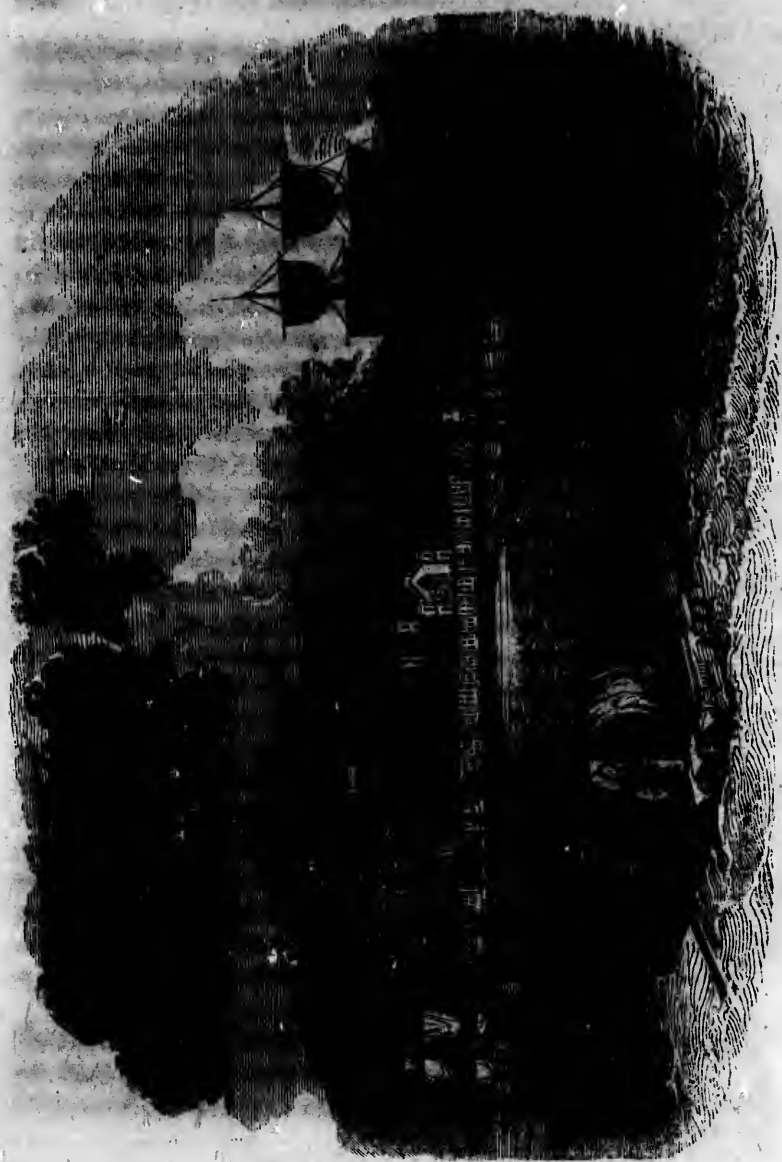
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## MONTREAL

Is well situated on the S. E. side of the island of the same name, and stretches along the river for 2 m. from N. to S. and has nearly the same breadth inland. It is the second city and the chief seat of the commerce of Lower Canada; 142 m. S. W. of Quebec in a direct line; in lat.  $45^{\circ} 30' W.$ , long.  $73^{\circ} 25' N.$ ; Pop. with its suburbs nearly 50,000.

Montreal is divided into the *Upper* and the *Lower towns*; the difference in the elevation is but slight, but the former is the more modern and handsomer division. The principal streets run parallel to the river being crossed by others at right angles. Commissioners st. and Water st. are near to the river and next Paul's st, the chief commercial thoroughfare, running parallel with the river the whole length of the city. Notre-Dame st. may be styled the Broadway of Montreal. In the upper town and suburbs, which are mostly inhabited by the principal merchants, many of the houses are handsomely built in the modern style; but in the lower town they are chiefly of a gloomy looking gray stone, with dark iron window shutters, and the roofs covered with tin. Many of the houses in the suburbs are built of wood, but there are none within the space once encompassed by the walls, which encircled the city, and were destroyed by the sanction of the government some years ago. Along the bank of the river is an extensive line of quays and warehouses, which have an inward curve. The appearance of this city and of Quebec is more like that of old European towns than any others in America.

The principal objects of interest are the *Roman Catholic Cathedral* in Notre Dame st. fronting the Place d'Armes, the most magnificent church in British America. This grand

building towers above the surrounding city forming the most prominent object in approaching it from the river. It was commenced in 1824, was opened in 1829, and entirely completed in 1843. It is in the pointed Gothic style, 255 ft. in length, 134 ft. in breadth, faced with stone, and roofed with tin, and has six towers, of which the three of the main front are 220 ft. in height. On the roof is a promenade, 76 ft. in length by 20 in breadth, elevated 120 ft. The principal window is 64 ft. in height and 32 in breadth. The interior will accommodate 10,000 persons, there being 7 chapels, 9 spacious aisles, and 1244 pews, with numerous entrances to the building. The summits of the towers are reached by steps on the inside, from whence a splendid view is presented.

The *Seminary of St. Sulpice* is a large and commodious building adjoining the cathedral, surrounded by spacious gardens, at which the higher branches of learning are taught.

The *General hospital*, erected in 1821-2, is a large and well built edifice, and is one of the best regulated institutions of the kind. The *Hotel Dieu*, founded in 1644, is a large structure occupied by a superior and 36 nuns, whose duty it is to take care of and relieve the sick. The *Sœurs Noires* have an extensive convent founded in 1650; it is occupied by a superior and 60 nuns who educate young girls, relieve the aged and the infirm, the insane, &c.

The principal English church is a handsome building in the Grecian style, surrounded by a high and beautiful spire. There are also several other Roman Catholic churches, a Scotch kirk, an American Protestant church, and Methodist's, and Scotch dissenter's chapels.

The courthouse and prison are substantial buildings occupying the site of the former college of the Jesuits. The government-house, bank, barracks, ordnance-office, and four market-houses, are conspicuous buildings.

In the square near the market place is the colossal *Statue*



of *Nelson*, placed on a Doric column, the pedestal of which has bas-reliefs representing his principal actions.

Montreal has a college with a principal and four professors, a royal grammar school, parochial, union, national, Sunday, and other public schools. McGill college endowed by a citizen with a valuable estate, and £10,000 in money is conducted on a liberal and enlarged scale. The Mercantile Library Association is a useful and prosperous institution, has a reading room and library of 3,934 vols. and sustains a course of lectures.

The *Museum* belonging to the society of Natural History, contains an excellent collection.

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

Montreal also contains a penitentiary, a house of industry, a savings bank, a mechanics' institution, several public libraries, an excellent news-room, numerous societies, &c.

The trade of Montreal is very extensive; its position at the head of navigation, as well as its situation with respect to the U. States, necessarily causing it to be a great emporium. The harbour though not large is secure, and its noble quay is one of the finest in the world.

The accommodations at the *Hotels*, of which, the Exchange Hotel, Orr's Hotel, Ottawa House, Sword's Hotel, and Rascoe's Hotel, are the best, are not of the first order. The society is very good; the prevailing religion is the Roman Catholic; three fourths of the population are of French descent, the remainder are emigrants from the U. Kingdom, Americans, Iroquois Indians, &c. The traveller can spend several days very pleasantly in visiting the public buildings, the nunneries, or enjoying the promenade along the edge of the quay. The cab and caleche hire is extremely cheap; for an English shilling you can traverse the length of the city and return; the drivers are very civil.



The *Island of Montreal* is 28 m. in length, 10 m. in its greatest breadth, and about 70 m. in circumference. It mostly belongs to the Seminary of the order of St. Sulpice, and yields a large revenue. It is elevated at Mount Royal, to the height of 550 ft., on which handsome residences have been erected. The island of *St. Helen*, immediately opposite the city, is a delightful spot, from whence is had a fine view of the city and surrounding scenery. It is fortified and garrisoned by British troops.

For route to Quebec see p. 174.

#### TO CALEDONIA SPRINGS AND CHAUDIERE FALLS.

The citizens of Canada annually make excursions during the warm weather to the above places, and it is becoming more customary for travellers in this section to visit them.

From Montreal by stage to *Lachine*, where tourists take the steamboat up the Ottawa river, overcoming the numerous rapids by a succession of locks, for 132 m. to *Bytown*, where the Rideau canal commences.

At *St. Anne's* 20 m. above *Lachine*, the rapids and the islands are avoided by a lock 45 ft. wide and 180 ft. long. This is the spot where Tom Moore locates the scene of his celebrated and beautiful Canadian Boat Song commencing

“Faintly as tolls the evening chime.”

Two miles W. of *St. Anne*, the Ottawa expands into the lake of the Two Mountains, and a branch diverges to the N. E. forming the W. boundary of the island of Montreal.

The Indian Village of the *Two Mountains*, is on the N. side of the Ottawa, 30 m. W. of *Lachine*. It is inhabited by the remnants of the Mohawk and Algonquin tribes, whose dwellings are separated by a Roman Catholic church. Here the river contracts in width to about half a mile, for a dis-

tance of a mile, and then expands and forms the Upper Lake of the Two Mountains, for 9 m. when it again contracts to half a mile in width.

We next pass *Regaul*, and at *Carillon* 8 m. farther, avoid the rapids by another lock and canal. At this place tourists to the Caledonia Springs, take the stage from *Point Fortune* on the opposite or S. side, to *L'Original*, a delightful ride of 18 m., amidst picturesque scenery, on the S. bank of the river. From thence to Caledonia Springs 9 m. farther S.

CALEDONIA SPRINGS, near the Grand river, in the Ottawa district, are about 75 m. from Montreal. They were known only to a few hunters till 1835, when an attempt was made to clear the forest and erect houses. In 1837 the first public house was opened for visitors; since then several others have been built, as also a Protestant, and a Roman Catholic church, and several dwellings. Besides the accommodations, there have been added a billiard room, a race-course, a nine-pin alley, a bathing house, and a circular railway.

The principal springs are the White Sulphur, the Saline, and the Gas Spring. The waters have proved of great benefit where iodine is efficacious, and are chiefly beneficial in cases of dyspepsia, rheumatism, and cutaneous diseases; pulmonary diseases are not benefitted by their use. Large quantities of the water are annually bottled, and the visitors have become much more numerous of late years.

From *L'Original* we ascend the Ottawa r. the banks of which continue to present wild and romantically beautiful scenery, for 55 m. to

Bytown, 120 m. W. of Montreal, and 130 m. N. E. of Kingston, by canal route. It is situated on the S. W. side of the river, and although commenced as late as 1827, it is now a thriving and business place, containing about 5,000 inhabitants, a courthouse and jail, 4 churches, several good hotels, two large storehouses for the use of the ordnance and

Commissariat departments, 3 substantial buildings on the highest eminence for the accommodation of troops, an excellent military hospital, and numerous mills, &c. Bytown is connected with Kingston by the Rideau canal 130 m. in length, constructed by the home government, for the safe transportation of arms and ammunition during the time of war, from Kingston to Montreal.

Above the entrance of the canal into the Ottawa are the CHAUDIERE FALLS, a picturesque and magnificent series 31½ ft. perpendicular in the whole. The Grande Chaudiere or Big Kettle at the broadest channel of the river, is so called from the basin into which it falls, being over 300 feet deep. The Rideau or Curtain falls, so called from their resemblance to drapery, are at the mouth of the river below the village, and present an unbroken sheet of water with a fall of 37 ft.

#### MONTREAL TO QUEBEC. 180 M.

Numerous splendid Steamers navigate the St. Lawrence between the above places; and as passengers are obliged to sleep one night on board the boat, it is advisable in returning from Quebec to arrange the time of departure so as to view in the daylight that portion of the river and scenery which has been previously passed in the night time. The scenery on both shores of the river is extremely varied and beautiful. It consists of numerous small scattered villages, built around their churches, which are prominent features in the view. Between the villages are isolated dwellings and cultivated grounds, so that few interruptions of forest land intervene, thus forming an almost unbroken street.

As we leave Montreal we have a fine view of *St. Helen's island* and *Longueil*; we then enter the *Rapids of St. Mary*, and pass *Longue Point* and *Point au Trembles* on the island of Montreal on the left, *Boucherville* on the right, and the *Island of St. Theresa* in the river.

*Varenes*, on the S. side, 15 m. from Montreal, presents a beautiful appearance, with its church with two spires surrounded by neat dwellings, and in the back ground the Mountain of Rouville, surmounted with an immense cross seen for a great distance. From this place the hills behind Montreal are still visible. The village is a place of considerable resort on account of the mineral springs about a mile distant. There is a good Hotel, and a commodious bath-house.

We next pass *Contrecoeur*, *Renpentigny*, *St. Sulpice*, *La Morage*, and *Berthier*, and arrive at

*William Henry*, or *Sorel*, on the R. bank, 45 m. below Montreal; it is an old town built on the site of a fort, erected in 1665, at the mouth of Sorel r. It is well laid out with streets at right angles, and a square in the centre, and contains about 2,000 inhabitants. The Fort at Chambly was occupied by the Americans under Genl. Thomas on their retreat from Quebec, in 1776. The river Sorel and the canal connects the St. Lawrence at this place with Lake Champlain at St. John's.

Passing several islands, we enter *Lake St. Peter*, 5 m. below Sorel, which is formed by an expansion of the St. Lawrence. It is from 12 to 15 m. wide and about 25 m. long, possessing scenery and craft peculiar to itself, in the northern lights and golden sunsets, and the vast rafts of timber floating with the current.

*Port St. Francis*, is the next steamboat landing 83 m. from Montreal. We then pass the villages of *Duloup*, *Machiche*, and *Pt. du Lac*, on the left.

THREE RIVERS, is the next landing, on the N. side, and is about half way between Montreal and Quebec. It derives its name from two small islands at the mouth of the St. Maurice, which divide it into three channels. The town, the third in importance in the province, and the oldest in Canada,

is well situated on the W. bank of the St. Maurice. It contains nearly 5000 inhabitants, 2 churches, a convent, a court-house, jail, &c.

*Cap de la Magdalene*, on the L., *Gentilles* on the R., *Champlain* and *Batiscon* on the L., and *St. Pierre* on the R., are places between Three Rivers, and

*St. Anne*, on the N. or left bank of the St. Lawrence, near the mouth of the river of the same name.

The *Richelieu rapids* are deep and very swift for 8 or 10 miles, and are descended without danger, although the channel is very intricate and narrow.

The towns next *en route* are *Grondines* on the L., *Lotbiniere* on the R., *Dechambault*, *Port Neuf*, and *Cape Sante* on the L., *St. Croix* and *S. Antoine* on the R., *St. Augustin* and *Cape Rouge*, on the L.; at the latter place 8 m. from Quebec, the citadel first presents itself to view.

*St. Nicholas*, and *New Liverpool* are on the right, near the entrance of the Chaudiere river into the St. Lawrence. The Falls on this river are much frequented by the lovers of the beautiful.

As you approach the city, you pass *Sillery river* and *Cove*, and *Wolfe's Cove*, where Genl. Wolfe landed in 1759, before fighting the battle of the Plains of Abraham. The first view of Quebec in sailing down the St. Lawrence is striking in the extreme. The citadel and fortified towers, the city with its houses roofed with tin and glittering in the sun, the shipping, and the surrounding objects form an animated and striking picture.

## QUEBEC,

The capital of the British possessions in America, occupies the extremity of a high peninsular ridge, formed by the junction of the Charles river with the St. Lawrence, and called

Cape Diamond. The situation though singular, half being built on a plain, the other half on the top of a steep perpendicular rock 350 ft. high, is very advantageous and imposing. Though 350 m. from its mouth, the river here is 3 m. in breadth below the town, and narrowing to a m. directly abreast of the citadel, forming a basin between the city and the Isle of Orleans, capacious enough to shelter a thousand vessels at one time.

The *Citadel* occupies the highest point, and is elevated 350 ft. above the river, presenting almost perpendicular cliffs towards the water. The city is built from the water's edge, along the foot of these cliffs, round the point of the promontory, and ascending upwards to the borders of the citadel. It is divided from the difference of elevation, into the *Upper* and *Lower town*, the former including all that is above and within the ramparts or fortified lines, and the latter all that which is below. The lower town has narrow and dirty, and in parts steep streets; the streets in the upper though rather narrow, are generally, clean and well paved or macadamized. In both towns the houses are built of stone, and in the upper they are mostly roofed with tin; they are destitute of architectural beauty, small and incommodious, with high steep roofs, and a double row of projecting garret windows, and lofty chimneys. The shops are small and mean, with a small variety charged at high prices.

The traveller on landing at Quebec winds his way up through steep and narrow streets to the fortified barrier, passing through Prescott gate, to the right of which he sees the imposing structure of the new Parliament House, and on the left, a double flight of mean and straggling wooden steps leading to one of the oldest streets as an avenue to the Place d'Armes. Crossing this last he passes the English and French Cathedrals, the Government offices, and Palace of Justice, on his right; and has the site of the old Castle of St.

Lewis, and the platform overlooking the harbor, on his left. Ascending still more, he reaches the ramparts and gates on the upper side of the city, beyond which is the open lawn in front of the glacis, and the suburb of St. Roch, on the level ground along the S. bank of the St. Charles river.

The public buildings are very irregularly scattered over the city; but several are so advantageously and prominently placed as to be additions to the general view.

The *Parliament House*, one of the most perfect, stands upon the ground supposed to be the spot first cleared by Champlain for his fort, in 1608. It stands on a mass of rock made level by art, and extending to the brink of a perpendicular precipice, about 100 ft. above the river. Along the edge of this precipice, is the Grand Battery of Quebec, on which is a fine promenade, commanding an extensive view from its platform. On this spot, originally cleared for a fort, the palace of the bishop was subsequently erected, and a portion of the old episcopal residence is still in existence, and is the seat of the Canadian legislature.

The *Roman Catholic Cathedral* fronting the E. side of Market-Place is a spacious and massive ornamented stone building, with a lofty and well-proportioned tower. It is open at all hours, and contains some good paintings. Near it is the *Seminary* a large building of stone in the form of a parallelogram surrounded by a fine garden; it has also a museum of natural curiosities.

The *Hotel Dieu* in the lowest part of the Upper Town, is a substantial stone structure with wings, founded by the Duchess of Aiguillon in 1637; it is inhabited by nuns who relieve the sick and distressed. The chapel a neat and beautiful building, contains some fine paintings.

The *Ursuline Nunnery* near the middle of the Upper Town, was founded in 1639, and is a neat building surrounded by a garden. The nuns are chiefly employed in educating young



females, and are very rigid and retired. Only persons of distinction are admitted, but admittance to the church can be had on application to the chaplain. The church is ornamented with decorations and handsome paintings. Within this convent was deposited the body of the French general Montcalm. Besides the cathedral there are 4 other Catholic churches; an English cathedral, and 4 chapels of the church of England; 2 Scotch churches; and 2 Wesleyan chapels.

West of the Upper Town Market House, is the ancient monastery of the Jesuits, now converted into *Barracks* for the troops of the garrison.

Near the cathedral is the *Place d'Armes* where on the E. of the Pentagon, stood the castle of St. Lewis, of which the foundation was laid by Champlain in 1624. The position is a very commanding one, on the very edge of an almost perpendicular precipice of rock, 200 ft. above and near the river. The castle was the residence of the French and English governors, until it was destroyed by fire in 1834. Lord Durham has since had the site cleared of the rubbish and levelled, floored with wood and converted into a spacious platform, with a fine iron railing at the edge of the precipice; making it one of the most beautiful promenades imaginable—commanding an extensive view of the St. Lawrence down as far as the Isle of Orleans—the harbour filled with ships, and the opposite bank of the river, with Point-Levi, the village of D'Aubigny, and the road leading up through one continuous line of cottages to the falls of the Chaudiere, with the mountains in the distance, gradually fading from view.

On the S. side and nearly adjoining is the *Court House*, a plain neat stone building. On the corner of Fort st. is a large building used for public offices, the front room of which on the first story contains the museum of the Society of Literature, Science, &c.; it is well worth seeing. Crossing the *Place d'Armes* to Des Carrieres st. the visitor will see the



*Monument*, erected in memory of Wolf and Montcalm. It consists of a neat pillar standing on a base about 5 ft. by 6 ft. and is 65 ft. in height.

Quebec is very strongly fortified, and may be called the Gibraltar of America. It is surrounded by a lofty wall, and the rock on which it stands can be approached only on the W. side, which is defended by the citadel and other works constructed on a gigantic scale and on the most improved principles. The fortress accommodates the garrison, and contains a parade ground, depots for stores, &c. The line of fortifications commands the city and the St. Lawrence, and is intersected by five gates. If not accompanied by a citizen, you can obtain a ticket of admission from the adjutant general's office in St. Louis near St. Ursula st. To have the best view of the citadel, enter at the grand western gate, proceed round the course to the flag staff and telegraph, thence by the parapet bordering on the river to the head of the inclined plane used by government to convey articles of great weight for the fortress, thence round until you arrive at the same gate. The citadel commands a magnificent prospect.

The city also contains an armory, 3 banks, an Exchange with a reading room well furnished, a French college which stands very high, a royal grammar school, a national school, a Royal Institution for the advancement of learning, a Literary and Historical society, a Mechanic's Institute established in 1830, a public Library, a Custom-House, &c.

The climate is in extremes; in the summer the heat is equal to that of Naples, while the cold in winter is equal to that of Moscow. The inhabitants numbering nearly 35,000 are chiefly of French extraction; in the best circles the French language is spoken with great propriety; the principal religion is the Roman Catholic. The trade of the city is very extensive, and the largest vessels arrive at its wharves.

Quebec was taken from the French in 1759, in the celebrated battle of the *Plains of Abraham*. The British under Gen. Wolfe effected a landing at Wolfe's cove, and during the night ascended the precipice nearly 200 ft. in height, which was defended by a French redoubt. By daylight the next morning they formed in battle line to meet the enemy. Gen. Montcalm on receiving intelligence that the British had gained the heights, broke up his camp at Beauport, crossed the St. Charles river, and commenced the attack at about 10 in the morning. After a severe struggle of two hours the French gave way. Wolfe at the moment of victory received his third and mortal wound. When lying in the arms of his friends the exclamation was made "they fly, they fly;" "who" was the inquiry, "the French" was answered him. "Then," said he, "I die happy," and shortly after expired. Montcalm was also killed in the action. The monument erected "To the immortal memory of Wolfe and Montcalm" is on the spot where Gen. Wolfe is supposed to have died.

During the American revolution, Gen. Montgomery in connection with Gen. Arnold made an attack on the city. Gen. Montgomery approached by way of lake Champlain, took St. John's and Montreal, where he awaited the approach of Gen. Arnold, who was advancing towards Quebec by way of the Kennebec river through Maine. After thirty days severe marching Arnold reached the St. Lawrence by Chaudiere river, and descended to Point Levi opposite Quebec, which he reached on the 9th of November. On the night of the 13th he crossed over and landed 500 men at Wolfe's cove, and was joined by Montgomery with a larger force on Dec'r 1st. The city was invested and bombarded, but without much effect; a night attack was made by Montgomery on the southern, and Arnold on the northern side of the Lower Town; though made with great courage and impetuosity both attacks failed; in the former, Gen. Montgomery

and nearly all of his personal staff were killed; in the latter, Gen. Arnold with most of his followers were taken prisoners. The remains of Montgomery were interred by a soldier, and removed in 1818 to New York, where they rest in front of St. Paul's church. Other attacks were made upon the city during the winter, none of which were important.

*Hotels*; Albion hotel, Palace st., and Payne's Hotel, St. Anne st., in the Upper Town; and the Ottawa House, and St. Lawrence Hotel in the Lower.

The country round Québec is broken, wild, wooded, and highly picturesque. The following places will prove exceedingly interesting to the tourist. Carriages at reasonable rates, can be obtained for conveyance.

#### THE FALLS OF MONTMORENCI,

About 8 m. N. E. of Quebec, on the river of the same name, at its entrance into the St. Lawrence, are one of the most beautiful and striking objects in America. The fall bears no comparison to Niagara in magnitude and the mass of its waters, but the ample woods with which it is fringed, the broken rocks which surround and intersect its channel, tossing it into a foam resembling snow, render it perhaps a more beautiful scene. The fall is 100 ft. in breadth, with a perpendicular height of nearly 250 ft. The visiter will behold the falls in all their grandeur and beauty by viewing them from different points; from the summit of the hill besides the view of the falls, with an ordinary magnifying glass, a glorious view of Quebec, Point Levi, the St. Lawrence, &c. presents itself. A walk of a few miles above the falls, will amply repay you for the trouble.

Remains of fortifications may still be seen on the precipice N. E. of the falls. It was on the high grounds that Genl.

Wolfe made an attack on the French in 1759, and was severely repulsed, a short time before the battle of the Plains of Abraham.

In returning we pass through *Beauport*, a scattered village, containing some handsome country residences, and cross the St. Charles river, enjoying splendid views of some of the principal points.

#### THE FALLS OF THE CHAUDIERE,

About 12 m. S. of the city are wild and interesting. The river is narrowed to about 400 ft. across, at the cascade; the depth of the fall is about 120 ft. The stream is divided at the fall by rocks, into three currents; these partially re-unite before reaching their basin, and the agitated waves dashing against each other maintain a turbulent whirlpool, which is increased by projecting rocks, which break the water in its descent.

The excursion to CAPE ROUGE is very pleasant. We leave the city by the St. Lewis gate, and cross the Plains of Abraham, to the right of where Wolfe fell. The Race course, the road leading to Wolfe's cove, and handsome country seats are passed on the route, with occasional glimpses of the river. The ride in returning presents still handsomer views and scenery.

An agreeable excursion is also made to LAKE ST. CHARLES 16 m. N. W. passing through the Indian village of Lorette, about 8 m. from the city. *Lorette* is built upon an elevated situation commanding an extensive and agreeable landscape, bounded only by the distant southern mountains, and embracing a bold view of Quebec and its suburbs. The view of the cascades of the St. Charles, tumbling and foaming over the rocks and ledges, surrounded by rugged and perpendicu-

larly elevated wooded cliffs, as seen from the bank and bridge at the head of the dell, is quite picturesque. The Indian inhabitants of the village, though retaining many of their primitive habits, have also received many others from the whites that have contributed but little to their welfare.

#### A VOYAGE TO THE SAGUENAY.

The St. Lawrence which opposite to Quebec is not more than 1314 yards across, below the city begins to increase rapidly. Immediately beyond the island of Orleans it is 11 m. broad, at the mouth of the Saguenay it is 18 m., and continues increasing until it attains a width of 100 miles at its mouth. A delightful and interesting trip is usually made to the Saguenay, by which the grand and magnificent scenery of the two rivers can be enjoyed; it occupies three or four days.

Between Quebec and the Isle of Orleans, the channel of the river is comparatively narrow, with but little variety on the S. shore, and neat settlements on the N. shore which are skirted on the N. with lofty hills, too distant to produce much effect.

The *Falls of Montmorenci*, 7 m. below Quebec, with a perpendicular fall of 250 ft. are seen in all their romantic beauty from the deck of the boat. A short distance below is the battle ground on which the English were defeated by the French in 1759.

The river is divided into two channels by the *Isle of Orleans*, which continue for most of the distance, the south channel being the most navigable. The island is a fertile tract about 21 m. long by 6 m. wide, elevated in some parts 100 ft. above the river, partly covered with extensive forest tracts. In passing through the main channel, to the left on the island is *St. Patrick's Hole*, 11 m. from Quebec, having

anchorage for the largest vessels; and *St. Laurent* 14 m. a small neat place settled by French Canadians.

The *St. Lawrence* below the Island is studded with islands, some beautifully covered with neat dwellings and cultivated fields, contrasting well with others that are of bare rock, or covered with woods; the S. shore presents a succession of villages and settlements each clustering round its church, mostly ornamented with a spire, while on the opposite side are bold and lofty hills crowned with forests and impending over the margin of the river, with numerous valleys formed by the mountain streams. Frequently the view is varied by settlements extending nearly to the tops of the mountains presenting to the eye neat dwellings and luxuriant fields. Amongst the thousands of vessels which visit Quebec during the season of navigation, many of them are of the largest class, adding no little to the beauty of the river scenery.

*Madam Island*, and several others, are below Orleans, 26 m. from Quebec.

*Cape Tourment*, on the N. side, 4 m. below, is a bold promontory nearly 2000 ft. in height, and which like the rest of the coast can be seen at a great distance through the clear atmosphere.

At *Grosse Island*, opposite, is the Quarantine station for vessels ascending the river.

*St. Thomas* on the S. side, 32 m. is situated at the mouth of South river. *Crane island* 36 m., *Goose island* 45 m. and the *Pillars* 55 m. are small islands; the two former are cultivated, and on the latter is a lighthouse.

Here it is scarcely necessary to call the attention of the tourist as the scenery possesses beauties not to be overlooked. A floating light is stationed at the narrow and dangerous channel called the *Traverse*, 60 m. below Quebec.

*Isle aux Coudres* or *Isle of Filberts*, 65 m. is a large island near *St. Paul's bay* on the N. shore. It is said to have been

so called by Cartier on account of the great quantity of hazel nuts he found here.

*St. Anne*, on the S. shore 70 m. is quite a large settlement containing a Catholic college. Beyond *Goose cape* 75 m. the shores become less visible in the distance, the river being nearly 18 m. wide.

*Mal Bay*, is on the N. side, 80 m. at the mouth of Mal river.

*KAMOURASKA*, on the S. side 90 m. contains about 1500 inhabitants and is much resorted to by the Canadians during the summer months, as there is excellent bathing and fishing on the small islands in front of the village. It is surrounded by a fertile district with abrupt and sterile hills in the rear.

*The Pilgrim islands*, a rocky group 105 m. are on the right. *Hare island*, 109 m. is near the middle of the river on the left.

*Du Loup*, on the south side 120 m. is at the mouth of the river of the same name, and contains about 1500 inhabitants.

Before reaching the mouth of the Saguenay r. the St. Lawrence is much discoloured by the Saguenay waters which are of a blackish hue. *Red Island* is off the mouth of the river, and nearly opposite is *Green island*.

*Tadousac*, on the N. side 135 m. is a post of the Hudson Bay company at the mouth of the Saguenay. The trading with the Indians is carried on by one of the agents who reside here. The place contains a Catholic chapel, stores, and a few dwellings. The flag staff is surrounded by several pieces of cannon, and stands on an eminence 50 ft. above the harbour, at the base of a mountain peak 912 ft. high. The eminence commands an extensive view of the shores of the St. Lawrence and the Saguenay.

*The SAGUENAY*, is one of the most extraordinary rivers in the world, and the largest in North America, the St. Lawrence excepted, E. of the Alleghanies. It is the outlet of

Lake St. John, 140 m. from its mouth, and is navigable for 90 m. to its falls, having for 50 m., more the appearance of a long mountain lake, than of a river. Lake St. John is the centre of an extensive region the waters of which flow into it by twelve principal rivers, and are discharged to the east by the Saguenay. The scenery is of the most wild and magnificent description.

The passage of the waters of this river is one of the wonders of nature. They penetrate through a mountainous tract, composed of sienite granite, forming an immense canal in many places, with banks of perpendicular rocks rising from a thousand to fifteen hundred ft. above the surface of the river, which is from 100 to 150 fathoms deep nearly the whole way, and from one to three miles broad. In many places the largest vessels may run close to the perpendicular rocks, with 100 fathoms water. The tide rises and the river is navigable 7 m. above Chicoutimi, where the rapids of the outlet of Lake St. John commence.

Not the least remarkable feature of this river is the ridge of rocks lying across its mouth. This ridge is below the surface, and through it there is a channel about 120 ft. deep, within which the depth increases to 840 ft., so that the bed of the Saguenay is absolutely 600 ft. below that of the St. Lawrence into which it falls, a depth which is preserved many miles up the river. The course of the tide, meeting with resistance from these rocks, occasions a violent rippling or surf, which is much increased and exceedingly dangerous to boats during the ebb tide.

After entering the the river hills soon rise abruptly from the water's edge, presenting an appearance somewhat similar to the entrance from the N. into the 'Highlands,' on the Hudson. *Tete du Boule*, is a round mountain peak on the N. side. *The Two Profiles*, on the N. side, a few miles farther up, are quite appropriately named. *St. Louis Island*, is a



rugged rock, 18 m. above Tadousac. At *St. John's Bay* on the S. 28 m. and at the mouth of the river Marguerite on the N. are extensive lumber establishments.

*Eternity Point* and *Cape Trinity*, on the S. side, 34 m. are two grand and enormous masses of rock, rising abruptly from the water's edge to the height of 1500 ft. The three summits on Trinity Cape, bear some resemblance to three human heads. Trinity Cove is a charming recess in the shore sheltered by the two points; its quiet and lonely beauty contrasted with the wild grandeur of the huge masses of rock, together with the majestic river, form one of the loveliest of nature's beauties. These points form but one feature in the grand and picturesque scenery which continues to meet the delighted eye of the tourist.

In the niche in *Statue Point* formerly stood a rock resembling a huge human figure, but it has fallen into the water. The *Tableau* on the S. shore, is an upright rock rising almost perpendicularly to the height of several hundred feet.

The *Ha-Ha*, or *Great Bay*, 57 m. is a body of water on the left. At its head are several extensive saw-mills, which with the houses for the workmen, make quite a settlement.

At *Chicoutimi*, 12 m. farther, the navigation is suddenly interrupted by a succession of falls and rapids, which can be passed by vessels of a large size, only when the tide is up. The village consists of several dwellings and a Roman Catholic chapel built by the Jesuits about two centuries ago. The settlement is another trading post belonging to the Hudson Bay Company. The chapel is beautifully situated in the centre of a green sward sloping to the river, and is annually visited by a missionary priest.

The country between *Chicoutimi* and *Lake St. John*, about 67 m. farther to the W. is a fine tract intersected by several rivers issuing from St. John, possessing a fertile soil, and of a less rugged character than characterizes the banks of the

Saguenay for the first 50 m. The climate is somewhat similar to that of Montreal. The tourist can enjoy himself with fishing or hunting, both of which are excellent.

On returning as you approach Quebec the view of the city, its citadel, and suburbs, with the falls of Montmorenci, and the adjacent country, is really magnificent.

From Quebec to MONTREAL, see p. 174, and reverse the route; bearing in mind to take the boat from Quebec at such an hour as will afford you a view in daylight of that which you passed during the night on your downward trip. The approach to Montreal in ascending the river is extremely beautiful; the mount behind the city clothed in rich foliage, the numerous country seats, the spires and edifices of the city, and the wooded island in front, all join to present a rich and diversified landscape.

From Montreal the tourist can either return to New York by the route on Lake Champlain, see p. 96 and reverse the route, or, by way of Niagara Falls, see p. 166 and reverse the route; or, if he wishes to visit the New England states, he will take the steamboat from Montreal to *La Prairie*, thence by R. R. to *St. John's*; thence by the neat and comfortable steamboats to Burlington, Vt., described on p. 98.

Besides the following route, stages also leave Burlington to *Albany* 150 m. via Middleburg 39 m. Castleton 70 m. and Troy 144 m.; to *Whitehall* 70 m.; to *Phillipsburg*, Canada, 41 m. via St. Albans 24 m.; and to *Derby* 80 m.

From *Burlington*, by a daily line of stages passing through *Millston* 8 m. *Richmond* 5 m. *Bolton* 8 m. *Waterbury* 7 m. *Middlesex* 6 m.

MONTPELIER 6 m. and 40 from Burlington, is the capital of the state, situated on a plain of moderate extent, built at

the junction of the two branches of Onion or Winooskie r. and surrounded by elevated hills. The village contains a courthouse, jail, 4 churches, several mills and manufactories and 1721 inhabitants. The *State-house*, built of granite, is a beautiful building 150 ft. in length, with two wings, and a projecting portico of 6 Doric columns, the whole surmounted by a dome 100 ft. high to the top.

From Montpelier by stage to *Concord*; 102 m. over the road which passes through the most elevated portion of the Green Mountains, along the margin of the river, and amidst mountain scenery of the most romantic character. Before reaching *Concord* we pass through *Barre* 7 m. *Washington* 8 m. *Chelsea* 9 m. *Stafford* 11 m. *Norwich* 12 m. *Hanover* 1 m. containing the buildings of *Dartmouth college*, *Lebanon* 4 m. *Enfield* 8 m. *Springfield* 7 m. *Wilmot* 8 m. *Andover* 5 m. *Salisbury* 6 m. *Boscawan* 7 m. and *Concord* 9 m. described on p. 244, thence by R. R. via *Nashua* and *Lowell* to *Boston*, 76 m. total distance 218 m.

If the tourist intends visiting the WHITE MOUNTAINS he will take the stage to *Littleton, N. H.* 40 m. E. thence by stage tri-weekly through the Notch to *Conway*, thence to *Portland, Me.* and by R. R. to *Boston*.

The route from *Littleton* to the foot of the mountains is partly through a cultivated country, and the remainder through an extensive forest. The first view of the White mountains is obtained a short distance from *Littleton*, but *Mt. Washington* 6234 ft. high is not seen till arriving near their foot. The first view is magnificent, and increases in grandeur and sublimity the nearer we approach them. They are next to the loftiest in N. America E. of the Rocky Mountains; their principal peaks are *Jefferson* 5261 ft. *Adams* 5383, *Madison* 5039, *Monroe* 4932, and *Quincy* 4470 ft. From their summits a wide expanse of country for many miles can be seen.

The *Notch* or *Gap* is on the W. side of the mountains, and is a narrow and deep defile 2 m. in length, in one place only 22 ft. wide. The road passes through this notch following the course of the head stream of the Saco. The mountains, otherwise a continued range, are here cloven down to their base opening a passage for the river, which receives tributary brooks falling down the sides of the mountain in beautiful cascades, some of them within sight of the road, presenting the wildest and most romantic scenery.

*Mount Washington* is ascended on the S. E. side, following the course of the Saco. After climbing up the mountain for a considerable distance, the trees begin to diminish in height, till at the elevation of about 4000 ft. you come to a region of dwarfish evergreens, putting forth horizontal branches, closely interwoven with each other, and surrounding the mount with a formidable hedge. On emerging from this thicket you are above all woods, at what is called the bald part, which consists of a huge pile of naked rocks of granite and gneiss. After attaining its summit you are recompensed by the gorgeous prospect opened before you. Innumerable mountains, lakes, ponds, rivers, towns, and villages meet the enraptured eye, while the dim Atlantic stretches along the eastern horizon. To the N. are seen the lofty summits of Adams and Jefferson, and to the E. a little detached from the range, stands Mt. Madison; far to the N. E. are the Kattadin Mountains; on the W. the Green Mountains in Vermont; and 120 m. to the S. W. the lofty Monadnock in N. Hampshire. Among the near picturesque objects are Umbagog and Winnipiseogee lakes, Androscoggin and Connecticut rivers, and numerous smaller lakes and streams. Beneath and around, the mountains extend many miles from the summit, in every direction, resembling in their shape the waves of the sea in a storm. The elevated summits are covered with snow 9 or 10 months in the year.

The view from the summit of *Mt. Lafayette* presents also a splendid view, including over 50 summits, some of which are covered with verdure to the top, while others are composed of naked rocks. Down the sides of many of them may be seen *slides* or *avalanches* of earth, rocks and trees, one of which in 1829 destroyed the Willey family consisting of nine persons. The most sublime views of some of the tracks of the avalanches may be seen in passing through the Notch.

In the road through *Franconia Notch* on the mountain opposite to *Lafayette*, is *the Profile* or *old man of the mountain*, a remarkable curiosity situated on the brow of the peak or precipice which rises almost perpendicularly from the surface of a small lake, directly in front to the height of nearly 1000 ft. All the principal features of the human face, as seen in a profile, are formed with surprising exactness. Other curiosities in this vicinity are the *Basin* and the *Pulpit*.

From *Crawford's House* to *Bartlett* is 7 m. thence to *Conway* 10 m. *Fryeburgh*, 10 m. from *Conway* is a considerable village celebrated in the early history of the country.

From *Conway* the traveller can continue on to *Portsmouth*, to *Concord*, or to *Portland*, thence to *Boston*. The lakes and streams of this part of the country are surrounded by splendid scenery, and abound with very fine trout; see p. 245.

## NEW YORK TO BOSTON.

## I. VIA NEW HAVEN AND SPRINGFIELD. 238 M. 13½ H.

This is a very favorite line of travel as it passes through the most interesting portions of Massachusetts and Connecticut.

Passengers take the steamboat from Peck slip on the East r. at 6½ A. M. and pass through Hell or Hurl Gate, then pass by Frog's Neck, New Rochelle, Greenwich point, Norwalk Islands Ct., Bridgeport, Stratford Pt., Neck point, and arrive at the city of

## NEW HAVEN,

Beautifully situated around the head of the harbour of the same name, lying on a plain inclining gradually toward the water and surrounded in the background by hills, two of which as the traveller approaches the city form imposing features, as they rise almost perpendicularly to the height of 330 to 370 ft. It is the semi-capital of Connecticut with Hartford. It is laid out with great regularity, the houses generally are neat, some very elegant, and is by many considered the prettiest town in the U. States. The city extends about 3 m. from E. to W. and 2 m. from N. to S. and contains about 6 sq. m.; it is divided into two parts, the old town, and the new township, in each of which is an open square.

The old town was originally laid out in the form of a square, half a mile on a side, divided into nine smaller squares; these have been subdivided into four parts by intersecting streets, except the centre square which is divided only by Temple st. running through it from N. to S. The eastern portion is unoccupied and forms a delightful prome-

nade ground. On the W. portion, three splendid churches, fronting on Temple st. have been erected. The southern one is the Episcopal church in the finest Gothic style ; next above it is the First Congregational church, built of brick, with a fine Doric portico, and a lofty steeple ; N. of this is the 2d Congregational church, a beautiful edifice, of brick, with a handsome cupola. Near the centre of the western portion, is the *State-house*, a large and splendid edifice of the Doric order, after the Parthenon at Athens, having an appearance of uncommon beauty and majesty. On the N. W. corner is the Methodist church, built of brick.

On the W. side and facing to the E. are the buildings of YALE COLLEGE ; these consist of 4 college halls, 104 ft. long by 40 ft. wide, 4 stories high, each containing 32 rooms for students ; a hall for theological students ; a chapel devoted to religious worship and ordinary exhibitions ; a lyceum containing the library and recitation rooms ; and an atheneum containing rooms for academic purposes. These college buildings present an imposing front ; they are all of brick and have a uniform front of 600 ft. long including narrow passage ways between. On one of the buildings is a neat cupola built after the model of the Temple of the Winds and fitted for the use of a splendid achromatic telescope made by Dolland. In the rear of these is another range of buildings, consisting of the chemical laboratory ; the Commons' hall, in the second story of which is contained the mineralogical cabinet, well known as the most extensive and valuable in the U. States ; a stuccoed building, containing a fine gallery of paintings by Trumbull and others ; and two other buildings, one for the law and the other for the medical departments, in the latter of which is a fine anatomical museum and library. Yale College is one of the most extensive and celebrated institutions of learning in the Union and has educated more eminent men than any other institution. It was

originally founded at Killingworth, in 1701, but was removed to Saybrook in 1707, and to New Haven in 1717. It has a president and 31 professors, and a very valuable library of 34,500 vols.

On the N. W. corner of the old town is the *Public Cemetery* beautifully laid out and ornamented, containing 17 acres, and adorned with many elegant monuments.

The *State General Hospital* consists of a central building with two wings, 118 ft. in length and 48 ft. in width, built of stone, and stuccoed, and has a fine colonnade.

The city contains 20 churches, a custom house, jail, almshouse, museum, 3 banks, a savings institution, and many popular and scientific institutions. Pop. 12,960.

The harbor of New Haven is safe and spacious, but shallow. The West and Quinnepac, two small rivers, empty into the bay. Long Wharf, to which additions have been made, is 3,943 ft. in length, the longest in the U. States. The foreign trade of the port is chiefly with the West Indies; its coasting trade is quite considerable; a daily line of steamboats connects it with New York, and also several lines of packets. The Farmington canal connects it with Northampton, Mass. and with the Connecticut r. near it. Its manufactures are chiefly of fire-arms, boots and shoes, paper, carpets, &c.

New Haven was settled in 1638, and chartered as a city in 1784. In 1779, it was entered by the British under Gov. Tryon, who in a short time destroyed property to the amount of \$84,566.

*Hotels*; Assembly House, Court and Orange sts.; Eagle Tavern, George st. opposite State st.; Tontine, opposite College square.

*West Rock*, 2 m. N. W. of the city is a perpendicular bluff, 400 ft. in height, on the top of which is the cave in which two of the regicides of Charles I. secreted themselves for three



or four years. *East Rock*, 2 m. N. E. of the city is 370 ft. high from whence a very fine view of the surrounding scenery may be had.

Leaving New Haven by R. R. we pass through the flourishing and enterprising manufacturing towns Wallingford, and Meriden, and after a two hours' pleasant ride we enter the Connecticut Valley and arrive at Hartford, 36 m. from New Haven.

#### HARTFORD, .

City, and semi-capital of the state, is at the head of sloop navigation on the W. or right side of the Connecticut r. 50 m. from its mouth. The compact part of the city lies upon an alluvial flat over a mile in length and three fourths of a mile in width, connected with the upper land by a very gradual elevation. Pop. 9468. *Hôtels*; City Hotel, Main st.; United States Hotel, States st.

The city is irregularly laid out, and divided at the S. part by Little r. which is crossed by a freestone bridge on Main st. The houses mostly of brick, are many of them large and elegant structures. The principal streets are Main, State, Commerce, Prospect, Washington, &c.

The principal objects of interest are; a large edifice in the Doric style, *The State House*, situated in the square fronting on Main st. It is 114 ft. long, and including the porticoes 76 ft. wide, and 54 ft. high. Each portico is 38 ft. by 17. On the first floor as you enter the building, to the right of the large hall are offices for the Treasurer and Controller; on the left is a large and convenient Court-room, there is also an office for the Commissioner of the school fund. The second floor is occupied by the two Houses of the Legislature, and the Secretary of State. The Legislature meets here and at New Haven each alternate year. *The City Hall* is a large building in the Doric style.

*Washington College* is situated on elevated ground at the corner of Bliss and College sts. There are two edifices of freestone, one 4 stories, containing rooms for the students, the other 3 stories high, containing the chapel, library, mineralogical cabinet, philosophical chamber, laboratory, and recitation rooms. It was founded in 1824, has a president and 7 professors, and a library of 6,500 vols. It is under the direction of the Episcopalians, and is in a flourishing condition.

*The American Asylum for the Instruction of the Deaf and Dumb* was the first institution of the kind in the country. It was founded in 1815, commencing with 7 scholars and rapidly increasing to 140. Besides the principal edifice which is 130 ft. long and 4 stories high, there are a dining-hall, workshops, &c.; attached to these are ten acres of land. There are a principal and 7 assistants; it is supported by grants from the state, pay of the boarders, and the revenue arising from 23,000 acres of land in Alabama, granted to them by the U. States.

*The Retreat for the Insane*, is another very interesting charitable institution. It is finely situated on elevated ground, from which an extensive view of the surrounding scenery may be had. It consists of a main building with two wings, containing accommodations for the steward and other officers, and the patients except those who are violent or noisy; these are confined in two cottages 40 ft. from the main building. The institution has rooms for about 90 patients; and has about 40 acres of cultivated ground. The patients work, ride, or amuse themselves in various ways, and on Sunday attend divine service. It is exceedingly well managed and has been of great service to numbers of afflicted persons.

*The Athenaeum*, an elegant edifice on Main st., contains rooms for the *Young Men's Institute* and the *Historical Society*, and a Gallery of Paintings. *The Exchange buildings*

at the corner of Main and State sts. are quite ornamental. *The Orphan Asylum*, is delightfully situated on an eminence, and consists of handsome and spacious edifices, well managed.

The celebrated "Charter oak" in which the charter of the colony was hid, is still in a vigorous state and likely to flourish for another century. It stands on a beautiful elevation, in a lower part of the city, near the seat of the Willys family. The original charter may be seen at the office of the Secretary of State.

Hartford contains 13 churches, 6 banks with an aggregate capital of \$3,680,000, 4 insurance companies with a capital of about \$1,000,000, 2 markets, an arsenal, a jail on the modern penitentiary system, and a museum.

The city within a few years has been much improved, many elegant buildings erected, and has exhibited a spirit of enterprise and prosperity. It is well calculated to become a considerable commercial capital. Connecticut r. has been made navigable 220 m. above it, and brings much produce from the fertile country watered by it. Two steamboats ply daily for Springfield; and two for New York; steam freight vessels ply for N. York, Philadelphia, Albany, Boston, New London, Norwich, Providence, and Fall River. Numerous stage routes also centre in the city. The Connecticut r. is crossed by a draw-bridge, from Morgan st. It was built in 1809, partially swept away and rebuilt in 1818, at a cost of \$150,000. There are two burying grounds, the old and the new, both interesting and handsome spots.

Hartford was settled in 1635, and the number of settlers was much increased the next year by the accession of Mr. Hooker and his followers. It was incorporated as a city in 1784.

*Hotels*; American Hotel, State st. and Court-house square; Athenæum Hotel, Main and Mulberry; and Clinton House, 15 Central Row.

*Routes from Hartford.*

By R. R. to New Haven 36 m. ; to Springfield 26 m.

By Stage to New Haven 40 m. ; to Saybrook 42 m. ; to New London 44 m. ; to Norwich 39 m. ; to W. Killingly 47 m. ; to Killingly 45 m. ; to Wilbraham, Mass. 33 m. ; to Westfield, Mass. 28 m. ; to Canaan 43 m. ; to Litchfield 33 m.

Leaving Hartford in the cars we continue in the fertile valley of the Connecticut, passing through *Bloomfield*, 6 m. *Windsor* a scattered village several miles in length, and cross the Connecticut by a bridge 1234 ft. in length, pass through *Thompsonville*, and arrive at

## SPRINGFIELD, MASS.

24 m. N. of H. most delightfully situated on the E. side of the Connecticut r. and one of the most important inland towns in New England. Pop. 1845, 14,703. *Hotels*, American House, and the Massasoit House, both on Main st. near the R. R. depot ; Hamden House, Court Square ; and the U. States Hotel, corner of Main and State sts.

Near the river, are rich alluvial meadows, and back of them the ground rises to a considerable elevation. The principal and business part of the town is built on Main st. spacious and over 2 m. in length, containing some elegant houses. This street runs parallel with the r. and on the E. of it on rising ground, are some fine building sites. It contains a courthouse, jail, and 6 churches. The U. States have here one of the most extensive constructing arsenals and armory in the Union, well worthy of a visit. It is situated on elevated ground half a m. E. of the village, and consists of a brick edifice 2 stories high, occupied by lock-filers, stockers, and finishers ; a brick forging shop and other buildings, besides numerous smaller shops and stores ; all arranged in the

form of a square of 20 acres. The water works are on Mill r. about a m. S. of the arsenal. It was established in 1795.

On Chickapee r.  $4\frac{1}{2}$  m. N. of Springfield village, is the flourishing manufacturing village of *Chickapee*, which contains 3 churches, large cotton and other manufactories, and about 2000 inhabitants.

From Springfield a pleasant and romantic trip can be made to *Northampton*, one of the most beautiful towns in Massachusetts, containing 5 churches, many elegant houses, and 3,750 inhabitants. *Mount Tom* in the town, and *Mount Holyoke* on the opposite side of the Connecticut, two commanding summits, the latter 1,070 ft. above the level of the river, will well repay the trouble in ascending them. Two houses for the accommodation of visitors have been erected on the summit of Mt. Holyoke, from whence a delightful view of the fertile valley, and the surrounding varied scenery, may be had.

Above Northampton on the Connecticut, are the villages of Hadley, Greenfield, Brattleboro, and Bellows Falls, Vt. reached by R. R. from Springfield.

Springfield is the centre from whence four great lines of railroads diverge to the different points of the compass.

Leaving Springfield in the cars we pass through Wilbraham, Palmer, Warren, Brookfield, Charlton, Leicester, and arrive at

#### WORCESTER,

One of the oldest and most important inland towns in the state. Pop. 1845, 11,514. *Hotels*, American Temperance H., United States H., and Worcester House.

The town is situated in a valley, and surrounded by hills of gentle acclivity. It is well built, the houses being neat and many of them elegant. Main st. is the principal street

crossed by others at right angles. It contains a new and splendid courthouse, jail, 4 banks, 13 churches, a manual labour high school, and a Roman Catholic college. The *Hall of the Antiquarian Society* built by its first president Isaiah Thomas, the author of the "History of Printing," is a neat building with two wings and a Doric portico; it has a library of 12,000 vols. many of them very rare relating to American history. The *Lunatic Asylum* consists of a main building with wings and two other end buildings, the whole forming three sides of a square. It is one of the best institutions of the kind in the country.

Worcester is the centre of a large inland trade. The Blackstone canal from Providence, R. I. 45 m. in length, terminates here. The Boston and W. rail r. extends 44 m. to Boston, and cost \$1,500,000. It also extends westward through Springfield to Albany. The Norwich and W. rail r. extends to New London, from whence the steamboats are taken to go to N. York. There are numerous woollen, cotton, and paper manufactories.

From Worcester the r. r. crosses the Blackstone r. passes through its valley, then through a cut in a ridge of slate rock, which is 37 ft. deep; then descending at the rate of 30 ft. to the mile over a rough country, it enters the valley of Long Pond, until we reach Cutler's Peak, where we strike the valley of Elizabeth r. and pursue it to *Westborough*; we then follow the valley of the Concord r. until we turn the end of Natic Pond; we now ascend at the rate of 30 ft. to a m. and pass the S. end of Morse's Pond on an embankment 47 ft. high and 700 feet long. We then cross the Worcester turnpike, and passing the town of *Needham* cross Charles r. on a bridge of a single span 120 ft. long; and follow the valley of the river passing *Newton* and arrive at Boston, for a description of which, see page 207.

II. VIA LONG ISLAND, NORWICH, AND WORCESTER,  
23 M. 10½ H. FARE \$3.00.

Passengers by this route, the quickest and most picturesque, take the steamboat from the South Ferry to *Brooklyn* (described on p. 55) and there take the cars of the Long Island R. R. passing through *Jamaica* 12 m. Hempstead Br. 19 m., Hicksville 27 m., Farmingdale 32 m., St. George's Manor 68 m., Riverhead 75 m., and arrive at Greenport 96 m., where we take the steamboat for a 2 hour's trip of 32 m. across the sound to

NEW LONDON, CT.,

On the W. side of the Thames r. 3 m. from its mouth. Pop. 5519. In the rear of the city the ground is elevated, affording some beautiful sites for dwellings. The city is irregularly laid out; many of the houses are neat and elegant. The harbour is one of the best in the U. States, with a depth of 30 ft. sufficient for the largest ships of war. It is defended by the two forts, Trumbull on the W. and Griswold on the E. side. The city contains a courthouse, jail, customhouse, 3 banks, 2 insurance companies, an almshouse, 9 churches, and several large manufactories. The principal commerce is engaged in the whale fishery, which employs over 50 vessels and a capital of a million and a half dollars. The fisheries and coasting trade are also extensive. In 1781, the British under the traitor Arnold burned a large part of the town, destroying property to the amount of nearly \$500,000, and captured the garrison of Fort Griswold, most of whom were barbarously massacred. The granite obelisk 125 ft. high, commemorates the event.

From here we continue in the cars 13 m. to

## NORWICH, CONN.

The city is situated at the head of navigation of Thames r. It consists of the city, the town, Westville, Yanticville, and Greenville. The main part of the city is built on the southern declivity of a high and rocky hill; the houses, which are mostly painted white, are built in tiers, rising one above another, and with the surrounding scenery the city presents a most romantic and beautiful view. It contains 4 banks, a courthouse, and 8 churches. The town is surrounded with hills, and contains many beautiful sites for residences. *Westville*, N. W. of the town, contains a number of manufacturing establishments. At the junction of the Yantic with the Shetucket r. which united form the Thames, the channel is very narrow between elevated rocks. The bed of the river consists of a solid rock about 12 ft. perpendicular, over which the water falls forming a wild and romantic cataract, and affording great water-power. A bridge crosses the mouth of the cove, at the head of which is *Yanticville*, a flourishing manufacturing village. Over the falls from a high rock, a party of the Mohegan Indians are said to have thrown themselves to escape from a hostile tribe. On the Shetucket r. E. of the city is *Greenville* a flourishing manufacturing village, containing fulling, grist, and paper mills, and woollen and cotton factories. Total population of the city and towns, 7239.

From Norwich after passing through Jewetts city, Plainfield, Central Village, Daysville, Killingly, Pomfret, Fishersville, Webster, Mass., Oxford, we arrive at *Worcester*, for description of which see page 200.

## III. VIA STONINGTON AND PROVIDENCE, 214 M. 13½ H.

Passengers by this the most direct line take the steam-



boat which leaves daily at 5 P. M. from Pier No. 1, North r. foot of Battery Place, for

STONINGTON, CONN. 135 m. The principal village is on a rocky point of land extending half a mile into Long Island sound, and has a good harbour protected by a breakwater built by the U. S. government at an expense of \$50,000. It is handsomely laid out, and well built. It has quite a number of vessels engaged in the whale and seal fisheries and the coasting trade. There are 2 churches, a bank, and over 1000 inhabitants.

From Stonington we take the R. R. through Rhode Island 47 m. via Westerly, 5 m.; Richmond 7 m.; Kingston 13m.; and Greenwich 36 m. to

#### PROVIDENCE,

The semi-capital of the state, situated at the head of Narragansett bay, and divided by Providence r. into nearly equal portions, connected by bridges. On the E. side of the city is Seekonk r. across which are two bridges, connecting it with Seekonk in Mass. The city limits contain an area of about 9 m. The two principal streets are long and irregular, and comprise the business portion of the city, with the exception of a long range of large brick warehouses on the E. side. The buildings on the other streets are constructed with taste and elegance. On the E. side of the r. the land rises abruptly; the three principal streets run parallel with the r. and contain a number of public buildings, as the governor's official residence, the buildings of Brown university, the Atheneum, most of the banks, and many elegant private residences.

Among the public buildings are; *the State House*, a large edifice of brick. The buildings of *Brown University* occupy a commanding situation on Prospect st.; they are four in number. It was originally founded in 1766 and named after

its benefactor, in 1801. It has a president and 8 professors, a library of 17,200 vols., an extensive philosophical and chemical apparatus, and a very complete cabinet of mineralogy and natural history. The *Atheneum*, founded in 1836 has a handsome Doric edifice of granite, two stories high, a library of over 7000 vols. and a reading room. The lower story is occupied by the Franklin and Historical societies. The *Arcade* is a fine edifice extending between two streets, with a Doric portico of six columns on each front, built of granite at a cost of \$130,000. The *Friends' boarding school*, a flourishing institution has a spacious edifice of stone and brick, and 10 teachers. There are also in the city, a city hall, jail, and state prison, a hospital, 3 market houses, a custom house, theatre, 30 churches some of which are fine specimens of architecture, 26 religious and benevolent societies, 21 banks with a capital of over \$7,000,000, and 6 insurance companies.

The commerce of Providence, on account of its facilities, is quite extensive. The harbour at the head of the Narragansett bay, 33 m. from the ocean is spacious, and has a sufficient depth for the largest vessels. The principal trade is with parts of Europe, the West Indies, and extensively with the southern states, the extensive cotton manufactories requiring a large supply of cotton. It is connected with New York, Albany, Philadelphia, and Baltimore, by several lines of packets. The Blackstone canal extending from Worcester to Providence 45 m. brings down goods from the numerous factories scattered along the route.

Providence was first settled by Roger Williams in 1636, incorporated as a town in 1649, and chartered as a city in 1831. In 1675 it suffered by the Indian wars; in 1815, the tide rose 12 ft. higher than usual and destroyed property worth \$1,500,000; it has also suffered considerable by fires. Pop. 23,171.

*Hotels*; Columbian House, and Earl House, on Main st.; Manufacturers' Hotel, and National House, on Market Square; and the Washington Hotel, No. 4 Weybosset st.

From Providence to *Taunton* and *New Bedford*, by R. R. at 8 A. M. and 3½ P. M. And also by steamboats.

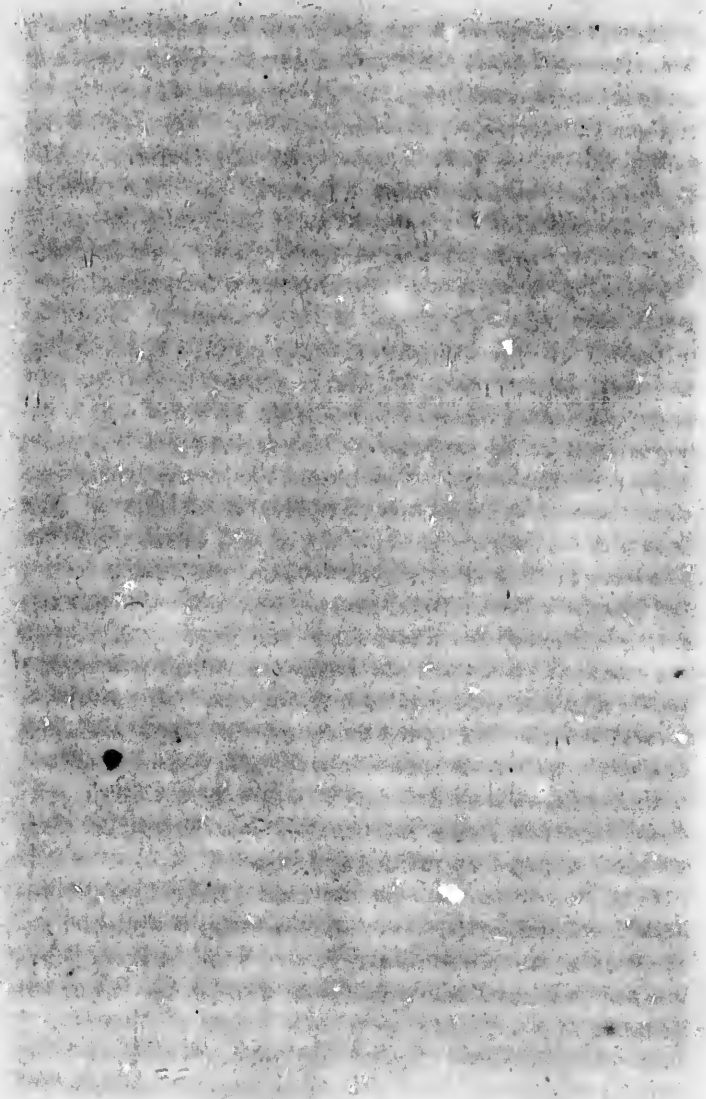
From Providence a pleasant trip can be made to NEWPORT, the semi-capital of the state, 30 m. S. by E. from Pr. and 5 m. from the ocean. It has an excellent and safe harbour, defended by three forts. Its commerce is extensive a number of vessels being engaged in the fisheries, in the trade with the E. Indies and part of Europe, with the W. Indies, and the coasting trade. Its site is beautiful; the compact part of the town being built facing the harbor in a S. E. direction, and having a gentle declivity to the shore, it appears finely from the water. The houses are neatly built, especially those on the main street and Washington Square. The beauty of its position, the salubrity of the climate, and the numerous inviting objects around it have rendered it a very fashionable and delightful place of resort for the summer months. Fish of the finest flavor and in great abundance are taken in its waters. It contains a state house, jail, 7 banks, 12 churches, a theatre, a public library of 8000 vols., several societies, and numerous factories. There are some fine hotels, and the accommodations are excellent. Pop. 9000.

During the season of navigation a line of steamboats runs direct from New York to Newport and Providence; and there connects with the Providence and Boston R. R.

From Providence we take the cars passing through Seekonk 2 m., Dodgeville 6 m., Attleboro 2 m., Mansfield 7 m., Foxboro' 3 m., Sharon 4 m., Cauton 4 m., Dedham 6 m., Roxbury 6 m., and arrive in Boston 8 m., at the foot of the Common.

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VIEW OF BOSTON FROM CHARLESTOWN.

## BOSTON.

Boston, the capital of Massachusetts, the metropolis of New England, and the second city in commerce, and fifth in population in the United States, is partly situated on a peninsula with an uneven surface, 3 m. long and 1 m. broad, at the head of Massachusetts bay; it is nearly surrounded by the waters of Boston harbor on the east, and Charles river on the north and west. The peninsula was originally marked by three hills, which now afford admirable sites for building, and give the city a bold and handsome appearance. The city is in  $42^{\circ} 21'$  N. Lat. and  $5^{\circ} 54'$  E. Lon. from Washington; it is 106 m. S. S. W. from Portland, Me.; 163 m. S. S. W. Augusta; 63 m. S. S. E. Concord, N. H.; 158 m. E. by S. Albany; 40 m. N. N. E. Providence; 97 m. E. N. E. Hartford; 207 m. E. by N. New York; 440 m. N. E. Washington. Pop. in 1800, 24,937; 1820, 43,298; 1840, 93,383; 1845, 114,366.

Boston is divided into three parts; Old Boston on the peninsula; South Boston; and East Boston. *South Boston*, formerly a part of Dorchester, but united to the city in 1804, extends about 2 m. along the S. side of the harbor, and is laid out into regular streets and squares. The surface presents a picturesque appearance, and commands a splendid view of Boston, its harbor, and the surrounding country. In nearly the centre of this tract are the Dorchester Heights, 130 ft. high, on which Washington erected a fortification in 1775, compelling the British to evacuate the harbor. It is connected with the Neck by the South Boston bridge 1551 ft. long, 40 ft. wide, and completed in 1805 at a cost of \$56,000; and with Boston by the free bridge 500 ft. long and 38 ft. wide, completed in 1828.

*East Boston*, built on Noddle's Island, is connected with Boston, by a steam ferry the boats of which run every five minutes ; with Chelsea on the main land, by a bridge 600 ft. long, and by a steam ferry.

*The Neck* or isthmus connecting the peninsula with the main land, is the principal avenue to the city from the south.

Besides the above mentioned *Bridges*, Boston is connected with the surrounding country by other extensive structures. With *Charlestown* on the N., by a bridge across Charles river, 1503 ft. long, 42 ft. wide, with a draw 30 ft. wide, and completed in 1786 at an expense of \$50,000 ; and by the Warren bridge, 1390 ft. long and 44 ft. wide, with a macadamized road. With *Cambridgeport* on the W. by the West Boston bridge 2758 ft. long, with a causeway 3344 ft. long and an abutment of 87½ ft., making the whole length 6190 ft. resting on 180 piers, and built in 1793 at a cost of \$76,667. With *Lechmere Point* in Cambridge on the N. W., by the canal or Craigie's bridge 2796 ft. long and 40 ft. wide, completed in 1807 ; a lateral bridge also extends from this to *Prison Point*, Charlestown. With *Brookline* on the W. by the Western Avenue a road mill-dam, 1½ m. long from 60 to 100 ft. wide, and costing with a lateral dam to *Roxbury* \$700,000.

*The Harbour* one of the best in the U. States, is safe and commodious, deep enough to admit the largest vessels, capable of containing 500 ships at once, completely and securely land-locked, easily defended the main entrance being so narrow as scarcely to admit two ships abreast, and protected by Forts Independence and Warren. The outer harbour is defended by a strong fortress erected by the national government on George's Island. The harbour contains many beautiful islands, receives the waters of several large rivers, and has numerous large towns on its borders. There are many large wharves, most of them lined with capacious stores. India wharf is 980 ft. long and 246 to 290 ft. wide ;

Central wharf is 1379 ft. long and 150 ft. wide; Long wharf at the foot of State st. is 1800 ft. long and 200 ft. wide; Cunard's wharf 1000 ft. long is devoted to the use of the steamships.

Boston was founded in 1630; in that year Gov. Winthrop arrived with a large number of emigrants, and settled in Charlestown, but afterwards removed to Boston. The original appearance of Boston was that of three hills, the western one of which terminated in three summits, from which circumstances the English settlers changed the Indian name of Shawmut to Tremountain, which was again altered to Boston, in compliment to their minister the Rev. Mr. Cotton, who had formerly resided at Boston in England. Boston continued a town, and was so governed until 1822. By the charter of that year, the city was divided into 12 wards, and is governed by a mayor, 8 aldermen, and 48 common council men; besides which each ward has its own warden, overseer of the poor, and other officers.

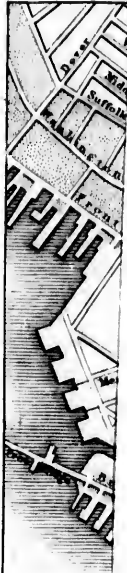
The city presents a very beautiful and attractive appearance to the stranger, especially when approached from the sea. Its streets do not exhibit so great a regularity as some other cities, having been originally laid on no regular plan; but the inconveniences arising from their being so crooked and narrow have been avoided in the newer portions, and been remedied in some measure by improvements in the older parts. The city generally is beautifully and substantially built, and contains many elegant private and public buildings mostly of brick and granite. The general neatness of the houses of which there were in 1845, 12,026, and the great cleanliness of the streets, favourably impress the stranger. No smoking is allowed in the streets within the city. The celebrated COMMON in the S. W. part of the city, contains an area of about 75 acres, enclosed by an elegant iron fence about a mile in length. It occupies the declivity



of Beacon Hill, and has a pleasantly diversified surface. It contains the Mall, a very beautiful promenade ground, adorned with trees; the State House in the N. part, a Botanic garden in the W. part; and Crescent-pond a beautiful sheet of water.

#### THE STATE HOUSE,

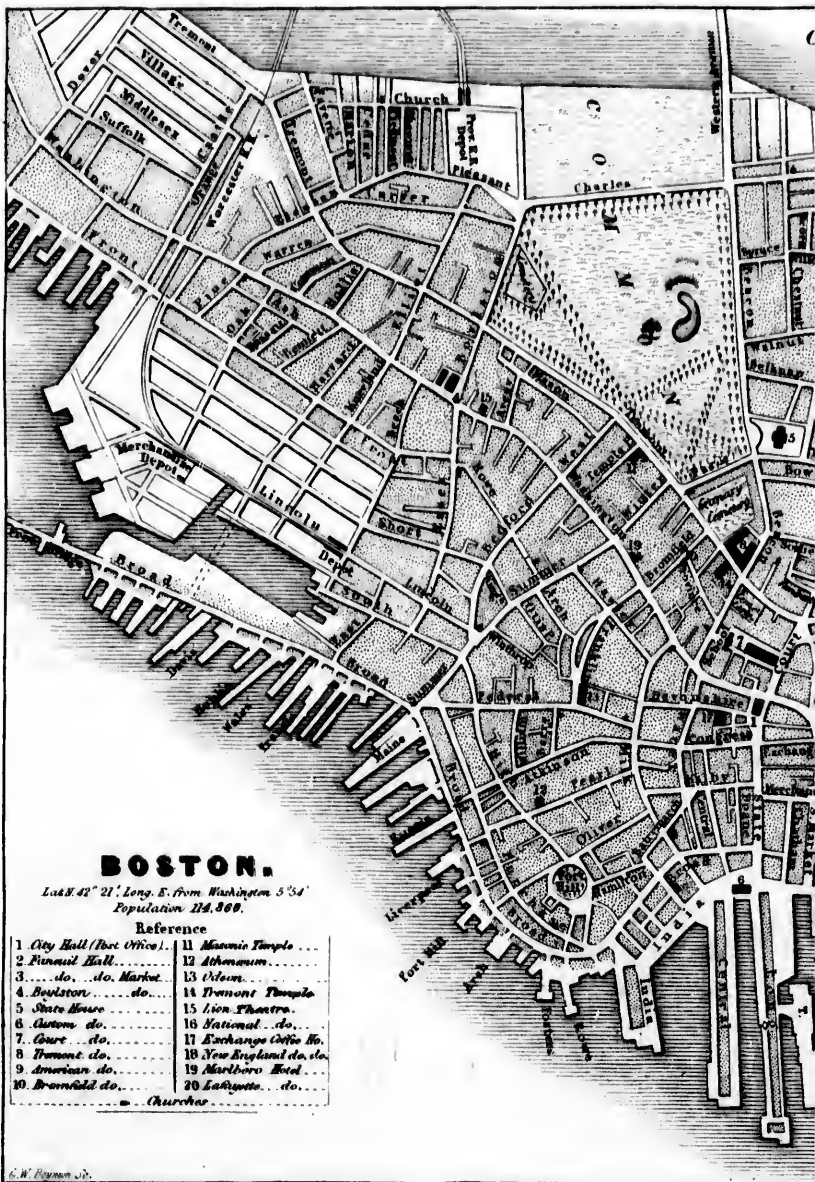
Fronting on the spacious common, stands on the summit of Beacon Hill 110 ft. above the level of the bay, and occupies the highest and most commanding situation in the city. It is 173 ft. long and 61 ft. wide. Above the basement rises the principal story 30 ft. high, with an attic 60 ft. wide and 20 ft. high, supporting a pediment on which rises a splendid dome 50 ft. in diameter and 20 ft. high; the whole terminated by a lantern, crowned with an elegant pine cone. The centre of the building is 94 ft. in length, and formed of arches which project 14 ft., forming a covered walk below, which supports a colonnade of Corinthian columns. The lower story is divided into a large hall 50 ft. square and 20 ft. high, supported by Doric columns; on the S. side of this story in a neat temple is a noble statue of Washington by Chantry. In the rooms above are the Representatives' room 55 ft. square, with a dome 50 ft. high; and the Senate chamber 55 ft. long 33 ft. wide and 30 ft. high; the Council chamber is 27 ft. square and 20 ft. high. The dome is ascended by a spiral stairway, and from its top 230 ft. above the level of the harbour, is presented one of the finest views in the U. States. The spectator looks down upon the city with its bridges, its masses of architecture, and its busy population—the harbour and bay studded with its hundred isles and crowded with shipping, and spreading far away to the ocean—and in various directions the richly cultivated country, studded with villages and country seats, render the view unsurpassed in the world.



Look at 21, 1

1. City Hall (New)
2. Council Hall
3. .... do. do.
4. Postoffice
5. State House
6. Custom do.
7. Court do.
8. Female do.
9. American do.
10. Brattle do.

W. W. Chapman & Co.

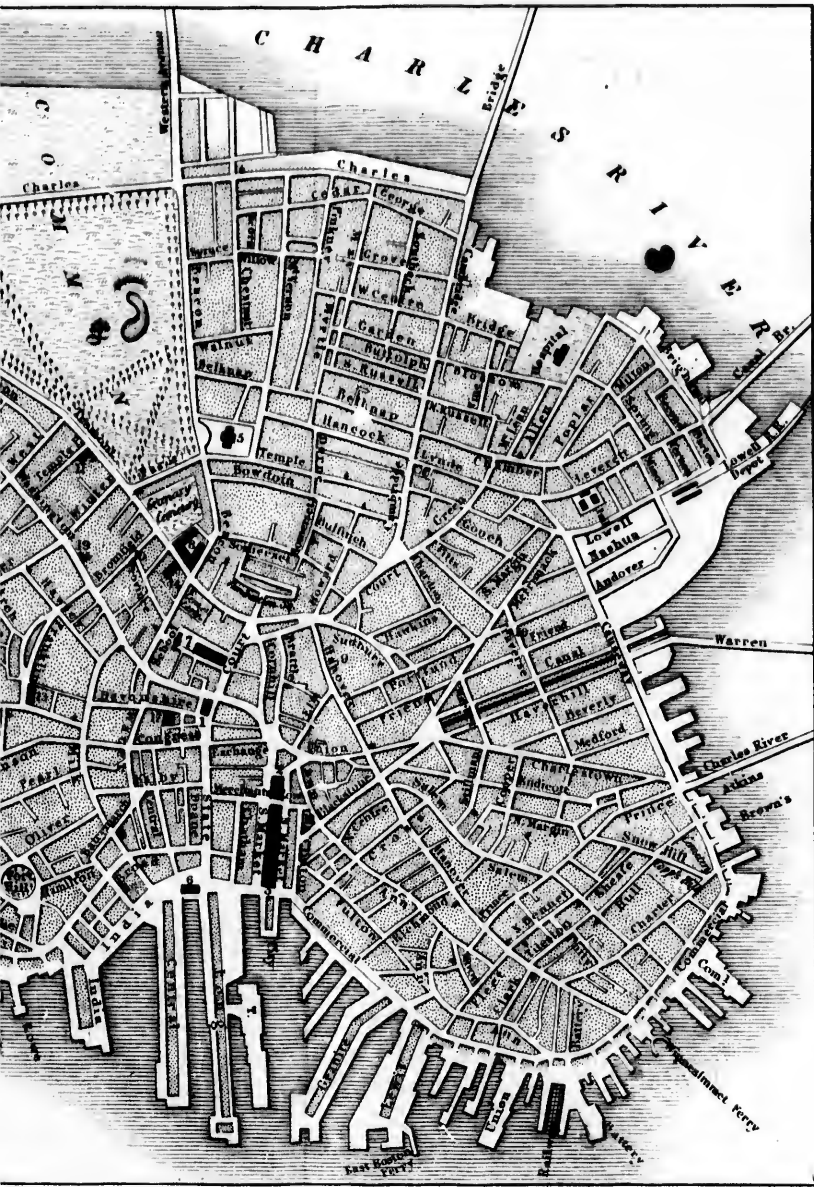


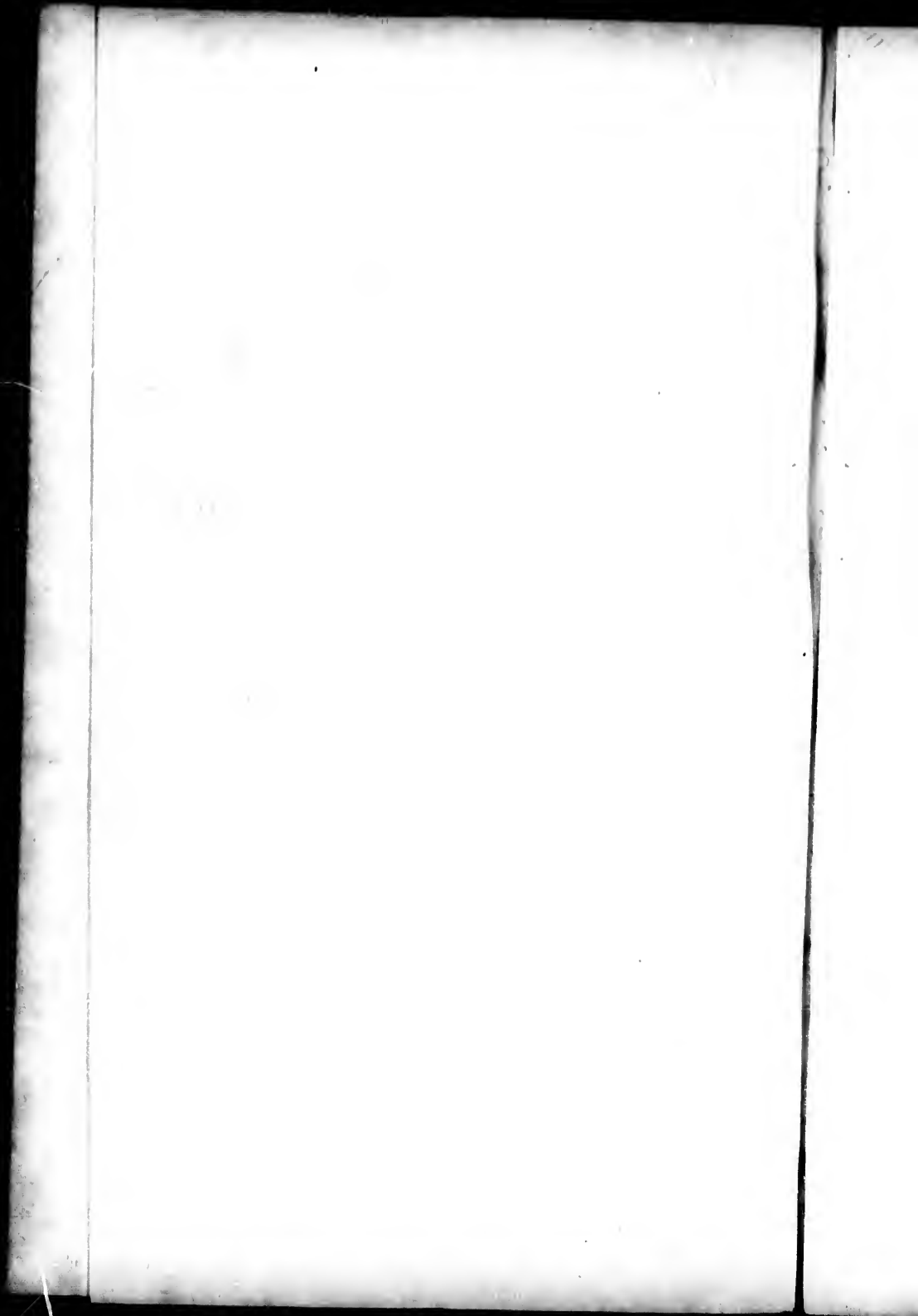
## BOSTON.

Lat. N. 42° 21' Long. E. from Washington 5° 54'  
Population 224,869.

### Reference

|                           |                        |
|---------------------------|------------------------|
| 1 City Hall / Post Office | 11 Marine Temple       |
| 2 Faneuil Hall            | 12 Athenaeum           |
| 3 do do Market            | 13 Pilgrimage          |
| 4 Bealston do             | 14 Tremont Temple      |
| 5 State House             | 15 Lion Theatre        |
| 6 Custom do               | 16 National do         |
| 7 Court do                | 17 Exchange Coffee Ho. |
| 8 Tremont do              | 18 New England do do   |
| 9 American do             | 19 Marlboro' Hotel     |
| 10 Bromfield do           | 20 Lafayette do        |
| Churches                  |                        |





## FANEUIL HALL,

Erected in 1742, and presented to the city by the gentleman whose name it bears, is 100 ft. long, 80 ft. wide, and 3 stories high. The lower story is occupied by stores; in the second is the great hall 76 ft. square and 28 ft. high, with galleries on three sides supported by Doric columns. It is adorned with superb paintings of patriots, statesmen, and warriors, amongst which is the great full length portrait of Washington by Stuart, and another of Peter Faneuil. The third story is improved for armories. It is styled the 'Cradle of Liberty' for in this building were held the first meetings of the people, and here were they stimulated by patriotic addresses from the orators of the Revolution.

## FANEUIL HALL MARKET,

The most splendid structure of the kind in the Union, is E. of Faneuil Hall, between N. and S. Market sts., on each of which are splendid warehouses with granite fronts. It was completed in 1827, at a cost of \$150,000, is 536 ft. long 50 ft. wide, with a centre building projecting 2½ ft. beyond the wings, and is two stories high. At the E. and W. ends of the wings are fine porticoes of four Grecian Doric columns, 31 ft. high; the centre building is 77 ft. high surmounted by a beautiful dome. The lower story is used as a market for meat, fish, and vegetables; the upper story of the main building is a beautiful hall 70 ft. by 50 ft. and named Quincy Hall after Josiah Quincy former mayor of the city; the upper story of each wing is divided into two extensive halls for exhibition and sales rooms.

## THE CITY HALL OR OLD STATE HOUSE,

At the head of State st. occupies the site of two previous

buildings which were destroyed by fire. The present one was erected 1748, is 110 ft. long, 38 ft. wide, and 3 stories high, occupied by the city government, reading room, &c.

#### THE MERCHANTS' EXCHANGE,

Fronting on State and Lindall sts. is a new and splendid building containing besides other apartments, a well furnished news-room, and the Post office. The room occupied by the latter is exceedingly well adapted for its purpose; it commences on the left hand side near the great staircase of the Exchange, and extends for 100 ft. parallel with Congress st. Office hours 7 A. M. to 8 P. M. Sundays 11½ to 12½ A. M.

#### THE NEW CUSTOM HOUSE

On Court Square and adjoining the City Hall, commenced in 1833, is constructed of hewn Quincy granite, and is 175 ft. long, 53 ft. wide, and 57 ft. high. The N. and S. fronts have each a Grecian Doric portico of four columns, weighing 25 tons each. The interior contains 4 court rooms 50 ft. by 40, and various public offices.

The *New Custom House*, on India st. between Central and Long wharves, is a costly edifice of granite in the Grecian style, has an elegant Doric portico its entire length, with a fine dome in the centre, and is well adapted for the wants of so great a commercial metropolis.

The other public buildings are,—*Amory Hall*, 223 Washington st. corner of West; *Boylston market*, Boylston st.; *City market*, between Brattleborough and Elm sts.; *County Jail*, Leverett st.; *Washingtonian Hall*, Court st.; *Massachusetts Arsenal*, Pleasant st.; *Mechanics' Hall*, Washington st.; and, *Medical College*, Mason st.

## LITERARY INSTITUTIONS.

The ATHENEUM on Pearl st. founded in 1807, has a spacious building, containing a library of 35,000 vols., an extensive collection of rare coins and medals, and a reading-room, well furnished with foreign and American papers and periodicals to which strangers introduced by a subscriber are admitted. It has also an edifice in the rear of the main building called Atheneum Hall, 60 by 50 ft. and 3 stories high, containing a large lecture room, complete scientific apparatus, a gallery and fine collection of statuary and paintings, and rooms for various purposes. A new and handsomely ornamented building is about to be erected.

The *American Academy of Arts and Sciences*, founded in 1780, has published several volumes of transactions, and has a library of 6,000 volumes.

The *Massachusetts Historical Society*, incorporated in 1794, have published 26 volumes of its collections, and possess a library of 6,000 books and manuscripts, and many fine portraits.

The *Society of Natural History* instituted in 1830, has a cabinet and museum of much interest, with a library of 1500 vols.

The *New England Museum* in Court st. opened in 1818, occupies two spacious halls in an extensive block of buildings, and possesses a rare and valuable collection of over 60,000 curiosities, much increased by the addition of other collections.

The PUBLIC SCHOOLS are in the most complete state of any city in the Union. There are a Latin grammar school, an English High school, 19 grammar and writing schools, 175 primary and infant schools, 16,288 scholars, and 256 teachers. The scholars if sufficiently advanced are admitted into the



Latin school at 9, and the High school at 12 years of age. The whole expenditures for 25 years until May 1st 1845, including first cost of houses amounting to \$616,217, was \$2,437,327.

Courses of *Lectures* on a great variety of subjects are delivered in Boston, and scarcely an evening occurs in the winter season, in which one or more lectures may not be enjoyed. The *Lowell Institute*, founded by Mr. John Lowell, Jr. with a legacy of \$245,000, sustains a course of free lectures by the income derived from its endowment. The course is delivered by some of the most eminent scientific and literary men, from October to April. It is a noble institution, and has already done much for the diffusion of useful knowledge.

Though there are not many *Public Libraries*, yet there are some of considerable size; the principal ones in addition to those mentioned above, are: The Boston Library founded in 1794, with 11,000 vols.; the State Library founded in 1826 has 5,757 vols.; the Bowditch Library founded in 1839 has 2500 vols.; the Mercantile Library founded in 1820 has 4500 vols.; the Mechanic Apprentices' Library founded in 1820 has 3,000 vols.

*Periodical Literature* is quite extensive in Boston. There are 60 newspapers published, of which 13 are daily; besides which, there are a number of magazines and reviews, the most distinguished of which is the *North American Review*, a periodical that has greatly contributed to raise the character of American Literature.

#### CHARITABLE AND OTHER INSTITUTIONS.

The EYE AND EAR INFIRMARY incorporated in 1827, has a beautiful and commodious building in Bowdoin Square, and is an institution of great merit relieving thousands of cases annually.

The INSTITUTION FOR THE BLIND went into operation in 1832, and was the first of the kind in the country. The school was opened by Dr. Howe with six blind scholars, and proved so successful, that it was soon increased by public and private donations; particularly by a ladies' fair netting \$12,000, and the gift of a building in Pearl st. by the Hon. Thomas H. Perkins worth \$35,000, who gave it with the proviso that \$50,000 additional should be raised. In 1839 the estate of Mr. Perkins was exchanged for the spacious and elegant edifice on Dorchester Heights at South Boston. Its object is to instruct the young blind in all the common branches of education, in music, and manual labor. It has over 70 pupils, a complete printing press for raised letters, an organ, and 13 piano fortes and other instruments.

The U. S. MARINE HOSPITAL, at Chelsea, is a large building of rough stone, 3 stories high and has 10 acres of land attached. It has accommodations for 100 patients, and admits 700 or 800 annually.

The U. S. NAVAL HOSPITAL, at Chelsea, is located upon a lot of land of about 60 acres, formerly called the "Dexter Farm," and is the property of the United States. The building is of hewn stone, 3 stories high, and will accommodate about 100 patients.

The McLEAN INSANE ASYLUM, is a department of the Massachusetts General Hospital, the branch of which for medical and surgical diseases is at the western part of the city on Allen st. The department for the insane was opened in 1817, and occupies large buildings located on a beautiful rise of ground in Charlestown near East Cambridge. The edifices are spacious and surrounded by handsome grounds.

The HOUSES OF CORRECTION, INDUSTRY, AND REFORMATION, are pleasantly situated at South Boston, on an eminence commanding the healthful breezes of the ocean and surrounded with extensive grounds. They are each built of

rough stone, 220 ft. long, 45 ft. wide, and 3 stories high, with a wing at each end of the main building. The first is a sort of penitentiary, the second is for the virtuous poor, and the latter for reforming juvenile offenders. The *Lunatic Hospital* is of brick 4 stories high, and built by the prisoners in the House of Correction.

The MASSACHUSETTS HOSPITAL occupies a space of ground on Charles river in the W. part of the city, containing 4 acres highly ornamented with trees and shrubbery. It has a beautiful edifice of granite 168 ft. long and 54 ft. wide, with a fine portico of eight Ionic columns, and a dome in the centre.

The *Medical Institution of Harvard University* was founded in 1782, has 6 professors, 86 students, and a library of over 5000 vols.

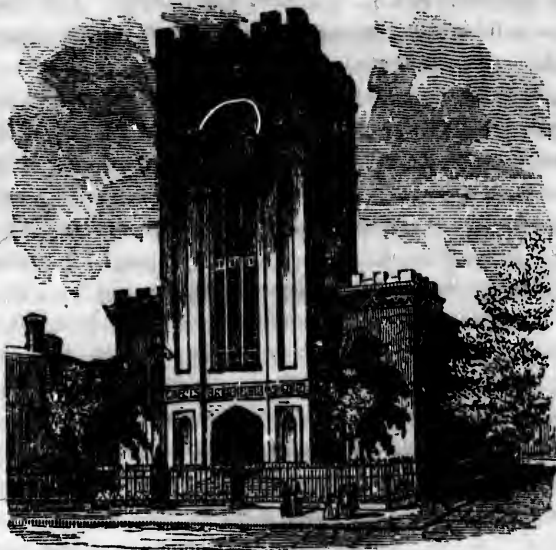
The *Female Refuge* 12 Charter st.; the *Female Orphan Asylum* in Essex st.; *Provident Institution for Savings*, Tremont st.; and others are excellent institutions.

#### CHURCHES.

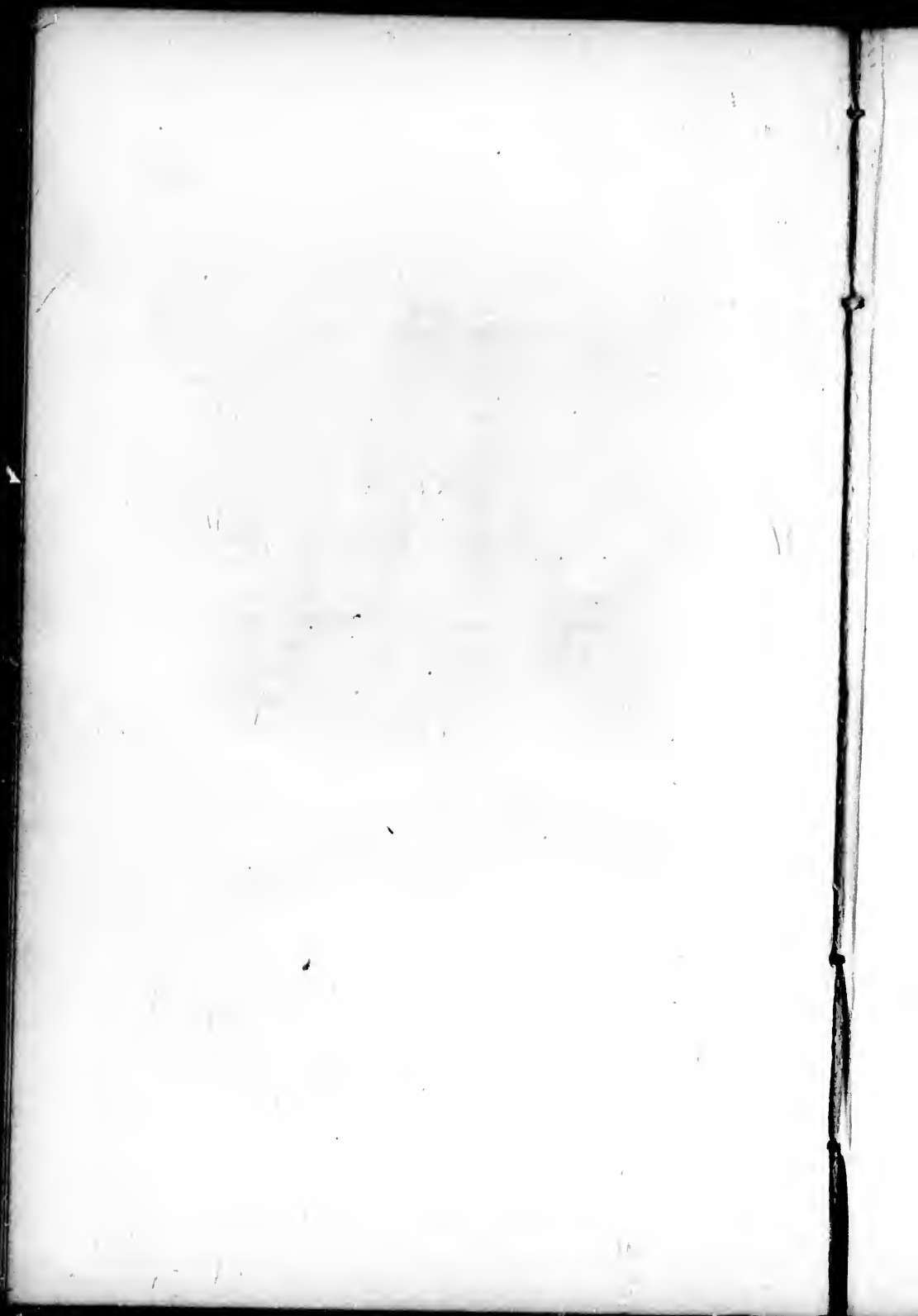
There are 75 churches, several of them very stately and imposing, though they generally are not handsome. The following are the best specimens of their architecture—

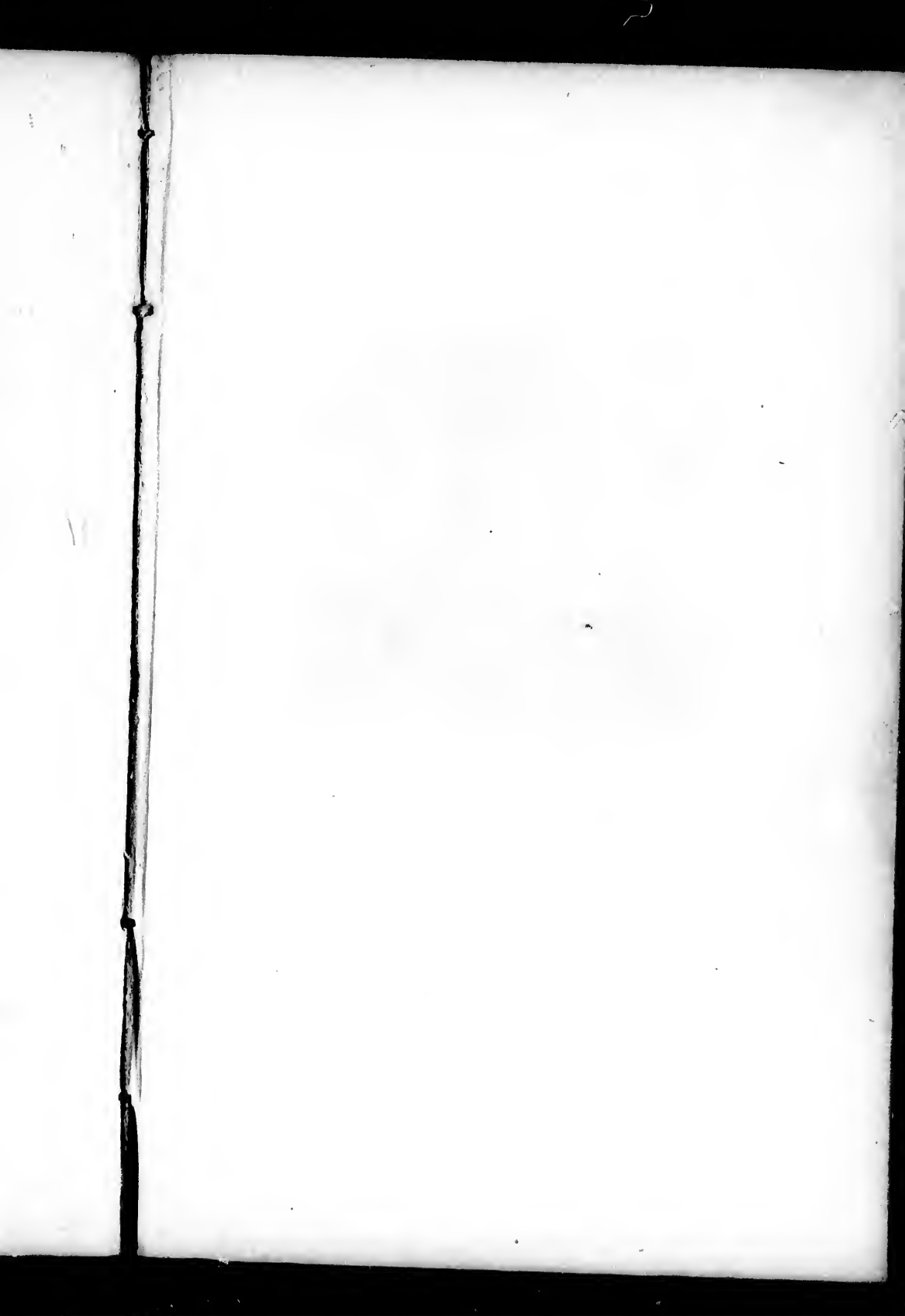
*Trinity Church*, Episcopal, in Summer st. corner of Hawley st. is an elegant and substantial structure in the massive Gothic style, and built of rough granite. The interior is beautifully painted, and it contains a very fine organ. The old church was erected in 1734, and the present one in 1829.

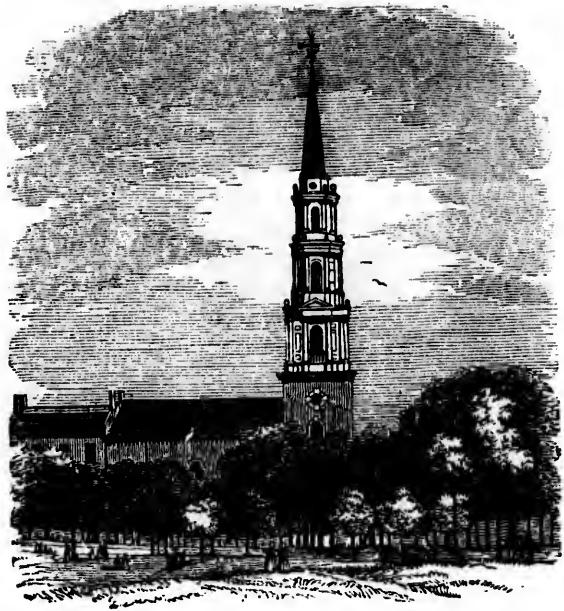
*Park st. Church*, Presbyterian, at the corner of Tremont and Park sts. opposite the Boston Common, is situated on one of the most commanding and delightful spots in the city. The church was consecrated in 1810, and has a beautiful spire 218 ft. high, which adds much to the appearance of the



TRINITY CHURCH.



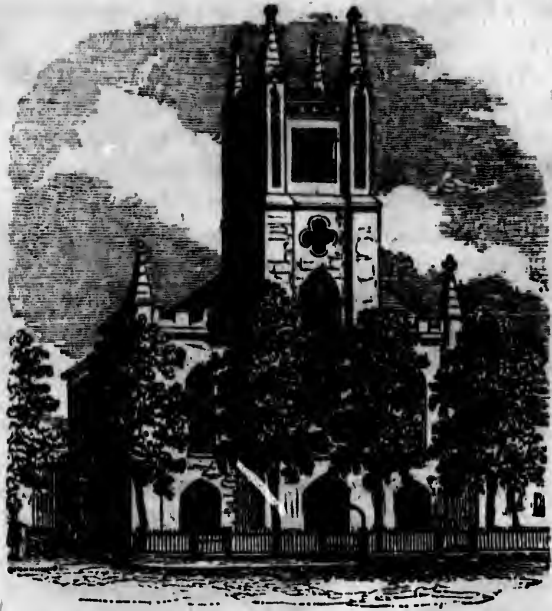




PARK STREET CHURCH.







BOUDOIN SQUARE CHURCH.

metropolis, and forms one of its most striking features when viewed from a distance.

*St. Paul's Church*, Ep., on Tremont st. fronting the Common, is built of fine gray granite in the Ionic style, is 112 ft. by 72 ft. wide, with a portico of 14 ft. with 6 Ionic columns. It contains an elegant monument to Gen. Warren, who was killed at Bunker Hill.

*Grace Church*, Ep., on Temple st. was consecrated in 1836, and is a beautiful Gothic structure.

*Bowdoin Square Church*, Baptist, opens to the view from all the streets which radiate to the square. It has a front with a tower 110 ft. high, and six turrets.

There are in the city 25 BANKS, with an aggregate capital of \$18,600,000; of which the Washington Bank in Washington st., the Suffolk Bank of granite in State st., and a few others are handsome specimens of architecture. Twenty-six *Insurance Companies* with a total capital of \$6,080,000.

## PLACES OF AMUSEMENT.

Public lectures and musical performances have nearly superseded the entertainments of the theatre, among the most respectable class. The *National Theatre*, corner of Portland and Traverse sts. is the principal theatre; it was built in 1831, and first used as a circus. The *Boston Museum*, Tremont corner of Bromfield st. has varied performances in the evening. The *Odeon*, in Federal st. was formerly the Boston Theatre, and is used for lectures, concerts, and public worship. *Tremont Temple* formerly the principal theatre is also changed into a church, having been purchased by the Baptists for \$50,000. *Graham's Olympic Saloon*, has theatrical performances every evening. *The Chinese Museum*, in the Marlboro' Chapel Washington st., is

extremely interesting. *The Howard Athenæum* is also a pleasant resort.

Boston like many other large commercial places favourably situated for trade, has extreme difficulty in procuring good water. It is inadequately supplied by the Boston Aqueduct corporation, incorporated in 1792, which brings water from Jamaica Pond in Roxbury, 4 m. from the city. The pipes are laid for a total length of 8 m. and can supply but 50,000 gallons daily. But the water of several ponds and the Charles river, within 8 m. could be brought to the city at a comparatively small cost. The subject is exciting considerable attention; in May 1845, the water act so-called was rejected by the popular vote by a majority of 309. The water for the fire companies is obtained by reservoirs, wells, and plugs in the aqueduct.

The *Fire* department is one of the best organized of any city in the United States. Its members are regularly paid. In 1846 there were 39 engines and hose carriages of all kinds, 8 engineers, 518 members, 100 reservoirs, and 29 fire-plugs.

The *commerce* and *navigation* of the city is second only to New York. It possesses over 250,000 tons of shipping, employed not only coastwise but with every maritime nation in the world. The great Cunard line of steamships runs between this port and Liverpool, via Halifax, performing their voyages at an average of 12 or 13 days. The number of persons who arrived at the port from abroad during 1845, was 10,689. The Middlesex canal connects Boston with Concord N. H. on the Merrimack, and is the oldest canal in the U. States. Boston is also the centre of numerous railroads; by one of which, to Albany, it is connected with the towns on the N. York railroads and canals, and with the lakes and the west.

## HOTELS.

*Tremont House*, one of the finest in the Union, has a granite front 160 ft. long and 3 stories high, with two wings one 84 by 34 ft. the other 110 by 40 ft. each 4 stories high. It contains 180 rooms, and cost \$68,000.

*Albion House*, Tremont: corner of Beacon st.

*American House*, 42 Hanover st.

*Boylston Hotel*, 38 School st.

*Bromfield House*, Bromfield st.

*City Tavern*, Brattle st.

*Eagle Hotel*, 24 Ann st.

*Elm St. Hotel*, 9 Elm st.

*Exchange Coffee House*, Devonshire st.

*Franklin House*, 44 Merchants' Row.

*Globe Hotel*, corner of Hanover and Commerce sts.

*Hanover House*, 50 Hanover st.

*Marlboro' Hotel*, 229 Washington st.

*Massachusetts Hotel*, Endicott st.

*Merchants' Exchange Hotel*, State st.

*Merrimack House*, Merrimack st.

*National Temperance House*, Blackstone st.

*New England Coffee House*, Clinton st.

*Winthrop House*, cor. Tremont and Boylston sts.

*Pavilion*, 41 Tremont st.

*Pearl St. House*, Pearl st.

*Shawmut House*, 32 Hanover st.

*South Boston Hotel*, Fourth st.

*Suffolk House*, 392 Washington st.

*Washington Coffee House*, 158 Washington st.

*United States Hotel*, corner of Beach and Lincoln sts.

## PLACES IN THE VICINITY OF BOSTON.

THE country around Boston is not surpassed by that in the vicinity of any other city in the Union. From the dome of the State House, the view of the harbour and shipping, of Charles river and its beautiful country ornamented with elegant private mansions, of the numerous beautiful towns many of them situated on hills amid highly cultivated fields, and of the glorious bay expanding to the E. embosoming several islands, some of which are fortified, is at once grand and picturesque and equal to any other view in the world.

## DORCHESTER

4½ m. S. of Boston, was settled by the Puritans in 1630, and soon increased; in 1635 various bodies of emigrants left to settle different parts of the country. Its surface is very varied, presenting a continual succession of picturesque and delightful views of the country, city, and sea. Its hill tops and valleys are embellished with neat farm houses, tasteful villas, and farms. It is watered by the beautiful Neponset which also affords considerable water power. The Dorchester Neck and Heights bordering on Boston harbour were taken from the town some years since, and now form part of the city under the name of South Boston. On the Heights of Dorchester, Gen. Washington's army on the night of March 4th, 1776, threw up works which commanded the harbour, and compelled the British to evacuate Boston. The Cemetery contains numerous ancient tombstones some of them bearing date as early as 1644. The commerce and manufactures of Dorchester are quite extensive. Pop. 1845,

ROXBURY,

Is connected with Boston by a neck of land which constitutes a broad avenue and may be regarded as a continuation of Washington st. It is a delightful place of residence, and contains many fine country seats, 10 churches, and 2 banks. Jamaica Pond from whence the city is mostly supplied with water is about 4 m. S. W. from Boston. Numerous omnibusses connect Roxbury with the city. Rev. Jno. Eliot, the Indian missionary was settled here, and here also was Gen. Warren's birth-place and residence. Dr. Warren received his commission of Major General four days previous to the battle of Bunker Hill, where he was killed at the commencement of the retreat, after fighting bravely; he was universally lamented. Pop. of Roxbury in 1845, 13,929.

BROOKLINE,

4 m. S. W. of Boston with which it is connected by the mill-dam across Charles river, is remarkable for its varied surface, high state of cultivation, elegant country seats and gardens, and for its rich and picturesque scenery. Pop. 1845, 1,682.

CAMBRIDGE,

3 m. N. W. of Boston, contains three parts, *Old Cambridge* the seat of the University; *Cambridge-Port* about half-way between the University and the bridge to Boston, and *E. Cambridge or Lechmere's Point*, the seat of the courthouse. It is one of the oldest towns in New England having been incorporated by the name of Newton in 1630, but took its present name in 1638. It is connected with Boston by Cambridge and Canal bridges and by the viaduct of the Lowell R. R.; with Charlestown by Prison Point bridge. It is a

large, handsome, and pleasant town though not so elevated as some of the neighboring places. It contains a jail, a state arsenal, 3 banks, 5 churches, and numerous manufactories of various kinds. Cambridge was an important place in the early history of the country. At the commencement of the Revolution 20,000 militia were collected here, and in 1775 Gen. Washington arrived here, and took the command of the American army. The first printing-press was established in this town in 1639, and the first work printed was "the Freeman's Oath." Pop. in 1845, 12,490.

HARVARD UNIVERSITY, is the most richly endowed institution and the oldest of the kind in the U. States, being founded in 1638, 20 years after the arrival of the Pilgrims at Plymouth; it occupies a spacious square handsomely shaded. At the time of its foundation, £400 were granted by the general court, and increased by a donation of nearly £800 by Rev. John Harvard, from whom it takes its name. The buildings 11 in number, are spacious and handsome, of granite and brick, and contain a chapel, lecture rooms, dining halls, and accommodations for the students; there is also a house for the president. There are belonging to the institution, a library of 53,000 vols., excellent philosophical apparatus, a mineralogical cabinet, an anatomical museum, chemical laboratory, and a botanical garden of 8 acres. It has a president, 29 professors, and generally about 450 students, and has had 5750 alumni of whom 1561 have been ministers of the gospel. It is the most important literary institution in the U. States, and qualifies students for every branch of literature and science.

MOUNT AUBURN CEMETERY, about a mile W. of the University, for beauty and extent may be considered the *Père la Chaise* of this country. The grounds 100 acres in extent are most delightfully situated, comprising every variety of hill and dale, embellished with ornamental trees and shrub-

bery, with numerous paths and avenues. The first interment was made in 1831, since when it has been gradually filling up, and now contains numerous monuments of various devices and most exquisite workmanship. From some of the highest portions a most superb view of natural and artificial scenery presents itself; below flows the winding Charles r.—in the distance, the city with its proud eminences, its glittering spires, its lofty towers, its graceful mansions, its curling smoke, its crowded haunts of business and pleasure—and in other directions, the walls of the venerable University—the cultivated farm, the neat cottage, the village church, the sparkling lake, the rich valley, and the distant hills,—are before us through opening vistas. No traveller should fail to visit this sacred yet lovely spot.

#### CHARLESTOWN,

One mile N. of Boston with which it is connected by Warren and Charles river bridges, stands on a peninsula of a curious shape, between Charles and Mystic rivers. It is also connected with Cambridge by a bridge from Prison point, and with Chelsea and Malden by two bridges across Mystic r. The town extends N. W. for 9 m. with a breadth varying from a quarter of a mile to a mile. The streets are not regularly laid out, but are wide and ornamented with trees, centreing to a public square, around which a number of the public buildings are situated. The town contains many elegant private residences, a State prison, an almshouse, a town-house, 3 banks, and 9 churches. Pop. 1845, 12,500.

*The U. States Navy Yard* on the N. side of the Charles r., has 60 acres of ground with a high and substantial wall, enclosing warehouses, an arsenal, a powder magazine, a ropewalk, dwellings for the officers, and two immense frame ship-houses. The Dry dock, of hewn granite, is 341 ft. long,



80 ft. wide, 30 ft. deep, and cost \$670,000. *The McLean Insane Asylum* on elevated ground has commodious buildings, and 15 acres of ground. *The State Prison* consists of 4 massive buildings of granite, in the W. part of the town.

BREED'S and BUNKER HILL in the N. E. part of the village are famed in Revolutionary story, and are annually visited by thousands of persons. At the time of the battle the British occupied Boston, and it being supposed by the provincial congress that Gen. Gage was about to send his troops into the country, it was resolved to defend Dorchester Neck. A detachment of 1000 men under Col. Prescott was accordingly ordered to throw up entrenchments on Bunker Hill, on the night of June 16th, 1775; this they did with so much expedition and secrecy, that by dawn of day they had thrown up a redoubt of 8 rods square. But by some mistake they fortified Breed's Hill instead of Bunker Hill, although by popular usage the former is now called by the name of the latter.

The British on discovering the works of the Americans, commenced a cannonade from the shipping in the river, but which did not prevent the provincials from forming a breast work from the redoubt to the bottom of the hill, which was completed by mid-day. About 1 o'clock the British to the amount of 3000 men, with a portion of artillery, commanded by Generals Howe and Pigot, landed in Charlestown, and having formed in two lines and received reinforcements advanced to the attack. The Americans who also had received reinforcements under Gen. Warren and Gen. Pomeroy, coolly awaited their approach and reserved their fire until, as Gen. Warren told them, 'they could see the whites of their eyes.' The men being mostly undisciplined, but excellent marksmen, fired with such deadly aim and execution, as to throw the enemy's ranks into confusion, and to cause a precipitate retreat. By the efforts of the officers they were formed and led to the attack a second time; when within 5 or 6 rods of

the entrenchments, the Americans a second time opened their destructive fire, and again created utter confusion. Gen. Clinton now arriving with reinforcements, the men were rallied and again led on, while some cannon were brought to bear upon the entrenchments so as to rake them from end to end. The works were now attacked with fixed bayonets, and as the Americans were not supplied with them and their ammunition began to fail, they were obliged to retreat over Charlestown Neck, exposed to the fire of the Glasgow man-of-war and the floating batteries.

In this the first regular battle of the Revolutionary struggle the Americans covered themselves with glory. After a tedious march and working at the entrenchments the whole night and morning of the 17th, with undisciplined troops and poorly equipped, with a deficiency of artillery and ammunition, for the Americans to have made such a noble stand against veteran troops superior in number and every other particular, affords an unparalleled instance of bravery and indomitable courage. The victory was truly a dear bought one. The British loss was 1054 killed and wounded, of whom there were 19 officers killed and 70 wounded. Of the Americans, 145 were killed, and 304 wounded and missing, making in the whole 449. Early in the engagement Charlestown was fired by the British.

BUNKER HILL MONUMENT erected on the site of the battle, is a splendid obelisk of hewn Quincy granite, completed July 2d, 1842. The corner stone was first laid by the illustrious Marquis La Fayette on the 50th anniversary of the battle, June 17th, 1825, in the presence of an immense concourse of citizens, when an address was delivered by the Hon. Daniel Webster. The foundation having been insufficient it was relaid in 1827. The obelisk is 30 ft. square at the base, and 16 ft. 4½ in. at the top, having a diminution of 14 ft. 7½ in. above its base. The height from the base to the commence-

ment of the apex is 208 ft., to the top of the apex 221 ft. The interior is circular, having a diameter of 10 ft. 7 in. at the base, and 6 ft. 4 in. at the top, and is ascended by 294 steps. The top is an elliptical chamber, 17 ft. high, 11 ft. in diameter, with 4 windows, and presents the most magnificent view in the U. States. The whole cost \$119,800, was defrayed by subscription, by a ladies' fair at Boston netting \$32,000, and other means. The completion of the monument July 23rd, 1842, was hailed by firing of cannon; and celebrated in a splendid manner on the anniversary of the battle June 17th, 1843, when a discourse was delivered by Hon. Daniel Webster in presence of the President of the U. States, the heads of Department, and an immense concourse of citizens. The monument is surrounded by a neat iron railing, and forms a conspicuous object when approaching Boston.

#### CHELSEA,

About 3 m. N. E. of Boston with which it is connected by a ferry at the foot of Hanover st., and connected with Charlestown by a bridge, is situated at the mouth of the Mystic r. Its surface is elevated at several points affording delightful building sites. It is one of the most ancient towns in the vicinity of Boston, having been incorporated in 1738. It contains the U. S. Marine Hospital with a fine edifice, commanding an excellent view of Boston and its harbour; 2 churches, of which St. Luke's, Epis. is the most unique and pretty of the village churches, and numerous manufactories. Chelsea Beach is a delightful resort during the summer season. Pop. 1846, 4,127.

#### QUINCY,

10 m. S. of Boston on Quincy bay, is situated on an elevated plain and is remarkable for its neatness and the beauty of the surrounding country, and its vast quarries of excellent

granite. About 3 m. back from the bay, the land is elevated, in some parts 600 ft. high, and contains an inexhaustible supply of granite, which is extensively quarried and sent to every part of the Union, and even to Mexico; some of the noblest structures in the U. States are built of this stone, which is of dark blue colour. The town is surrounded by highly cultivated farms, part of which is salt meadow land. *Quincy pt.* and *Germantown pt.* are admirably located for ship building and the fisheries, and have fine harbours, bold shores and a beautiful country. Quincy was the native place of Jno. Hancock, Col. Jno. Quincy, the two Presidents of the U. States Jno. Adams and Jno. Quincy Adams, and other distinguished men. It has 4 churches, one of which contains a beautiful marble monument of Hon. Jno. Adams and his wife, erected by their son Hon. Jno. Q. Adams. Pop. 3486.

#### THE FORTS AROUND BOSTON,

Erected during the Revolution, are some of them still in good preservation, while others are nearly effaced; they possess much interest. At *Breed's Hill*, but little remains; on *Bunker Hill* the remains of the British fort are visible; some remains of the redoubt at *Lechmere Point* can be distinctly traced; at *Winter Hill Fort* part of the rampart still remains perfect; *Prospect Hill* has two eminences both of which were fortified, and connected by a rampart and fosse, much of which still remains; the *Cambridge Lines* on Bunker's Hill consisted of six regular forts, connected by a strong entrenchment, two of which are perfect; a *semi-circular battery* with three embrasures on the N. shore of Charles r. near its entrance into the bay, is quite perfect; there are also remains of numerous forts at Brookline, Roxbury, Dorchester Heights, Nook Hill, and other places in the vicinity of Boston, which are more or less in a state of preservation.

## ROUTES FROM BOSTON.

## TO NEW YORK.

I. *By R. R. daily* at 4½ P. M. in winter and 5 P. M. in summer from depot at the foot of the Common *for Providence* 42 m. Or passengers can start in the accommodation train at 8 A. M. and have time to visit Providence before the afternoon line comes up. Usual time, 1½ h. From Providence to Stonington, by R. R. 47 m. time, 2¼ h. From Stonington to New York by steamboat 125 m. time, 9½ h. See description on p. 203, and reverse the route.

II. *By R. R. daily* at 4 P. M. and at 8 A. M., in summer at 5 P. M., from cor. of Beach and Lincoln sts. *for Worcester* 44 m. From W. to Norwich by R. R. 66 m. From Allyn's Point to New York by steamboat 128 m. Whole time 13½ h. See p. 202, and reverse the route.

III. *By the same route daily* at 8 A. M. to *Allyn's Pt.* 110 m. and take the steamboat across L. Island Sound to Greenport 32 m. Thence by cars over Long Id. R. R. to Brooklyn, 96 m. Total 238 m., 10½ h. See p. 202, and reverse the route.

IV. *By R. R. daily* at 10 A. M. and 4 P. M. to *Worcester* 44 m. To *Springfield* 54 m. To *Hartford* 26 m. To *New Haven* 36 m. time, 8½ h. From *New Haven* by steamboat to *New York*, 78 m. time, 5 h. See p. 193 and reverse the route.

V. *By steamboat daily* at 4½ P. M. from depot foot of the Common, via *Providence* and *Newport R. I.*

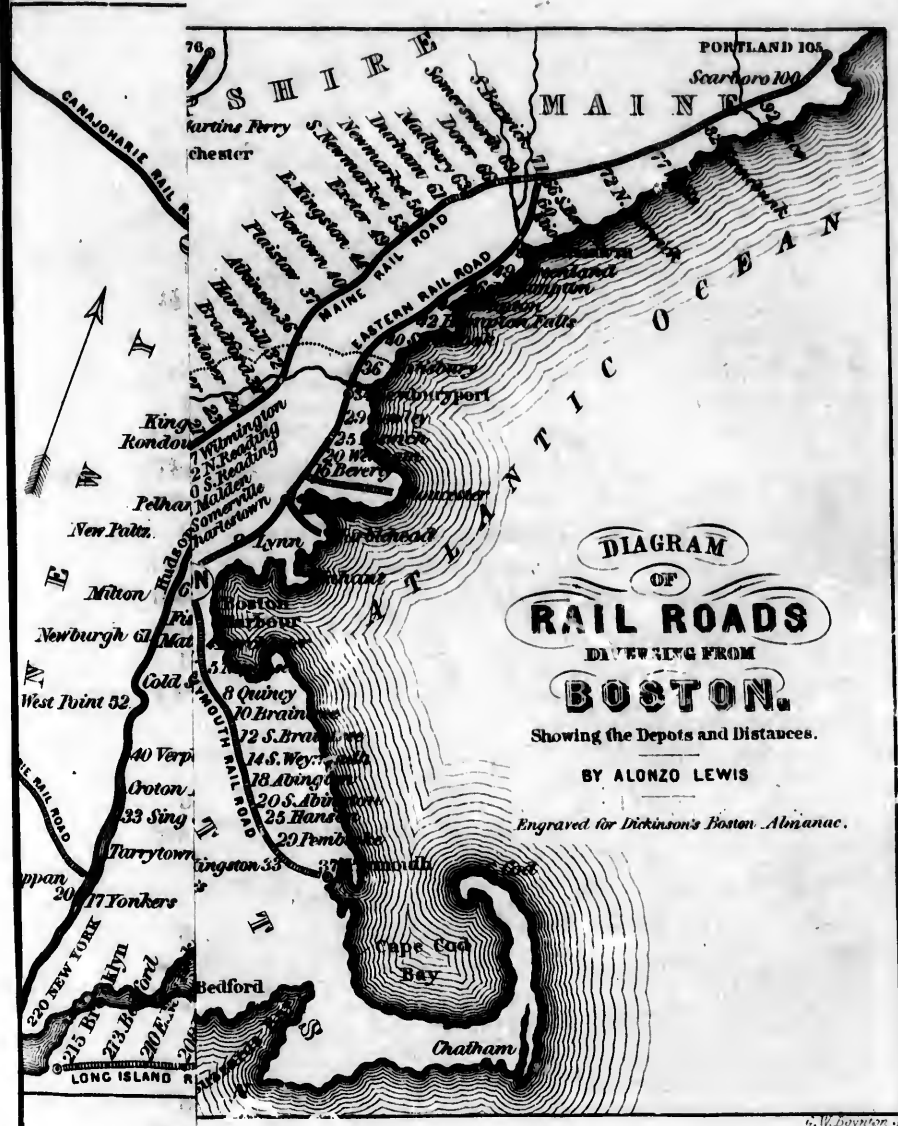
## TO PROVIDENCE. 42 M.

By R. R. as per No. 1, at 4½ and 5 P. M.

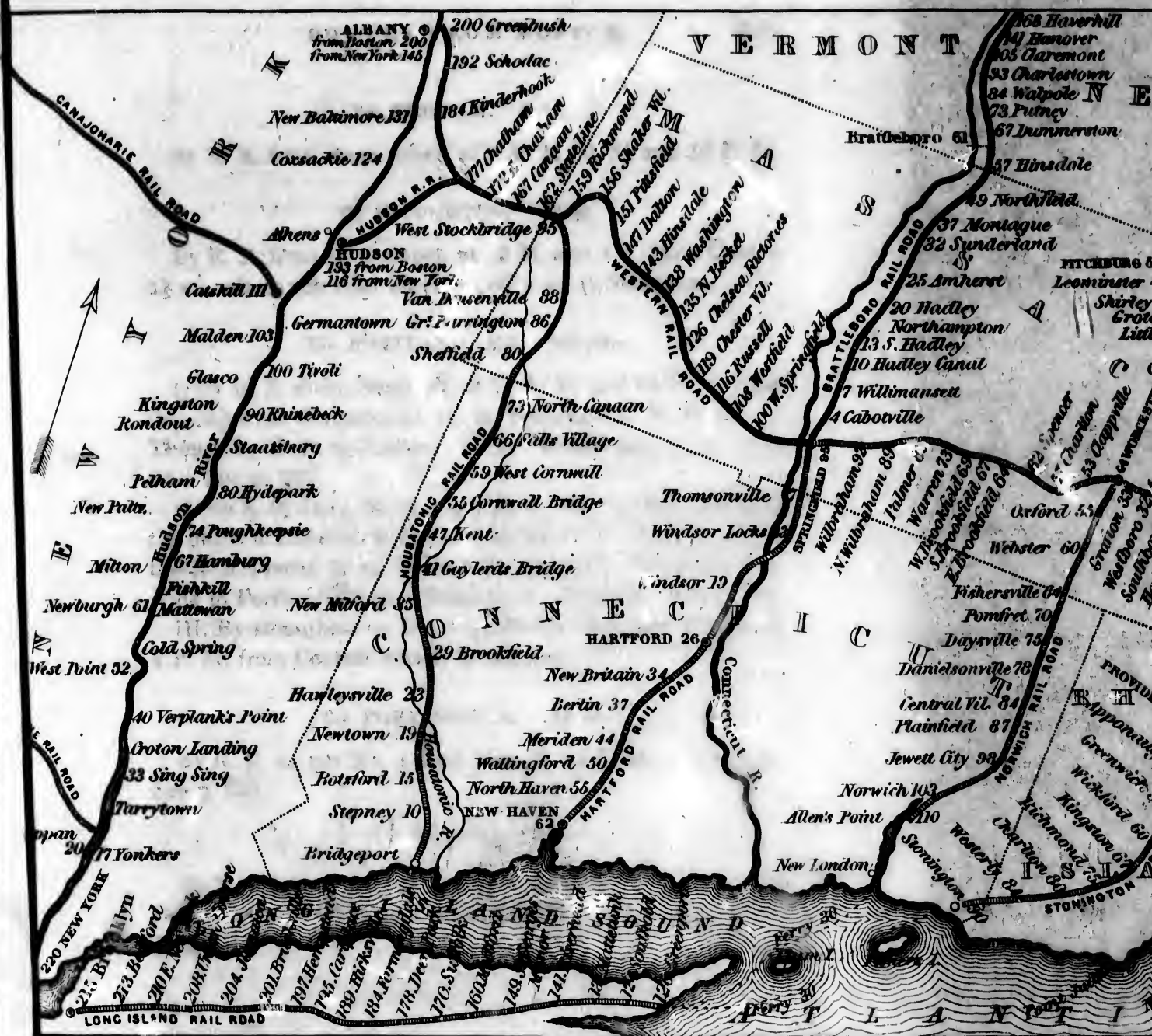
" accommod. trains at 8 A. M. and 3¼ P. M.

For descriptions of *Providence* and *Newport*, see p. 204.

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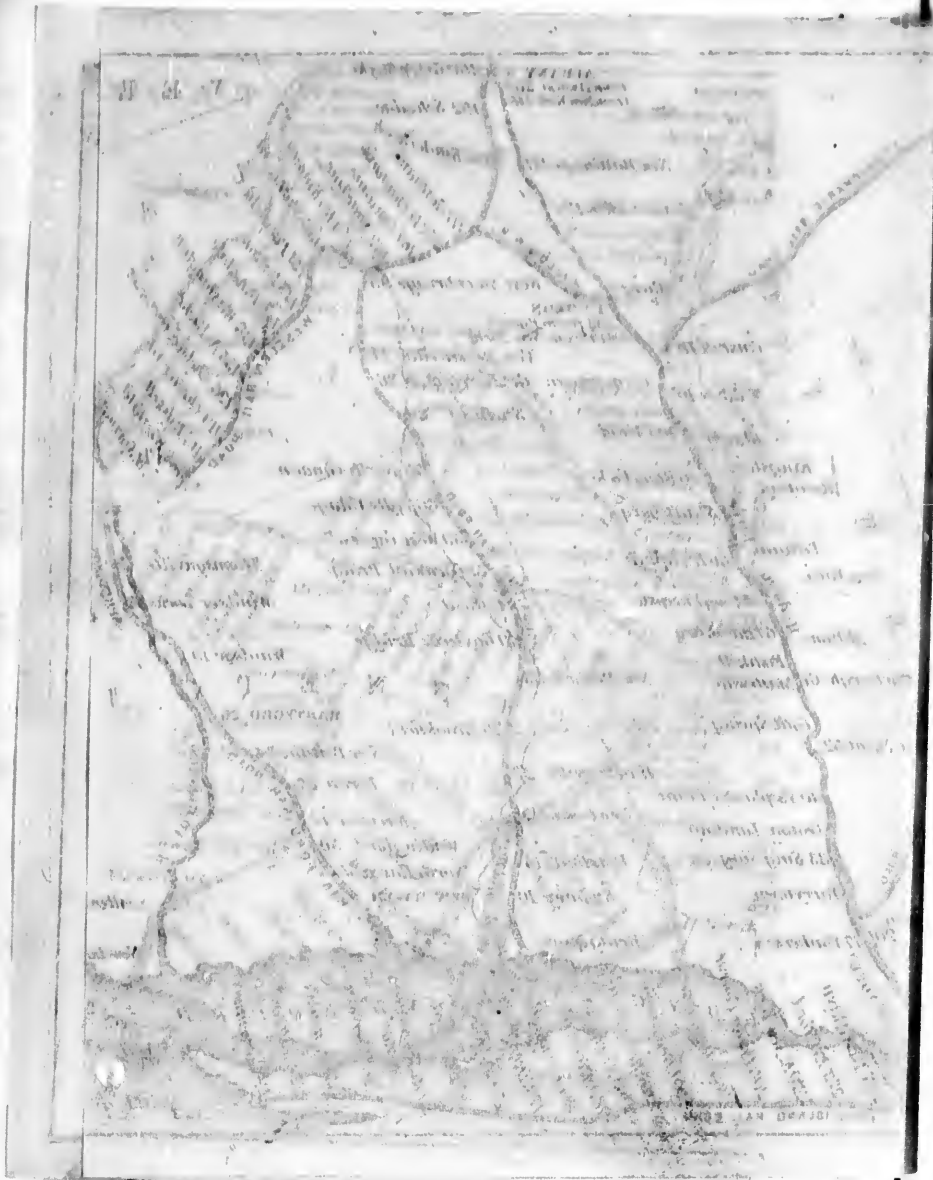


500 p. 201.









TO DEDHAM. 8 M.

By R. R. from same depot, at 9 A. M., 3, 5½ and 10 P. M.

TO STOUGHTON. 18 M.

By R. R. from same depot, at 12 M. and 4 P. M. to Canton 14 m., where the road branches off 4 m. to Stoughton.

TO PORTLAND, ME. 105 M.

I. By R. R. daily, Sund. ex. at 7¼ A. M. and 2½ P. M. from the depot in Commercial st. to Portsmouth, N. H. 54 m. Thence by R. R. to Portland, 51 m. Whole time 5¼ h. Fare \$3. See p. 237.

II. By R. R. daily, Sund. ex. at 7¼ A. M. and 2½ P. M. from the depot in Canal st. to South Berwick 73 m. where it strikes the R. R. above, 12 m. beyond Portsmouth. From So. Berwick to Portland, 36 m. Time 5¼ h. Fare \$3. See p. 236.

III. By steamboat on Monday, Wednesday, and Friday, at 4 P. M. from Central wharf, in summer.

TO PORTSMOUTH. 54 M.

By R. R. as per No. 1. and also at 4½ P. M. Fare 1.50. See p. 235.

TO SALEM. 14 M.

By R. R. as above and several times daily. Fare 40 cts. See p. 233. From Salem a branch of 4 m. extends to Marblehead.

TO HAVERHILL, N. H. 32 M.

By R. R. as per No. 2. and 4 times daily. Fare 85 cts. See p. 237.

## TO LOWELL, MASS. 26 M.

By R. R. daily at 7, 9 and 11 A. M. and 2½ & 5½ P. M. from depot in Lowell st. Fare 65 cts. time 1 h. See p. 241.

At Woburn a branch extends to Woburn Centre; fare 25 cts. And on arrival of the trains from the N. at Lowell the R. R. connects with the junction in Wilmington.

## TO NASHUA, 41 M. AND CONCORD. 76 M.

By same R. R. as to Lowell at 7 & 11 A. M., and 5 P. M. Fare 1.25 and 2.00. Time 3½ h. See p. 243.

## TO FITCHBURG. 50 M.

By R. R. daily at 7½ & 11½ A. M. and 4½ P. M.; in summer at 7 A. M. 1½ and 5 P. M. from the depot in Charlestown. Fare 1.25, time 2½ h. See p. 246.

By the 1st train stages connect with all the principal towns in W. Massachusetts, New Hampshire and Vermont. By this route passengers leaving Boston at 7 A. M. arrive at Montpelier next day at 12 M. and at Burlington in the afternoon, via Charlestown, N. H. and Woodstock, Vt.

## TO NEW BEDFORD, 56 M. AND FALL RIVER, MASS. 56 M.

By R. R. daily at 8 A. M. and 3½ P. M. and in summer at 7½ A. M. and 4½ P. M. from the depot at the foot of the Common. Fare to Fall River \$1.45; to New Bedford \$1.50. Time 3 h. See p. 248.

## TO PLYMOUTH. 37 M.

By R. R. daily at 8 A. M. and 3½ P. M. and in summer at 7½ A. M. and 5 P. M. from South Boston. Fare \$1. See p. 249.

## TO ALBANY. 200 M.

By R. R. daily at 10 A. M. & 4 P. M. as per Route to New York No. 4, as far as Springfield 98 m. Fare \$2.75. From

Springfield by cars to Albany 102 m. Whole time 11h. Fare \$5—2d class cars \$3. The line at 4 P. M. stops overnight at Springfield, and arrives at Albany at 10 A. M. next day. See p. 246.

TO MONTREAL. 329 M.

By R. R. to Fitchburg 50 m.; by stage via Keene, 86 m., Bellow's Falls 102 m.; Rutland 156 m., Middlebury 191 m., to Burlington 230 m.; thence by steamboat to Plattsburg 255 m. and St. John's, Canada, 305 m.; thence by R. R. to La Prairie 320 m., and by steamboat to Montreal 329 m.

This route beyond Fitchburg will shortly be by R. R. as the road is now being extended to Burlington.

TO THE WHITE MOUNTAINS, CONWAY, &c.

By Boston and Maine R. R. to Dover 66 m. fare \$1.75. See p. 236. to 238. Thence by stage to Conway, the White Mountains, Bethlehem and Littleton, N. H. 184 m.

TO GREENFIELD, MASS. 134 M.

By R. R. daily as per route to N. York No. 4, as far as Springfield 98 m. and there take the cars to Greenfield 36 m. via Northampton 19 m. Whately, and Deerfield.

By this route passengers can proceed to Brattleboro', Hanover, Haverhill, &c.

TO EASTPORT, ME., AND ST. JOHN'S, N. B. 400 M.

By steamboat from Boston every Tuesday.

TO BATH, GARDINER, AND HALLOWELL, ME.

By steamboat from T wharf every Tuesday and Friday at 7 P. M. and for Bangor and intermediate places, on same days at 5 P. M. And returning, on Monday and Thursday. This is also a pleasant route to Quebec, by stage from the above places.

## TO PORTLAND, ME. 105 M.

I. Passengers by the Eastern R. R. leave the depot in Commercial st. at 7½ A. M. and 2½ P. M. This is an excellent line, performing the whole distance in 5½ hours. Fare \$3.

We first stop at

LYNN, 9 m. a scattered village, celebrated for its manufacturing of ladies' shoes. Pop. 9367. It contains 8 churches, 2 banks, a savings bank, &c. It is beautifully situated on a plain.

From Lynn passengers can take the stages to NAHANT, on the S. side of Lynn. This on account of its favorable position for catching the ocean breeze has become a favorite watering place. The bathing and fishing are unsurpassed. It is situated on a peninsula divided into two parts, the inner portion containing 42 acres, the outer being 2 m. in length with a varied surface; both are connected by a beach half a mile long. The Nahant Hotel is a splendid house, containing nearly 100 rooms; and there are several other hotels and boarding houses, with many private cottages. Steamboats in summer ply twice a day between this place and Boston.

## SALEM,

5 m. from Lynn, and 14 from Boston, is next to Plymouth the oldest place in Mass. It is chiefly situated on a point of land between two inlets of the sea called North and South rivers. It is connected with the other parts of the town by two handsome bridges. The city is well but not regularly laid out, and has a large square, containing about 8½ acres, ornamented with trees and walks. The houses are well built, and the streets well paved and lighted. Salem was formerly the second place in New England in wealth, commerce and population; and is even now, in proportion to its

size one of the most wealthy places in the Union. The harbour is principally formed by South r. along which are its wharves, where vessels drawing not more than 12 ft. of water can unload. The commerce which is extensive, is engaged in the E. India trade, in the whaling business, in the foreign trade generally, and in the coasting trade and fisheries. The harbour is defended by two forts, situated on the islands, which are numerous. On Baker's Island is the light-house.

Salem contains a courthouse, jail, an almshouse, a hospital, custom house, a lyceum, 8 banks, 2 public libraries, an athe-  
neum, a mechanics' library, 19 churches, and many charit-  
able and literary societies. The tourist will find the Museum  
of curiosities brought home by persons engaged in the E. India  
trade, a very interesting collection. Strangers introduced  
by a member have free access to the museum which em-  
braces nearly 5000 articles. The *Harmony Grove Cemetery*,  
W. of the city is a beautiful spot.

It is, though low, a pleasant, healthy and well built place,  
distinguished for its enterprise, and contains 15,082 inhabit-  
ants, principally engaged in manufactures, commerce, and  
navigation. It was settled in 1628, and chartered as a city  
in 1836. From Gallows Hill a fine view of the city can be  
obtained. It was so called from having been the place on  
which the persons accused of witchcraft were executed.  
Salem and the public events that happened here occupy a  
prominent point in American history.

A branch railroad extends to *Marblehead*, 4 m.

From Salem we continue through Beverly 2 m., Wenham  
and Hamilton, 4 m., Ipswich 5 m., Rowley 4 m.

NEWBURYPORT 5 m. beautifully situated on the S. bank of  
Merrimac r. about 3 m. from the Atlantic. It is very regu-  
larly laid out, with streets at right angles. The houses neat,  
and many of them elegant are surrounded with gardens

adding much to its rural aspect. The harbour is safe and spacious, but difficult of entrance on account of a sandbar at the mouth of the Merrimac; the U. States have erected a breakwater at the mouth of the r. costing \$30,000. Its commerce is large; its numerous vessels are chiefly employed in the coasting trade and cod and mackerel fisheries. The town is connected with *Salisbury* by a bridge nearly half a mile long; and with *Plumb island* by a turnpike 3 m. long and a bridge 500 ft. in length. It contains a courthouse, jail, a beautiful Doric custom-house of granite, 10 churches, an almshouse, a lyceum, and 3 banks. Several extensive steam cotton factories have been erected within a few years past, and manufacture finer goods now than were formerly manufactured by water power. It is a remarkable fact that this town is the smallest in point of territory, in the United States, having only about 647 acres. Pop. 7161.

*Salisbury* 2 m. farther, *Seabrook* 4 m., *Hampton* 4 m., *Greenland* 5 m. and

#### PORTSMOUTH,

5 m., 54 m. from Boston, the largest town, and only seaport in the state. It is pleasantly situated on the S. side of *Piscataqua r.* 3 m. from the ocean. The streets are irregular, but the houses are well built. The harbour is excellent and unobstructed, defended by four forts, and protected from storms by a number of islands. It has a depth of 65 ft., with a tide which rises 10 ft. and sweeps through the harbour with a powerful current, keeping it free from ice. Portsmouth has much wealth and considerable trade, mostly in the freighting business, cod and mackerel fisheries, coasting trade, W. India trade, and whale fishery. It contains 7 banks, an atheneum, an almshouse, and 7 churches. From the Episcopal church cupola, a beautiful view of the town, harbour and country may be had.

Portsmouth is connected with *Kittery*, in Maine, by two bridges, one 480 ft. in length, on 20 piers; the other 1750 ft. long on 70 piers from 61 to 72 ft. high. It is also connected with *Great Island* by a bridge. On *Navy Island*, on the E. side of the r. and within the bounds of Kittery, is the Navy yard belonging to the U. States, containing 3 ship-houses, and every convenience for building vessels of the largest class. Portsmouth was first settled in 1623, and incorporated in 1633. Pop. 7887. *Hotels*; Rockingham House, State st.; Mansion House, and Franklin House, on Congress st. Many persons pass the summer in this delightful town.

From Portsmouth stages run to *Concord*, 15 m.

Leaving Portsmouth the cars cross the Piscataqua by the bridge to Kittery, Me., from thence the route extends 11 m. to *South Berwick*, where the Boston and Maine R. R. intersects the Portland, Saco, and Portsmouth line. Here the cars of the former line are attached and we proceed, passing North Berwick 6 m. Wells 5 m. Kennebunk depot, 5 m., and Saco 10 m., 38 m. from Portsmouth. It is situated on the N. E. side of Saco r. 6 m. from the ocean. The river here has a fall of 42 ft. in a short distance creating a great water power and forming a beautiful scene. It contains 5 churches, a bank, numerous mills, many handsome dwellings, and has considerable trade. Pop. 3358.

From Saco, we have a pleasant 13 m. ride through a level country, and after crossing the long bridge over the arm of the sea we arrive at the depot, where carriages are in waiting to take you to your hotel. The principal *Hotels* are: the United States Hotel, Congress and Federal sts.; the Elm Tavern, Federal st.; the American House, Congress st.; Casco Temperance House, Middle st. See p. 237.

II. Passengers to Portland via the *Boston and Maine R. R.* leave Boston from the depot Haymarket Square at 7½ A. M.



or 2½ P. M. Though the route is a few miles longer, it is usually run over in the same time as in No. 1, and through an interesting and thickly settled section of the country.

Passing through Somerville 1 m. Walden 5, Reading 12, Wilmington 15, Ballardville 21 we reach

ANDOVER 23 m. on the S. side of the Merrimac, and watered by the Shawsheen r., Great Pond and Haggett's Pond. It is a beautiful town on high ground and commanding a variety of beautiful landscape. The water power of the place is extensively used for manufactures, and the fertile country around, is well cultivated. It contains the Theological Seminary one of the principal theological schools of the Union, Phillips academy, and other literary and theological institutions. It was first settled in 1643, and incorporated 1646; it now contains a bank, an insurance co., 5 churches, and a pop. of 5207.

*Bradford* 31 m. is a pleasant town with beautiful scenery, and excellent fishing in its waters. It has several good schools and seminaries. It is connected by two bridges across the Merrimac with

HAVERHILL, an ancient, flourishing manufacturing town, handsomely built and delightfully located on the N. side of the Merrimac at the head of navigation. Pop. 4336.

Atkinson 36, Plaistow 37, Newtown 40, Exeter 49, Newmarket 56, Durham 61, Madbury 63, Dover 66, and Somersworth 69 from whence a branch extends to Great Falls Village 3 m., are places on the route before reaching So. Berwick 71 m. where it intersects with the Portland, Saco, and Portsmouth R. R. See previous page for remainder of the route.

#### PORTLAND

City, 51 m. from Portsmouth, 105 from Boston, and 545 from Washington. Pop. 15,218. Until 1832, it was the capital

of the state, and is now the largest town, in point of wealth, commerce, and population. It is beautifully situated on a peninsula in Casco bay, which rises at its E. and W. ends, and being regularly laid out, and handsomely built it presents a fine view when approached from the sea, its public buildings forming prominent features.

The spacious harbour is safe, deep, easy of access, near the ocean, and is one of the best in the U. States. It is completely land-locked by numerous islands, on two of which are forts Preble and Scammel, forming a strong defence. On Portland head is a light-house about 80 ft. high erected in 1790. The city contains, a large city hall, courthouse, jail, a custom house, 6 banks, an atheneum with a library of 5000 vols., 16 churches, and a theatre. On *Mount Joy* in the N. E. part of the town, is an observatory 82 ft. high, and 226 ft. above the ocean, from whence by looking through the excellent glass in use here *Mount Washington*, the highest peak of the White Mountains in N. Hampshire may be distinctly seen. The view of the harbour studded with its 365 islands, the city and its shipping, the forts, the surrounding country, and the blue Atlantic stretching away in the distance, is extremely beautiful. The commerce and trade of the city is quite extensive. By the Cumberland and Oxford canal, completed in 1829, communication for 50 m. is opened with the interior. By a road which passes through a notch in the White Mountains much of the trade of the N. parts of New Hampshire and Vermont is brought to the city. The coasting trade with Boston, New York, &c. is very great. Its foreign trade is principally with the W. Indies, and Europe. The chief exports are fish, lumber, beef, and country produce.

Portland was settled in 1632, and early suffered by Indian attacks. In 1775, it was bombarded by the British fleet, and property to the amount of \$240,000 was destroyed. In 1786 it was incorporated and the name changed from Falmouth to Portland; in 1832 it was chartered as a city.

## ROUTES FROM PORTLAND.

During the season of navigation steamboats ply between *Boston* and *Portland*; through *Massachusetts bay*, passing *Cape Ann*, and running down the *Atlantic coast* to *Cape Elizabeth* and *Casco bay*, and in connection with the cars, to *Hallowell*, *Bangor*, and the intermediate places.

Stages run three times a week to the *White Mountains*, connecting with lines of travel to *Concord*, and *Burlington, Vt.*, passing near the delightful lakes of *New Hampshire*, which afford excellent sport for the fowler and angler.

Stages connecting with the cars from *Boston*, run twice daily to *Augusta* via *Brunswick*; thence daily to *Bangor*, *Ellsworth*, *Houlton*, and *Eastport*.

Stages run tri-weekly to *Augusta*, 60 m., via *Lisbon* and *Winthrop*; and on the opposite days through to *Eastport*, via *Gray*, *Lewiston*, and *Winthrop* intersecting with the *Farmington* and *Buckfield* stages.

Stages run daily to *Eastport* 230 m. via *Falmouth* 7 m., *North Yarmouth* 12 m., *Freeport* 18 m., *Brunswick* 27 m., *Bath* 34 m., *Wiscasset* 49 m., *Waldoboro'* 67 m., *Warren* 76 m., *Thomaston* 80 m., *Camden* 91 m., *Belfast* 109 m., *Prospect* 118 m., *Orland* 128 m., *Ellsworth* 142 m., *Franklin* 154 m., *Cherryfield* 174 m., *Harrington* 178 m., *Columbia* 186 m., *Machias* 201 m., *Whiting* 215 m., and *Eastport* 230 m. situated on an island in *Passamaquoddy bay*, into which empties the *St. Croix r.* forming the *E. boundary* of the *U. States*.

Stages run tri-weekly in different directions; to *Paris* 40 m.; to *Waterford* 40 m.; and to *Dover, N. H.* via *Alfred*, 56 m., passing near the lakes of *Maine*, which afford excellent trout fishing.

In connection with the semi-daily line to *Augusta*, stages twice a week leave *Augusta* for *Quebec* 218 m. distant, over the *Kennebec road* via *Norridgewock*.

## AUGUSTA, ME.

60 m. from Portland, and capital of the state. Pop. 5314. This beautiful and flourishing town is situated on both sides the Kennebec r. at the head of sloop navigation, and 43 m. from the Atlantic. The town rises by an easy ascent on both sides the r., is well laid out, neatly built, and contains many handsome dwellings. Both parts of the town are connected by a handsome bridge of two arches. The public buildings are; a *State-house* of white granite with a Doric portico, a handsome dome and cupola, and surrounded by ornamented grounds. The U. States have an *arsenal* on the E. side of the r. The *Lunatic asylum* is a fine granite building with wings. There are also a courthouse, jail, a high-school, and 7 churches. A splendid dam was erected a few years since over the Kennebec at a cost of \$300,000.

*Hotels*; Augusta House, and Mansion House.

From Augusta stages run to *Thomaston* 44 m.; to *Belfast* 46 m.; to *Quebec* via Norridgewock, 234 m.; to *Phillips*, 57 m.; and to *Fryeburg*, 72 m.

## BANGOR, ME.

Occupying a pleasant and commanding situation on the W. side of Penobscot r. at the head of navigation. The city is divided into two parts by Kenduskeag stream, but connected by 3 bridges. It is also connected with the E. side of the Penobscot by a bridge at Orrington. The harbour is spacious, with a depth sufficient for large vessels. Lumber, for which it is the greatest depot on the continent, is the principal part of the trade, and amounts to nearly a million and a half dollars annually. Ship-building is also carried on extensively. The rise of Bangor has been rapid, and it already is the great emporium of the E. portion of Maine. The

public and private buildings of the city are not only neat, but many of them elegant. It contains a courthouse, jail, a bank, 7 churches, and a Theological Seminary under the direction of the Congregationalists, which has 3 professors and a library of 7000 vols. It is connected with Boston by a line of steamboats during about 8 months of the year. *Hotels*; Bangor House; Franklin House; and the Penobscot Exchange. Pop. 8627.

Below Bangor on the Penobscot, are *Frankfort*, *Bucksport*, *Belfast*, and *Thomaston*, at all of which the steamboats stop.

From Bangor stages run to *Castine* 36 m.; to *Ellsworth* 27 m.; to *Skowhegan* 52 m.; to *Moosehead Lake* 72 m.; and to *Brownsville* 49 m.

#### MOOSEHEAD LAKE,

Is a picturesque and irregular body of water about 40 or 50 m. in length with a breadth of 12 m. in its widest part, surrounded with fertile shores mostly covered with timber. It receives numerous tributaries, and contains a number of fertile islands of which Sugar island the largest, contains 5,440 acres, and Deer island 2000 acres. The waters are deep and afford excellent sport for the angler, the trout being of an extraordinary size. A steamboat plies on the lake, principally for transporting the timber to Kennebec outlet. The lake may be divided into two bays. A little above the centre of it, where it is but a mile across, is Mount Keneo on the W. side, an elevation of 5 or 600 ft. projecting over the water; from this height a picturesque view of the lake, its islands, and a boundless wilderness, is presented.

#### TO LOWELL, NASHUA, AND CONCORD.

Passengers take the cars of the Boston and Lowell R. R. which leave the depot in Lowell st. daily, Sundays excepted,

at 7, 9, and 11 A. M., and 2½ and 5½ P. M. Time 1 h. Fare 65 cts.

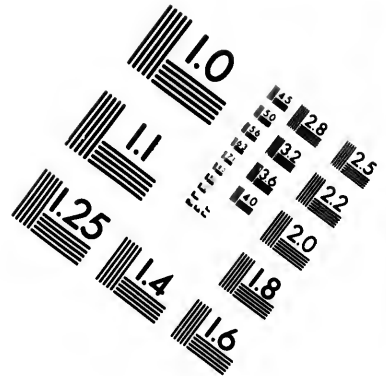
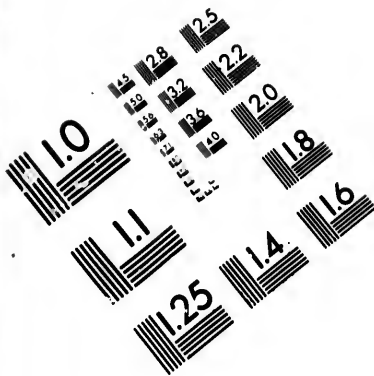
The cars over this beautiful piece of road stop at Medford 5 m., South Woburn 7½ m. from whence a branch extends to Woburn Centre 2 m., Woburn 10 m., Wilmington, 15 m., Tewkesbury 19 m., Billerica mills 21 m.

## LOWELL,

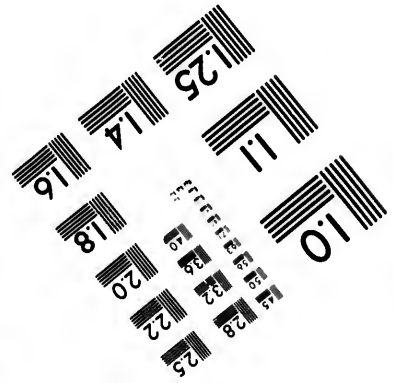
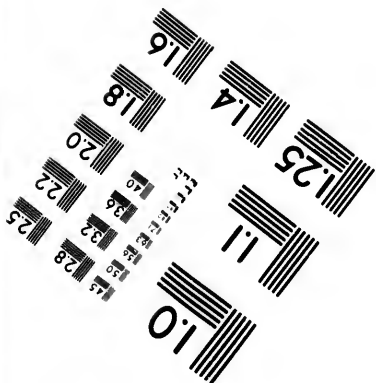
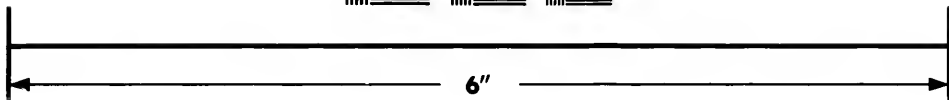
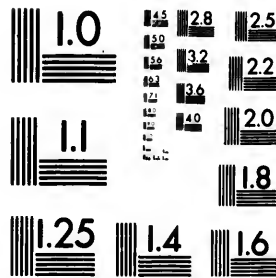
26 m. the large manufacturing town of the United States, lies on the S. side of the Merrimac r. below Pawtucket falls, at its junction with Concord r., and possesses a vast amount of water power, easily available. Lowell is finely situated with regard to health, surrounded by pleasant hills and valleys and seated on a rapid stream. It is laid out with wide streets, all of the buildings are of recent construction, and in a style of neatness and elegance. Pop. 1846, about 30,000.

The water power is furnished by a canal 60 ft. wide, 8 ft. deep, and 1½ m. long, commencing at the head of Pawtucket falls, which have a descent of 31 ft., and extending to Concord r. where there are locks, forming a boatable passage around the falls of the Merrimack. From the main canal the water is carried by lateral canals to the mills and manufacturing companies, having 19 mills, and 250 houses; employing a capital of \$12,000,000, and 9,235 operatives, of which 6,320 are females and 2,915 males; making 75,868,000 yds. of cloth per annum or nearly enough to belt the globe twice round, and 14,000,000 yds. of printed calico yearly; paying for labour \$1,500,000 per annum; and consuming annually 12,500 tons of coal, 3,270 cords of wood, 61,100 bales of cotton, 47,000 gallons of oil, 600,000 bushels of charcoal, and 800,000 lbs. of starch. Extensive as the above statistics show the manufactories to be they will soon be extended 20 per cent.





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A great amount and variety of other business is done in Lowell, besides that of the incorporated companies. Mechanical skill and ingenuity here naturally concentrate, and the best of artisans and of workmanship in almost all branches of mechanical industry, may be here found. The extensive powder works of Oliver M. Whipple are still in successful operation, making 885,000 lbs. of powder per annum. The Lowell bleachery, with a capital of \$50,000, carries on a large business for an establishment of that kind. Besides these, Lowell has a flannel mill, a blanket mill, paper mill, planing machines, a card factory, a whip factory, reed machines, foundry, grist and saw mills, sash and door manufactory, lock-manufactories, carriage manufactory, and harness shops—all these together employing about five hundred hands, and a capital of \$600,000.

The annual amount for sales of manufactured goods is about \$7,000,000. The average wages, exclusive of board, are for females \$1.75 per week, for males 70 cts. a day. The 'lock and canals' company can furnish machinery complete for a mill of 5000 spindles in four months; and they build most of the factories, houses, &c. by contract, and also contract for the water-power and building ground, receiving an annual rent. There are two carpet manufactories which turn out some splendid pieces of carpeting, equal to the imported.

The public buildings of Lowell, are, a courthouse, city hall, market house, mechanics' hall, a hospital belonging to the factories, and the edifices of the public schools. The hall of the Mechanics' Association, erected in 1835, is spacious and is furnished with a fine library and reading room, a chemical and philosophical apparatus, and an excellent mineralogical cabinet. The public schools consist of a high school, six grammar schools, 30 primary schools. There are 23 churches, 2 banks, with an aggregate capital of \$1,050,000, and a savings' institution with a deposite of \$300,000.

Lowell, which in 1821 was a barren spot, and in 1826 was incorporated into a town, and as a city in 1836, presents a splendid example of an American manufacturing town, and well deserves the title of 'The Manchester of America.' The manufactures are generally of the coarser descriptions, though finer qualities begin to be manufactured; cottons which 20 years ago would have cost 30 cts. now cost only 6 cts. a yard. Flannels are made at the Hamilton, sheetings and shirtings at nearly all, with drillings, printed cloths, &c. at several of the factories.

Another source of pride is the excellent character sustained by the operatives; they are neat and respectable in their appearance, and of good moral character. Their literary productions, connections with the various religious societies, and general freeness from intemperance and crime, speak volumes in their praise. A periodical entitled the 'Lowell Offering' is published monthly, the articles written entirely by factory girls, and has an excellent reputation.

From Lowell the railroad extends parallel with the Merrimac to Concord 50 m., via Middlesex 2 m. Chelmsford 2, Tyneboro 4 m. on the state line, Littleton 3, and

#### NASHUA,

4 m., 15 m. from Lowell, and 41 from Boston. The town is situated on the Nashua and Merrimac rivers, is the centre of a considerable trade, and the seat of important manufactures. The manufactories driven by the water power derived principally from Nashua river, employ about 1500 operatives, and consume about 5,000,000 lbs. of cotton per annum. The village contains 8 beautiful churches, some elegant dwellings, and a population of 6054. The country around Nashua is hilly, though the soil is very fertile.

Stages run to *Montpelier* 129 m. via Windsor 73 m. and

Royalton 102 m.; to *Charlestown* 68 m.; and to *Brattleboro'* 68 m. via Keene 49 m.

*Manchester* 18 m. and *Hookset* 26 m., are small towns on the Merrimac before reaching

#### CONCORD,

50 m. from Lowell, and 76 from Boston. The town is situated on the W. side of the Merrimac, connected with the E. side by two bridges, and is the capital of New Hampshire. The houses are built principally on two streets, one of which extends nearly two miles between the bridges. It contains a courthouse, jail, a bank, 6 churches, and a pop. of about 5000. The *State House*, is an elegant structure of hewn granite, with a fine cupola; containing the Senate chamber and the hall of Representatives; it stands on a beautiful site in the centre of the village. The *State Prison* consists of two buildings of hewn granite surrounded by a high wall. The soil around Concord is fertile, and containing large quantities of excellent granite. On the opposite side of the river is a new manufacturing village, which bids fair to increase. The principal part of the trade with Boston is carried on by a canal around the falls, and the Merrimac river. The town was incorporated in 1635, and made the first forcible resistance to British aggression, 1775. A monument marks the spot where the action took place.

Passengers by the first train on its arrival at Concord can leave in stages by various routes for *Hopkinton*, *Newport*, *Claremont*, and *Windsor*; for *Lebanon* and *Hanover*; *Plymouth* and *Haverhill*; *Canaan* and *Oxford*; *Meredith Bridge*, *Centre Harbour*, *Conway*, and the *White Mountains*. On the second day stages reach *Royalton*, *Middlebury*, *Montpelier*, and *Burlington*, connecting with the line of travel, north to *Montreal*, and south to *Whitehall* and *Albany*. From *Haverhill* also, a line of stages runs to *Stanstead* and *Montreal*.

Stages also run from *Concord* to *Guildhall*, via *Littleton*; and to *Keene*, via *Hopkinton* and *Nelson*.

The route from *Concord* to the *White Mountains* about 100 m. is through an interesting country, partly through a valley bordered with lofty mountains, and passing several beautiful lakes.

SQUAM LAKE, is a splendid sheet of water, indented by points, arched with coves, and studded with a succession of romantic islands; it is 6 m. long and 3 m. in its widest part. The finest of trout are caught here, and the shores abound with game, affording excellent sport to the angler and fowler.

LAKE WINNIPISEOGEE, is remarkable for its beautiful and sublime scenery, and rivals the celebrated *Lake George*. It is 23 m. long and 6 to 12 broad, of very irregular shape, its shores being indented with several bays. It is environed and overlooked by several delightful towns, hills, and mountains. Its waters are very pure and deep deriving its sources principally from springs in its bosom, and having an outlet through the river of the same name. It contains 365 islands, many of them quite large, and is navigated by steamboats and other vessels. Like *Squam lake* it contains a great variety of excellent fish.

The prospect of this lake, and its environs, is enchanting; and its beauties are seen with great advantage from a delightful elevation a little distance from the road towards *Plymouth*. On the N. W. ascends a beautiful eminence, called the *Red Mountain* 1500 ft.; on the S. is *Mount Major*, a ridge of bolder aspect and loftier height; and in the distance the great *Ossipee* and other mountains tower aloft with bold sublimity. Dr. *Dwight* and others have thought the magnificent scenery of the lake and mountains, to fully rival that of *Lake George*.

*Centre Harbour*, between the two lakes is a delightful

246 BOSTON TO FITCHBURG AND ALBANY.

stopping place. *Moultonborough* contains some great natural curiosities.

For description of *White Mountains*, see p. 191.

BOSTON TO FITCHBURG 50 M.

Passengers take the cars at the depot in Charlestown at 7½ and 11½ A. M. and 4½ P. M. Fare 1.25, time 2½ h.

Stopping at West Cambridge 5 m., Waltham 10, Weston 13, Lincoln 17, Concord 20, Acton 27, Littleton 33, Groton 37, Shirley 40, and Leominster 46.

Fitchburg is a manufacturing town on Nashua r. It contains 6 churches, 31 mills and factories of various kinds, and an inexhaustible quarry of granite. Pop. 2604. *Hotels*; Fitchburg-Hotel; Washington House.

On the arrival of the cars, stages leave Fitchburg daily for *Keene and Walpole, N. H.*, for *Battleboro', Chester, Rutland, Bennington, Middlebury*, and *Burlington Vt.*; for *Williamstown* 84 m. via *Greenfield* 45 m. Passengers can procure through tickets at the stage office, City Tavern, Brattle st. Boston.

FROM BOSTON TO ALBANY, 200 M.

Cars leave the depot corner of Lincoln and Beach sts. at 8 A. M. and 4 P. M. via Worcester to Springfield. See p. 200.

From Springfield, we continue on the Western R. R. to *West Springfield*, beautifully situated on both sides of Westfield r. at its confluence with the Connecticut, which is spanned by a fine bridge from shore to shore. From here a splendid view of the Connecticut Valley meets the eye. Pop. 3626.

*Westfield* 8 m. farther is pleasantly situated on a plain, drained by Westfield and Little rivers. It is surrounded by high hills, with a handsome public ground in the centre, and

contains 2 churches, and a bank. The canal from Northampton to New Haven passes through the place.

We now ascend into a more elevated region, passing through *Russell* 8 m., *Chester Village* 3 m., and *Chester Factory* 7 m. flourishing towns situated in a romantic region and abounding with trout streams; farther on before reaching *Becket*, the route passes through the most romantic and beautifully picturesque region imaginable; at every turn the eye is delighted and refreshed by hasty glimpses of rocky precipices, flowing rivulets, mountain farms, rocky glens, waterfalls, and other attributes of romantic and picturesque scenery; mingled with our delight is the surprise and admiration caused by the stupendous triumphs of art over nature, shown in the bridges across the ravines, and in the massive embankments, raised to grade the road.

In the route from *Becket* to *Washington* 3 m. farther, the road is elevated 1,430 ft. above the Hudson r. which is reduced to 900 ft. at the state line 24 m. W. In this elevated region the E. branch of the Housatonic and the Westfield r. take their rise.

*Hinsdale* 5 m. and *Dalton* 3 m. are thriving manufacturing towns, the latter situated on the E. branch of the Housatonic r.

**PITTSFIELD** 5 m. farther, and 49 m. from Albany, is the largest town in the county and the most beautiful in this part of the state. The houses are neatly built and ornamented. In the centre is a fine large square. The Berkshire Agricultural Society have their fairs here, and agriculture is much improved. It contains 4 churches, a bank, many manufactories, and the Berkshire medical institution. The town lies 1,000 feet above the level of the sea, in a fertile valley between the Taughannic and Green mountains, watered by two branches of the Housatonic which unite near its centre, and create a great water-power.

Passing near the *Shaker Village* 4 m., and *Richmond* 3 m., we cross the *State line*, 11 m. from Pittsfield, where the road diverges southwardly, to Bridgeport, Conn. 100 m. via West Stockbridge, passing through *Sheffield*, *New Milford*, and other small towns in the valley of the Housatonic.

After crossing the State line we pass through *Canaan* 5 m., *East Chatham* 5 m., and *Chatham-four-corners* 5 m., where the road diverges S. W. to *Hudson*, via *Greenport*, then continuing on we pass through *Chatham Centre* 3 m., *Kinderhook* 4 m., *Schodack* 8 m., *Greenbush* 8 m., and cross the Hudson r. to Albany. See p. 78.

#### TO NEW BEDFORD AND FALL RIVER.

By the Providence and Stonington R. R. from the foot of the Common, fare \$1.50, via *Roxbury* 2 m. *Jamaica Pl.* 4, *Dedham Pl.* 8, *Canton* 14, *Sharon* 18, *Foxboro* 21, *Mansfield* 24, *Norton* 29, *Taunton* 35, *Myrick's* 41.

#### NEW BEDFORD

Pleasantly situated on the W. side of the Acushnet river, an estuary of the sea from Buzzard's bay. The ground upon which the town is built rises beautifully from the water, and presents a fine appearance; the upper portion is laid into beautiful streets which contain many handsome dwellings. The harbour though not easy of access, is capacious and safe. A wooden bridge and causeway three fourths of a mile long connects it with Fairhaven. It contains a court-house, jail, 4 banks, 4 insurance offices, a savings institution, 18 churches, and numerous public schools.

The whale fishery, oil and candle factories, and other branches of business connected with it, form almost the entire business of the place; the tonnage in 1840, was 89,089



tons, and 225 vessels. During the Revolutionary war New Bedford was a place of resort for American privateers; Gen. Gray with 4000 British troops was sent against them and destroyed property worth \$323,250. The town within the past few years has increased rapidly; present pop. 16,000.

NANTUCKET on Nantucket Island, is also extensively engaged in the whale fishery.

From *Myrics* 41 m. as above, a branch R. R. extends to

#### FALL RIVER,

Very pleasantly situated at the junction of Fall and Taunton rivers; the former of which rises in Watuppa ponds, one of which is 11 m. long and 1 m. wide, about 2 m. E. of the town. Fall r. affords immense and unfailing water power, having a descent of 140 ft. in 80 rods. The town has a fine harbour, navigable for the largest ships, safe, and easy of access. It contains 2 banks, a savings bank, 11 churches, 10 large cotton factories with 75,000 spindles, 2 extensive print-works, and several other large factories; also an inexhaustible quarry of granite equal to that of Quincy. A most disastrous fire occurred here in 1843 destroying a large amount of property. Fall River has 10 ships engaged in the whale fisheries. It is connected with Providence by a steamboat, and shortly will be by a R. R. now constructing. Pop. 1845, 10,290.

#### BOSTON TO PLYMOUTH. 37 M.

By the Old Colony R. R. from South Boston, via *Dorchester* 4 m. see p. 220, *Neponset* 5, *Quincy* 8, see p. 226, *Brain-tree* 10, *Weymouth* 14, *Abington* 18, *Hansen* 25, *Pembroke* 29.

## PLYMOUTH,

37 m. on Plymouth bay a branch of Massachusetts bay, is full of interest, it being the oldest settlement by Europeans in New England, and the landing place of the celebrated Puritans, Dec. 22d, 1620. The town contains a courthouse, jail, 6 churches, 2 banks, and an insurance co. The harbour is spacious though not of great depth; the principal business is in the whale, mackerel and cod fisheries. Pop. 5281.

Plymouth contains many interesting places and curiosities. *Pilgrim Hall*, a neat building of unhewn granite, 70 by 40 ft. with a Doric portico of 6 columns, was constructed in 1824. In it the Pilgrim society annually commemorate the anniversary of the landing of their forefathers. It contains a large painting of the landing from 'the Mayflower'; the chair of Gov. Carver; the sword-blade of Capt. Miles Standish and other curious and interesting relics. The rock on which the pilgrims first landed, was conveyed in 1774 to the centre of the town. The other principal objects interesting to the visiter, are *Sacrifice Rocks* in the woods on the road to Sandwich, on which the natives as they passed always threw a stone or stick, supposed to be a religious custom; *Burying Hill* formerly Fort Hill, is an eminence in the rear of the town, on the summit of which the pilgrims erected a few works for defence; from this point is presented a splendid view of the harbor and the shores of the bay, with the promontory and lighthouse, the town and its shipping, and immediately below us the burying ground of the venerable forefathers.

The principal *Hotel*, is the Samoset House, new and spacious, commanding an unobstructed view of the harbor, islands, and ocean, and affording to viseters convenient access to Forefathers' Rock, Pilgrim Hall, the Ancient Records and the memorials of the Pilgrims.

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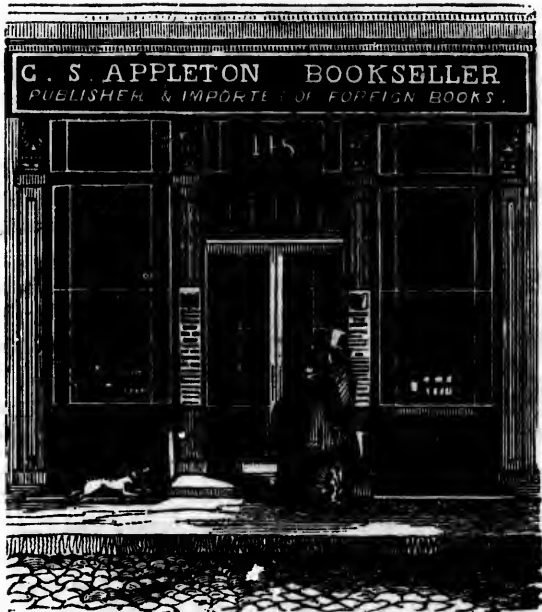
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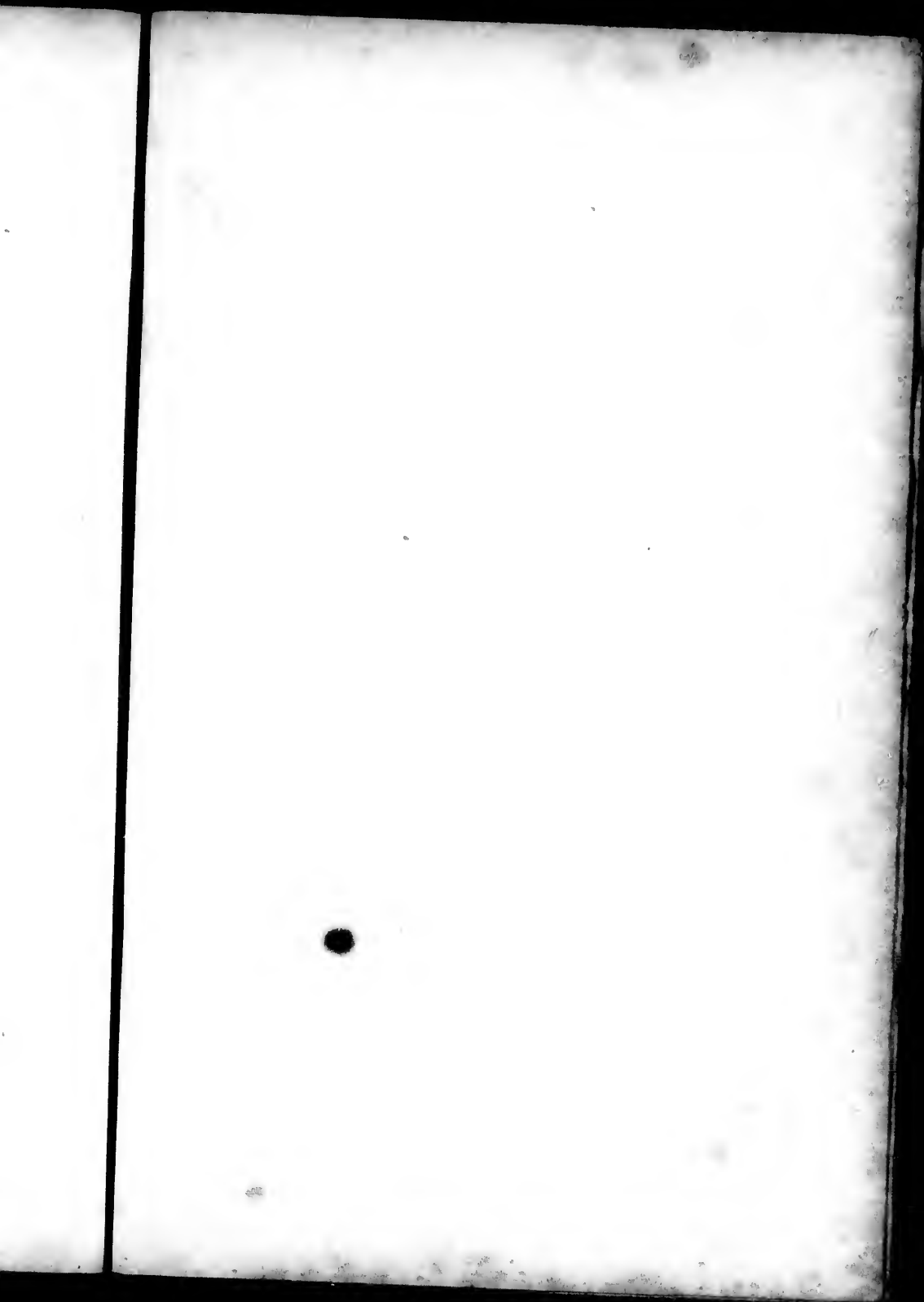
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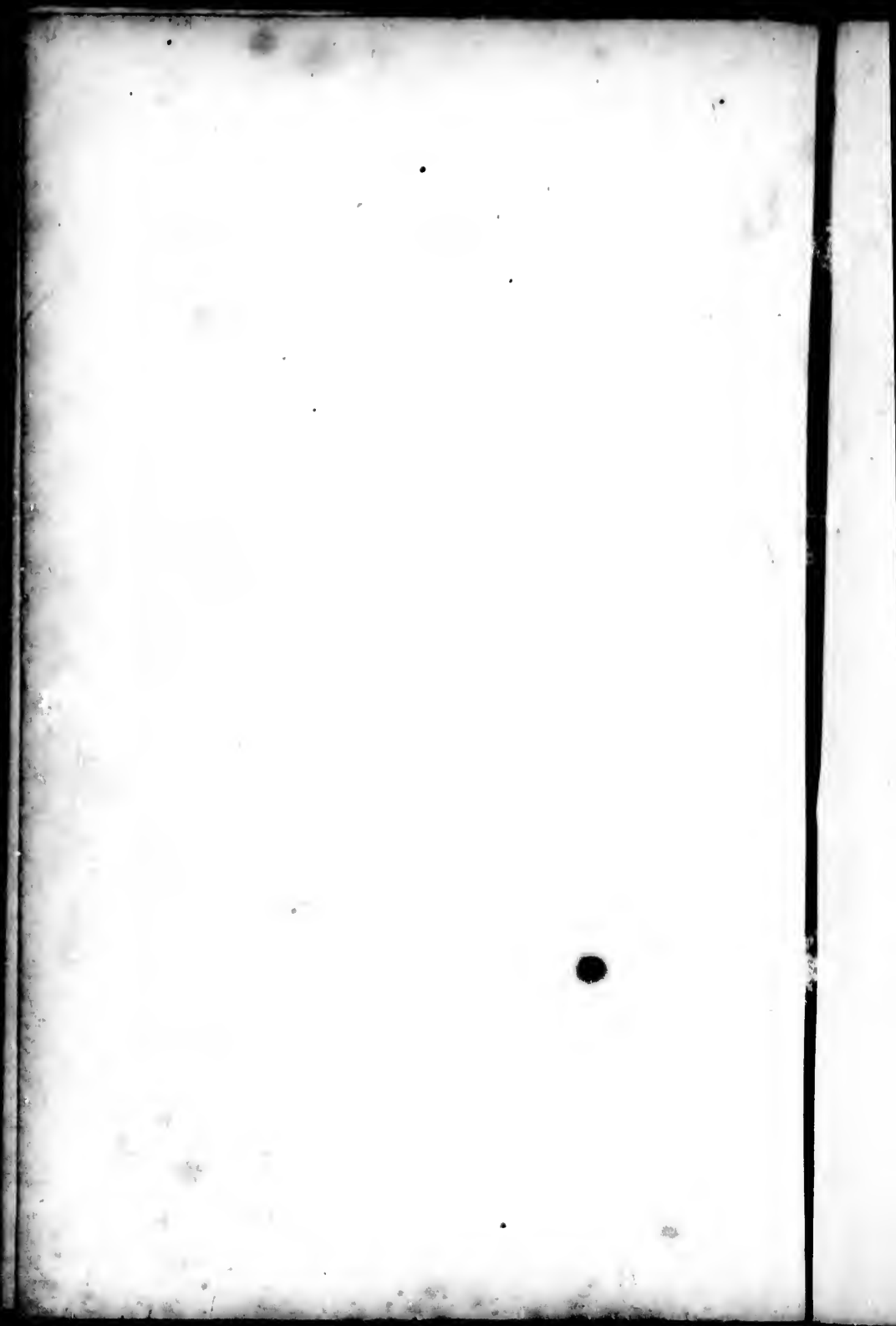
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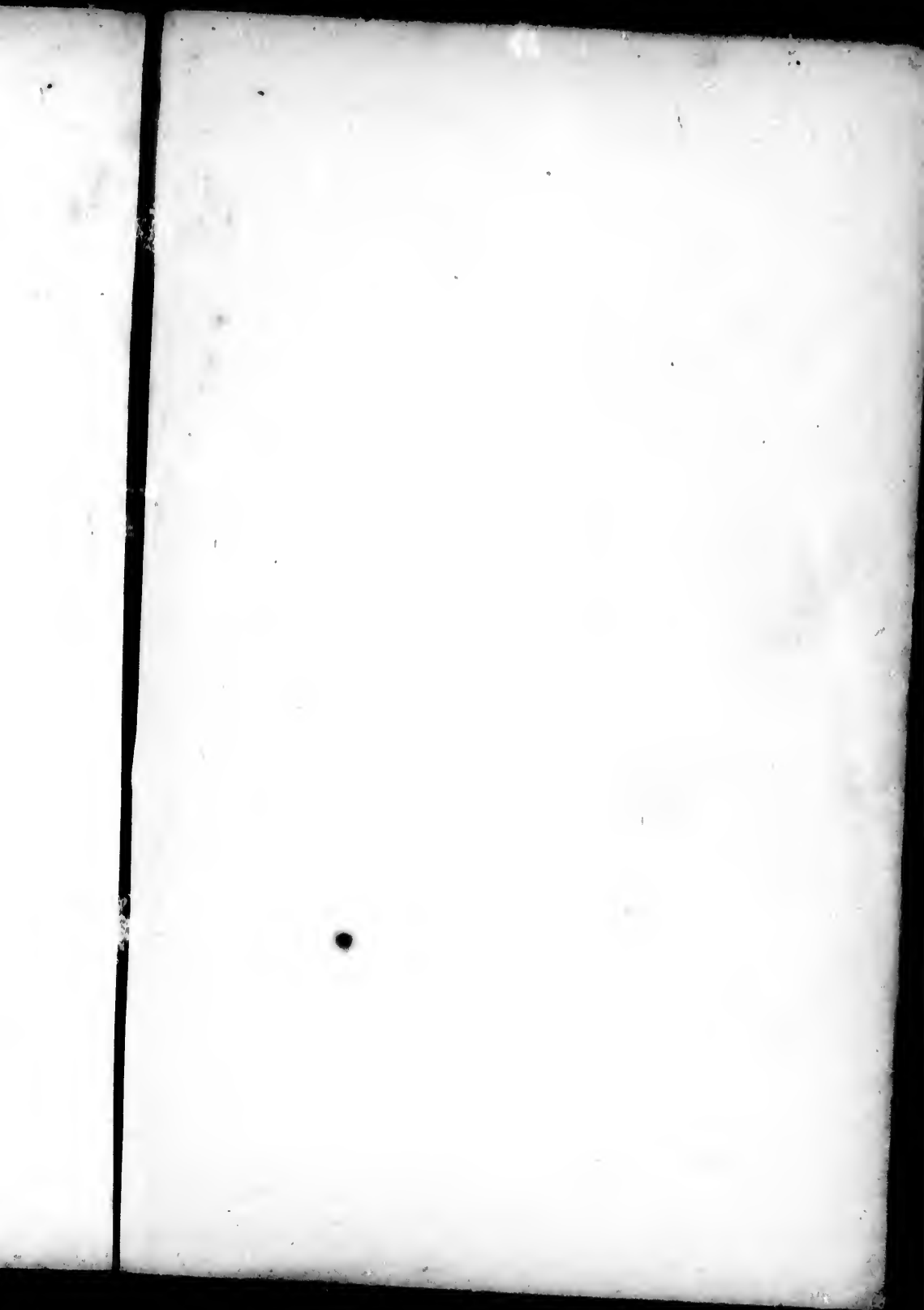
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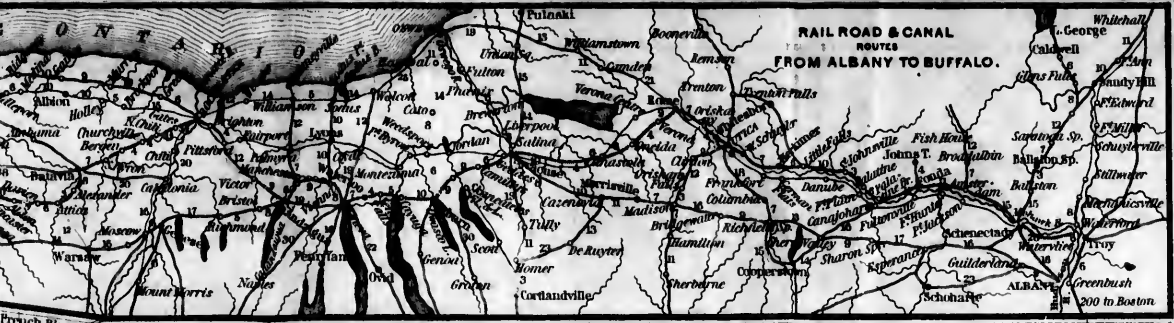








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